

# SS4A SAFETY ACTION PLAN



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# EXECUTIVE SUMMARY

While Teton County experiences fewer total crashes than other regions, fatal and serious injury (FSI) crashes have a disproportionate impact on our small, close-knit communities. Reducing the number and severity of these crashes can also have an outsized positive impact.

To address this, the Teton County Safety Action Plan (SAP) focuses on the specific challenges of our dispersed rural character including increasing traffic volumes, lack of practical alternatives to single-occupancy-vehicles, and reliance on State Highway 33 as the primary north-south corridor.



The Safety Action Plan, herein referred to as ‘the Plan,’ combines strategies to reduce roadway fatalities and serious injuries. The Plan evaluates crash trends, roadway conditions, and future travel demand to identify priority safety risks. Public engagement and the Study Advisory Team (SAT), made up of community stakeholders, helped shape strategies focused on lane departure crashes, intersections, risky driving behaviors, and vulnerable road users. The Plan also highlights the need to address system deficiencies with a county-wide transportation strategy to improve safety and accommodate growth.

The Plan follows the Safe System Approach, recognizing that human error is inevitable and that the transportation system can be improved to prevent those errors from resulting in death or serious injury. This Plan integrates data-driven technical analysis with extensive community engagement to identify priority safety risks, establish emphasis areas, and guide targeted, coordinated investments to make roadways safer for all users.



## Goals and Objectives Serve Our Unique Community

The goal of the SS4A program is to implement a Safe System Approach that prioritizes human life, shared responsibility, and equitable outcome for all roadway users. Goals specific to Teton County’s Safety Action Plan are:

- 1.Reduce fatal and serious injury crashes by 50% by 2036**
- 2.Achieve a measurable shift in mode share by 2036, away from single-occupancy-vehicles**
- 3.Adopt a county-wide strategy for accommodating traffic volume growth**



## Context and Cooperation Guide our Planning Approach

The SAP was developed through a multidisciplinary and collaborative process involving Teton County, the cities of Driggs, Victor, and Teton, the Idaho Transportation Department (ITD), transit providers, trails and pathway partners, emergency responders, and community organizations. The Study Advisory Team (SAT) played a central role in shaping goals, identifying concerns, and grounding recommendations in local knowledge. This integrated approach allowed the County to identify both documented crash patterns and safety concerns that are not fully captured by traditional data sources.

The Plan combines:

- Crash data analysis (2019–2023)
- Roadway characteristic screening
- Five- and twenty-year traffic forecasting
- Community engagement, including over 400 public comments and more than 100 in-person participants



## Existing Conditions Tell Us Where to Focus

Between 2019 and 2023, 443 crashes occurred in Teton County, including 22 fatal or serious injury (FSI) crashes. While these severe crashes represent a small share of total crashes, they are highly concentrated:

- 95% of FSI crashes occurred on State highways, primarily along SH 33
- Lane departure and head-on collisions account for the largest share of FSI crashes
- Intersections on State highways show elevated severity
- Vulnerable road users, particularly bicyclists and motorcyclists, experience the highest likelihood of severe injury when crashes occur
- Impaired and distracted driving are disproportionately represented in FSI outcomes

A High Injury Network (HIN) was developed by combining crash severity, crash frequency, and roadway characteristics that are correlated with FSI crashes, such as speed, curvature, shoulder width, and roadside hazards. The HIN highlights priority segments and intersections where safety investments are likely to have the greatest impact.



## Community Priorities Reveal SH 33 Concerns

A public outreach program was conducted including public meetings, targeted pop-ups and online surveys, with over 400 online responses and approximately 100 in-person participants. Public engagement reinforced the technical findings and emphasized several recurring concerns:

- SH 33 congestion and desire for safer turning movements
- Difficulty and danger crossing highways on foot or bicycle
- Need for continuous and connected pedestrian and bicycle facilities
- Interest in transit options and alternatives to single-occupancy vehicle travel



## Targeted and Systemic Strategies Address Safety Risks

Safety strategies address fatal and serious injury crash trends in Teton County through a data-driven and community-informed approach. Strategies are informed by the High Injury Network (HIN), crash analysis, future traffic forecasts, best practices, and extensive public outreach.

Based on the combined analysis, the Safety Action Plan identifies four primary Emphasis Areas:

- **Lane Departure Crashes**
- **Risky Driver Behavior**
- **Intersections**
- **Vulnerable Road Users**

The plan advances a two-part strategy:

- **Implement countermeasures for emphasis areas and high-risk locations**
- **Address system-wide deficiencies to reduce congestion and reliance on SH 33**

Location-specific recommendations prioritize the SH 33 corridor, particularly the SH 33/SH 32 intersection northwest of Teton and intersections between Driggs and Victor. Detailed analyses identify targeted countermeasures such as intersection controls, access management, and turn lanes to reduce conflict points and crash severity.

Strategies also emphasize multimodal safety through expanded bike lanes, pathways, and multimodal highway crossings, supporting mode shift and reduced vehicle miles traveled. All recommended projects are prioritized in a Master Improvements Plan to guide near-, mid-, and long-term implementation.

### Key recommendations include:

- **Safety improvements for the SH 33/SH 32 Intersection**
- **Pathway connection from Teton to Driggs**
- **Turn lanes for intersections on SH 33 between Driggs and Victor**
- **Alternative routes to SH 33**
- **SH 33 Corridor Study**



## Implementation Defines a Path from Plan to Reality

Reducing fatal and serious injury crashes will require sustained coordination, funding, and accountability. This Safety Action Plan provides the foundation for future SS4A Implementation Grant applications and other federal, state, and local funding opportunities.

Projects are prioritized according to safety-focused criteria with responsible parties and potential funding sources identified. Performance measures to monitor the impact of safety improvements are based on our goal commitment statement. These include implementation metrics and outcome metrics used to track progress and ensure transparency.

By aligning data, community values, and best practices, the Teton County Safety Action Plan establishes an actionable roadmap toward a safer transportation system.

# SAFE STREETS AND ROADS FOR ALL

Safe Streets and Roads for All (SS4A) is a US Department of Transportation (DOT) competitive grant program created by the Infrastructure Investment and Jobs Act (IIJA). The program allocated \$5 billion to support the National Roadway Safety Strategy, using a **Safe System Approach** to reach a goal of zero roadway deaths. Municipalities, planning organizations, and tribes use this funding to identify systemic and infrastructure related contributions to roadway safety risk, create a plan for reducing risk called a **Safety Action Plan** (SAP), then implement projects in the Plan. The planning process requires that all roadway users are considered, not only single-occupancy vehicles.



## SS4A PURPOSE AND GOALS

-  **Reduce Fatal and Serious-Injury Crashes**
-  **Achieve Zero Roadway Deaths**
-  **Increase Safety for All Users**

*“Action Plans are comprehensive safety plans aimed at reducing and eliminating serious-injury and fatal crashes affecting all roadway users. Action Plans use data analysis to characterize roadway safety problems and strengthen a community’s approach through projects and strategies that address the most significant safety risks.”<sup>[1]</sup>*

[1] (<https://www.transportation.gov/grants/ss4a/action-plan-review>)

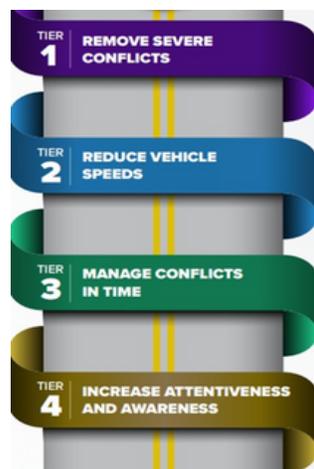
# SAFE SYSTEM APPROACH

A comprehensive approach to transportation safety acknowledges that policy, planning, programming, and projects are multidisciplinary. Recognizing this, in January 2022, the U.S. Department of Transportation (USDOT) released its National Roadway Safety Strategy that adopted the Safe System Approach (SSA) to guide its roadway safety efforts. This approach, illustrated in Figure 1.1, focuses on addressing the five key elements of the transportation safety landscape shown on the five wedges of the circle by incorporating the six principles shown around the edge of the circle. This approach serves as a cultural shift -- multiple layers of safety are incorporated into the decision-making process; fatal and serious injury (FSI) crashes only occur when all layers fail. Consistent with the SSA, the Teton County SAP team will follow a multifaceted and interdisciplinary methodology.



Figure 1.1 Safe System Approach

Figure 1.2 Roadway Design Hierarchy



The Safe System Roadway Design Hierarchy is a tool used to evaluate how well individual treatments align with SSA principles. The hierarchy consists of four tiers, as shown in Figure 1.2, with higher tiers generally considered to be more effective at reducing FSI crashes. These tiers served as an additional criterion in selecting and prioritizing safety strategies for the Teton County Safety Action Plan (SAP).



# TETON COUNTY SAFETY ACTION PLAN

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Our community has watched traffic increase, causing congestion where we saw none just a few years ago. Unfortunately, perceived delays can cause drivers to take risks, including illegal passing, speeding, and aggressive behavior. Issues are centered around vehicles entering and exiting State Highway 33, where the vast majority of our roadway crashes are occurring.

With this plan, we have identified characteristics of risk in our transportation network, and preventative measures to improve safety. However, through public outreach we have also defined a number of concerns that don't show up in the traffic data. Many of these are system-wide operational issues that require a holistic approach. Because of this, our goal for this project became two-fold: identify discrete solutions for directly addressing FSI crashes, and develop a comprehensive vision for accommodating traffic volume growth county-wide. By planning for growth and reducing congestion, behavioral contributors to FSI crashes could be reduced. An important element of the comprehensive vision is an effort to reduce total vehicle miles traveled (VMT) on SH 33, by promoting other modes of travel such as walking, biking, and public transit, as well as providing alternative and redundant routes.

In Teton County, we have a small total number of crashes compared to other counties, but these events have an outsized impact on our tight-knit community. This means that safety improvements can have significant impacts, both statistically in our goal to reach zero fatalities, and socially, as we see better outcomes for everyone traveling on Teton County roadways.



# PLAN APPROACH



***Our approach is a combination of data driven technical analysis and community knowledge.***

Our Comprehensive Safety Analysis used traffic data and community outreach to identify both where crashes are taking place and where they are likely to take place.

To complement our technical analysis, we utilized a Study Advisory Committee (SAT) and public engagement tools in our Community Outreach program. The Study Advisory Team defined Plan goals and objectives, identified underrepresented community groups, and distinguished key locations of concern. The SAT also contributed to practical implementation strategies, jumpstarting coordinated efforts. Public engagement took place from July through November 2025, with over 400

total online comments and approximately 100 in-person participants.

Traffic volumes at 5 and 20 years from now were forecast in order to assess highway capacity and understand potential impacts of future growth.

We then combined all of this information into systemic treatments, location specific improvements, and components of our comprehensive vision for accommodating growth.

To make these strategies a reality, they will need to be implemented through coordinated on-going efforts. Monitoring the success of our Plan is also crucially important to track how effective the strategies have been.

# PLAN APPROACH

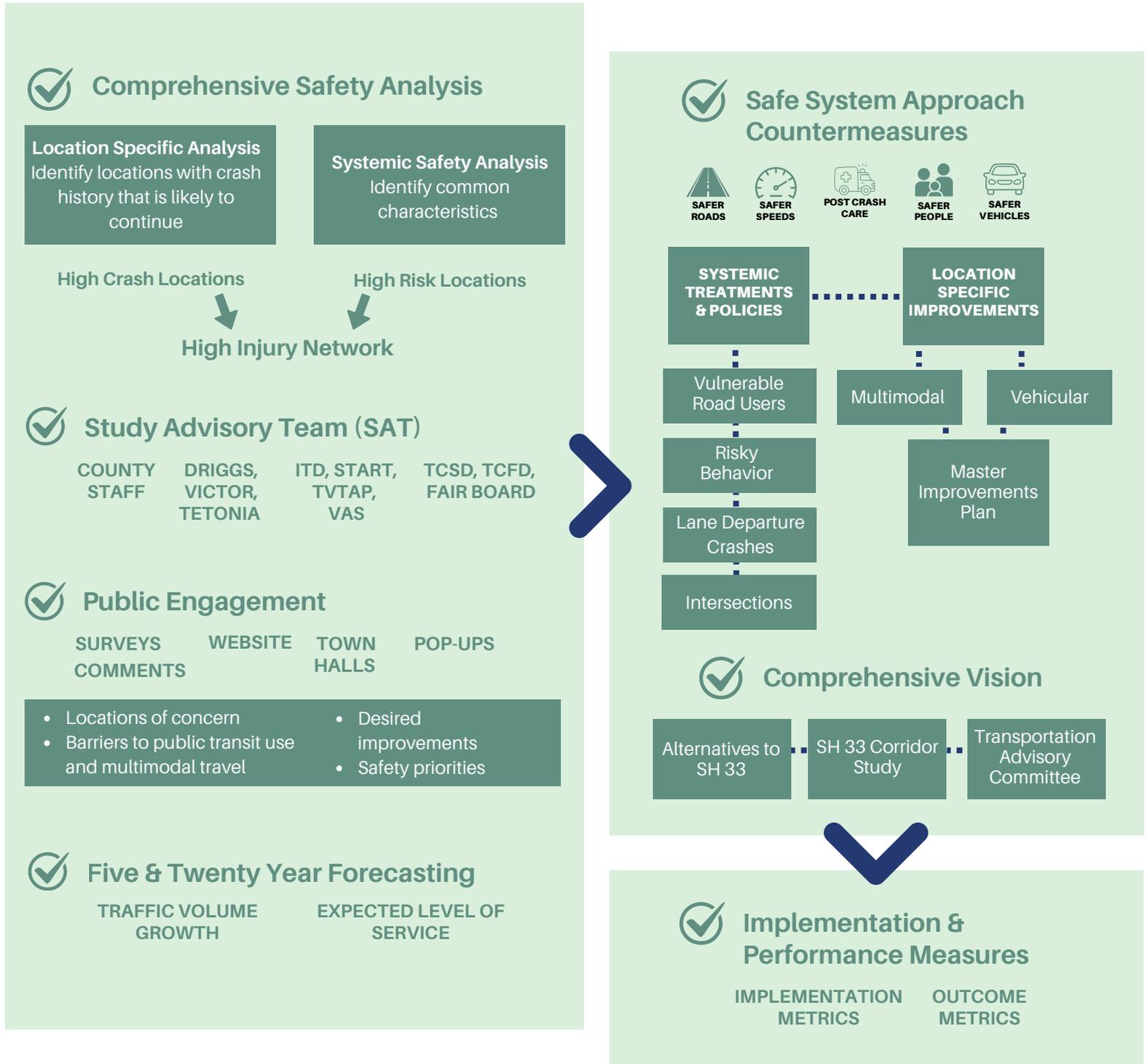
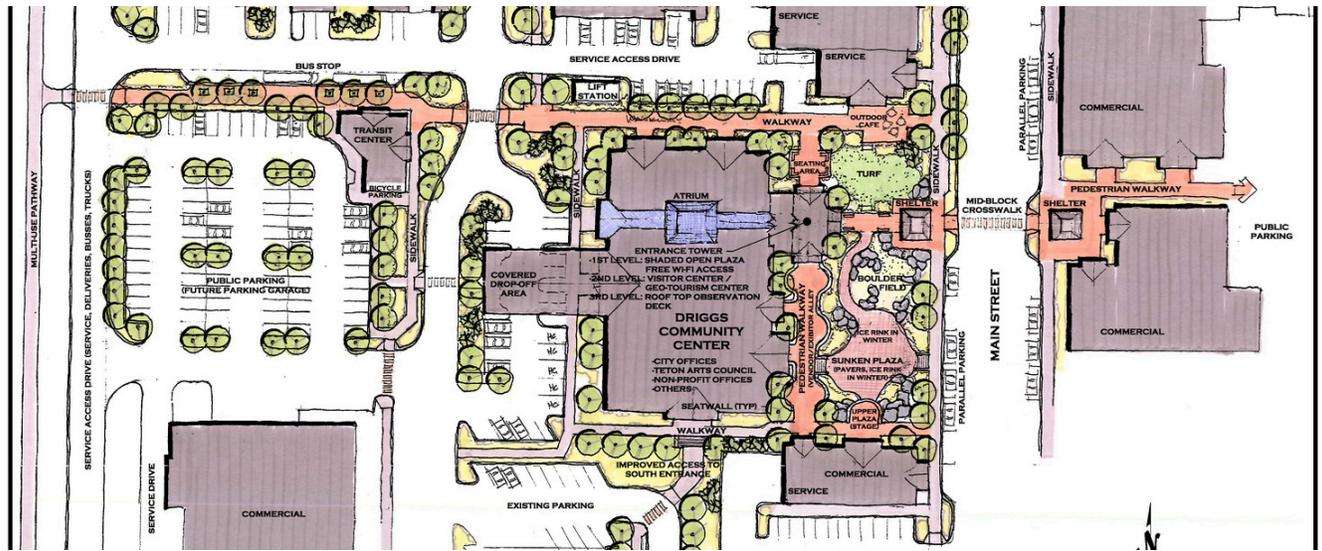


Figure 1.3 Plan Approach



# GOALS AND OBJECTIVES

The two high-level objectives of this Safety Action Plan, to address safety risks with targeted countermeasures and to begin addressing system-wide deficiencies, are captured in our Goal Commitment Statement, which the Teton County Board of County Commissioners adopted by resolution on January 26, 2026. These goals were designed by our Study Advisory Team (SAT) to capture the intention of zero roadway fatalities, acknowledging that this is the only acceptable goal for roadway safety. The SAT also acknowledged that due to our rural, dispersed character, our reliance on private vehicle travel makes this goal harder to achieve. Therefore, our Goal Commitment Statement also includes realistic, quantifiable measures, that can be assessed for their impact and effectiveness. How we intend to measure the performance of our safety countermeasures and recommendations, with consistency and transparency, is discussed in Chapter 8.

## OBJECTIVE 1: Implement Targeted Safety Countermeasures

- Systemic Treatments and Policies
- Multimodal Improvements
- Vehicular Improvements

## OBJECTIVE 2: Improve County-Wide Operations

- Alternatives to SH 33
- Modal-Shift away from Single Occupancy Vehicle
- Comprehensive Transportation Planning

# GOAL COMMITMENT STATEMENT

January 26, 2026



Re: SS4A Goal Commitment Statement

Whereas 22 fatal or serious injury crashes occurred in Teton County from 2019-2023, 95% of which occurred on SH 33; and

Whereas our primary roadways are state highways that are disproportionately burdened due to lack of redundancy and connectivity on County roads; and

Whereas our transportation network serves a variety of users with different abilities, capacities, motivations, destinations, and behaviors; and

Whereas our dispersed rural character is conducive to preference of personal vehicle travel; and

Whereas Teton County acknowledges that reducing vehicle travel is an effective strategy for reducing vehicle fatalities and serious injuries; and

Whereas providing safe, connected, accessible, ubiquitous facilities for multimodal travel and public transit can encourage and enable non-vehicular travel choices; and

Whereas Teton County understands that people will make mistakes while driving, we seek to reduce the frequency and severity of crashes and improve post-crash outcomes to achieve zero fatalities and serious injuries resulting from traffic crashes;

Now, therefore, be it resolved that Teton County hereby adopts the Safety Action Plan with the following goals:

1. Reduce fatal crashes by 50% by 2036 with the following strategies:
  - a. Improve intersection safety, especially on SH 33
  - b. Discourage risky behavior and lane departures with targeted safety countermeasures
2. Achieve a measurable shift in mode-share by 2036, away from single-occupancy vehicles by:
  - a. Improving and expanding public transit
  - b. Improving and expanding multimodal facilities
  - c. Making non-vehicular travel safer at high-risk locations
3. Adopt a county-wide strategy for accommodating traffic volume growth with the following objectives:
  - a. Proportionate decrease in fatal crashes on SH 33 of 50%
  - b. Provide system redundancy for SH 33
  - c. Protect economic development opportunities within the cities

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**Teton County contains three State Highways: 33, 32, and 31; and three incorporated municipalities: Driggs, Victor, and Teton.**

The Plan analyzed the public roads within Teton County to identify locations where safety countermeasures will be most impactful and to formulate key Emphasis Areas for targeted strategy development. Federal and private roads are excluded from this plan to focus on roadways that the County, in coordination with ITD and local jurisdictions, can improve through this plan.

## STUDY AREA

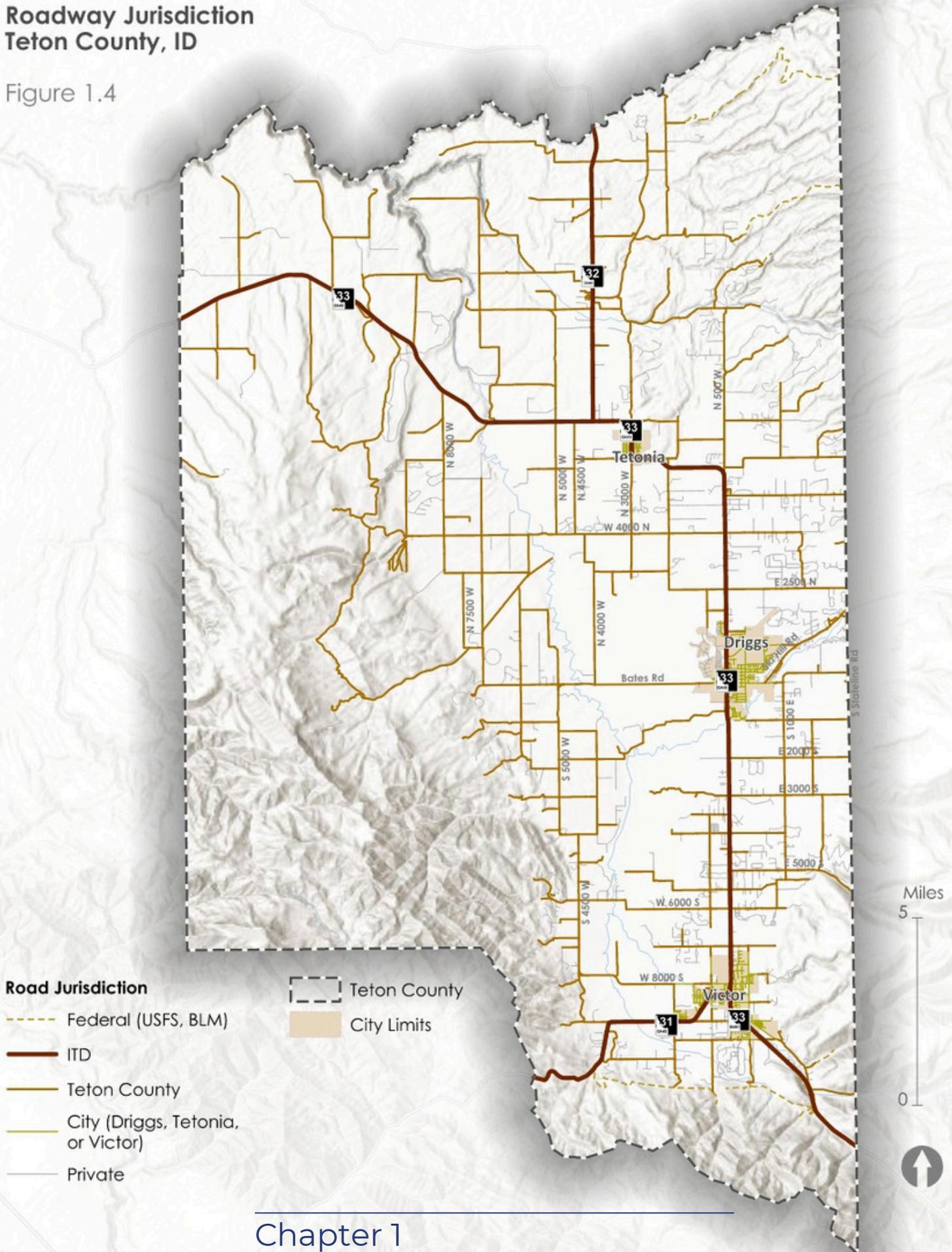
Teton County is located along the eastern border of Idaho, directly adjacent to Wyoming. Most roadways within the study area are operated and maintained by one of five jurisdictions: the Idaho Transportation Department (ITD), Teton County, or the cities of Driggs, Teton, or Victor. Other roads within the study area are federally managed by the U.S. Forest Service or Bureau of Land Management or are privately owned. Figure 1.4 shows roadway jurisdiction data for the study area. Coordination between these jurisdictions is required to ensure that the transportation system is planned, operated, maintained, and improved to meet the project goals of the SAP.



*The study includes State, County, and City roads. Private and Federal roads are excluded from the analysis.*

# Roadway Jurisdiction Teton County, ID

Figure 1.4



# EXISTING CONDITIONS

This chapter assesses existing transportation infrastructure and policies and provides a comprehensive safety evaluation that uses existing crash data, roadway characteristics, public feedback, industry knowledge, and best practices. This analysis results in a series of key locations and emphasis areas that will be used together to develop targeted safety countermeasures and strategies.

## EXISTING POLICIES & PROGRAMS

The project team reviewed plans from ITD, Teton County, and the cities of Driggs and Victor to identify relevant policies and programs that provide context for the existing safety trends in Teton County. No relevant safety plans for the City of Tetonida were identified. This review includes the following documents:

- **Teton County  
Transportation Plan (2020)**
- **City of Driggs  
Transportation Plan (2019)**
- **City of Victor Transportation  
Plan (2021)**
- **Idaho Strategic Highway  
Safety Plan (2021)**
- **ITD District 6 Rural Highway  
Screening Report (2018)**

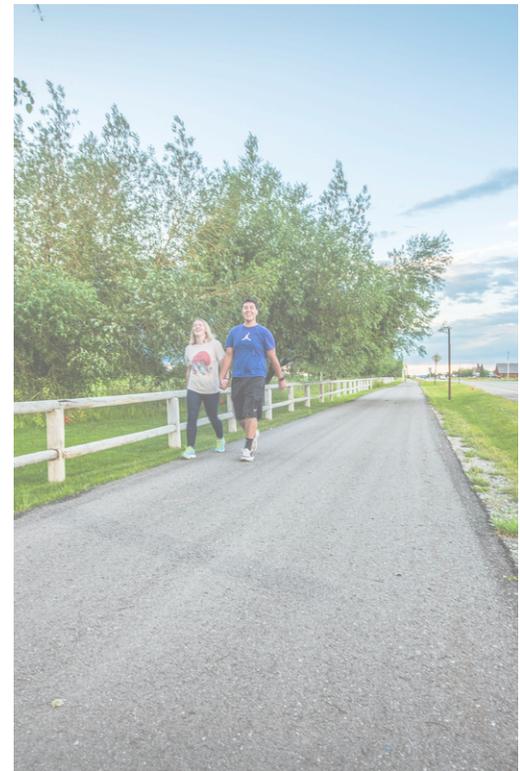


# Teton County Transportation Plan (2020)

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The Teton County Transportation Plan is the primary document guiding coordinated transportation system maintenance, improvement, and expansion efforts county-wide. The plan lists three key factors that are critical in helping the county achieve its transportation goals:

- **Creating an “experience” for users by thinking of and designing “Transportation as an Amenity”**
- **Improving public transit systems and implementing systems that can be self-sustaining**
- **Interconnecting Pathway Systems**



The conclusions and recommendations described within the Transportation Plan consider these three factors. The plan provides a thorough inventory of transportation facilities within the County, including a conditions assessment of all roadways, intersections, and signage. The plan also includes discussion of how regional growth will affect the level-of-service on roadways, indicating that a level-of-service of C should be set as the lowest allowable level.

In addition to the conditions and growth assessment, the plan also includes a Capital Improvement Program (CIP). The goal of the CIP is the “development of improvement projects to existing roadways to provide safe, efficient and environmentally sound transportation facilities for moving traffic, goods, and services around Teton County.”

## Project Relevance

The Teton County SAP will refer back upon many aspects of the Teton County Transportation Plan. While the Transportation Plan is not safety specific, the three key factors identified within the plan should be considered in the development of recommendations and strategies within the SAP.

Furthermore, the CIP was consulted where applicable during the development of location-specific project recommendation.

## City of Driggs Transportation Plan (2019) —

The City of Driggs Transportation Plan is the primary document guiding the development of the City's multimodal transportation system. The plan highlights that Driggs would like to prioritize the following items through the transportation system:

- **Supporting new development**
- **A vital downtown and strong neighborhoods**
- **An environment that encourages walking and bicycling**
- **A high degree of mobility for all residents and visitors**

The plan contains an existing conditions analysis which includes a description of current multimodal transportation facilities and their condition within the city, along with a brief discussion of traffic safety.

The document also includes a future transportation plan which includes planned roads, proposed projects, and other recommended actions. The section provides specific discussion regarding bike lanes, sidewalks, and pathways as a means of fulfilling the City's mobility goals.

### **Project Relevance**

The City of Driggs Transportation Plan CIP will inform the development of location-specific recommendations within the Teton County SAP. Additionally, the SAP project team consulted the City of Driggs Transportation Plan to identify potential opportunities to support the goals and priorities described therein through the Teton County SAP.

## City of Victor Transportation Plan (2019) —

The purpose of the City of Victor Transportation Plan is to strategically guide development within the City to support the current and future needs of Victor's residents and visitors. The plan is informed by the following vision:

- "...a pedestrian-oriented downtown, which is connected to neighborhoods by sidewalks, pathways, and low speed streets, and to the region by transit, pathways, and state highways."

The plan includes an existing conditions analysis, including a multimodal transportation facility inventory along with projected growth and level-of-service estimates. The existing conditions analysis also considers pavement conditions.

Five overarching goals provide the backbone for the specific objectives, policy actions, and improvements included within the Transportation Plan:

- **Move pedestrians safely and at least as easily as vehicles**
- **Slow traffic as it transitions into downtown and provide a sense of arrival in Victor**
- **Share city streets to get vehicles, bicycles, and pedestrians safely downtown**
- **Connect each neighborhood by a pathway to downtown and the regional pathway system.**
- **Make transit a convenient option for regional travel**

Lastly, the Transportation Improvement Plan (TIP) provides a prioritized list of improvements to the transportation system in Victor.



## **Project Relevance**

The City of Victor Transportation Plan TIP helped inform the development of location-specific recommendations within the Teton County SAP. Additionally, the SAP project team consulted the City of Victor Transportation Plan to identify potential opportunities to support the vision and goals described therein through the Teton County SAP.

## **Idaho Strategic Highway Safety Plan (2021)** —

The Strategic Highway Safety Plan (SHSP) is an important document that helps State highway officials “identify and prioritize the most pressing road safety needs and develop strategies with the greatest potential to save lives and reduce injuries.” The plan reaffirms a vision of moving Idaho towards zero traffic fatalities with the following intermediary year 2025 goals:

- Primary goals
  - Reduce the number of average annual traffic deaths to 230 or fewer
- Secondary goals
  - Reduce the fatality rate to 1.26 per 100 million annual vehicle miles traveled
  - Reduce the number of serious injuries to 1,219 or fewer
  - Reduce the serious injury rate to 6.60 per 100 million annual vehicle miles traveled

The SHSP uses a data-driven approach that seeks multiple opportunities to achieve statewide roadway safety goals. Specifically, the plan seeks to strengthen existing partnerships and build new safety coalitions, promote knowledge and resource sharing, and find new funding sources to effectively implement strategies to reduce fatal and serious injury crashes.

The plan includes 11 Focus Areas that have been grouped into five categories as shown below:

- 1. Impaired Driving**
- 2. Occupant Protection**
- 3. Vulnerable Roadway Users**
  - a. **Motorcycle**
  - b. **People who Walk or Bicycle**
  - c. **Youthful Drivers**
  - d. **Mature Drivers**
  - e. **Commercial Motor Vehicles**
- 4. Vulnerable Roadway Behaviors**
  - a. **Aggressive Driving**
  - b. **Distracted Driving**
- 5. Infrastructure**
  - a. **Lane Departure**
  - b. **Intersections**



Focus Areas were selected to align with the National Highway Transportation Safety Administration's (NHTSA) highway safety priority program areas and additional traffic safety issues that were identified through a review of the existing crash data in Idaho. For each Focus Area, five to ten strategies have been developed. These strategies are action items that have a clear path towards tangible safety improvement outcomes.

## **Project Relevance**

While the Idaho SHSP does not include specific locations for transportation safety improvements, the plan provides an overview of state-level traffic safety Focus Areas and strategies. The Teton County SAP sought to align with the SHSP Focus Areas and strategies where appropriate. Alignment between State and County plans can strengthen efforts to reduce FSI crashes.

# ITD District 6 Rural Highway Screening Report (2018) —

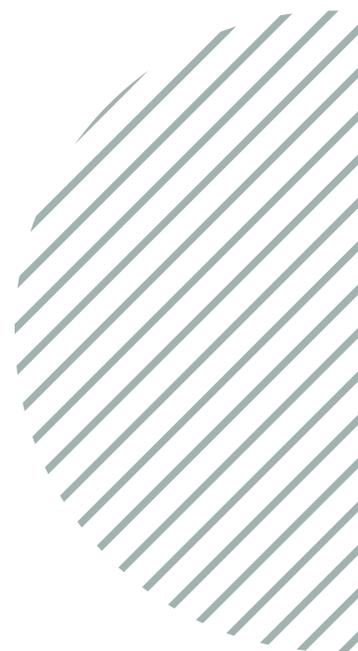
The ITD District 6 Rural Highway Screening Report quantitatively assesses State highways within ITD District 6 to determine specific roadway locations that would be good candidates for additional safety study and specific roadway characteristics that are correlated with fatal, serious, and minor injury crashes.

## Project Relevance

ITD Region 6 includes Teton County. The report identifies the stretch of SH 33 between Driggs and Tetonia and a portion of SH 31 near the county line for additional safety studies. Furthermore, the report indicates that the following three roadway characteristics were found to be correlated with fatal, serious, and minor injury crashes:

- **Shoulder widths of 2 feet or less**
- **Horizontal curves**
- **Roadside Hazard Rating of 4 or greater**

The findings from this report influenced the safety evaluation section of the Teton County SAP. The locations and roadway characteristics described were considered in the creation of the High Injury Network for the County.



# EXISTING MULTIMODAL TRANSPORTATION NETWORK



This section describes the existing multimodal transportation network in Teton County, highlighting the functional classification of roads on the roadway network and detailing existing and planned pedestrian and bicycle infrastructure.

## ➤ **Functional Classification**

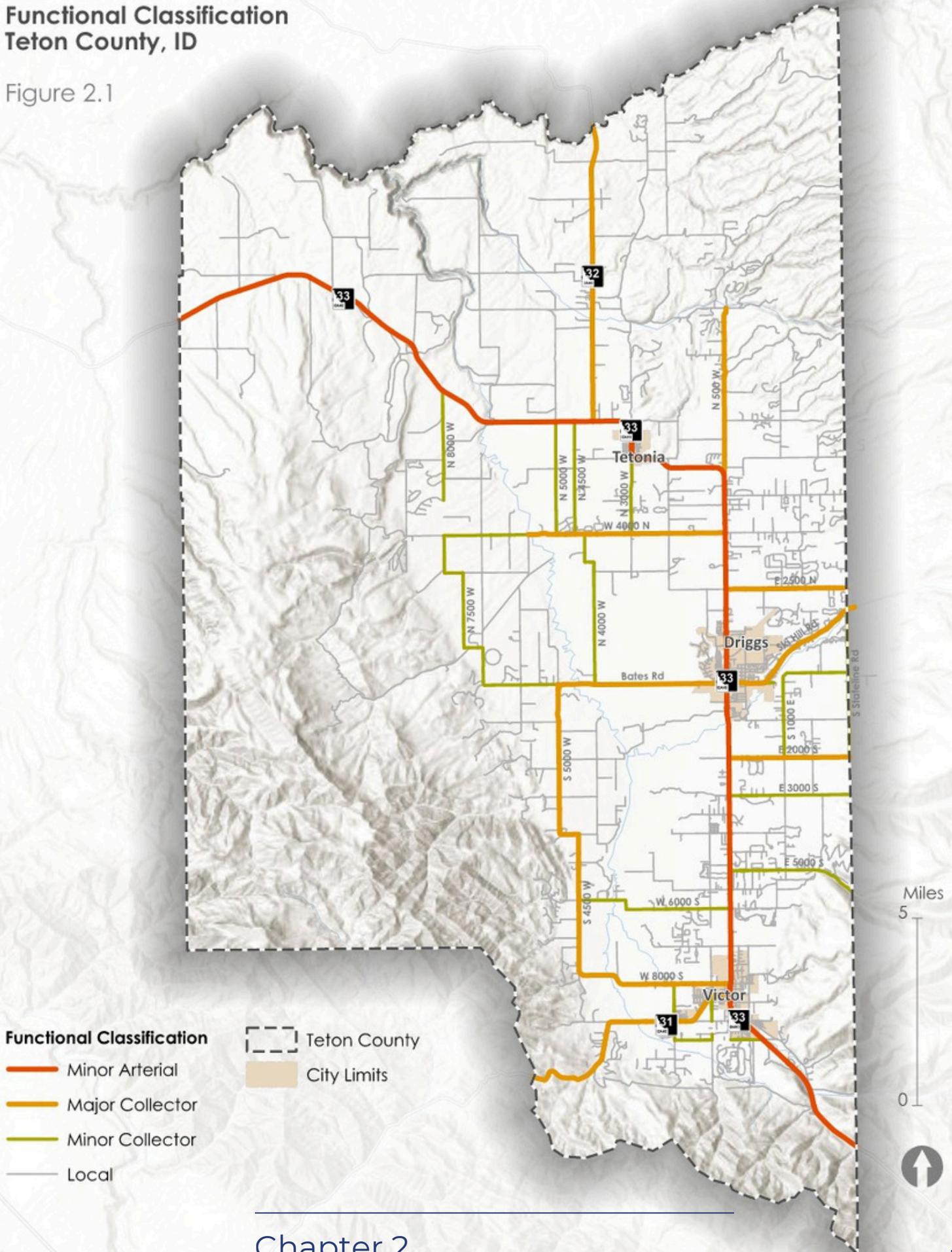
Roadways in Teton County are classified into Minor Arterials, Major and Minor Collectors, and Local roads. These classifications determine some of the design characteristics that these roads possess. A road's functional classification is important to consider as it can affect project selection and funding. Functional classification can also be used as a proxy measure for motor vehicle volumes and speeds where such data is not readily available. Figure 2.1 shows a map of roadways by functional classification in Teton County.

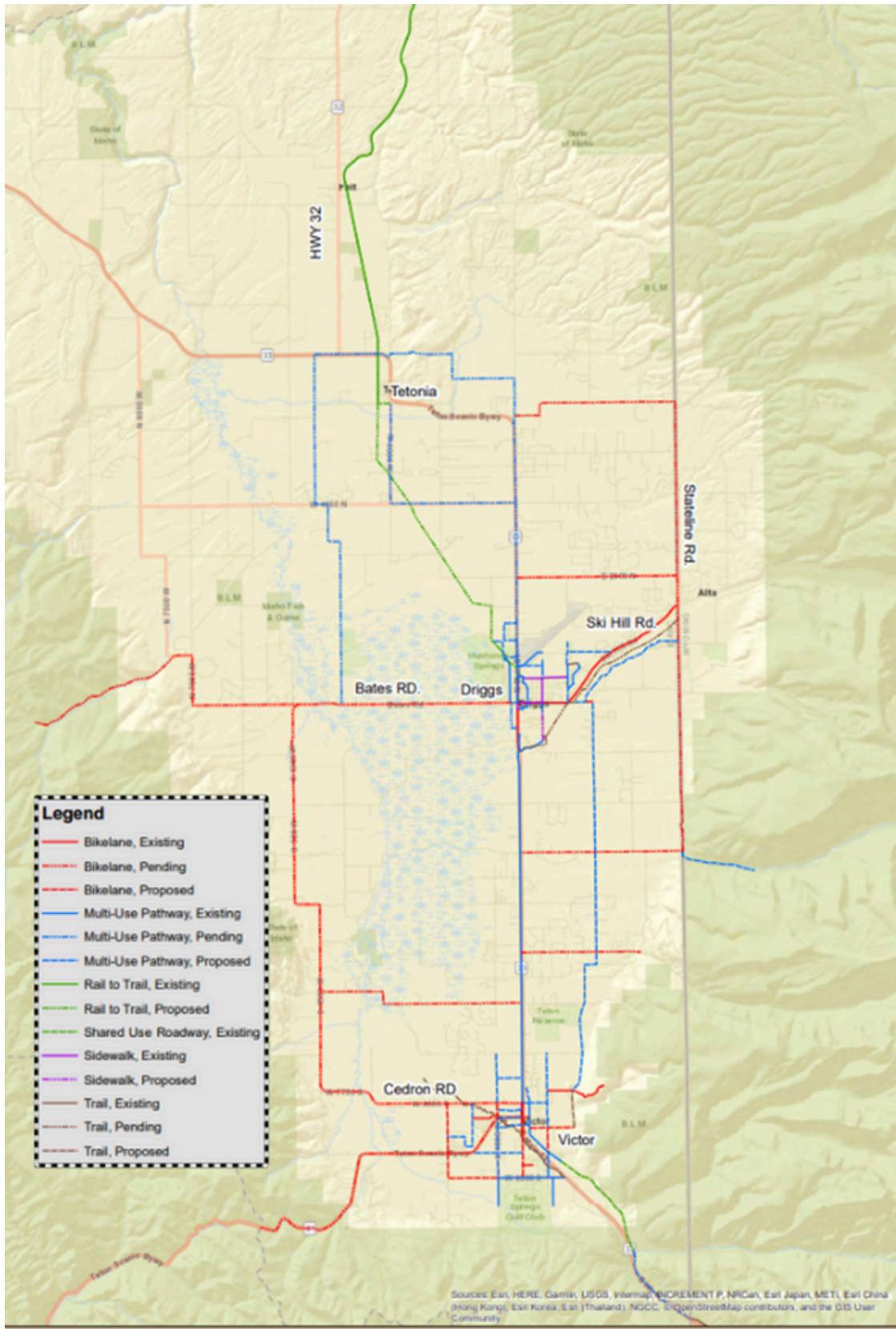
## ➤ **Bicycle and Pedestrian Facilities**

Providing safe and comfortable facilities for walking, biking, and rolling is a priority for Teton County and its planning partners. Within the county, there is a growing network of trails, bicycle facilities, sidewalks, and shared facilities (such as multi-use paths). In addition to a range of existing facilities, there are projects that are either pending or proposed. Figure 2.2 displays the multimodal facilities in Teton County that are existing, pending, and proposed. The items included in this figure come from the Teton County Transportation Plan which was created in 2020; as such, some projects may have been completed since the Plan was finalized.

# Functional Classification Teton County, ID

Figure 2.1





**Figure 2.2 Multimodal Facilities**



# UNDERSERVED COMMUNITY EVALUATION

**The Safe Streets for All (SS4A) program requires the Teton County SAP to consider the presence of underserved communities within the study area and incorporate these findings into the Existing Conditions assessment and subsequent countermeasures and strategies development process. The SS4A program defines an underserved community as an Area of Persistent Poverty (AoPP). AoPPs meet either of the following definitions:**

➤ Any county (or equivalent jurisdiction) in which, during the 30-year period ending on the date of enactment of this chapter, 20% or more of the population continually lived in poverty, as measured by

- the 1990 decennial Census;
- the 2000 decennial Census; and
- the most recent annual small area income and poverty estimate of the Bureau of the Census;

➤ Any Census tract with a poverty rate of not less than 20%, as measured by the 5-year data series available from the American Community Survey of the Bureau of the Census for the period of 2014 through 2018

According to the SS4A Underserved Communities Tool,[1], neither Teton County nor any Census Tracts within the county, are classified as Areas of Persistent Poverty. This does not mean there are no historically disadvantaged populations within the County, just that they are not large enough, or concentrated enough within a single Census Tract, to meet the AoPP definition.

The County identified Hispanic/Latino populations, older adults, and those living with a disability as being historically underrepresented in Teton County. These groups received targeted outreach efforts as part of the community engagement elements of the plan.

[1] SS4A Underserved Communities Tool. <https://usdot.maps.arcgis.com/apps/dashboards/9806be8527b14f93be311f0fb57d336e>



**The results of these analyses inform the creation of a High Injury Network and will be used to inform countermeasures and strategies.**

# SAFETY EVALUATION

This section describes the analysis methodology and results of the safety analysis within the study area. The goal of this analysis is to identify crash patterns that contribute to FSI crashes in Teton County and identify locations where FSI crashes have occurred historically or may be more likely to occur in the future based on the roadway characteristics. The results of these analyses inform the creation of a High Injury Network (HIN), one of the seven required components of a Safety Action Plan as outlined in the SS4A program. These results will also be used to inform countermeasures and strategies identified within this plan. The crash data used in this section was provided by ITD for the five most recent years for which data was available, January 1, 2019, through December 31, 2023.

## Crash Patterns and Trends

Crash data made available by ITD was reviewed to identify any trends. In total, between 2019-2023, 443 crashes occurred within Teton County. Of these, 28% (125) were reported within the city limits of Driggs, Teton, or Victor, and 72% (318) crashes were reported outside of any city limits.

The crash pattern analysis evaluated crash severity, type, contributing factors, vulnerable road users, location, behavioral characteristics, and weather and roadway surface conditions.

## Crash Severity

Crash severity is reported using the KABCO severity scale, which is as follows:

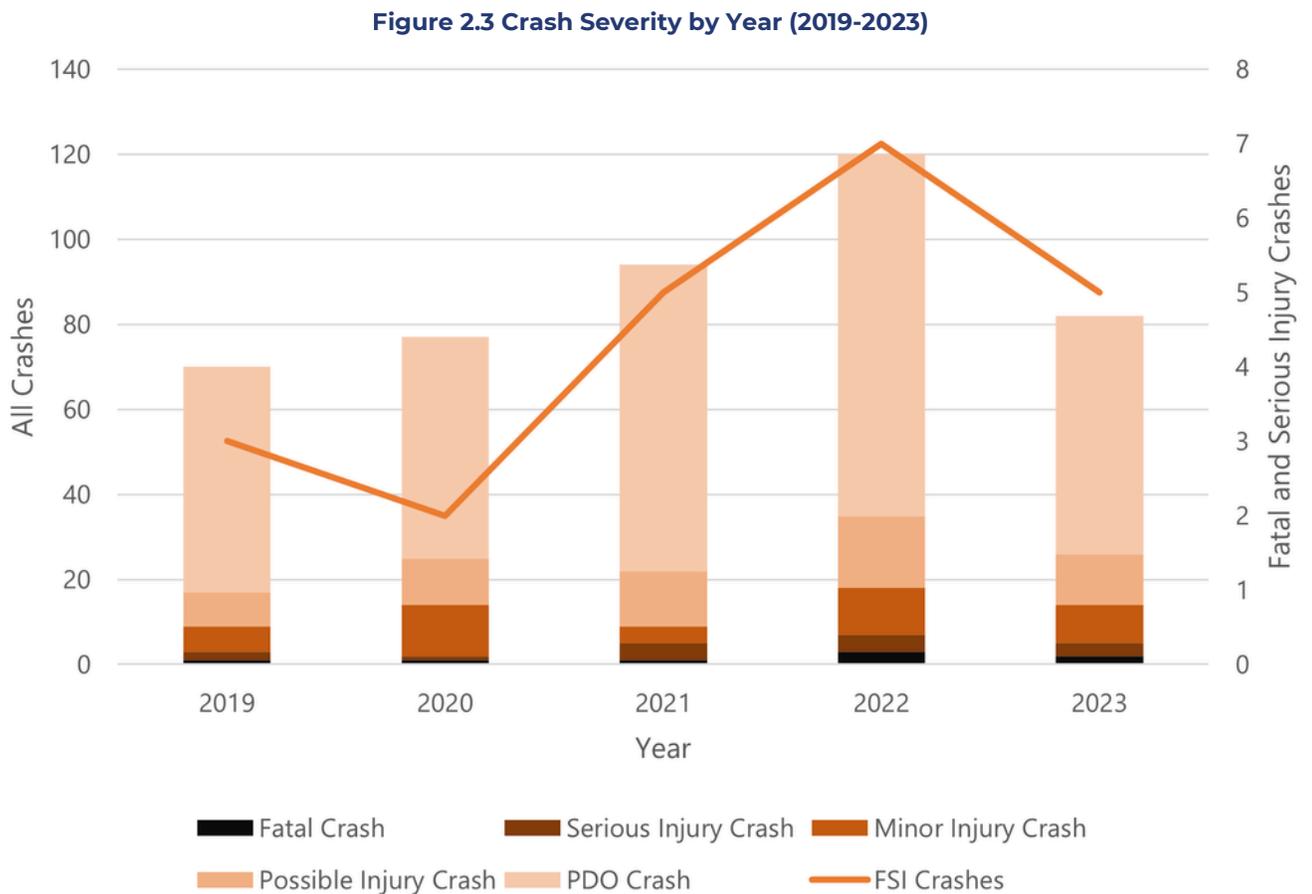
- K – Fatal Injury Crash
- A – Suspected[2] Serious Injury Crash
- B – Suspected[2] Minor Injury Crash
- C – Possible Injury Crash
- O – Property Damage Only (PDO) Crash

[2] Crash severity is commonly reported by the responding law enforcement officer. These first responders may not be able to perform a complete medical diagnosis on-site. To account for this uncertainty, crash severity is often reported as "suspected."



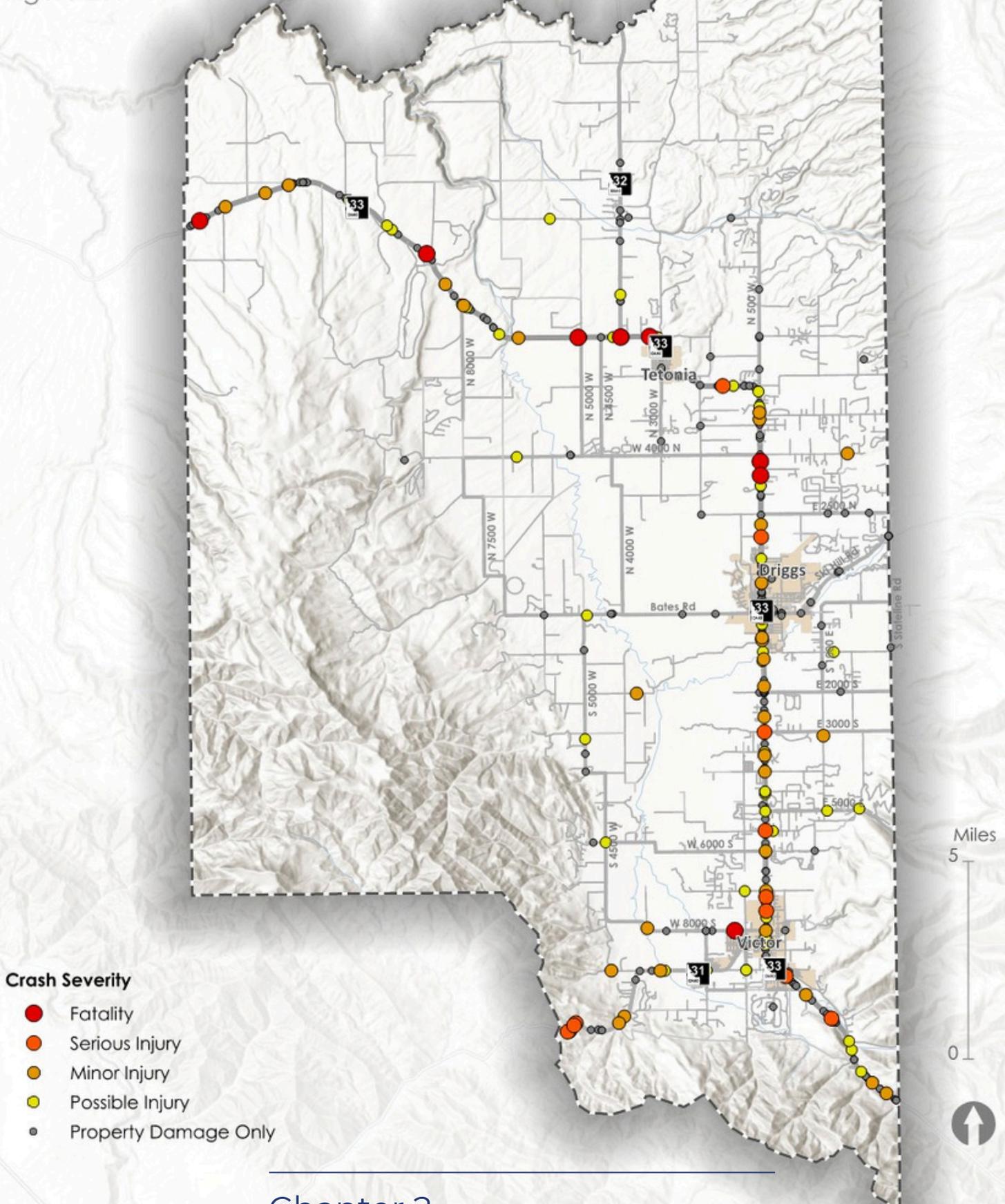
To best align with the goals and objectives of the Safe System Approach, this plan focuses on fatal and suspected serious injury crashes. There were 22 of these crashes during the five-year study period. Discerning patterns and trends from this low sample size can be challenging – just a few crashes can cause substantial percent variations in crash trends. For this reason, both percent values and total crash counts are included (when appropriate) in the charts in this section.

Figure 2.3 presents reported crashes by severity and year within Teton County. Between 2019-2023, 8 fatal crashes and 14 suspected serious injury crashes occurred, comprising approximately 5% of all crashes during the study period. The annual number of FSI crashes is also shown in Figure 2.3. The location and severity of crashes within Teton County is shown in Figure 2.4.



# Crashes by Severity Teton County, ID

Figure 2.4





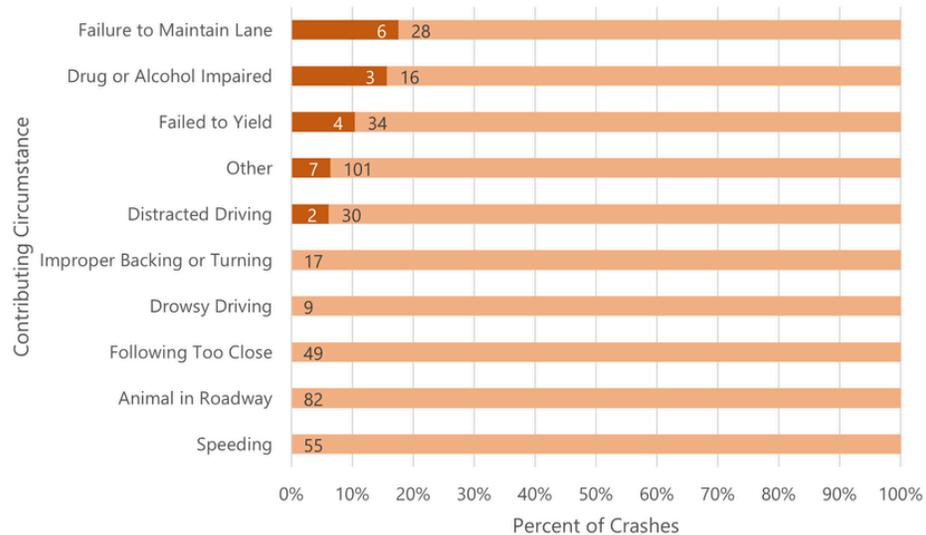
# CRASH CHARACTERISTICS

Contributing circumstance and crash type are two key attributes that provide valuable insights into factors contributing to FSI crashes within Teton County. Contributing circumstance is an attribute that describes the factor or condition that contributes to each crash, whereas the crash type attribute places more emphasis on the outcome of the crash (fatality, injury, or property damage). This section will highlight contributing circumstance and crash type data and discuss the findings of this analysis.

## ➤ Contributing Circumstance

ITD reports the contributing circumstance for all crashes. Figure 2.5 presents the proportion of crashes within each class of crash contributing circumstance that are FSI crashes. In addition to the proportion of FSI crashes, the total number of crashes within each contributing circumstance is also displayed in the figure.

**Figure 2.5 Crashes by Contributing Circumstance<sup>[3]</sup> (2019-2023)**



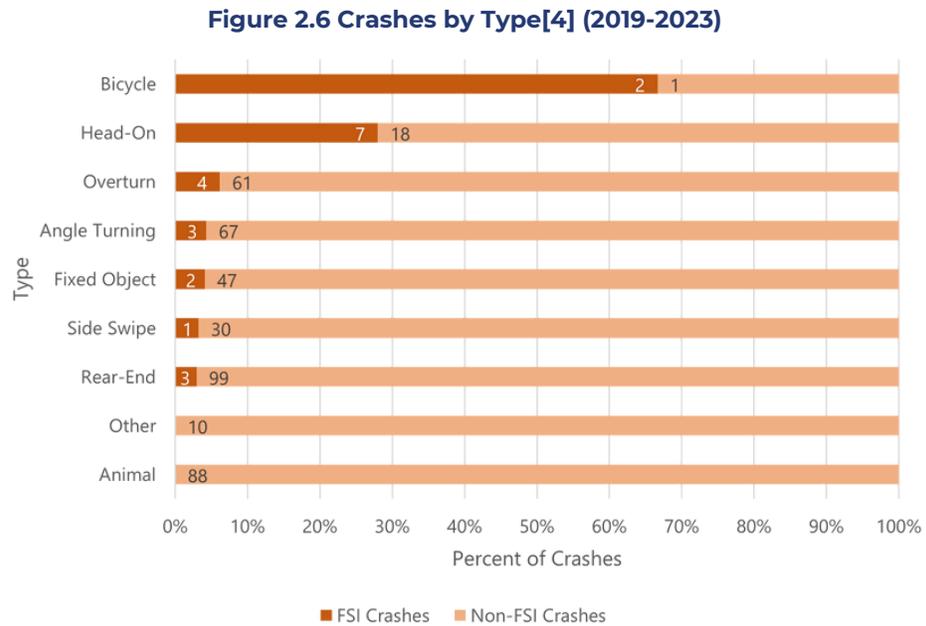
As shown in Figure 2.5, failure to maintain lane resulted in the highest proportion of FSI crash outcomes. In addition to this contributing circumstance, impaired or distracted driving and failure to yield resulted in higher rates of FSI crash outcomes. While animals in the roadway accounted for the greatest number of crashes in Teton County of any single contributing circumstance, this contributing circumstance resulted in zero FSI crashes during the study period.

<sup>[3]</sup> The "other" class includes unclassified crashes and crash causes that had relatively little corresponding data, including brake failure, wrong way driving, driver sickness, previous accident, overcorrection, light defect, improper parking or use of turn lane, or vision obstruction.



## ➤ Crash Type

Figure 2.6 presents the proportion of crashes within each crash type that are classified as FSI crash outcomes. In addition to the proportion of FSI crashes, the total number of crashes within each crash type is also displayed in the figure.



While only accounting for less than 1% of total crashes, bicycle crashes have the highest rate of FSI crash outcome, with two-thirds of crashes involving a bicycle resulting in a fatality or serious injury. Head-on collisions accounted for the greatest number of FSI crashes and resulted in the second highest rate of FSI crash outcomes.

Rear-end crashes, while constituting approximately 23% of all crashes, accounted for only 14% of FSI crashes. Animal crashes, which account for roughly 20% of all crashes, resulted in zero FSI crash outcomes.

## ➤ Vulnerable Road Users

To align with the Safe System Approach’s emphasis on vulnerable road users, crashes involving a vulnerable road user were closely examined. Vulnerable road users is a term used to describe users of the Teton County roadway system who are more likely to be injured should they be involved in a crash. These users include pedestrians, bicyclists, and motorcyclists. As mentioned previously, three crashes involved a bicyclist, four crashes involved a motorcyclist, and zero crashes involved a pedestrian.

[4] The “other” class included unclassified crashes and crash types that had relatively little corresponding data, including jackknifed vehicles and backed-into vehicles.



Of the three crashes involving a bicyclist, two occurred within the Driggs city limits and the third occurred just outside of the city limits of Victor. One crash resulted in a fatality and was caused by a bicyclist crossing midblock and failing to yield to an oncoming vehicle. One crash resulted in a suspected serious injury and was caused by a turning vehicle; obstructed vision was cited as a contributing circumstance. The third crash resulted in a possible injury and was caused by driver inattentiveness. The drivers in all three crashes were uninjured.

Of the four crashes involving a motorcyclist, two occurred near the county line along SH 31 and two occurred along SH 33 just south of Victor. All motorcyclists were wearing helmets when the crashes occurred, and all crashes occurred during daytime hours with dry pavement conditions. The two crashes along SH 31 resulted in suspected serious injuries and were roadway departure crashes likely associated with the steep roadway grades and sharp curves in the area. The two crashes along SH 33 were classified as a “possible injury” crash and a “no apparent injury” crash resulting from following too closely and wildlife in the roadway, respectively.

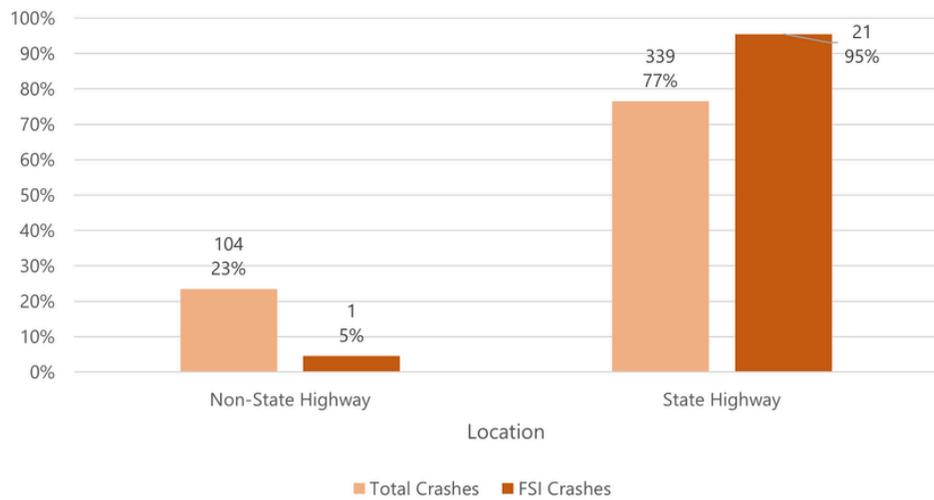
## CRASH LOCATION

While crash trends at, or along, specific intersections or roadway segments will be examined in the location screening section below, this section considers location-based factors in aggregate. Factors that will be examined include the proportion of crashes along State highways, within and outside the city limits of Driggs, Teton, and Victor, and at intersections.

### State Highway Crashes

The proportion of total crashes and the proportion of FSI crashes were examined along the three State highways in Teton County and compared to the respective proportions for non-State highways. Figure 2.7 presents the percentage of total crashes and FSI crashes by location on or off the State highway network. As shown in Figure 2.7 below, 77% of all crashes and 95% of all FSI crashes in Teton County occur on the State highway network.

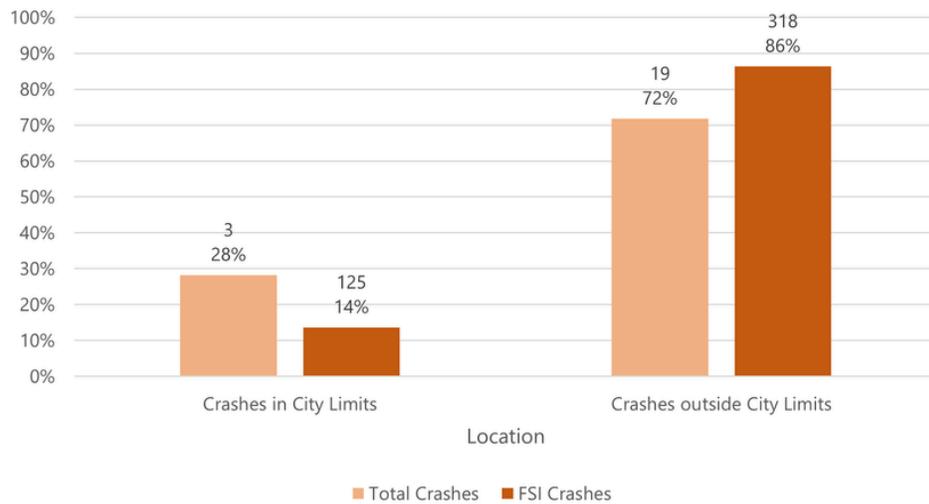




**Figure 2.7 Proportion of Crashes along State Highways (2019-2023)**

## Crashes within City Limits

Figure 2.8 presents the proportion of total crashes and FSI crashes by location within or outside of the incorporated cities in Teton County. As shown, crashes in the unincorporated County are more likely to be severe than those within City limits.

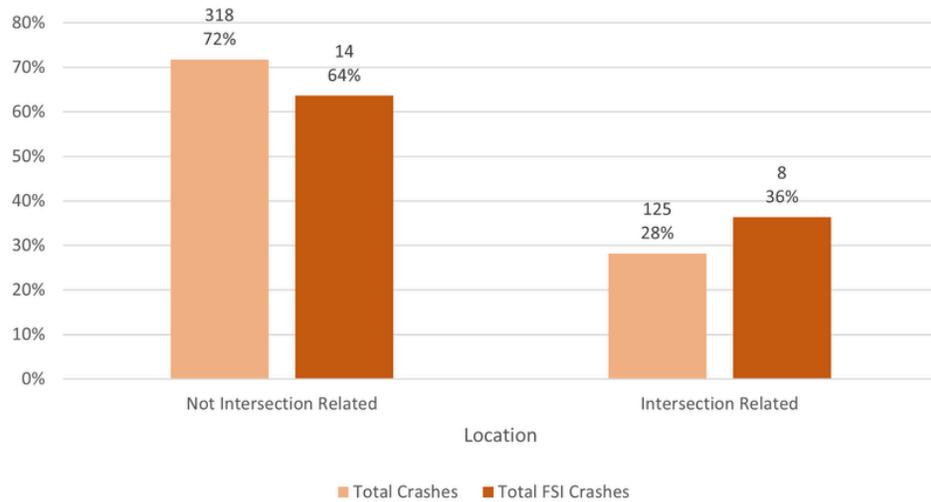


**Figure 2.8 Proportion of Crashes within City Limits (2019-2023)**



## ➤ Intersection and Segment Crashes

The final component of the location-based crash trends section is a general assessment of the proportion of crashes occurring at intersections compared with those occurring along roadway segments. Figure 2.9 presents the relative proportion of total crashes and FSI crashes for crashes within intersections and along roadway segments. As shown below, crashes at intersections are more likely to be severe, with 28% of all crashes being intersection related, but 36% of all FSI crashes are classified as being intersection related.



**Figure 2.9 Proportion of Crashes at Intersections and Segments (2019-2023)**

# DRIVER CHARACTERISTICS

Several driver characteristics were included in the crash patterns and trends assessment including specific risky driver behaviors and driver residence.



## ➤ Risky Driver Behaviors

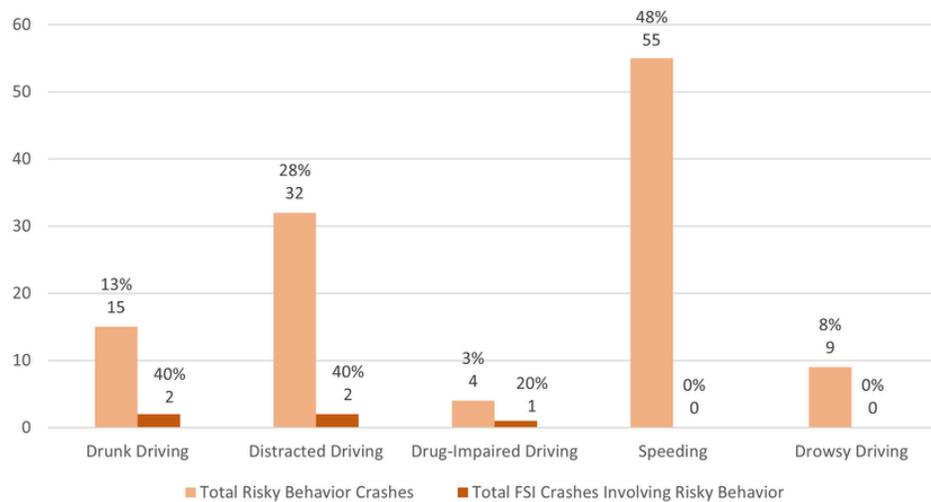
The National Highway Traffic Safety Administration (NHTSA) identifies five types of risky driving behaviors:[5] drunk driving, drug-impaired driving, distracted driving, speeding, and drowsy driving. Together, crashes involving at least one of these behaviors accounted for just over 25% (115 crashes) of all crashes in Teton County during the study period. Figure 2.10 shows the relative frequency of crashes involving each risky driver behavior and the corresponding frequency of FSI crashes.

[5] NHTSA. (n.d.). Risky Driving. <https://www.nhtsa.gov/risky-driving>



While drug-impaired and drunk driving was a factor in 16% of all crashes involving risky behavior, 60% of all FSI crashes involving risky behavior included an impaired driver. In contrast, while speeding was cited as a contributing circumstance in approximately half of all crashes involving risky behavior, zero FSI crashes involving risky behavior were attributed to speeding. This may reflect the assignment of alternative contributing circumstances in crash reports and does not indicate that speeding is not a significant crash risk factor. Speeding remains a high-risk behavior as higher speeds cause greater impact forces when crashes occur. Even if speeding is not identified as the primary contributing factor, it may still play a role in many FSI crashes.

It is important to consider that risky driver behaviors are likely unreported for all crashes; the speed of vehicles involved is not always known, nor can it always be confirmed if a driver is distracted or drowsy.



**Figure 2.10 Risky Driver Behavior and Crash Severity (2019-2023)**

## Driver Residence

Crash severity and rate based on the driver's state of residence was also examined. 58% of all crashes involved a driver with an Idaho license, and 64% of all FSI crashes involved an Idahoan driver. Additional data on crash rates by driver state of residence can be found in Appendix A.





# ROADWAY CONDITIONS

An assessment of weather conditions and roadway surface conditions showed that most crashes occur on dry pavement in clear weather conditions. Furthermore, the rate of FSI crashes for dry pavement and clear weather conditions exceeded the total crash rate for the same conditions. 11% of all crashes occurred in snowy weather, yet just 9% of all FSI crashes occurred during these conditions. Additional data on crash rates based on weather conditions and roadway surface conditions can be found in Appendix A.

# LOCATION SCREENING

Whereas the crash patterns and trends evaluation considers the crash data in aggregate, the location screening assesses the spatial distribution of crashes and the characteristics of the roadway network to identify specific locations within Teton County that will compose the High Injury Network.

## HIGH SEVERITY AND HIGH FREQUENCY CRASH LOCATIONS

To further understand which locations throughout Teton County experience higher frequencies of higher severity crashes, the following analysis was completed for intersections and roadway segments. The High Severity and High Frequency Crash Locations analysis is informed by 2019 – 2023 crash data from ITD and industry knowledge about crash risk and roadway safety.

High severity and high frequency crash intersections were identified using the Equivalent Property Damage Only (EPDO) method, one of the safety network screening performance measures included in the Highway Safety Manual.[6] The EPDO analysis methodology places greater emphasis on crash severity compared to other common methods that only consider crash frequency, providing insight into locations that have low total crash frequency but have experienced one or more fatal or suspected serious injury crashes. The EPDO method assigns societal costs to each crash by severity level to develop an equivalent property-damage only value (i.e., each crash is scored based on their relative magnitude to a property damage only (PDO) crash). An EPDO analysis does not set thresholds for what score is good versus bad, rather its methodology establishes a way to compare locations.

[6] Association of American State Highway Transportation Officials. (2010). Highway Safety Manual. <https://www.highwaysafetymanual.org/Pages/default.aspx>



Severity	Value (\$)	EPDO Value	Annualized EPDO Value (EPDO/year)
K – Fatal crash	\$13,200,000	2490.6	498.1
A – Suspected Serious Injury Crash	\$1,254,000	236.6	47.3
B – Suspected Minor Injury Crash	\$246,900	46.6	9.3
C – Potential Injury Crash	\$118,000	22.3	4.5
O – Property Damage Only Crash (No apparent injury)	\$5,300	1.0	0.2

**Figure 2.11 KABCO Scale Monetized Value and EPDO Value (Source: USDOT)[7]**

Figure 2.11 displays the EPDO values utilized for each severity type. These values are used to evaluate and compare intersections and roadway corridors by number of crashes and their severities, with higher scores indicating there are greater frequencies of high severity crashes at those locations. The total EPDO value for an intersection or segment is calculated as the sum of the EPDO values of all crashes that occurred at that location. Scores have been annualized to provide an average EPDO value per year. Crashes were assigned to intersections based on ITD crash characteristic data, which identifies crashes as “Intersection” or “Intersection-Related.” Crashes that were not associated with an intersection were included in the segment EPDO analysis. The following subsections detail the analysis results by intersections and roadway segments. Intersections and segments are analyzed separately because of the different roadway characteristics that may contribute to a collision.

## Intersections

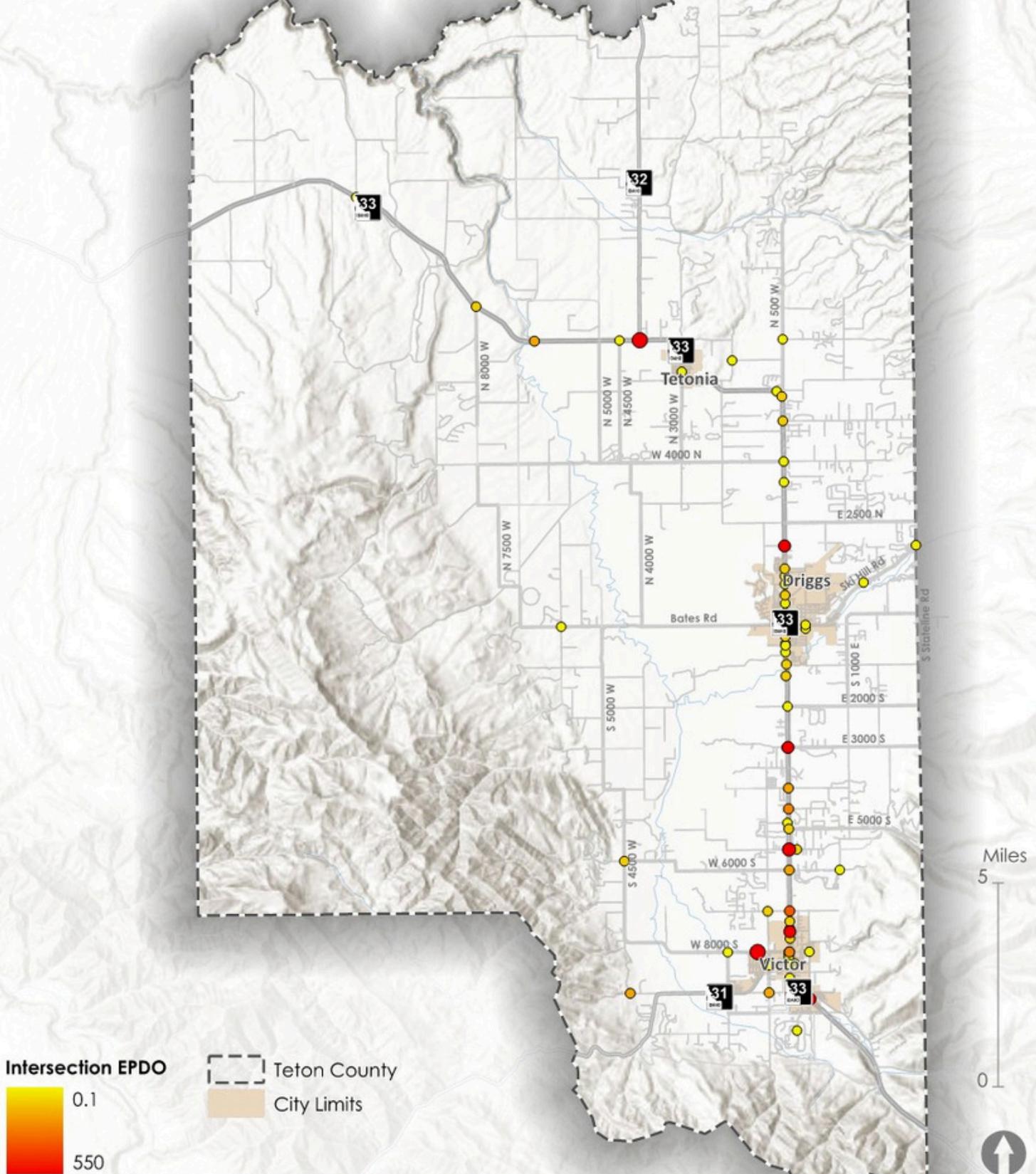
Of the 73 intersections in Teton County with EPDO values greater than zero, 34 (approximately 47%) intersections are located within the city limits of either Driggs, Teton, or Victor. Of the 15 intersections with at least one suspected minor injury crash, 4 (approximately 27%) are located within city limits. 13 of these 15 intersections (approximately 87%) are located along SH 33. This data indicates that systemic countermeasures could be an effective approach for addressing fatal and serious injuries at non-State highway intersections, given the limited number of crashes occurring at non-State highway intersections.

Figure 2.12 shows the EPDO value for all intersections with a score greater than zero. The 15 intersections with an annualized EPDO value of at least 9.3, equivalent to at least one suspected minor injury crash per year, are described in Figure 2.13. A map of the 15 highest scoring intersections is shown in Appendix B.

[7] U.S. Department of Transportation. (2025). Benefit-Cost Analysis Guidance for Discretionary Grant Programs. <https://www.transportation.gov/sites/dot.gov/files/202505/Benefit%20Cost%20Analysis%20Guidance%202025%20Update%2011%20%28Final%29.pdf>

# Intersection EPDO Teton County, ID

Figure 2.12





Rank	Intersection	Control Type <sup>8</sup>	Jurisdiction	Total Crashes	FSI Crashes	Annualized EPDO Value
1	ID 33 & ID 32	TWSC	State	4	2	545.8
2	8000 S Rd & Alchemy Ave	Uncontrolled	County	1	1	498.1
3	5500 S Rd & ID 33	TWSC	State, County	4	1	70.4
4	E Short St & S Main St	TWSC	State, Driggs	1	1	47.7
5	ID 33 & Baseline Rd	TWSC	State, Victor	2	1	47.5
6	3000 S Rd & ID 33	TWSC	State, County	3	1	47.5
7	Indian Sunset Dr & ID 33	TWSC	State, County	1	1	47.3
8	Sagebrush Dr & ID 33	TWSC	State, Victor	1	1	47.3
9	7000 S Rd & ID 33	TWSC	State, County	5	0	18.6
10	Cedron Rd & ID 33	TWSC	State, Victor	4	0	14.0
11	4500 S Rd & ID 33	TWSC	State, County	3	0	13.4
12	4000 S Rd & ID 33	TWSC	State, County	3	0	9.7
13	6000 S Rd & ID 33	TWSC	State, County	3	0	9.7
14	6600 W Rd & ID 33	TWSC	State, County	1	0	9.3
15	9000 S Rd & 4500 W	Yield	County	1	0	9.3

Figure 2.13 Top 15 Intersections by EPDO Value

## Segments

Given that 95% of fatal and suspected serious injury crashes occurred along State highways within Teton County, the EPDO segment analysis was focused on SH 31, SH 32, and SH 33.

A “sliding window” analysis method was used to analyze half-mile segments along each of these State highways. An EPDO value was calculated for each half-mile analysis window, and windows were separated by 0.1-mile increments.

Because more FSI crashes occurred along segments than within intersections, segment EPDO values reached significantly higher values when compared with intersection EPDO values. For this reason, the EPDO value used as a threshold is higher for segments than for intersections.

The EPDO value for all State highway segments is shown in Figure 2.14. The eight contiguous segments with an EPDO value of at least 47.3, equivalent to at least one suspected serious injury crash, are described in Figure 2.15. If multiple adjacent half-mile windows have EPDO values above 47.3, they are grouped together as one segment in the following table and the peak half-mile EPDO value is reported, along with the total EPDO score for the entire segment. A map of the eight highest scoring segments is included in Appendix B.

# Segment EPDO for State Highways Teton County, ID

Figure 2.14





Rank	Segment	Beginning Mile Point	End Mile Point	Segment Length (Miles)	Total Crashes	FSI Crashes	Peak Half-Mile Annualized EPDO Value	Annualized EPDO per Mile
1	ID 33	137.1	138.2	1.1	4	2	996.2	905.9
2	ID 33	129.6	132.3	2.7	8	3	521.2	249.0
3	ID 33	118.3	119.1	0.8	3	1	498.5	623.1
4	ID 33	124.7	125.7	1.0	4	1	498.3	498.7
5	ID 31	14.2	15.3	1.1	5	3	146.6	133.3
6	ID 33	148.1	149.0	0.9	5	1	66.2	73.7
7	ID 33	151.9	152.8	0.9	5	1	57.2	63.6
8	ID 33	134.2	135.0	0.8	4	1	47.7	65.2

Figure 2.15 Top Eight Segments by EPDO Value

# ROADWAY CHARACTERISTIC-BASED ASSESSMENT

The final component of the Safety Evaluation is the roadway characteristic-based assessment. While the crash patterns and trends analysis and the high severity and high frequency crash locations analysis consider historical crash data, the roadway characteristic-based assessment looks at the physical properties of the roadways in Teton County. The analysis identifies roadway segments that share characteristics in common with other high severity and high frequency crash locations.

Due to the limited availability of data for non-State facilities, the methodology used for the roadway characteristic-based assessment differs between State and non-State facilities.

## State Highways

ITD has a geospatial inventory of State highway characteristics which enables a robust analysis of roadway attributes. Threshold values were developed for each attribute examined based on a review of the existing transportation contexts within Teton County, the findings from the ITD District 6 Rural Highway Screening Report, and industry best practices. For State-owned facilities in Teton County, the characteristics considered include:

- **Speed:** Posted speed above 45 miles per hour
- **Traffic Volumes:** Average annual daily traffic (AADT) volumes in excess of 4,700 vehicles per day
- **Curvature:** Locations with horizontal roadway curvature
- **Shoulder:** Shoulder less than or equal to 2 feet in width
- **Roadside Hazard**[9]: Roadside hazard score of 3+

[9]Roadside hazard rating is a numeric scale (1-7) that defines various levels of roadside design, commonly found on two-lane highways. Hazard ratings were sourced from the 2018 ITD District 6 Rural Highway Screening Report.



While locations identified by this analysis may not have experienced any FSI crashes within the five-year study period, they share characteristics that are observed at locations that have experienced these types of crashes. Figure 2.16 identifies these characteristics on the State highways.

As shown in the figure, certain stretches of the State highway network in Teton County possess relatively more of these characteristics. The locations with the highest number of these attributes include SH 31 between Victor and the County line and SH 33 south of Victor. SH 33 between Teton and Victor has approximately two of these characteristics present at any given point along its length, excluding segments within incorporated city limits.

## Non-State Facilities

Due to the limited data available for non-State facilities in Teton County, these roadways were assessed manually, considering the totality of available data. The specific attributes that were considered vary slightly from those included in the assessment of State highways. This is due in part to the availability of data and also because traffic volumes on non-State facilities are significantly less when compared with State highways. The following attributes were considered when identifying locations with crash-associated characteristics:

- **Crash data:** Locations with crashes of similar types
- **Curvature:** Visual inspection of horizontal roadway curvature
- **Traffic volumes**<sup>[10]</sup>: AADT in excess of 1,000 vehicles per day, where data is available
- **Perceived risk**<sup>[11]</sup>: Locations with multiple comments from the public or project partners

Locations with high perceived risk that were identified by the public or project partners include Ski Hill Road, the Fox Creek area, and multiple pedestrian crossings in Driggs, including the Creekside Meadows Avenue crossing and several others within the downtown core.

Figure 2.17 presents the non-State roadway intersections and segments which were identified as having multiple crash-associated characteristics present. Traffic volumes, where available, are included in Appendix C.

<sup>[10]</sup> Roads classified as major collectors are used as a proxy for roadway traffic volumes where formal volume data is unavailable.

<sup>[11]</sup> Intersections between State highways and non-State highways were included in the non-State highway characteristic assessment.

# Roadway Characteristics - State Highways Teton County, ID

Figure 2.16



# Roadway Characteristics - Non-State Roadways Teton County, ID

Figure 2.17



# HIGH INJURY NETWORK



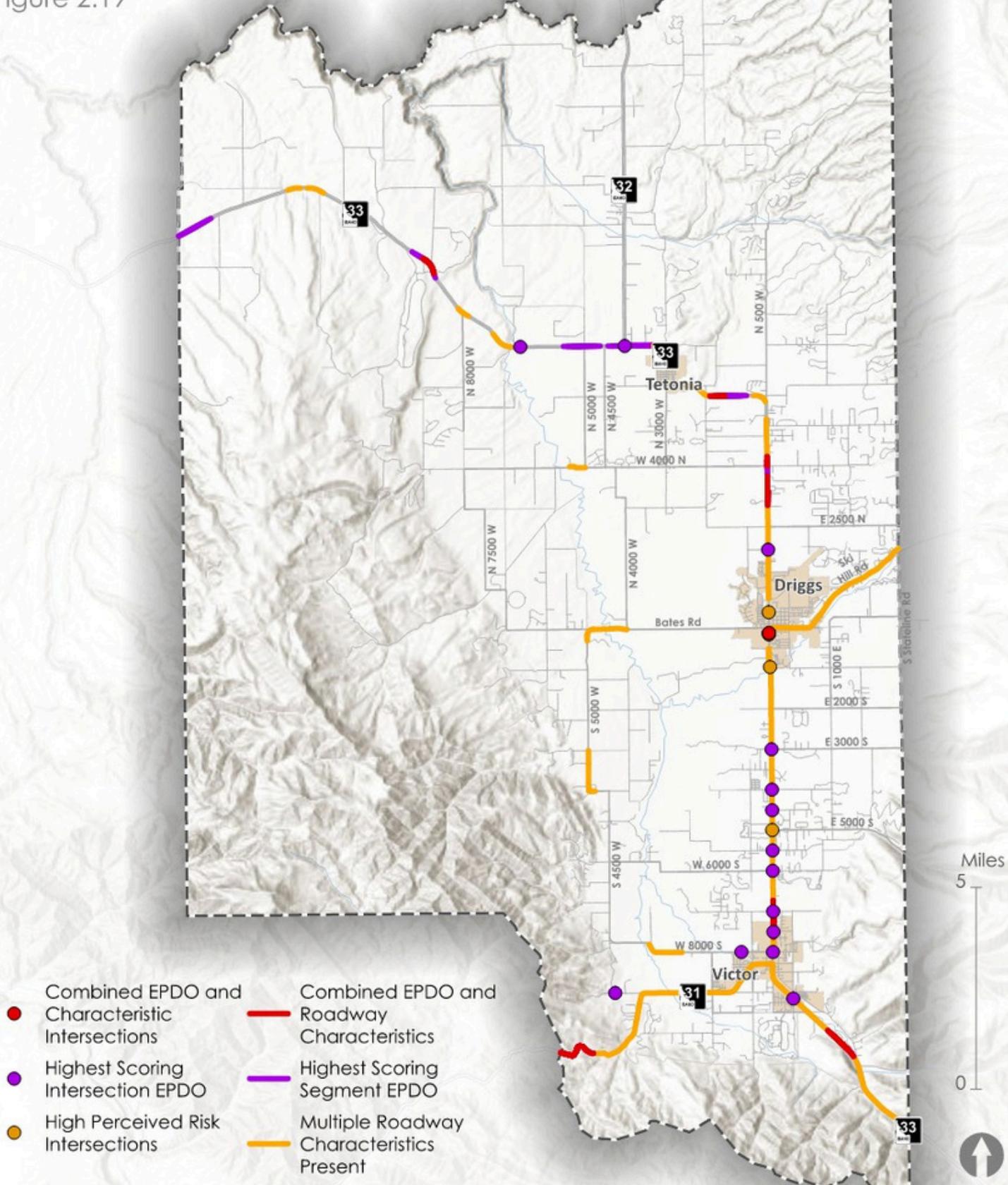
The High Injury Network (HIN) for Teton County identifies areas where investments in transportation safety could have the greatest impact in reducing FSI crashes. The HIN combines the results of the high frequency and severity crash analysis and the roadway characteristic assessment. To create the HIN, these analysis layers were overlaid onto a single map, as illustrated in Figure 2.18. The HIN is shown in Figure 2.19. The HIN focuses heavily on the SH 33 and SH 31 corridors in regard to intersections and segments.



Figure 2.18 Components of the High Injury Network

# High Injury Network Teton County, ID

Figure 2.19



- Combined EPDO and Characteristic Intersections
- Highest Scoring Intersection EPDO
- High Perceived Risk Intersections
- Combined EPDO and Roadway Characteristics
- Highest Scoring Segment EPDO
- Multiple Roadway Characteristics Present

# EMPHASIS AREAS

The purpose of this section is to distill the findings from the safety evaluation section into key safety Emphasis Areas that will enable more targeted strategy and countermeasure development. These Emphasis Areas include infrastructure and behavioral factors that significantly contribute to existing roadway safety patterns and trends, specifically those involving FSI crashes. The following Emphasis Areas are elements that Teton County and its partner agencies could focus on through the Safety Action Plan:

-  **Lane Departure Crashes**
-  **Risky Behavior**
-  **Intersections**
-  **Vulnerable Road Users**

## Lane Departure Crashes

A lane departure crash involves a vehicle leaving its travel lane unintentionally, leading to a collision. Lane departure crashes include head-on collisions and roadway departure crashes, such as overturned vehicles and fixed object collisions. Head-on collisions, a type of lane departure crash, resulted in the greatest number of FSI crashes in Teton County, accounting for approximately 30% of all FSI crashes in the County. Furthermore, when head-on collision crashes occurred, they resulted in an FSI outcome just under 30% of the time, the highest rate of any crash type other than crashes involving a bicyclist. Overturned vehicles, a crash type typically resulting from roadway departure, resulted in an FSI outcome approximately 6% of the time and account for 17% of all FSI crashes county-wide. Lastly, fixed object crashes resulted in an FSI outcome 4% of the time and account for approximately 9% of all FSI crashes county-wide. The large relative frequency of these types of collisions could be attributable to Teton County's prevalence of two-lane highways in rural areas. In addition to these roadway characteristics, factors such as horizontal roadway curvature can also increase the frequency of lane departure crashes.

This Emphasis Area aligns with the Idaho SHSP and the ITD District 6 Rural Highway Screening Report. The SHSP identifies lane departures as an infrastructure focus area and the Highway Screening Report supports the claim that lane departure crashes account for the majority of FSI crashes.





## Risky Behavior

Risky driver behaviors include the five categories recognized by NHTSA. As discussed previously, crashes involving at least one of these behaviors accounted for just over one-quarter of all crashes in Teton County during the study period. Specifically, alcohol- or drug-impaired driving accounted for 60% of all risky behavior crashes resulting in a FSI outcome.

Risky driver behaviors are highlighted in the Idaho SHSP; impaired driving, aggressive driving, and distracted driving are all focus areas of the plan. Speeding on its own is not explicitly identified as a focus area within the SHSP, but it is often a component of other behaviors listed as focus areas.

## Intersections

While crashes at intersections accounted for just over a quarter of all crashes in Teton County, 36% of all FSI crashes were intersection related. This suggests that while intersection crashes are less common in Teton County, the likelihood of more severe or fatal outcomes is elevated when they occur. Additionally, 13 of the 15 highest score EPDO intersections (approximately 87%) were located on a state highway, indicating that intersections involving a state highway are of particular focus.

Intersections are specifically identified as a focus area within the Idaho SHSP.

## Vulnerable Road Users

While the total number of crashes involving vulnerable road users was relatively small, the likelihood of an FSI crash outcome was the highest of any crash type. For example, two-thirds of all crashes involving a bicyclist and half of all crashes involving a motorcyclist resulted in an FSI outcome.

Vulnerable road users, including motorcyclists, pedestrians, and bicyclists are identified as focus areas within the Idaho SHSP.





## PUBLIC ENGAGEMENT

Our team worked closely with the community and advisory team members to gather meaningful input through transparent and inclusive processes. We integrated feedback to refine our understanding of existing conditions, and later to develop recommendations. Broad outreach tools accessed general populations, and specific strategies focused on reaching underserved communities and vulnerable road users. Digital platforms mirrored in-person events to create accessible opportunities and generate authentic results. Key components of the Public Engagement Plan are below; the complete Engagement Plan can be found in Appendix D.



### Study Advisory Team

Comprised of representatives from a variety of organizations and municipalities, the SAT provided direction, insight, and recommendations from the outset of the project.



### Public Meetings

In-person outreach consisted of broad open-format meetings and targeted pop-ups for focused populations. Over the summer and fall, we conducted two large meetings and four smaller pop-ups, as well as presented at three public meetings of the Board of County Commissioners.



### Website & Promotion

A project website hosted two surveys and open comment forums, and was easily accessible from desktops or smartphones. A variety of promotional methods resulted in a high level of engagement.

#### Outreach Tools

##### SURVEYS



##### COMMENTS



##### INTERVIEWS



##### WEBSITE



Following the Study Advisory Team Kick-Off Meeting in April, we developed a public engagement plan and launched the first phase of public outreach for our Safety Action Plan. This consisted of a public Townhall Meeting, concurrent project website, and online survey. We also conducted intercept outreach at three existing community events, in order to lower the barrier to participation by reaching people where they were. Materials in English and Spanish were posted to promote the events and distributed in-person to promote the website and survey.

Our first in-person public outreach event was held on Friday June 6 in downtown Driggs at the GeoCenter. Materials and staff were available from 4-7 pm, both indoors and outside in the plaza. Snacks and beverages were provided. A total of 21 people visited the Townhall event, providing a cumulative 79 comments on our poster boards.

Posters contained questions mirroring those on the online survey, which launched the same day. These questions were separated into categories based on vehicular and non-vehicular travel. People were also asked to identify locations of concern, both for vehicles and non-vehicle travel. Each of the questions is listed below, followed by a synthesis of the major topics contained in comments received.



### Questions:

**➤ In your daily travels, do you walk, bike, use transit, or any other mode besides personal vehicle?**

**If yes, what? Why?  
If no, why not?**

**➤ Is there anywhere you would bike or walk if it were safer to do so?**

**➤ What is your biggest concern getting around Teton County without a personal vehicle?**

### Summary:

- Support for 35 mph speed limit on Ski Hill Rd
- Need for enforcement of speed limit on Ski Hill Rd
- Calls for flashing lights at pedestrian crossings
- Calls for better striping/markings of pedestrian and bicycle facilities
- Calls for maintenance of striping/markings, as well as surfaces in pedestrian and bicycle facilities
- Need for bicycle facilities north of Driggs, connecting to Tetonia and Hatches Corner

## Questions:

- **What is your biggest safety concern relating to roadways in Teton County?**
- **What is your biggest operational concern relating to roadways in Teton County?**
- **What is your biggest concern getting around Teton County in a personal vehicle?**

## Summary:

- Concern about speeding in general
- Need for turn lanes on SH 33
- Need for patrol/enforcement of speed limits

We also received three comments regarding the need for flashing lights for wildlife crossings. A complete list of the comments received can be found in the Appendix F.



Our project webpage also went live on Friday June 6<sup>th</sup>, providing background information on the project, including a summary of the SS4A grant program, project budget, team members and timeline. The website also provided existing conditions data including crash statistics for vehicles and wildlife, and hosted our public outreach survey. All of the online content was available to be translated to a variety of languages via a Google Translate widget embedded on the site.

The online survey was live from Friday June 6<sup>th</sup> until Friday July 11<sup>th</sup>, approximately five weeks. The survey questions mirrored the questions asked on our in-person townhall materials, and could be accessed with a desktop browser or mobile app.

Although Teton County does not have any Areas of Persistent Poverty according to the SS4A definition, the Study Advisory Team identified three historically underserved groups which were targeted for public outreach.

These were Hispanic/Latino community members, seniors, and those living with a disability. To capture responses from these groups, the online survey was promoted through Teton Adaptive Sports, Seniors West of the Tetons, the Food Pantry, the Community Resource Center, Valley of the Tetons Library, and large employers including MD Nursery and Valley Lumber. QR codes were also displayed in START buses and at various bulletin boards.

During the five week period, we also did in-person outreach at three community events which included Music On Main, the Driggs Farmers Market, and the Seniors West of the Tetons annual picnic. Staff helped people fill out the survey online, participated in conversations, and answered questions about the project. Attendees at the in-person and intercept events wrote comments on sticky notes and followed our QR code to the website.

The survey consisted of demographic background questions, short answer questions about vehicular and non-vehicular travel, and a section asking respondents to identify unsafe locations on a map.

We were interested in finding out the major safety concerns in the community, related to vehicular travel as well as non-vehicular travel such as walking or biking. We also wanted to hear about places that people have experienced safety or operational issues, which may not be captured by traditional traffic data sets. By gathering qualitative data from the community, information that supports conventional crash statistics or reveals issues that are missed in conventional data can create a more equitable and representative strategy for improving safety.

**Teton County SS4A SAFETY ACTION PLAN**  
 Make Travel in Teton County Safer for Everyone

View Edit

Help Us Create a Safety Action Plan for Teton County

Para ver esta página en español, utilice el botón de idioma en la parte inferior de la página.

A Safety Action Plan is a data-driven, community-informed approach to reducing traffic-related fatalities and serious injuries. It identifies high-risk areas, sets safety goals, and outlines actionable steps to create safer streets for people of all ages and abilities—whether walking, biking, driving, or using transit.

This planning effort is made possible through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Grant Program, which provides federal funding to help communities develop comprehensive strategies to prevent roadway deaths and serious injuries.

Take the Survey

**Project Background**

Safe Streets and Roads for All (SS4A) Grant Program  
 Budget  
 Project Team  
 Timeline

- STUDY ADVISORY TEAM MEETING 1: KICK-OFF WITH STAFF, CONSULTANTS, AND SAT
  - Baseline Conditions
  - Document Review
  - PROJECT WEBSITE
- June 2025: IN-PERSON AND DIGITAL TOWN HALL
- SAT MEETING 2: INITIAL CONCERNS, UNDERSERVED COMMUNITIES
  - FOCUS GROUPS, POP-UPS
- EXISTING CONDITIONS REPORT
- SAT MEETING 3: REVIEW EXISTING CONDITIONS REPORT
- SAT MEETING 4: STRATEGIES & RECOMMENDATIONS
  - DRAFT SAFETY ACTION PLAN
    - MASTER TRANSPORTATION IMPROVEMENTS PLAN
    - MASTER BICYCLE/PEDESTRIAN IMPROVEMENTS PLAN
- IN-PERSON AND DIGITAL TOWN HALL
- SAT MEETING 5 & BOCC: REVIEW SAFETY ACTION PLAN
- FINAL SAFETY ACTION PLAN - NOVEMBER 2025

Before the survey closed, we received 102 responses. 80% of respondents were residents of either Victor or Driggs (zip codes 83455 and 83422). 74% of respondents worked and lived within Teton County, with 14% commuting to or from counties to the west and 10% commuting to Teton County, Wyoming. The largest age group of respondents was 41-50 years old, with 35% of respondents belonging to this category. Those between 31 and 40 years of age represented another 20%. 19% of respondents were between 61 and 70 years old.

To analyze the results, comments for each question were coded based on their subject, topic, or theme, and then categorized. This qualitative analysis groups responses based on an understanding of the references to specific locations and familiar concerns within the community. Grouping comments according to subject does not capture every concern recorded by respondents, however, a complete list of comments received can be found in Appendix F.

The most common topic contained in the 102 responses was safety concerns on SH 33. Within this category, comments addressed pedestrian and bicycle crossings, turning movements for vehicles, speeding, and many identified specific unsafe locations. Specific missing connections for sidewalks and pathways were identified, as well as unsafe intersections on and off of SH 33. Wildlife interactions were mentioned 13 times in all of the comments, although this topic did not present as a primary concern for most responders.

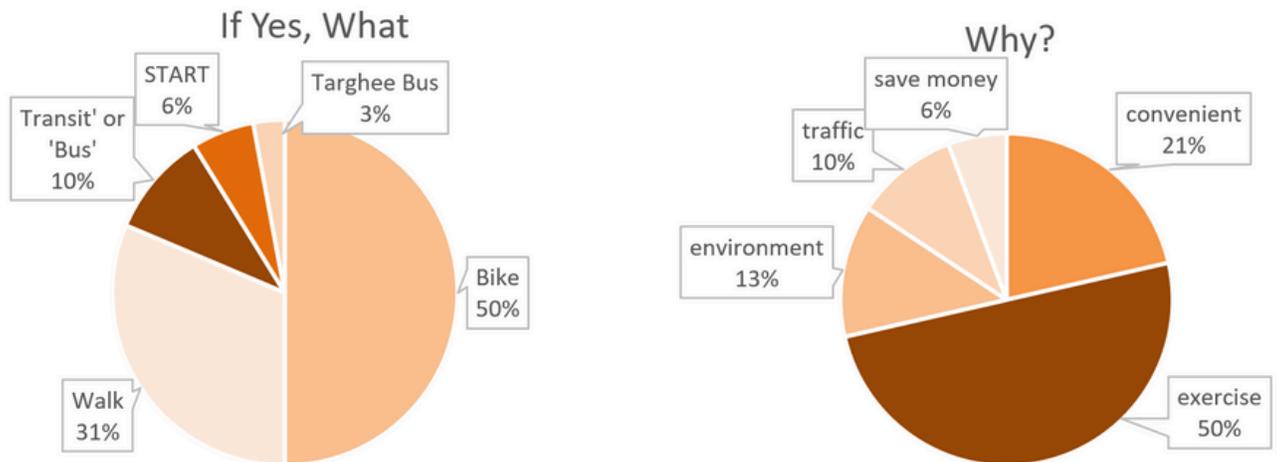


#### Survey Common Themes:

- Turn lanes on SH 33 between Driggs and Victor are desired
- Lack of law enforcement is perceived as contributing to unsafe roadways
- Multimodal facilities connecting Teton to Driggs are desired
- Multimodal facilities for crossing SH 33 are desired at multiple locations, especially in the Fox Creek area
- SH 33 between 2500 N and 4000 N is unsafe and congested
- The crosswalk at Creekside Meadows/Trail Creek is unsafe
- More public transit options are desired, within Teton County and to Teton County, Wyoming
- Crosswalks in Driggs were identified as poorly marked and poorly respected by drivers

Results of our qualitative analysis identify general concerns for each question topic. Because respondents were able to fill in a blank short-answer field, some of the responses do not specifically answer the question or contain ancillary topics. These were grouped by theme and we attempted to capture all relevant information with broad categories. Results of our analysis are summarized below for each survey question.

**➤ In your daily travels, do you walk, bike, use transit, or any other mode besides personal vehicle?**

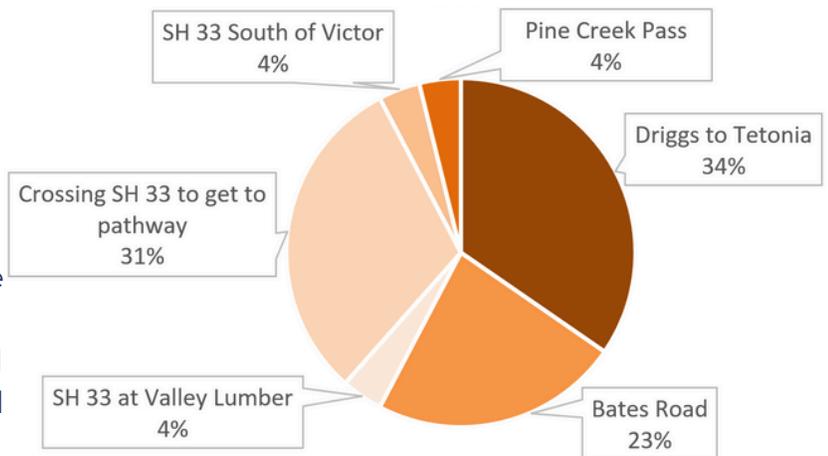


**Figure 3.1 Modal Share**

In the charts above, we see that most non-vehicular respondents are traveling by bike and that they prefer biking for exercise. However, a significant percentage, 21%, prefer an alternative to cars for convenience, and another 10% reported that biking or walking was preferable to driving in traffic.

For the question, “Is there anywhere you would bike or walk if it were safer to do so,” respondents entered a variety of topics and locations, and some reported ‘no.’ Some specific places were mentioned multiple times, and some by many of the respondents. The most common location reported was SH 33 north of Driggs. The figure above shows the most common repeated locations by percentage of comments.

**➤ Is there anywhere you would bike or walk if it were safer to do so?**

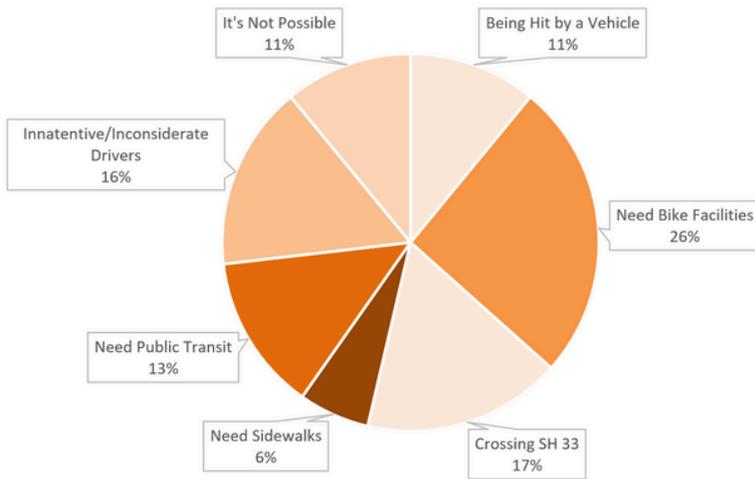


**Figure 3.2 Multimodal Locations of Concern**

The titles of these categories are paraphrased from the comments and represent a summary of similar comments.

Our final question captured people’s concerns from a broad standpoint so that our survey responses would reflect the most genuine opinions possible. To achieve this, we used a generalized question: “What is your biggest concern getting around without a personal vehicle?”

**What is your biggest concern getting around Teton County WITHOUT a personal vehicle?**



**Figure 3.3 Multimodal Biggest Concern**

‘Biggest Concern’ response trends followed those from the other survey questions. Crossing SH 33 on foot or on a bike is a major concern of the community. The need for bike and pedestrian facilities, as well as concern over interactions with drivers and being hit by a vehicle, reflect a desire for safe, accessible routes for non-vehicular travelers. These concerns identify interaction between bicyclists/pedestrians and vehicles on shared facilities as an issue to be resolved. This can be achieved by increasing separation between users with striping, bollards, etc., or by creating completely separated pathways. 11% of respondents felt that getting around the county without a personal vehicle was just not possible, and a few commentators mentioned that this is especially true in winter.

Of note are the 13% of comments which desire more options for public transit. These included links to Jackson/Teton County, WY, as well as within Teton County, Idaho. When we asked people about vehicular safety, the most common topic mentioned was turning on or off SH 33. Many comments identified the section of SH 33 between Driggs and Victor, and mentioned left turns with related safety problems such as being rear-ended, people passing on the right shoulder while cars were waiting to turn left, or the danger of entering the highway from side streets.

Other topics contained in multiple comments include the danger of cars not respecting or seeing crosswalks, high speeds, and pedestrian/car interactions in general. A smaller number of commentators mentioned lack of law enforcement, general traffic, wildlife, potholes, and sidewalk connectivity/condition. Two comments identified Victor back-in parking as their main safety concern. The following figure details the percentage of comments which addressed each topic.

### What is your biggest SAFETY concern relating to roadways in Teton County?

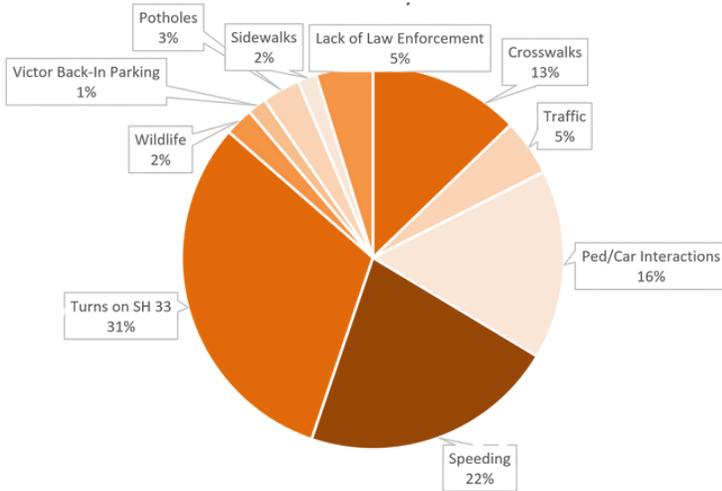


Figure 3.4 Safety Biggest Concern

### What is your biggest OPERATIONAL concern relating to roadways in Teton County?

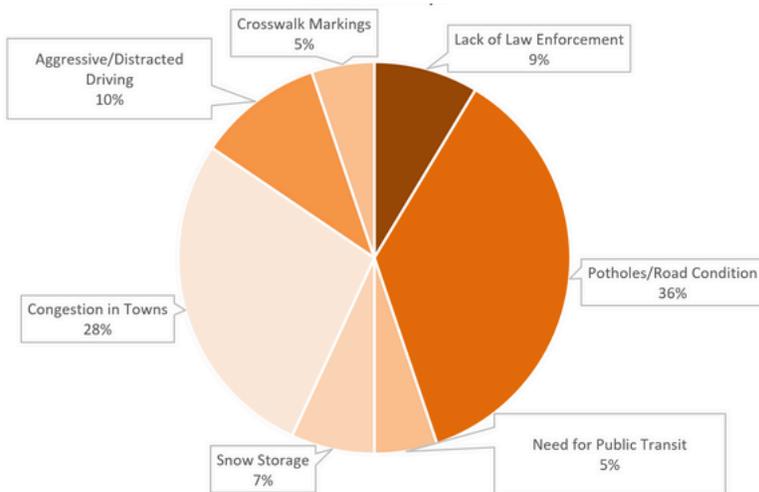


Figure 3.5 Operational Biggest Concern

In the second part of the survey, we asked people to identify locations on a map where they had felt or witnessed something unsafe, either related to vehicle travel or multimodal travel. Each map point was accompanied by the question, “why did you chose that location.”

Responses revealed some important specific locations where improvements in sight-distance or road conditions are needed. These can be found listed in Appendix G. Themes repeated in this comment section included crossing SH 33, especially the marked crosswalk at Creekside Meadows Avenue on SH 33. Three commentors mentioned this location and six other comments addressed pedestrian crossings in Driggs. These were the most commonly repeated locations. Other top locations included the stretch from 2500 N to 4000 N on SH 33, the intersection 5500 S and SH 33, Bates Road, and the MD Nursery entrance and exit on SH 33. Tabulated another way, each comment and location was coded with one of four categories of concerns: ‘Crossing SH 33,’ “Traffic/Speeding,” “Lack of Bicycle Facilities,” and “Lack of Pedestrian Facilities.” The following map shows the concentration and number of responses for each category.

The map shows that crossing SH 33 is a concern at the Creekside Meadows crosswalk, and at MD Nursery, with orange dots clustered in these areas. Another location of note is north of Victor at Larkspur, near Valley Lumber, where there are a number of businesses and multifamily housing developments. Because the bike path is on the west side of the highway, accessing homes or employment centers on the east side can be dangerous for bicycles and pedestrians.

Comments regarding traffic and speeding, which also include responses that mentioned turning onto or off the highway and passing safety, are clustered in the vicinity of Fox Creek on SH 33, as well as the controlled intersection at Little Ave and SH 33. Existing conditions data shows this segment and intersection as heavily travelled.

Unsafe incidents due to lack of bicycle facilities were identified on Bates Road, in the town of Victor on SH 33, and at 4000 N and SH 33. Similar comments for pedestrian related incidents occurred on E 1000 S and in Downtown Victor. The locations identified reflect the need for safety improvements at segments and intersections predominantly along SH 33.

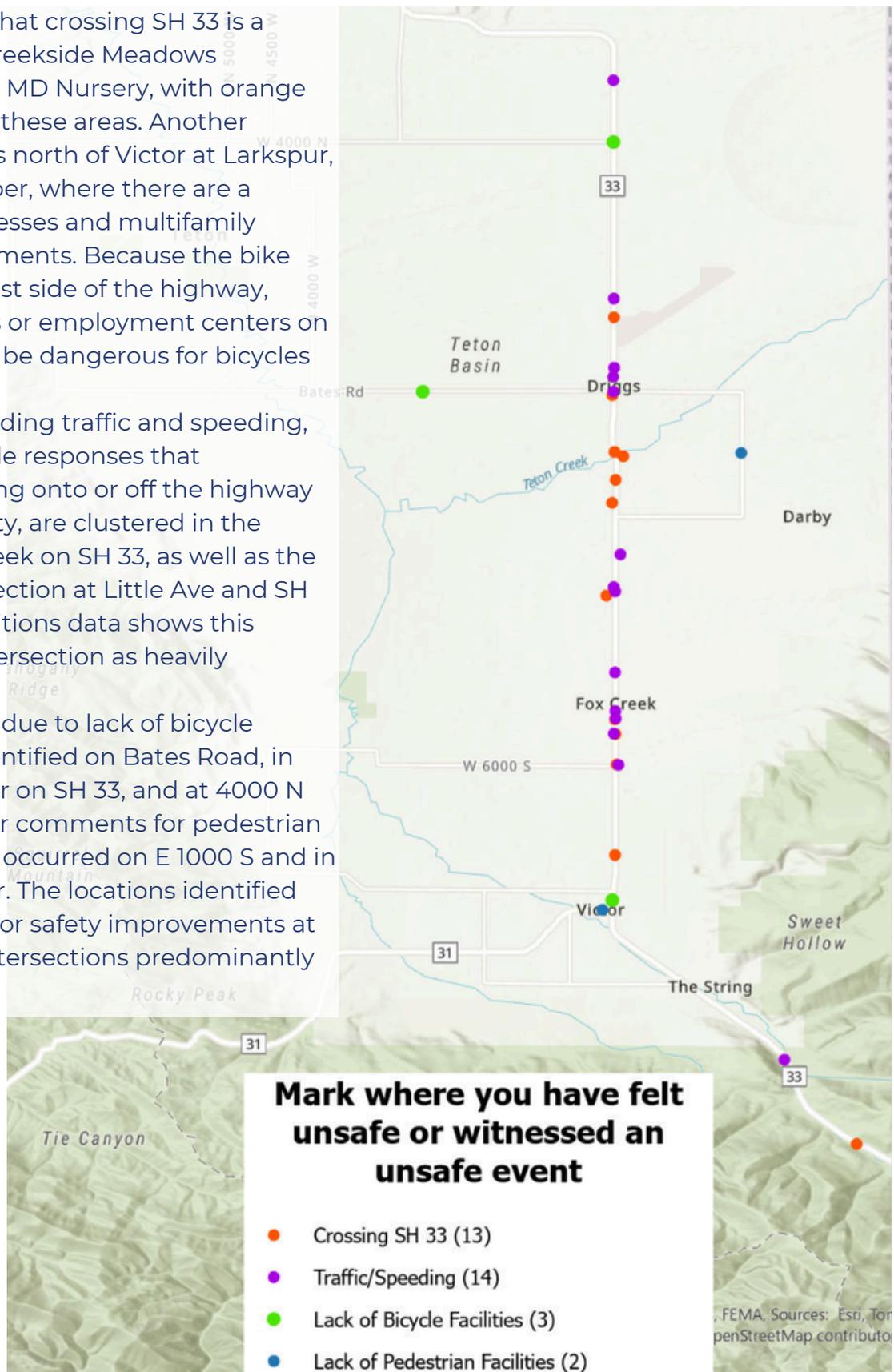


Figure 3.6 Locations of Concern Map



By the second week of July, we received over 100 online survey responses, attended three community events, and conducted a dedicated Townhall meeting in order to promote the project and gather feedback on roadway safety concerns. Combined with the online survey, comments gathered at the in-person events including the Townhall revealed consistent themes in systemic concerns as well as unsafe locations. Some comments identified specific smaller issues contributing to safety concerns around the County, highlighting the utility of broad community feedback in providing information to help maintain the transportation system. These are listed in Appendix G. Takeaways from the first round of public input are listed below.

## 1ST ROUND TAKEAWAYS

- **State Highway 33 is the focal point of safety and operational concerns**
- **Safety concerns center on entering and exiting SH 33 for vehicles, and crossing the highway at various locations for pedestrians and bicycles**
- **There is a desire for more separated multimodal connections within the cities and between them, especially from Driggs to Tetonia**
- **There is community desire for more public transit options as well as increased law enforcement**

Our first round of public outreach overwhelmingly identified safety issues on SH 33 as the main concern for roadway travel in Teton County. Having created a picture of existing conditions through development of the High Injury Network and analysis of public input, we began creation of mitigation strategies and identification of specific projects to address concerns. The Study Advisory Team met to discuss these results and begin identifying next steps. SAT members ranked a list of projects compiled from public comments that would address highway safety concerns. These projects were:

- SH 33 & SH 32 intersection treatments
- SH 33 from Driggs to Victor, intersection and segment treatments
- Ped/Bike Crossings in Driggs
- Pathway Connection from Driggs to Teton



Most of the group members chose SH 33 between Victor and Driggs as their highest priority, which matched the sentiment in responses from the public. Multiple group members identified Ped/Bike Crossings in Driggs, as their second priority. The SAT generally felt that the SH 33 & SH 32 intersection was a good choice for treatments because it is clearly the most dangerous intersection based on the findings of the existing conditions analysis, and that improving safety there would likely result in a measurable reduction in crashes, which is the explicit goal of the SS4A Safety Action Plan. Meeting minutes for each of the SAT meetings can be found in Appendix E.

A second round of public outreach was launched at the end of July to add to the SAT's feedback and guide our choice of treatments. To do this, we wanted to collect information on community priorities specifically pertaining to SH 33.

Public outreach was conducted in the form of an online survey, which was promoted on Facebook and with print flyers in a number of locations around the Valley. Organizations which assisted in distributing the first survey were also willing to help the second time. From July 28 until August 20, we received 259 individual responses. Of these, 140 respondents identified their home zip code as 83455.

The brief survey presented only two multiple-choice questions in addition to an open comment field and demographic questions which were also included on the first survey. Results from the 259 responses to the multiple choice questions are summarized below.

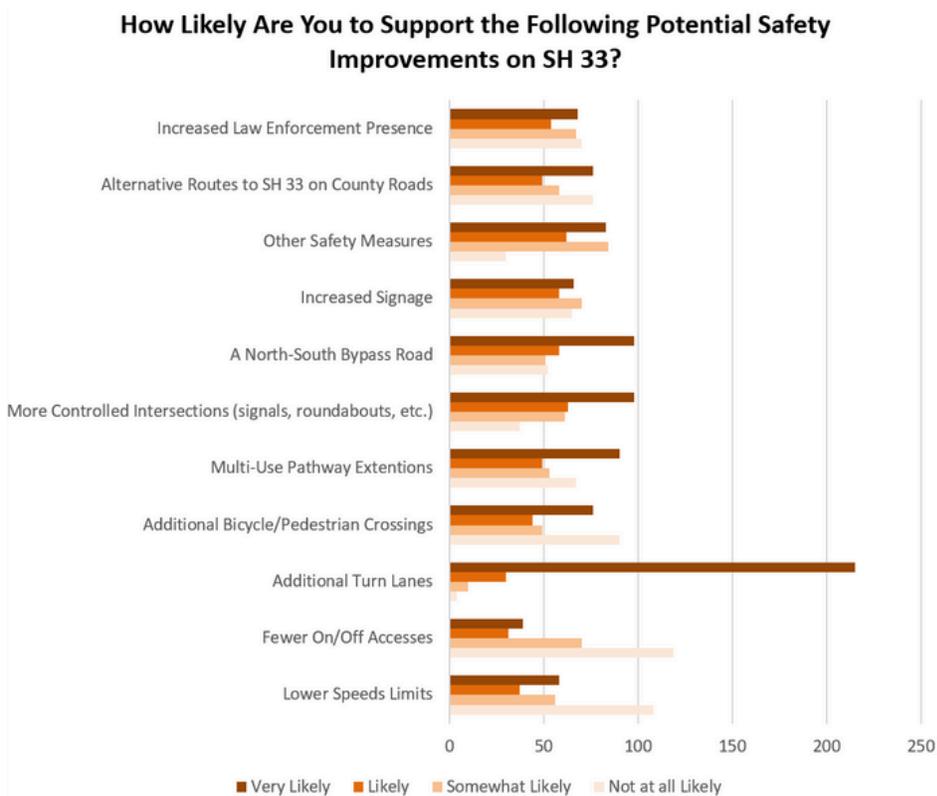
When it comes to SH 33 safety improvements, what is most important to you?	
Rank the following options from 1 to 5	
SH 33 Safety Concerns	Average Rating out of 5
Avoiding Wildlife-Vehicle Collisions ★ ★ ★ ★ ★	3.6
Vehicles Entering/Exiting the Highway Safely ★ ★ ★ ★ ★	4.8
Facilities for Bicycles and Pedestrians ★ ★ ★ ★ ★	3.2

**Figure 3.7 SH 33 Safety Concerns**

The first question asked respondents to rank safety concerns from 1 to 5. Responses to this question revealed that all three concerns are important to respondents, with each receiving an average rating of higher than 3 stars. “Vehicles Entering/Exiting the Highway Safely” was the highest concern, with an average rating of 4.8 stars. “Avoiding Wildlife/Vehicle Collisions” was next with an average of 3.6 stars, and “Facilities for Bicycles and Pedestrians” received an average rating of 3.2 stars. Responses to this question are summarized in Figure 3.7.

We know from the general comments as well as results of the first survey that concerns about entering/exiting the highway safety are centered around the section of SH 33 between Driggs and Victor. Concerns also exist for the section north of Driggs to N 2500, and at intersections within the Cities, such as Cedron/SH 33. These results emphasize that vehicle traffic and movements at intersections should be the focus of treatment strategies.

The second question asked respondents to identify their level of support for a menu of potential safety interventions for SH 33. Like the previous question, results from this question clearly indicated that the most pressing issue is turning on and off of SH 33, with 83% of respondents saying they were ‘very likely’ to support additional turn lanes. This percentage of endorsement was almost twice that received by any other options, which can be visualized on Figure 3.8. The two next clearest preferences were indicated by 46% of respondents ‘not at all likely’ to support fewer on/off accesses, and 42% of respondents ‘not at all likely’ to support lower speed limits. 38% of responders were ‘very likely’ to support ‘north-south bypass road’ and ‘more controlled intersections.’ Although there were many comments addressing the safety of people attempting to cross the highway on bikes or on foot, it is notable that more people are not at all likely to support additional bicycle/pedestrian crossings (35%), while 29% are very likely to support them.



**Figure 3.8 Support for SH 33 Safety Improvements**

While a ‘north-south bypass road,’ has a clear preference with 38% of responders very likely to support and only 20% of responders not at all likely to support, the option for ‘alternative routes to SH 33 on County Roads’ had less clear preference. For this option, both ‘not at all likely’ and ‘very likely’ received the same number of responses, 29%. These results indicate that responders prefer an alternative to SH 33 that does not connect or utilize existing County Roads, which we have defined as a ‘bypass.’ Combined with the results for ‘more controlled intersections’ and ‘fewer on/off accesses,’ this indicates that the preference is for control and turn lanes at more/all existing intersections, with a through-traffic bypass road as an alternative. In contrast to this analysis, however, the results to the ‘lower speed limits’ option indicates that people do not want to slow down despite desiring more stopping or slowing at each intersection.

An open comment field: **“What other safety measures do you suggest?”** garnered 184 general comments.

- 47% mentioned turn lanes or the need for better turning motions
- 12% mentioned center turn lanes specifically
- 7% mentioned roundabouts

## 2ND ROUND TAKEAWAYS

- There is clear and strong desire for additional turn lanes between Victor and Driggs on SH 33
- Additional intersection controls are preferred, but not reduced speed limits, fewer access points, or additional ped/bike crossing facilities on SH 33
- An alternative ‘bypass road’ is preferred to alternative routes that connect and utilize existing County roads
- A significant percentage of comments were in favor of roundabouts as intersection control devices



Our second in-person public meeting followed creation of safety strategies to address the issues identified in the existing conditions analysis and community outreach. This Open House meeting was held on November 20, from 4-6 pm in the Driggs City Center. At the meeting, we presented our background information, a summary of public input, existing conditions data, and our two main topics: safety strategies and improvements plans. Participants were asked to leave comments on posters summarizing our Draft Strategies Memo, Our Master Improvements Plan, Alternatives to SH 33, and Informal Accesses on SH 33.

Our draft memos and content mirroring the Open House posters were posted on the project website on the same day, with discussion boards and open comment forms live for receiving asynchronous participation.

Overall, participants both online and in-person echoed earlier suggestions for safer multimodal crossings, requests for a pathway linking Driggs and Tetonia, and pointed out that an alternative route to SH 33 was necessary. A full list of comments received can be found in Appendix F. The event served as a positive opportunity to inform the public on the process for developing strategies and how safety projects are implemented through multiple municipalities, jurisdictions, and organizations working together, having agreed upon shared goals. Perhaps the greatest benefit of the Open House was over two hours of conversation between County and City Staff, ITD Planning, and our transportation professionals about how to tackle implementation pragmatically.



# 5-YEAR & 20-YEAR FORECASTING



In order to better understand the potential impacts of future growth on the roadway network, the Teton County SAP forecasts traffic volumes 5 and 20 years into the future on state highways. It uses these volumes to assess, at a high-level, the capacity of the highways to accommodate the forecast volumes.

## METHODOLOGY

This analysis follows the procedures outlined in the 2023 Florida Department of Transportation (FDOT) Multimodal Quality/Level of Service (LOS) Handbook [1], which serves as the industry standard for planning-level roadway LOS assessment. The FDOT Handbook uses Highway Capacity Manual methodologies to provide generalized LOS thresholds based on average annual daily traffic (AADT).

## Volume Development

Due to limited data availability, only state highways in Teton County were included. AADT data was accessed from the Idaho Transportation Department (ITD) GIS database for four locations along the state highways in Teton County: two automated traffic recorder (ATR) locations along SH 33 and one segment each along SH 31 and SH 32. ATR #239 is located approximately 2 miles south of Driggs and ATR #102 is located approximately 1 mile south of Victor. Data from the ATR near Driggs was extrapolated to include SH 33 near Teton, too. To ensure consistency across sites, year 2023 data was used as this was the most recent year of available data for all four locations.

Growth rates were selected based on a review of historic traffic trends, the Driggs Transportation Master Plan[2], the Teton County Transportation System Plan [3], and the ITD Statewide Model [4]. Data from each of these sources is provided in Figure 4.1.



[1] [2023 Florida Department of Transportation Multimodal Quality/Level of Service Handbook](#)

[2] [2019 Driggs Transportation Master Plan](#)

[3] [2020 Teton County Transportation System Plan](#)

[4] [ITD Statewide Model \(as of September 2025\)](#)



Source	Annual Average Growth Rate
ATR #239 (North of Victor and South of Driggs on SH-33, 2012-2024)	5%
ATR #102 (South of Victor on SH-33, 2003-2024)	3%
Driggs Transportation Master Plan (Draft July 2025)	4%
Teton County Transportation System Plan*	5.5%
ITD Statewide Model**	1%

\*Data provided from 2000 to 2010.  
\*\*Data provided for model years 2010 and 2040.

**Figure 4.1 Growth Rate Data**

Based on this data, a rate of 4 percent annually was applied to SH 33, while 2 percent annually was applied to SH 31 and SH 32. These rates were applied to 2023 AADT to develop 5-year and 20-year forecasts.

## ➤ Analysis Thresholds

The FDOT manual provides planning-level level-of-service (LOS) thresholds based on the context classification of a given roadway. ‘Rural’ thresholds were applied to all areas outside of an incorporated city and ‘Rural Town’ thresholds were applied to areas within an incorporated city. LOS thresholds for ‘rural’ and ‘rural town’ roadways are shown in Figure 4.2 and Figure 4.3, respectively.

‘Level of Service’ is a qualitative measure describing how well a facility operates from the user’s perspective. A represents ‘Free Flow’ with minimal delays, through F, representing excessive delays, frequent congestion, and demand that exceeds facility capacity. Our LOS analysis reveals the projected operational performance of our existing facilities if no upgrades are made.

**C1 & C2** **Motor Vehicle Highway Generalized Service Volume Tables**



(C1-Natural & C2-Rural)

Peak Hour Directional					Peak Hour Two-Way					AADT				
	B	C	D	E		B	C	D	E		B	C	D	E
1 Lane	240	430	730	1,490	2 Lane	440	780	1,330	2,710	2 Lane	4,600	8,200	14,000	28,500
2 Lane	1,670	2,390	2,910	3,340	4 Lane	3,040	4,350	5,290	6,070	4 Lane	32,000	45,800	55,700	63,900
3 Lane	2,510	3,570	4,370	5,010	6 Lane	4,560	6,490	7,950	9,110	6 Lane	48,000	68,300	83,700	95,900

**Adjustment Factors**

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05  
 Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95  
 Multilane Undivided Highway without Exclusive Left Turn Adjustment: Multiply by 0.75

**Figure 4.2 Rural Service Volume Table**



**Figure 4.3 Rural Town Service Volume Table**  
Motor Vehicle Arterial Generalized Service Volume Tables

C2T, C4, C5, & C6					Peak Hour Two-Way					AADT				
Peak Hour Directional	B	C	D	E	B	C	D	E	B	C	D	E		
1 Lane	*	720	940	**	2 Lane	*	1,310	1,710	**	2 Lane	*	13,800	18,000	**
2 Lane	*	1,140	1,640	**	4 Lane	*	2,070	2,980	**	4 Lane	*	21,800	31,400	**
3 Lane	*	2,120	2,510	**	6 Lane	*	3,850	4,560	**	6 Lane	*	40,500	48,000	**

**Adjustment Factors**

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities  
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05  
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05  
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95  
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75  
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.  
 \* Cannot be achieved using table input value defaults.  
 \*\* Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

# RESULTS

5-year and 20-year forecasted volumes were compared to the 'rural' and 'rural town' thresholds in the FDOT manual. The forecasted volumes and LOS values for the analysis locations are summarized in Figure 4.4.

Location	2023 AADT	Annual Growth Rate	5-year Forecast AADT	20-year Forecast AADT	5-Year LOS	20-year LOS
SH 33 – Driggs to Victor and north of Driggs (Rural context)	10,977	4%	13,355	24,052	D	E
SH 33 – Within Driggs and Tetonia* (Rural Town context)	10,977	4%	13,355	24,052	C	F
SH 33 – South of Victor (Rural context)	7,501	4%	9,126	16,436	D	E
SH 33 – Within Victor* (Rural Town context)	7,501	4%	9,126	16,436	C	D
SH 31 (Rural context)	4,100	2%	4,527	6,092	B	C
SH 32 (Rural context)	1,600	2%	1,767	2,378	B	B

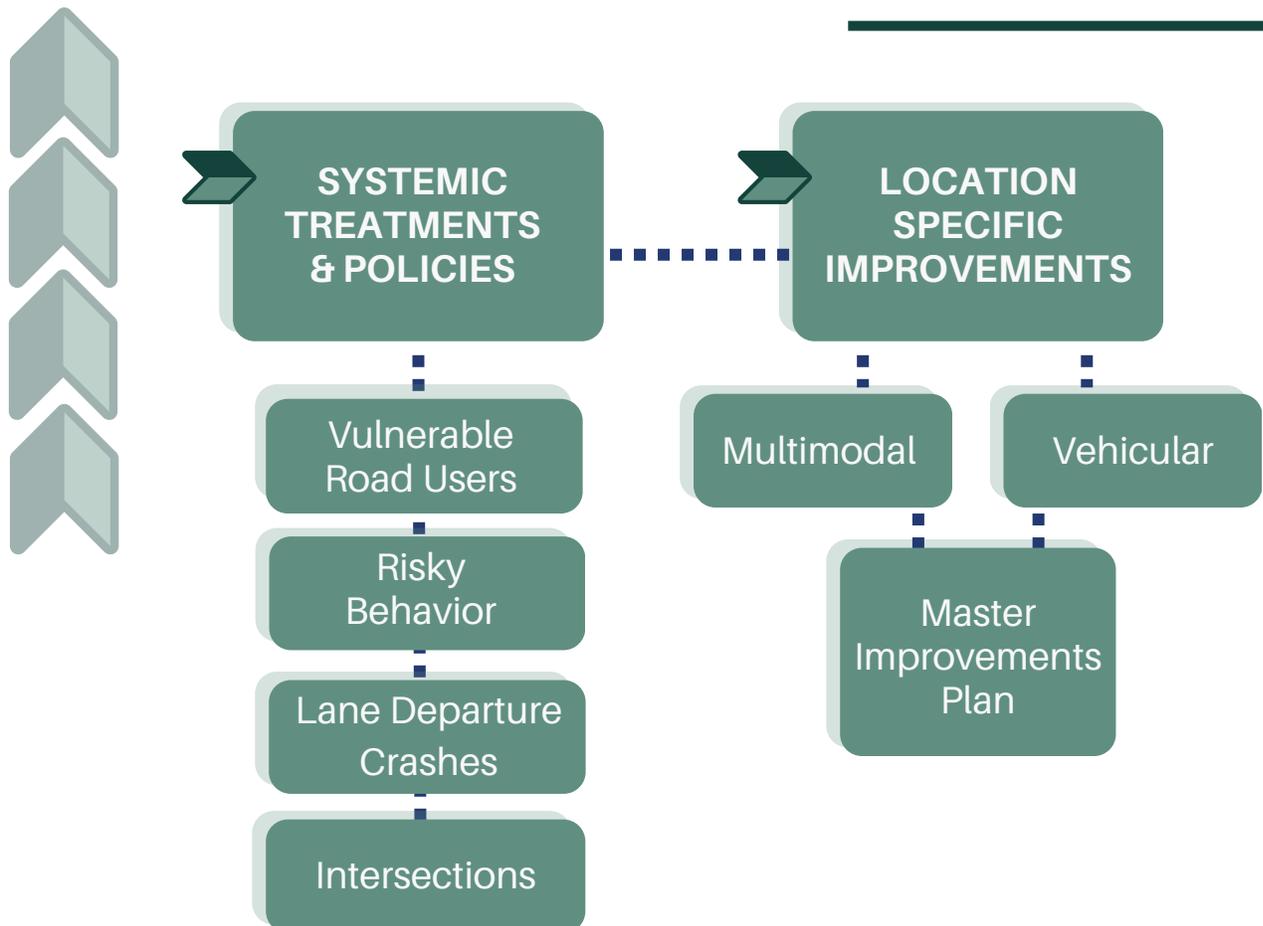
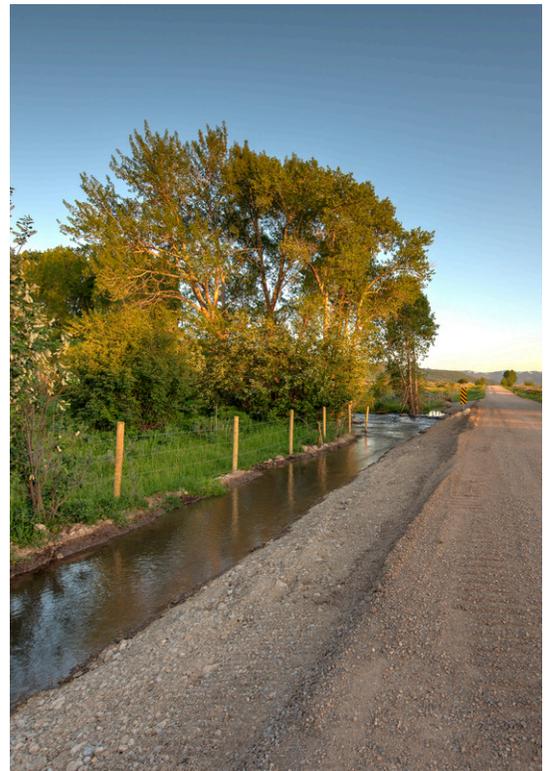
\*An adjustment factor of 1.05 was applied to the threshold for 'rural town' contexts due to the presence of turn lanes.

**Figure 4.4 LOS Analysis Data and Results**

As shown in Figure 4.4, most locations are forecasted to operate at or better than LOS D in the 5-year term. Most of SH 33 is forecast to operate at LOS E or F in the 20-year horizon, while SH 31 and SH 32 are forecast to operate at LOS C or better. These are planning level forecasts. Actual operations, especially within Driggs and Victor will be dependent on factors such as turning movement volumes, vehicle mix, and signal timing.

# STRATEGIES

Safety strategies were developed to address observed crash trends and align with the local contexts within Teton County. These strategies consider findings from the High Injury Network, Emphasis Areas, future volume forecasting assessment, and industry best practices. The safety recommendations within the Teton County SAP are organized into two sections, systemic treatments and policies and location-specific treatments. Systemic treatments and policies are divided into those addressing our four emphasis areas. Location specific recommendations are contained in improvements plans for vehicular and multimodal improvements, then prioritized in the Master Improvements Plan.

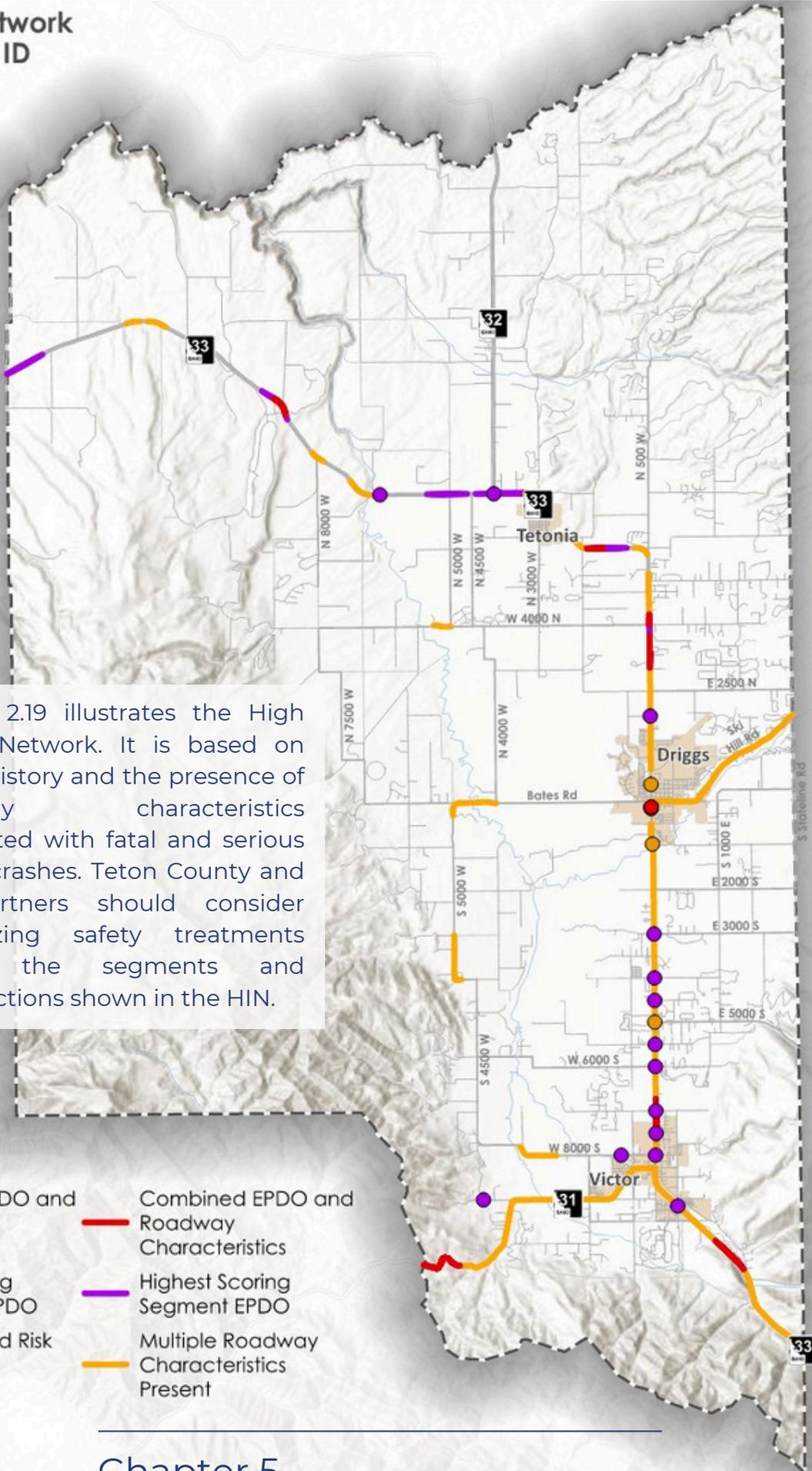


# High Injury Network Teton County, ID

Figure 2.19

Figure 2.19 illustrates the High Injury Network. It is based on crash history and the presence of roadway characteristics correlated with fatal and serious injury crashes. Teton County and its partners should consider prioritizing safety treatments along the segments and intersections shown in the HIN.

- |  |   |
|--|---|
| ● Combined EPDO and Characteristic Intersections | — Combined EPDO and Roadway Characteristics |
| ● Highest Scoring Intersection EPDO              | — Highest Scoring Segment EPDO              |
| ● High Perceived Risk Intersections              | — Multiple Roadway Characteristics Present  |



## Emphasis Areas

-  **Lane Departure Crashes** These crashes account for the greatest percentage (30 percent) of FSI crashes, primarily from head-on, overturned vehicle, and fixed-object collisions.
-  **Risky Behavior** Risky behavior (i.e., drunk driving, drug-impaired driving, distracted driving, speeding, and drowsy driving) contributed to over 25 percent of all crashes, with impaired driving accounting for the greatest percentage of FSI crash outcomes within this group.
-  **Intersections** Crashes at intersections accounted for just over 25 percent of all crashes yet comprised about 36 percent of FSI crashes.
-  **Vulnerable Road Users** Though infrequent, crashes involving vulnerable road users has the highest likelihood (66 percent of reported crashes) of resulting in an FSI outcome.

# SYSTEMIC TREATMENTS AND POLICIES

This section provides more generalized safety recommendations. Systemic treatments are infrastructure safety countermeasures that can be applied across the Teton County transportation network where the specific safety concern they are intended to address is present, and policies are non-engineering strategies that the County should pursue to address safety concerns.

Treatments and policies are grouped by Emphasis Area, with additional information being provided for roadway design hierarchy

tier, potential implementation locations, and an implementation timeline. The systemic treatments and policies recommended within this plan are summarized in Figures 5.2 through 5.5 and they are described in greater detail in Appendix H.



**Figure 5.2 Recommended Systemic Treatments and Policies to Address Lane Departure Crashes**

Treatment or Policy	Roadway Design Hierarchy Tier	Potential Locations	Implementation Timeline
<b>Infrastructure</b>			
<b>Rumble strips</b>	Tier 4	High-speed paved rural roadways with high rates or risk of roadway departure crashes (shoulder rumble strips) or head-on collisions (centerline rumble strips)	Near-term
<b>Horizontal curvature delineators and signage</b>	Tier 4	High-speed and high crash history roadway segments with horizontal curvature, such as Hatch's Corner	Near-term
<b>Median barriers</b>	Tier 1	High-speed roadways with high rates or risk of head-on collisions	Mid-term
<b>Roadway curve design improvement</b>	Tier 1	High-speed and high crash history roadway segments with horizontal curvature, such as Hatch's Corner	Long-term
<b>Wider edge lines</b>	Tier 4	Paved, high-speed roadway segments with a history or risk of roadway departure crashes	Near-term
<b>Guardrail</b>	Tier 1	Roadway segments with high rates or risk of fixed object crashes or overturned vehicle crashes. Also applicable on high-speed roadways with horizontal curvature.	Near-term
<b>Increased shoulder width</b>	Tier 4	Roadway segments with high rates or risk of roadway departure crashes	Long-term
<b>Increased distances for roadside objects</b>	Tier 1	Clear zone treatments can be applied to all roadways; however, treatments should be prioritized at locations with high rates or risk of fixed object crashes.	Mid-term



**Figure 5.3 Recommended Systemic Treatments and Policies to Address Risky Behavior**

Treatment or Policy	Roadway Design Hierarchy Tier	Potential Locations	Implementation Timeline
<b>Policy</b>			
<b>Enhanced enforcement of speeding, impaired driving</b>	N/A	N/A	Near-term
<b>Education campaigns</b>	N/A	N/A	Near-term
<b>Increased penalties for aggressive driving</b>	N/A	N/A	Mid-term or Long-term
<b>Infrastructure</b>			
<b>Speed feedback signs</b>	Tier 2	Roadway segments where average or 85th percentile speeds exceed the posted speed limit. Potential candidate locations include transition zones (e.g. roadways entering city limits) and locations in advance of major horizontal curves, potentially in conjunction with advisory speed limit signs	Near-term



Figure 5.4 Recommended Systemic Treatments and Policies to Address Intersections



Treatment or Policy	Roadway Design Hierarchy Tier	Potential Locations	Implementation Timeline
<b>Policy</b>			
Updates to Transportation Impact Study requirements	N/A	N/A	Near-term
<b>Infrastructure</b>			
Low-cost treatments at stop-controlled intersections	Tier 4	Intersections with history or risk of angle crashes or failure to yield crash causes, such as the SH 33/SH 32 intersection	Near-term
Intersection Conflict Warning System	Tier 4	Intersections with history or risk of rear-end or angle crashes, such as intersections along SH 33 between Driggs and Victor	Mid-term
Dedicated left turn lanes	Tier 1	Intersections with history or risk of rear-end or left-turning crashes, such as intersections along SH 33 between Driggs and Victor	Mid-term
Dedicated right turn lanes	Tier 1	Intersections with history or risk of rear-end crashes, such as intersections along SH 33 between Driggs and Victor	Mid-term
All-Way Stop Control (AWSC)	Tier 3	Intersections with history or risk of angle or turning crashes. AWSC has even greater crash reduction at higher speed sites (45-55 mph). Consider warrants identified in the MUTCD when assessing candidate locations.	Mid-term
Roundabouts	Tier 1	Intersections with history or risk of turning or angle crashes. Treatment is an alternative to AWSC or signalization.	Long-term
Signals	Tier 1	Stop-controlled intersections with a history or risk of turning or angle crashes. Consider warrants identified in the MUTCD when assessing candidate locations.	Long-term
Lighting	Tier 4	Intersections and roadway segments where a significant proportion of crashes occur at night or high-speed/high-volume roadways with bike/pedestrian facilities.	Mid-term
Access management	Tier 1	High-speed and high-volume locations with multiple site <a href="#">accesses</a> or conflicting turning movements.	Long-term

**Figure 5.5 Recommended Systemic Treatments and Policies to Address Vulnerable Road Users**

Treatment or Policy	Roadway Design Hierarchy Tier	Potential Locations	Implementation Timeline
<b>Policy</b>			
<b>Motorcyclist safety education campaign</b>	N/A	N/A	Near-term
<b>Infrastructure</b>			
<b>Bike lanes</b>	Tier 1	Roadway segments on the HIN with posted speeds above 20 mph that have bicyclist infrastructure gaps, particularly within or approaching city limits (e.g., SH 31 through Victor). Additionally, this plan will identify specific locations for bike improvements.	Mid-term
<b>Fill sidewalk gaps, shared-use paths</b>	Tier 1	Roadway segments with pedestrian infrastructure gaps, particularly within or approaching city limits. Additionally, this plan will identify specific locations for pedestrian improvements.	Long-term
<b>Crosswalk visibility enhancements*</b>	Tier 4	Pedestrian crossings, particularly those with poor driver yield rates.	Near-term
<b>Medians and Refuge Islands*</b>	Tier 1	Pedestrian crossings where space is available, particularly those with poor driver yield rates.	Mid-term
<b>Pedestrian Hybrid Beacons (PHBs)*</b>	Tier 1	High volume pedestrian crossings, particularly those with poor driver yield rate. Consider warrants identified in the MUTCD when selecting candidate locations.	Mid-term
<b>Rectangular Rapid Flashing Beacons (RRFBs)*</b>	Tier 3	Pedestrian crossings, particularly those with poor driver yield rates.	Mid-term
<b>Speed management (traffic calming measures)</b>	Tier 2	Roadway segments with a history of speeding behavior	Mid-term

\*Refer to the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations for guidance on the application and selection of specific treatments. [https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/STEP\\_Guide\\_for\\_Improving\\_Ped\\_Safety\\_at\\_Unsig\\_Loc\\_3-2018\\_07\\_17-508compliant.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-09/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf)



# LOCATION SPECIFIC RECOMMENDATIONS

We have reviewed local planning documents, analyzed available traffic data, and asked the public as well as our Study Advisory Team to identify needed safety improvements. All our data, both quantitative and qualitative, emphasizes the SH 33 corridor as the location of safety concerns.

Our top location for safety risks is northwest of Teton at the intersection of SH 33 and SH 32. Second, because of the high proportion of public comments pertaining to the section of SH 33 between Driggs and Victor, we have chosen to focus on projects in this area as the most impactful for our community. The third priority project we have identified is the section north of Driggs on SH 33.

## VEHICULAR IMPROVEMENTS

### SH 33/32 Intersection

This intersection and its approaches have been the location of 13 crashes within the last five years of available crash data. The existing conditions analysis used the equivalent property damage only (EPDO) method from the Highway Safety Manual to evaluate crash history considering the number and severity of crashes (e.g., a higher severity crash would receive a higher score). This analysis found the intersection had an EPDO score of 545.8 (the highest intersection value in the County) and the segment surrounding the intersection had a score of 521.2 (second highest segment value in the County).

This intersection should be the highest priority for Teton County to implement safety countermeasures. Reducing or eliminating crashes here will contribute significantly to meeting the goals of this Safety Action Plan and help prevent fatalities in our community.

Crash Severity	Crash Type <sup>1</sup>				
	Angle Turning	Head-On	Overturn	Same Direction Turning	Fixed Object
K – Fatal Crash	1 <sup>i</sup>	2 <sup>s</sup>	-	-	-
A – Serious Injury Crash	1 <sup>i</sup>	-	1 <sup>i</sup>	-	-
B – Minor Injury Crash	-	1 <sup>s</sup>	-	-	1 <sup>s</sup>
C – Possible Injury Crash	-	-	1 <sup>s</sup>	2 <sup>s</sup>	-
O – Property Damage Only Crash	1 <sup>i</sup>	-	1 <sup>i</sup>	-	1 <sup>s</sup>
SH 33/32 intersection crash					
Crash on approach segment					

**Figure 5.6 SH 33/32 Intersection and Approaches Crash History**

Within the intersection and its approaches, approximately 40 percent (5/13) of all crashes were related to a turning movement, including two FSI crashes. All three of the left-turn crashes occurring at the intersection involved southbound left-turn movements.

[1] The existing stop sign on the SH 32 approach has flashing red lights along the edge of the sign.

Crashes occurring outside of the intersection were mainly attributed to lane departures. In particular, head-on crashes accounted for two of the three fatal crashes. Overall, between the intersection and surrounding segments, three crashes involved drug or alcohol impairment, and 46 percent (6/13) of crashes involved snow or ice.

### Speed Management

The posted speed limits on SH 33 and SH 32 are 65 miles-per-hour (MPH). Lowering speeds through this intersection could reduce the severity of crashes. The proposed countermeasures include features to slow speeds, to reduce speed differential between entering and through vehicles on SH 33, to simplify decision making, to remove conflicts, or to control potential conflicts with a signal.

### Roadway Characteristics

Functional Classification	Both highways are arterial roadways.
Lanes	SH 33 – 2 lane highway, 12-foot travel lanes, occasional passing zones with dashed yellow centerlines (not within 1,000 feet approaching the intersection), westbound approach right turn deceleration lane, eastbound approach left turn lane
	SH 32 – 2 lane highway, 12-foot travel lanes, occasional passing zones with dashed yellow centerlines (not within 800 feet approaching the intersection)
Speed Limits	65 MPH (both highways).
Volumes (2023 AADT)	SH 33 - 3,400 SH 32 – 1,600

Figure 5.7 SH 33/32 Roadway Characteristics

### Land Use

The surrounding land use in this area is agricultural. Most accesses to these highways are spaced at least 500 feet apart.

### Existing Safety Infrastructure

Figure 5.8 displays the existing safety-related infrastructure present at the SH 33/SH 32 intersection.



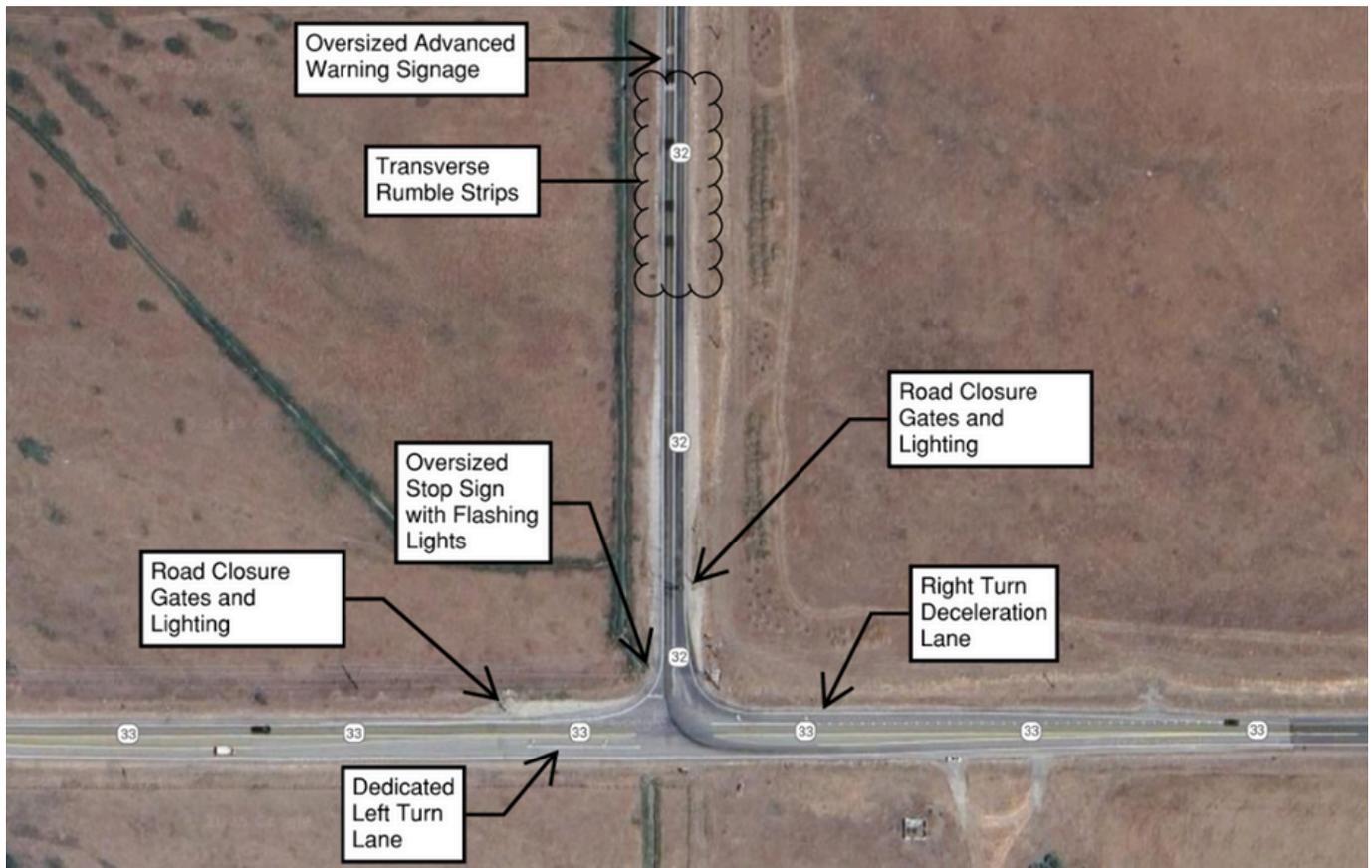


Figure 5.8 Existing Safety-Related Infrastructure at SH 33/32 Intersection

## ➤ Planned Projects

This location is included in the 2020 Teton County Transportation Plan's Capital Improvement Program (CIP) and notes that a safety audit and a corridor study in this area are recommended. The intersection is the fifth highest priority on the CIP.

## ➤ Proposed Safety Improvements

Three primary treatment options were analyzed at the SH 33/SH 32 intersection in addition to additional considerations. These treatments were identified since they address the crash history and common crash types at rural stop-controlled high-speed intersections. Figure 5.9 summarizes the treatments considered for this intersection.

Treatment Type	Estimated Injury Crash Reduction	Conflicts Addressed	Other Considerations
Median Acceleration Lane	45% [2]	Reduces conflicts involving left-turning vehicles from SH 32 onto SH 33.	Reduces speed differential between left-turning vehicles from SH 32 and eastbound through traffic on SH 33 which could allow for smoother merging.
Traffic Signal	14% [3]	Manages conflicts involving vehicles turning onto SH 33 and potentially also for left turns from SH 33 onto SH 32.	Would likely increase rear-end crashes on SH 33. Would require a power source.
Roundabout	82% [4]	Removes left-turning and angle conflicts. Roundabouts operate at lower speeds which could reduce the severity of all crash types.	Would have to consider right-of-way and ensure adequate turning radii to accommodate truck movements.

**Figure 5.9 SH 33/32 Intersection Treatment Alternatives**

### Median Acceleration Lane

Median acceleration lanes are auxiliary lanes designed to allow vehicles entering a major roadway from a minor road to accelerate to highway speeds before merging with through traffic. This treatment is particularly effective at unsignalized rural intersections with high-speed differentials and limited sight distance. The southbound left to eastbound movement is the highest crash movement at the intersection. A median acceleration lane would reduce the speed differential between this southbound left-turn and eastbound traffic on SH 33 and allow left-turning traffic to also have to only judge gaps in one direction on SH 33 at a time. In this way, a median acceleration lane can reduce the number of angle-turning crashes present at this intersection. A study of this treatment indicates a 45% reduction in all injury-related crashes (excluding property damage only).

Design considerations include ensuring sufficient lane length for speed adjustment and minimizing conflicts at the median opening. An example of this intersection treatment type is shown in Figure 5.10.



**Figure 5.10 Example of a Median Acceleration Lane (source: Google Maps)**

[2] [2024 Oregon Department of Transportation Reduction Factor Manual](#)

[3] [Crash Modification Factors Clearinghouse \(CMF ID 316\)](#)

[4] [FHWA Proven Safety Countermeasures](#)

## Traffic Signal

By controlling left-turn and crossing maneuvers, signals have been shown to reduce angle and turning collisions. The degree to which they reduce left-turning crashes depends on the type of left-turn phasing provided (e.g., protected vs. permissive). Conversely, by introducing the need to stop on the major road, signals can increase rear-end crashes. However, the installation of a traffic signal in a rural context can reduce injury crashes by 14% and all crashes by 44%. [5,6]

## Roundabout

Roundabouts can reduce crashes and improve operational efficiency. Unlike signalized or stop-controlled intersections, roundabouts eliminate high-risk conflict points such as left-turn and crossing movements. The curvature created by splitter islands as well as the circulatory roadway both reduce speed on the approaches and within the intersection; further reducing the likelihood and severity of collisions.

At this location, a roundabout would remove head-on and angle conflict points and reduce the total number of vehicle conflict points from 9 to 6, since it is a three-leg intersection configuration. Studies show that roundabouts can reduce fatal and injury crashes by 82% when converting from a two-way stop-controlled intersection. [7,8]

## Other Considerations

In addition to the larger intersection improvements noted above, other potential safety improvements could be considered.

- Doubled-up and oversized advanced warning and stop signage with flashing beacons\* on the SH 32 approach
- Enhancing lighting on all approaches
- Widening edge lines
- Installing flashing overhead beacons at the intersection
- Buffering the left and right turn lanes on the SH 33 approaches
- Installing a center median to prevent head-on collisions
- Variable speed limits
- Speed safety cameras

\*The existing stop sign on the SH 32 approach has flashing red lights along the edge of the sign.

[5] [Crash Modification Factors Clearinghouse \(CMF ID 316\)](#)

[6] [Crash Modification Factors Clearinghouse \(CMF ID 325\)](#)

[7] [FHWA Proven Safety Countermeasures](#)

[8] [FHWA Chapter 5 – Safety – Roundabouts: An Informational Guide](#)



## ➤ Travel Between Driggs and Victor

In our public outreach, we asked open-ended questions to encourage suggestions for all types of safety concerns in all locations throughout the County. From over 400 responses to the online surveys and multiple discussions with the Study Advisory Team, locations of concern were overwhelmingly located on SH 33 between Driggs and Victor, as shown on Figure 5.11, below. We also asked the public to further refine their safety priorities for this section of the highway. We learned that the clearest preference was for additional turn lanes, with 83% of survey respondents indicating they would support additional turn lanes. Responders also preferred more controlled intersections. For the full analysis of public outreach results, see Chapter 3.

### ➤ SH 33 Intersections

Anyone who has driven this section of SH 33 has likely observed slow-downs and congestion due to turning vehicles, which in turn encourages risky behavior like passing on the shoulder, within turn lanes, and outside of designated passing zones. According to the crash data, the highest contributing factor for FSI crashes in Teton County was failure to maintain lanes. Another data point from the analysis shows that head on collisions account for the greatest number of FSI crashes, which occur when one or both cars are outside their travel lane. In addition, the majority of FSI crashes are intersection related.

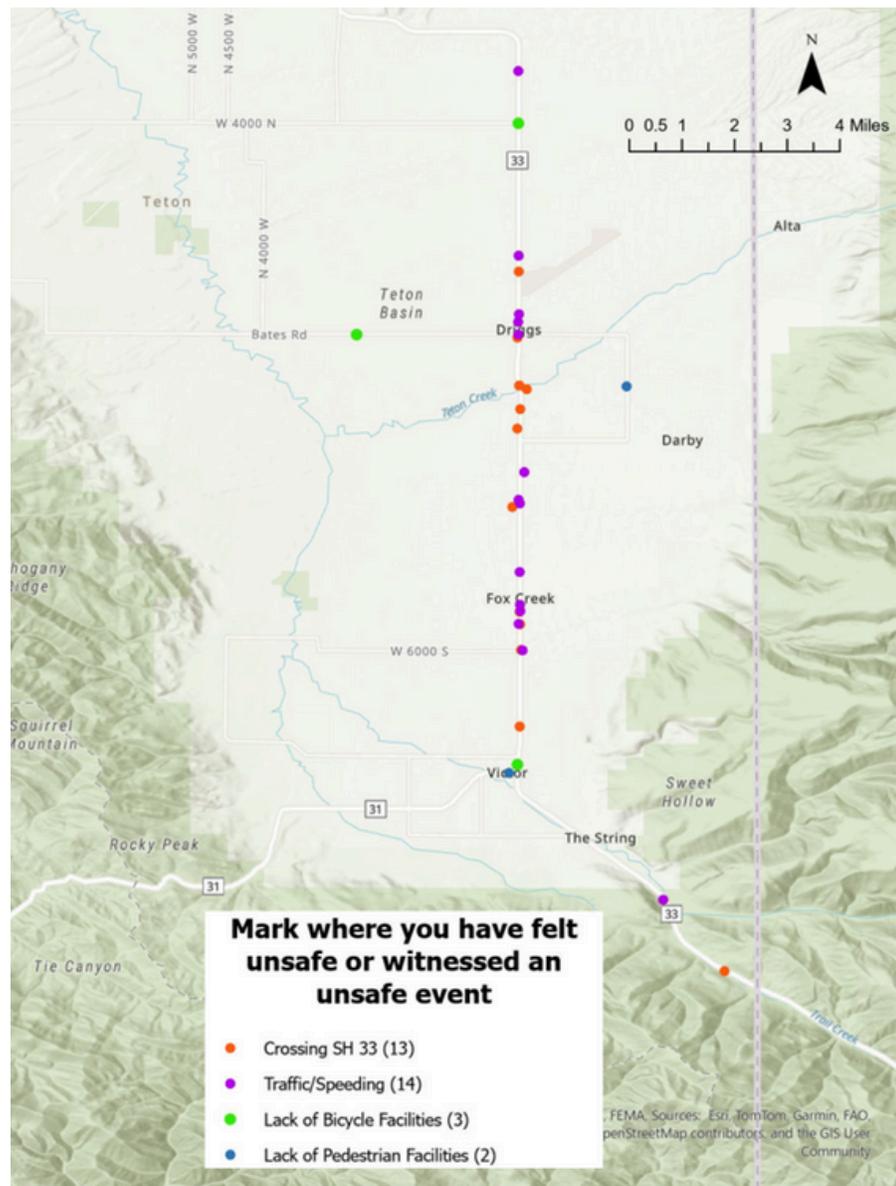


Figure 5.11 Public Survey Locations of Concern

Rear-end crashes and angle/turning movement crashes contributed the same amount to FSI crash numbers, further highlighting the need for improvements at these intersections. To alleviate these risks, we can aim to decrease sudden slow-downs and congestion caused by vehicles entering and exiting the highway.

Improvements at intersections between Driggs and Victor will improve safety and traffic flow when vehicles enter and exit the highway. Because they are included in the HIN, we have identified all the intersections on SH 33 between Driggs and Victor as a priority for improvements. Using our EPDO data and the High Injury Network, as well as public input, we have prioritized the intersections in need of treatments.

## **Prioritization Criteria**

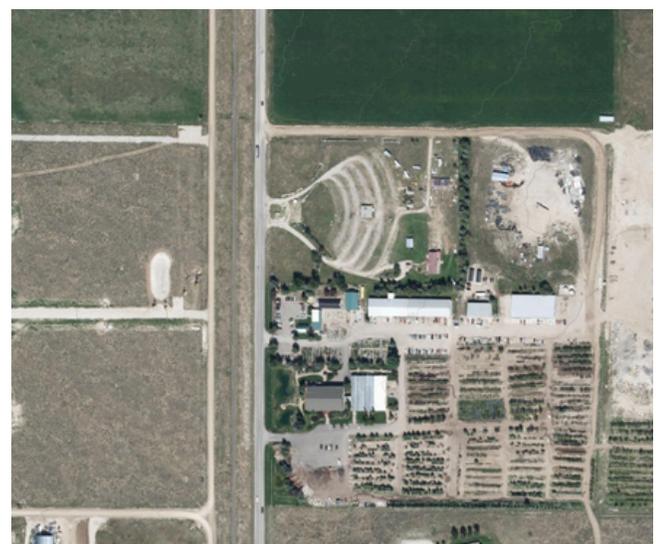
Our criteria for prioritizing projects were chosen to indicate how effective each project is expected to be at reducing fatal and serious injury crashes in Teton County. The score indicated on Figure 5.13 below can be used as an indication of the urgency of the project, with higher scores indicating that intersection should receive treatments first.

### **Intersection EPDO**

The Existing Conditions chapter includes an Equivalent Property Damage Only analysis which creates a value based on crash severity and frequency. These values can be compared between intersections and segments. For ranking the impact of safety improvements at intersections between Driggs and Victor, we took the EPDO value for each intersection (Figure 2.13) and divided by 10 to create an assigned number of points. Since EPDO values are a proxy for the number and severity of crashes, this criterion deserves to be the most heavily weighted in our prioritization. We can fulfill the goals of this plan to reduce crash numbers and increase traveler safety by targeting locations with the most severe crash history.

### **Segment EPDO**

The Existing Conditions chapter also ranks EPDO for roadway segments in Teton County. In addition to the value for intersection EPDO, one point was assigned to intersections which also existed within a highly ranked segment. The only segment which appears in the top 8 EPDO segments for Teton County is a stretch north of Victor from approximately W 6600 S to Larkspur Lane.



## Community Desire/Perceived Risk

It is important to acknowledge that traffic data does not capture all existing conditions, and that feedback from community members can illuminate important issues. Public input helps identify where people see risk, and addressing these locations could prevent future crashes before they become statistics. Our public input reinforced the safety risks of intersections backed by the traffic analysis, such as 5500 S and 6000 S. It also revealed that intersections where FSI crashes had not occurred in the data were also dangerous, either due to many ‘near-misses,’ frequent operational issues, or something else. One point was assigned to intersections that were identified as a high-perceived risk location in our first survey or received multiple comments from the public in our second survey.



## Planned Development on the Driggs-Victor Corridor

Any development that takes access from a state highway must assess its traffic generation potential and identify if improvements are necessary to mitigate the impacts of the development. These improvements are required to be installed by the developer, usually at the time the project is constructed. Developers now or in the future may be required to install improvements to intersections identified in our analysis, meaning that local and state municipalities do not have to fund or implement these improvements. Based on information from Teton County staff, the pending developments in Figure 5.12 are scheduled to contribute to improvements on SH 33. Contributing a fee in lieu allows developers to pay for a proportionate share of improvements that are triggered by a larger area or by general population growth. It gives the County flexibility on when to install the improvements and how to fund the remaining costs. Because these have a portion of the funding already set aside, we assigned these intersections a point towards prioritizing their improvements.

Subdivision	Affected Intersection	Mitigation
Osprey Landing	W 3000 S	Fee in lieu to be used before 2032
JC Ranches	W 4000 N	Fee in lieu
Greystone	W 7000 S	Fee in lieu
Two Thousand Views	W 2000 S	Fee in lieu
Harlan Ranch	W 3500 S	Fee in lieu

**Figure 5.12 Pending Subdivision Required Traffic Mitigations**

**Figure 5.13 Driggs-Victor Intersection Prioritization**

SH 33 Intersection	Intersection EPDO Value/10	Segment EPDO Ranking	Community Desire/Perceived Risk	Preliminary Design	Developer Mitigations	Score
Creekside Meadows Ave	0		1			1
MD Nursery	0		1			1
2000 S	0		1	1	1	3
3000 S	5				1	6
4500 S	1			1		2
5000 S	0		1			1
5500 S	7		1			8
6000 S	1		1	1		3
7000 S	2	1			1	4
Sagebrush Dr	5	1	1			7
Cedron Rd	1			1		2

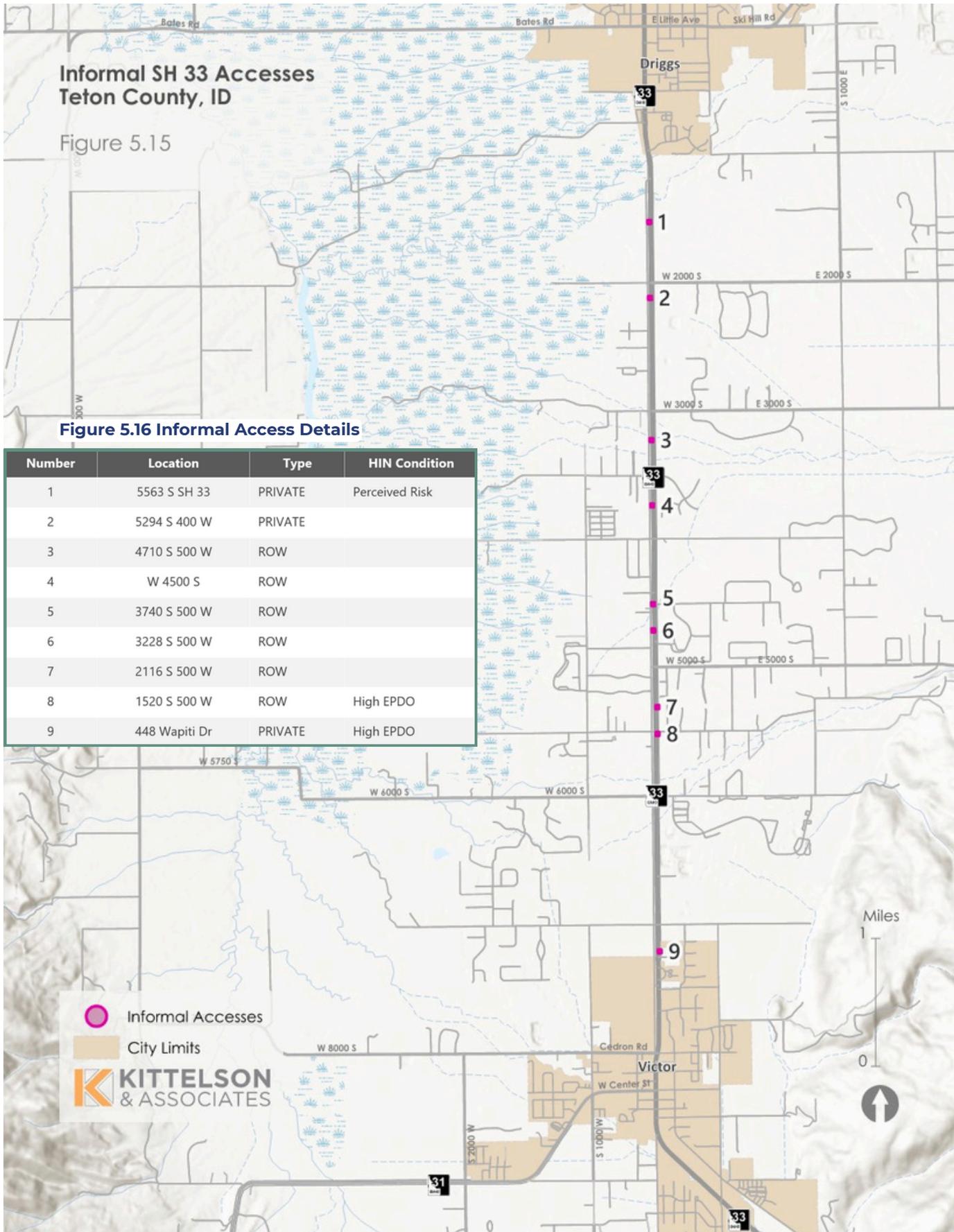
### Recommended Intersection Treatments

All intersections contained within the HIN are candidates for safety countermeasures. Figure 5.13 reflects a prioritization based on reducing safety risks. The relative risk associated with each intersection should be considered when prioritizing these for improvements. Recommended systemic treatments and policies to address intersections are listed in Figure 5.4. These include dedicated right and left turn lanes due to the type of crashes occurring. Improved lighting and intersection signage should also be considered, alongside intersection controls such as All Way Stop Control (AWSC), roundabouts, or restricting turning movements.

A number of intersections were scheduled for improvements as part of a BUILD grant but were removed due to issues with funding. Preliminary engineering has already been completed for these intersections, which include 2000 S, 4500 S, 6000 S, and 8000 S (Cedron Road). Preliminary design for improvements at SH 33 and 2000 S are shown below in Figure 5.14.

The design is similar for all the intersections originally included in the BUILD grant, and includes north-bound and south-bound deceleration lanes for right turning traffic, as well as north and south bound storage and deceleration lanes for left turning traffic. These designs also indicated nearby accesses to the highway which should be removed. Preliminary designs and engineers' estimate of probable cost (EOPC) for each of these intersections can be found in Appendix I.





## ➤ Transitions to Downtown

The intersections with Creekside Meadows Avenue and Cedron Road mark the entrances to Driggs' and Victor's downtowns, respectively. Both of these intersections are on our prioritization list because of their EPDO value and community desire to see safety improvements in these locations. Our public input results also tell us that these are the sites of operational delays, and that people are concerned about congestion entering Driggs from the south. A third intersection, at SH 33 and W 500 S, marks the southern gateway to the City of Victor. While this intersection is not specifically noted in public comment or as the site of crashes, it is within an HIN segment. There is an opportunity to slow traffic as it enters Victor's downtown here as well. More than one public comment suggested roundabouts as a tool to transition from a high-speed highway to a downtown walkable street. Roundabouts could also serve as a gateway marker, identified in each city's planning documents as an important element of community identity. Victor's Comprehensive Plan contains the following recommendation: "Introduce a roundabout or other intersection treatment at each entrance into Victor to signal arrival and change the road cross section." A roundabout is specifically called for at Cedron and SH 33 in the Transportation Plan Improvements for Main Street found on page 28. This treatment could also improve bicycle and pedestrian safety by adding protections for multimodal highway crossings.

[9] U.S. Department of Transportation, Federal Highway Administration. (2000). Roundabouts: An Informational Guide (Rep. No. FHWA-RD-00-067)

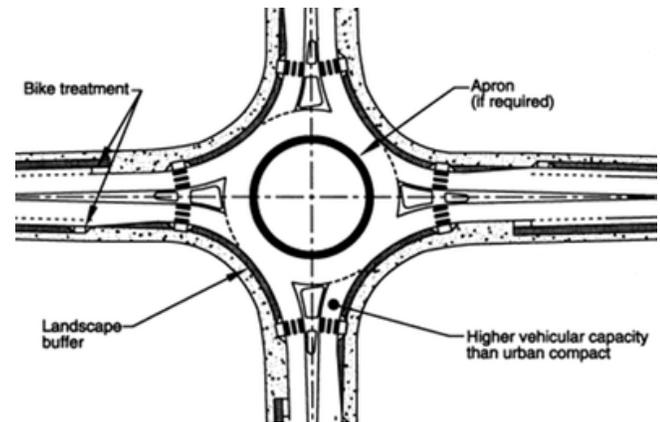


Figure 5.17 Urban Single Lane Roundabout [9]

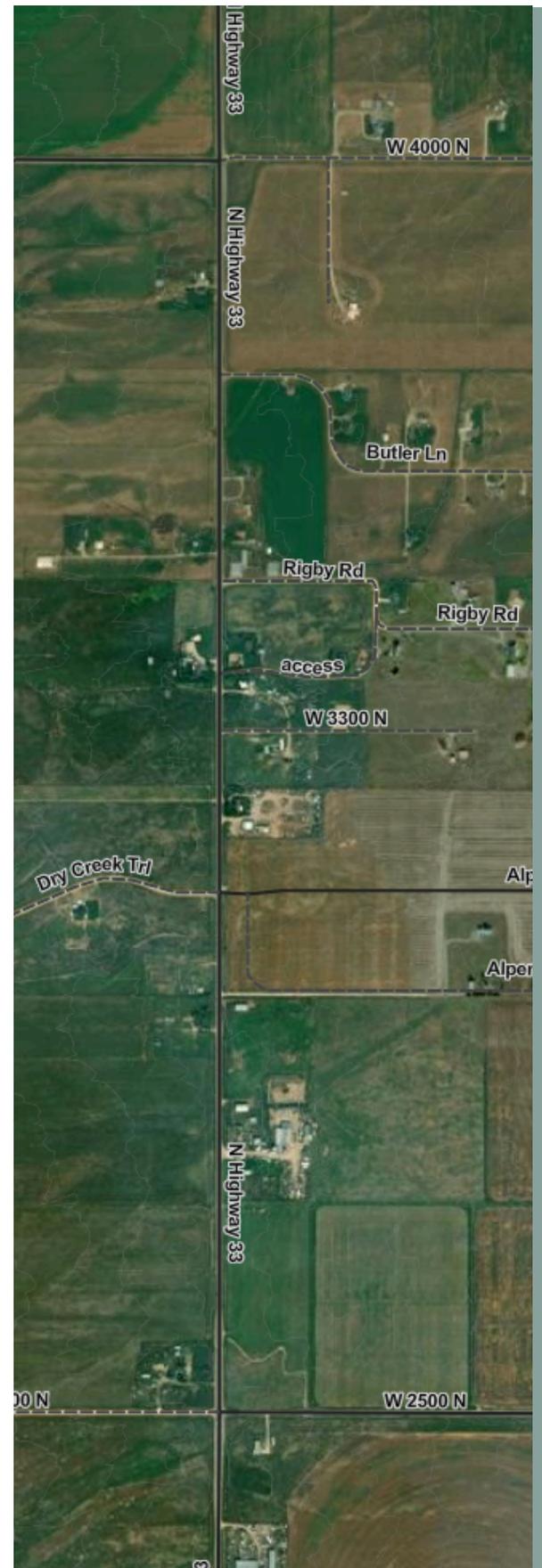
*"Perhaps roundabouts entering our town would slow down traffic"*  
- public comment



## SH 33 4000 N to 2500 N

This section of SH 33, just north of downtown Driggs, was the subject of numerous public comments, as noted in Chapter 3. It was also referred to indirectly by the number of respondents who suggested a bicycle connection from Driggs to Tetonia, as this section of roadway is perceived to be more dangerous for shared use than others.

According to the traffic data analysis, this segment has the highest EPDO value by almost double the next highest ranked segment (Figure 2.15). The intersection of Indian Sunset and SH 33, which is north of 4000 N, is also in the top ranked for EPDO at number seven. Roadway characteristics indicate that the shoulder is less than 2 feet wide in this section, with a posted speed limit of 45 to 55 miles per hour. There are numerous private driveways, more than 14 in 1.5 miles, which access directly from the highway due to the absence of a frontage road. This is a high-risk area according to both community input and quantitative data. A variety of treatments could be deployed here, some of which are already contained in Teton County and ITD policy, such as reducing/eliminating private driveways and developer mitigations. Policies like this take time to be fully realized because they are tied to re-development. Other treatments can be installed as part of state and county capital improvements, Recommended treatments and policies from Figures 5.2-5.5 can be applied in this section to address lane departures, risky behavior, intersections, and vulnerable road users.



# MULTIMODAL IMPROVEMENTS

Teton County’s 2020 Transportation Plan Update recommends prioritizing non-motorized enhancements for roads with higher speed limits: “the higher the speed on the road, the more important the need.” (pg 55). The Transportation Plan also recommends prioritizing non-motorized infrastructure within three miles of schools, existing collector pathways, park or recreation areas, and employment nodes, stating: “providing access to these community assets will reduce shorter vehicle trips.” (pg 55). As stated in our goals for this Safety Action Plan, one effective strategy to decrease fatal and serious injury crashes is to lower our exposure to risk by reducing vehicle miles traveled. In “The Case for Reducing VMT” the Washington State Department of Transportation states, “Changes that make people feel safer walking and bicycling encourage mode shift for those who can choose between multiple modes and improve safety for those who have fewer options available.” [10]. Travelers are more likely to choose non-vehicular modes when the multimodal system is accessible, convenient, and safe. These goals are contained in the basic framework of Safe Streets and Roads for All programming. Reducing vehicle miles traveled addresses risk for all people traveling in Teton County; we can approach this by increasing the amount of facilities, and by improving the facilities we have.



Because the crash data available for Teton County does not contain enough information about pedestrian and bicycle related incidents to do a meaningful statistical analysis, this report relies heavily on public input to identify locations for safety improvements as well as appropriate solutions. We compiled recommendations from existing plans and policies that utilized public input, then launched a program designed to encourage authentic suggestions from the community. We identified missing connections in the multimodal system, and learned which existing treatments are not sufficient, from over 400 total responses to our online survey and discussions with the Study Advisory Team.

Once we identified the projects needed to increase connectivity, accessibility, and safety in our multimodal network, we evaluated each project for implementation priority using five criteria. Projects were scored to indicate the degree to which they will improve travel safety, then added to the Master Improvements List based on their priority score and potential barriers to implementation.

[10] [The case for reducing VMT. Washington State Department of Transportation. \(2023, June\).](#)



## **Prioritization Criteria**

We prioritized projects based on criteria that indicate how effective each project is expected to be for reducing fatal and serious injury crashes in Teton County. A description of each evaluation criterion is below.

### **Within High Injury Network**

The HIN combines the results of the high frequency and severity crash analysis and the roadway characteristic assessment contained in the Existing Conditions chapter. It identifies road segments and intersections where investments in transportation safety could have the greatest impact in reducing FSI crashes. The HIN map can be found on Figure 5.1. Multimodal projects in these locations will reduce risk associated with non-vehicular/vehicle interactions and hazardous roadway characteristics. Vehicular projects in these locations are expected to improve FSI statistics through targeted treatments. Projects on the list that overlap with the HIN were given one point.

### **Top 3 EPDO**

One aspect of the HIN analysis is comparison of Equivalent Property Damage Only values. Although EPDO is represented in the HIN, this criteria was chosen to highlight the highest risk locations in Teton County. On Figure 2.13, we see that the top intersection EPDO is over ten times that of the fourth place intersection. This indicates that safety risks here are statistically much higher than other intersections, and should be prioritized. Projects were given points based on their EPDO ranking: 3 points for the top project, 2 points for the second ranked project, and 1 point for the third. An extra point was given to projects which appear on both the segment and intersection ranked lists for EPDO.

## Community Desire

Community desire is an important criterion because little quantitative data was available for multimodal users. Community desire reflects what we value most and should be a significant influence on any public policy. Our Study Advisory Team and online survey showed us safety concerns that were most important to people, and gave us information on specific high-risk locations as well as where multimodal facilities are needed. We used the open-ended question “Is there anywhere you would walk or bike if it were safer to do so” to identify any locations in the County where people desired multimodal improvements. Many locations were mentioned by more than one respondent, and some were mentioned many times. Each project that was mentioned multiple times is included on this list. Projects were assigned Community Desire points based on the number of people who commented on that location. The top project/location received four points, the second three, and the third two. Our multimodal project list also contains items that were suggested directly by SAT members, including TVTAP and City of Victor. These projects were given one point for Community Desire. A summary of these suggestions can be found in Ch. 3, and a full list of comments can be found in Appendix F.

### Included in Existing Policy or Program

The Existing Conditions chapter outlines relevant plans pertaining to Teton County roadway safety. Some of these are high-level policy documents that identify strategies and goals for large areas. However, three of our local municipalities, City of Driggs, City of Victor, and Teton County, have adopted transportation improvement plans that



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*Community desire is a reflection of what we value most and should be a significant influence on any public policy.*

---

identify important future projects in our transportation network. Projects in these plans that were also identified by our analysis, or that contribute to the overlapping goals of SS4A and local policy, were assigned one point.

Figure 5.18 Multimodal Project Prioritization

Project	Criteria				Score
	HIN	EPDO	Community Desire	Existing Policy	
Pathway SH 33 south of Victor	1			1	2
Bike Lane SH 31 connect to S 2000 W	1			1	2
Bike lane/pathway S 2000 W				1	2
Bike lane/pathway Bates Rd			3	1	4
Bike lane/pathway Cedron Rd		1		1	2
Bike lane/pathway N 1000 E				1	1
Bike lane/pathway E 3000 S		1		1	2
Pathway SH 33 Driggs to Tetonia	1	3	4	1	9
Bike facilities SH 31 Pine Creek Pass	1			1	2
Pathway connection E 7000 S to S 1000 E				1	1
Pathway S 1000 W			1		1
Pathway connection Agate Rd			1		1
Pathway Beryl Ave			1		1
Pathway connection Driggs to Rail Trail				1	1
Crossing at 5000 S	1				1
Crossing at MD Nursery	1				1
Crossing at Larkspur/Sagebrush	1	2		1	4
Improve crossing Creekside Meadows Ave	1	2	2	1	6
Improve underpass SH 33 at Baseline Rd			1		1
Crossing SH 31 at Teton Valley Resort			1		1
Pathways at Sweetgrass Subdivision			1		1
Pathway N 2500 E			1		1



# Existing and Planned Multimodal Facilities Teton County, ID

Figure 5.19

- Existing Multimodal Facilities**
-  Existing Multimodal Facilities
-  Proposed Multimodal Facilities - Separated Pathway
-  Proposed Multimodal Facilities - Bike Lane/Pathway
-  Crossing
-  City Limits
-  Teton County



## Recommended Facilities

The recommended multimodal improvements on the list above fall into three types: bike lane, separated pathway, and highway crossings. To make these facilities safe and accessible for everyone, design guidelines that match industry standards and best management practices should be implemented. Recommendations for these facility types are outlined below.



### **Bike Lanes**

Bike lanes can be added to existing roadways by widening the asphalt and adding the appropriate striping. Figure 5.18 lists some projects as bike lane/pathway. For these projects the most appropriate facility should be considered when the project is implemented. Bike lanes should be implemented where pathways are not feasible, or when available for an interim before a pathway is built.

#### **Bike Lane**

- **Minimum 5-feet wide, preferred 6.5-foot width**
- **For higher speed roads, a 1.5-foot buffer may be added**
- **Minimum 3-foot buffer when placed next to parking**
- **Drainage grates and gutter seams generally not be included in usable width**
- **Parking should be prohibited within 20 feet of driveways**
- **Separated by 6-inch white line with periodic bike symbol and directional arrow**
- **Ongoing maintenance and clearing of gravel, debris, and snow**



Figure 5.20 Bike Lane Design Guidelines

## Separated Pathway

Separated pathways provide the highest level of comfort and safety for multimodal users traveling within a vehicle right-of-way, but they are also useful connections outside of road alignments. While the construction cost and land required is higher, these are considered the most beneficial and desirable for multimodal travel.

### Separated Path

- Hard surface paving
- Minimum 10-foot wide
- 12-14-foot wide where there is a high mix of user types
- Design speed should generally be 20 mph
- Minimum turn radius of 74-feet for 20 mph, tighter curves can be used to reduce speeds

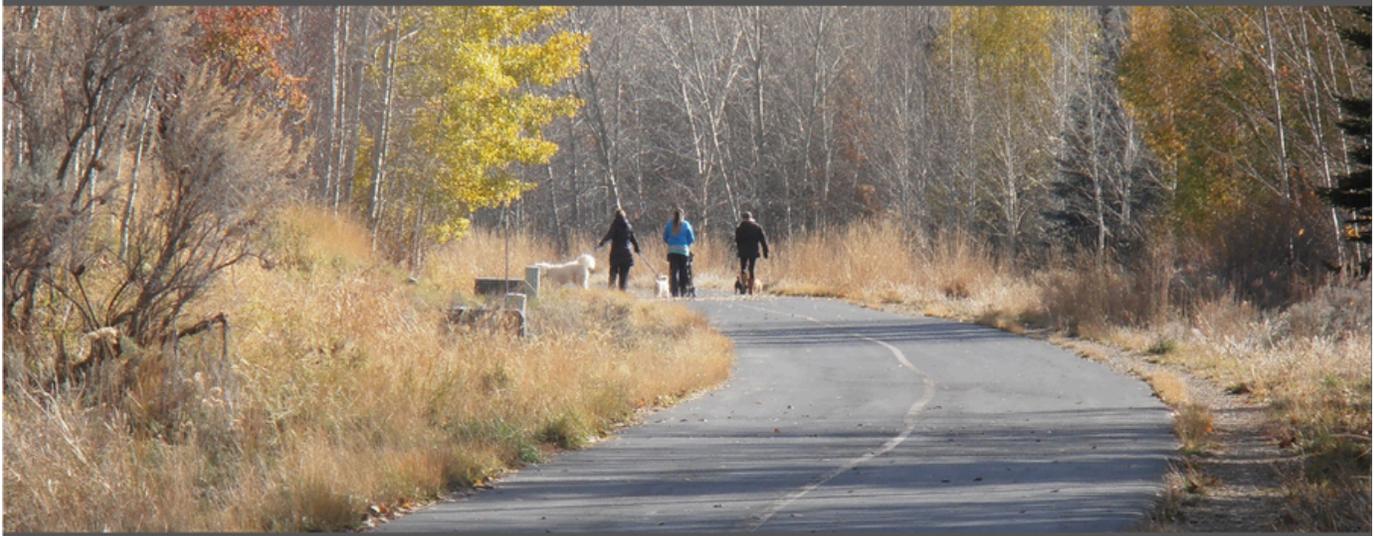


Figure 5.21 Separated Path Design Guidelines

## Pathway Underpass

The crossings identified in our multimodal improvements plan are all on state highways where the speed limit is 35 mph or greater, making the greatest separation between vehicles and multimodal users desirable. Existing surface crossings have received safety upgrades such as painted bulb-outs and Rectangular Rapid Flashing Beacons (RRFBs) but are still perceived as high risk locations according to our public outreach results.

The crossings between Driggs and Victor are currently utilized as surface crossings in 55 mph zones but do not have any facilities. Instead of surface treatments, underpasses could provide a solution that keeps traffic moving and creates the most safety for multimodal travelers crossing the highways. The Idaho Transportation Department Roadway Design Manual notes that an over/underpass is the most appropriate facility for casual cyclists crossing an arterial road type.<sup>[11]</sup> Two pathway underpasses have already been installed under SH 33, one at Mike Harris Park and one at Baseline Road. This plan recommends widening and upgrading the crossing at Baseline Road.

[11] <https://apps.itd.idaho.gov/apps/manuals/roadwaydesign/files/RoadwayDesignAppendixA.pdf>



## Pathway Underpass

- Hard surface paving
- Minimum 10-foot overhead clearance
- Width 1.5x height
- Overhead lighting
- Approach signage
- Lane striping
- Grades not greater than 0.5%
- Daylight visible from both ends



Photo credit: [https://www.tetonvalleynews.net/freeaccess/work-wraps-up-on-initial-stretch-of-teton-pass-pathway/article\\_3b297a7e-35f6-11ed-aafe-63861d11ca78.html](https://www.tetonvalleynews.net/freeaccess/work-wraps-up-on-initial-stretch-of-teton-pass-pathway/article_3b297a7e-35f6-11ed-aafe-63861d11ca78.html)

**Figure 5.24 Pathway Underpass Design Guidelines**

## City Pedestrian Crossings

The projects contained on our master improvements list reflect prioritization according to the criteria outlined above. We are also aware of the need for multimodal improvements at other locations either identified by public outreach or that exist within the HIN. In particular, pedestrian crossings of SH 33 within all three cities could be improved. While the analysis did not highlight specific crosswalks other than Creekside Meadows Avenue, treatments listed in Figure 5.5: Systemic Treatments for Vulnerable Road Users, and those discussed below, could be applied to increase safety at all city crosswalks.

The Federal Highway Administration's (FHWA) PEDSAFE countermeasure selection system ([pedbikesafe.org/PEDSAFE/index.cfm](http://pedbikesafe.org/PEDSAFE/index.cfm)) recommends countermeasures for the crash type experienced, selected for AADT and lane configuration. Victor, Driggs, and Tetonia all have one travel lane each direction with on-street parking through downtown. Pedestrian crossings exist at intersections and mid-block. For Tetonia and Victor, the speed limit is 35 mph. Within Driggs downtown it is 25 mph, with 35 mph sections north and south of downtown. The average annual daily trips for SH 33 within Driggs and Tetonia is forecast to be 13,355 in 2028 and 24,052 in 2043. For Victor it is estimated to be 7,501 in 2028 and 16,436 in 2043 (Figure 4.4. LOS Analysis Data and Results).

The countermeasures contained in Figure 5.25 below, are recommended to mitigate failure to yield type crashes at unsignalized crossings with these characteristics. For complete descriptions of each countermeasure, see <http://www.pedbikesafe.org/PEDSAFE/countermeasures.cfm>.

The FHWA published a “Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.”[12] This guide contains guidance for choosing countermeasures in a matrix. Boxes which describe crossings in Victor, Driggs, and Tetonia are outlined in red on Figure 5.26 .

High-visibility markings, signage, lighting, and parking restrictions currently exist at many crossings, and should be considered for all crossings in the three cities. In addition to these, curb extensions and pedestrian refuge islands should be considered where they don’t already exist, as well as Rectangular Rapid-Flashing Beacons or Pedestrian Hybrid Beacons.

At Crossing Locations	Signals and Signs	Other Measures
Curb Ramp	Advance Stop Lines	Identify Neighborhood
Crosswalk Enhancement	Sign Improvement	Speed Monitoring Trailer
Curb Extension		Parking Enhancement
Pedestrian Crossing Island	<b>Intersection Design</b>	Ped/Driver Education
Raised Pedestrian Crossing	Smaller Curb Radius	Police Enforcement
Roadway Lighting		
Parking Restrictions	<b>Traffic Calming</b>	
	Speed Table (midblock)	
<b>Roadway Design</b>	Gateway	
Bike Lane/Shoulder	Landscape Options	
Road/Lane Narrowing	Paving Treatments	
Raised Median		

Figure 5.25 Recommended Countermeasures for City Crossings

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
<b>2 lanes</b> (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 5 6 7 9
<b>3 lanes with raised median</b> (1 lane in each direction)	① 2 3 4 5	① 5 7 9	① 5 7 9	① 3 4 5	① 5 7 9	① 3 4 5	① 3 4 5	① 3 4 5	① 3 4 5
<b>3 lanes w/o raised median</b> (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6	① 5 6 7 9	① 5 6 7 9	① 3 4 5 6	① 5 6 7 9	① 3 4 5 6	① 3 4 5 6	① 3 4 5 6	① 3 4 5 6
<b>4+ lanes with raised median</b> (2 or more lanes in each direction)	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9	① 3 5 7 8 9
<b>4+ lanes w/o raised median</b> (2 or more lanes in each direction)	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9	① 3 5 6 7 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.\*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)\*\*
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)\*\*

Figure 5.26 Application of Pedestrian Crash Countermeasures by Roadway Feature

[12] Blackburn, L., Zegeer, C., & Brookshire, K. (2018). Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (FHWA-SA-17-072). Federal Highway Administration

Figure 5.27 Pedestrian Crossing Design Guidelines

### Crosswalk Visibility Enhancements

- High-visibility crosswalk markings
- Parking restriction on crosswalk approach
- Improved nighttime lighting
- In-street pedestrian crossing sign



Photo credit: [http://www.pedbikesafe.org/pedsafe/countermeasures\\_detail.cfm?CM\\_NUM=4](http://www.pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=4)

### Curb Extension

- 6 to 8-feet wide, offset from through traffic by 1.5-feet
- Midblock extensions should be at least 20-feet long
- Can be used to decrease corner turn radius
- Should not extend into bicycle lane
- Can be used as landscaping opportunity
- Will re-align gutter and drainage



Photo credit: <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2#3.16>

### Pedestrian Refuge Island

- Minimum 4-ft, preferably 8-ft wide
- Must be ADA accessible
- Can be combined with roundabout
- Should be illuminated with lights or reflectors
- Can be used as landscaping opportunity
- Can be installed in the center turn lane



Photo credit: [http://guide.saferoutesinfo.org/engineering/tools\\_to\\_reduce\\_crossing\\_distances\\_for\\_pedestrians.cfm#cross](http://guide.saferoutesinfo.org/engineering/tools_to_reduce_crossing_distances_for_pedestrians.cfm#cross)

## Rectangular Rapid Flashing Beacon

- SAE-1 high intensity unit should be used
- Uncontrolled intersection or midblock crossing
- For use with speeds less than 40 mph
- Can be more effective in a median island
- Can be less effective if over-used



Photo credit: [http://www.pedbikesafe.org/PEDSAFE/countermeasures\\_detail.cfm?CM\\_NUM=54](http://www.pedbikesafe.org/PEDSAFE/countermeasures_detail.cfm?CM_NUM=54)

## Pedestrian Hybrid Beacon

- AADT greater than 9,000
- Consider for speeds greater than 40 mph
- Combination light signals stop vehicles, allowing pedestrians to cross
- Requires vehicle compliance



Photo credit: <https://highways.dot.gov/safety/proven-safety-countermeasures/pedestrian-hybrid-beacons>

# MASTER IMPROVEMENTS PLAN

The master improvements list contains projects from both vehicular improvements and multimodal improvements lists. These projects are prioritized based on the criteria found in Ch 5: Vehicular Improvements and Ch 5: Multimodal Improvements. Projects that are likely to reduce the FSI crashes are placed in the high priority category, as well as those that can be completed quickly and inexpensively (low-hanging fruit). Projects appropriate for a mid-range time frame are in the 'Medium Priority' group. Projects with less impact or high costs and high complexity are placed in the long-term/further planning category. Although lower priority, these projects are still important for reducing risk and creating a better overall travel network for Teton County.



## High Priority Projects

These projects represent the most salient safety concerns for our community. Efforts should be made to attain funding to install improvements as soon as possible. All three of the multimodal needs coincide with locations identified for vehicular improvements. Treatments can be coordinated to decrease the risk of FSI crashes for vehicles and increase user safety for multimodal travelers.

1. **Intersection of SH 33 & SH 32**
2. **Pathway SH 33 Driggs to Tetonia**
3. **Intersection treatments at SH 33 & 5500 S**
4. **Intersection treatments at SH 33 & Sagebrush Dr including multimodal crossing**
5. **Multimodal crossing at Creekside Meadows Ave**

## Low Hanging Fruit

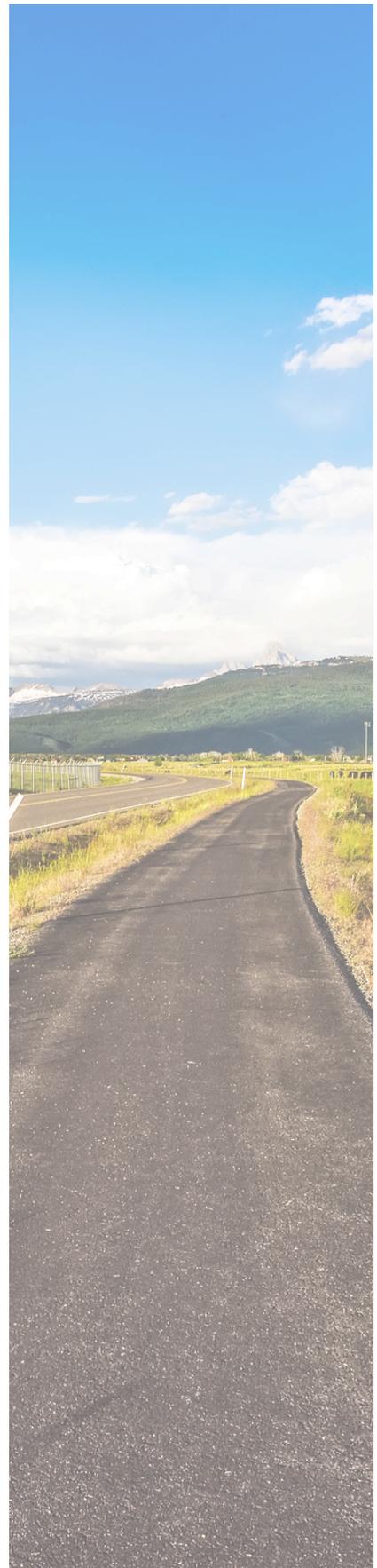
These projects, all suggestions from the public, represent safety improvements that could be implemented with little capital investment or other barriers. Teton County and ITD should consider implementing these projects as allowed.

1. **Close informal SH 33 accesses between Driggs and Victor**
2. **Move the speed limit change west of the Rail Trail Crossing on SH 33**
3. **Move the speed limit change north of Larkspur on SH 33**
4. **Move the speed limit change further south from Creekside Meadows Ave on SH 33**
5. **Move the speed limit change further south from S 500 W in Victor on SH 33**
6. **Lower the speed limit on SH 31 from 2000 W to Main Street**

## Medium Priority Projects

These projects were identified as important to community members and having a potentially meaningful impact on safety for Teton County. In some cases, they may require multiple phases of treatments or policy strategies to implement.

1. **Intersection treatments for SH 33 & 3000 S**
2. **Intersection treatments for SH 33 & 7000 S**
3. **Intersection treatments for SH 33 & 6000 S**
4. **Treatments for SH 33 between 2500 N & 4000 N**
5. **Bike facilities on Bates Road**
6. **Pathway on SH 33 south of Victor**
7. **Bike Lane SH 31 to connect to S 2000 W**
8. **Bike facilities on Cedron Road**
9. **Bike facilities on E 3000 S**
10. **Bike facilities on SH 31 over Pine Creek Pass**



## Lower Priority Projects

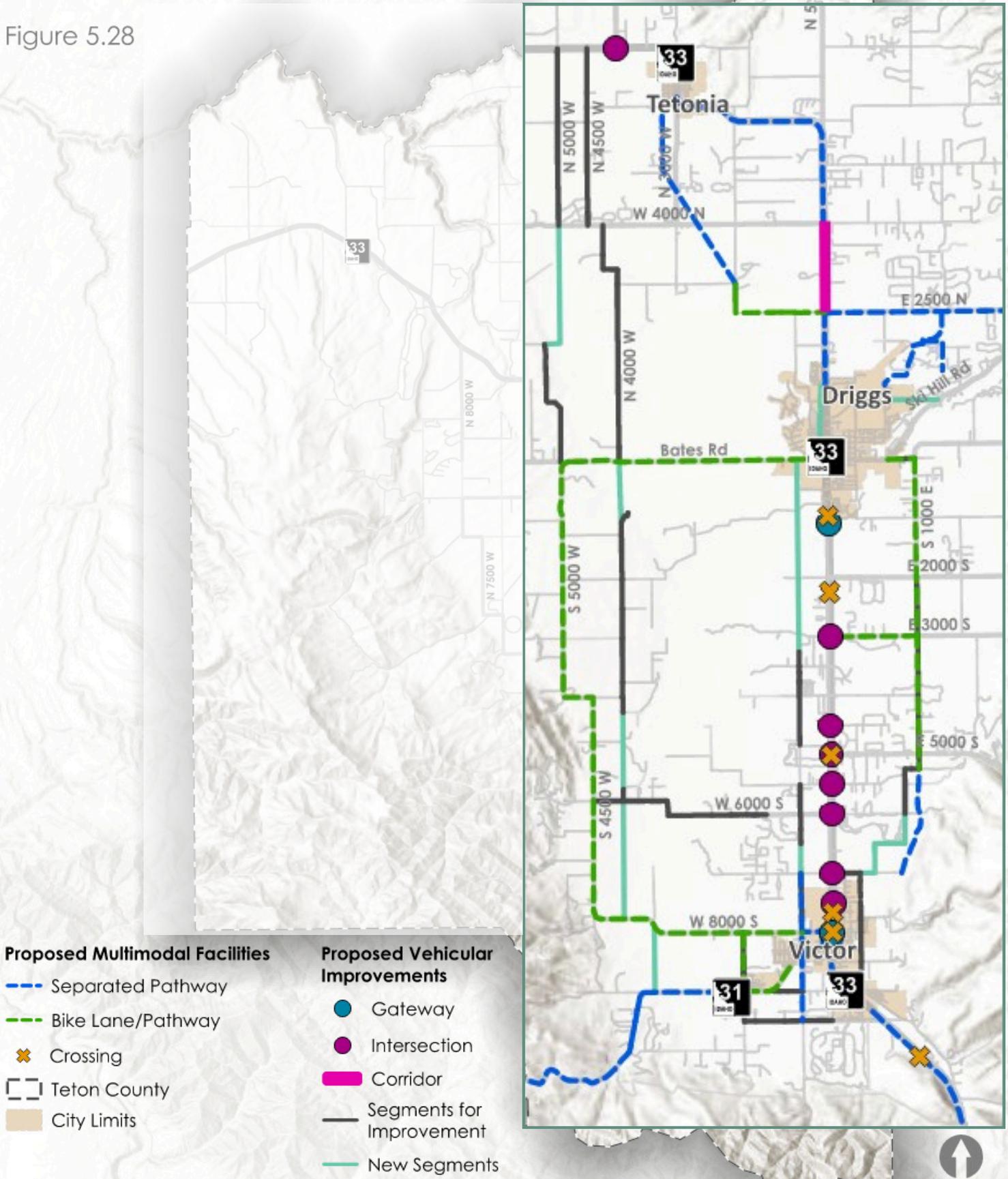
The projects in this section should be considered as the transportation network is upgraded and expanded in the future. Adding bike facilities on the identified roads will create a connected multimodal network but may not be necessary until they see increased traffic. Larger pathway connections from 7000 S in Victor to Stateline Rd and from Driggs to the Rail Trail are desirable but will require complex funding, land acquisition, wetland permitting, and other barriers to overcome. Intersection improvements including Ped/Bike crossings are needed at the noted locations, but these have seen fewer FSI crashes and should be addressed after more urgent intersections are improved.

It should be noted that pedestrian crossings for SH 33 were suggested for a number of intersections. 5000 S and MD Nursery access were noted to be the most used by our survey results and Study Advisory Team who noted that these two intersections should be ranked as medium or high priority projects. We believe that community members who utilize these locations for crossing the highway were not well represented in the public input survey results.

1. **Gateways: Creekside Meadows Avenue, Cedron Road and S 500 W intersection/transition treatments**
2. **Bike facilities on S 2000 W**
3. **Bike facilities on N 1000 E**
4. **Intersection treatments at SH 33 & 4500 S**
5. **Intersection treatments at SH 33 and 5000 S including multimodal crossing**
6. **Intersection treatments at SH 33 and MD Nursery access including multimodal crossing**
7. **Pathway connection from W 7000 S to S 1000 E**
8. **Pathway connection Driggs to Rail Trail**
9. **Pathway S 1000 W**
10. **Pathway connection Agate Road**
11. **Pathway Beryl Avenue**
12. **Improve underpass at SH 33 and Baseline Road**
13. **Multimodal crossing at SH 31 and Teton Valley Resort**
14. **Pathways at Sweetgrass Subdivision**
15. **Pathway N 2500 E**

# Master Improvements Plan Teton County, ID

Figure 5.28





## ALTERNATIVES TO SH 33

Many respondents to our public outreach survey indicated that the level of delay and congestion on SH 33 is currently unacceptable. Our analysis in Ch 5: Strategies indicates that 20 years from now, the segments north of Driggs and from Driggs to Victor are projected to be at level of service (LOS) E, while the highway within Driggs will be operating at LOS F. These ratings indicate significant delays and congestion, adding to the safety risks identified in Ch 2: Existing Conditions. Safety risks will continue to increase as annual average daily traffic (AADT) increases. The Washington State Department of Transportation notes, “There is a direct relationship between increases in (vehicle miles traveled) and fatalities”.[1]

A number of treatments are available to improve safety and capacity on SH 33, which we have discussed in our Strategies section. However, alternatives are also important for public safety, for alleviating capacity on the highway, and to help reduce safety risks. SH 33 is currently the only direct route between the north and south county boundaries, serving as a commuter route connecting Fremont County, Madison County, and Teton County, Wyoming. SH 33 also serves as the most direct and accessible route for local travel, with nearly all residential streets feeding onto the highway for access to Driggs, Victor, and Teton, and other destinations.

### Need Identified in Adopted Plans

Alternative routes are needed to relieve capacity issues and to create redundancy in the case of road closure or emergencies. The 2022 Teton County All-Hazards mitigation plan lists a number of potential hazards that can threaten or shut-down the transportation network, including wildfire, hazardous materials incidents, a major transportation incident, earthquake, flooding, severe weather, and others. Teton County is especially vulnerable because we rely so heavily on a single corridor. The Plan recommends exploring creation of a truck route from E 2500 N to Stateline until E 250 N, in order to reduce risk for major transportation incidents.

[1] [Washington State Department of Transportation. \(2023\). The Case For Reducing VMT \[White paper\]](#)

The City of Driggs Transportation Plan (2025) also identifies alternatives to SH 33 in its Recommended Functional Classifications and Future Connections map. This shows an extension of Front St from Rodeo Dr to W 500 S as a minor collector, as well as designating 1<sup>st</sup> St and 5<sup>th</sup> St as minor collectors.

The Teton County Transportation Plan Update proposes alternative routes to SH 33 on County roads to “better serve local residents, and improve the existing level of service on HWY 33 by moving most local traffic to these routes”.[2] Figure 6.1 below shows the location of their proposed alternate routes.

*Teton County is especially vulnerable because we rely so heavily on a single corridor.*

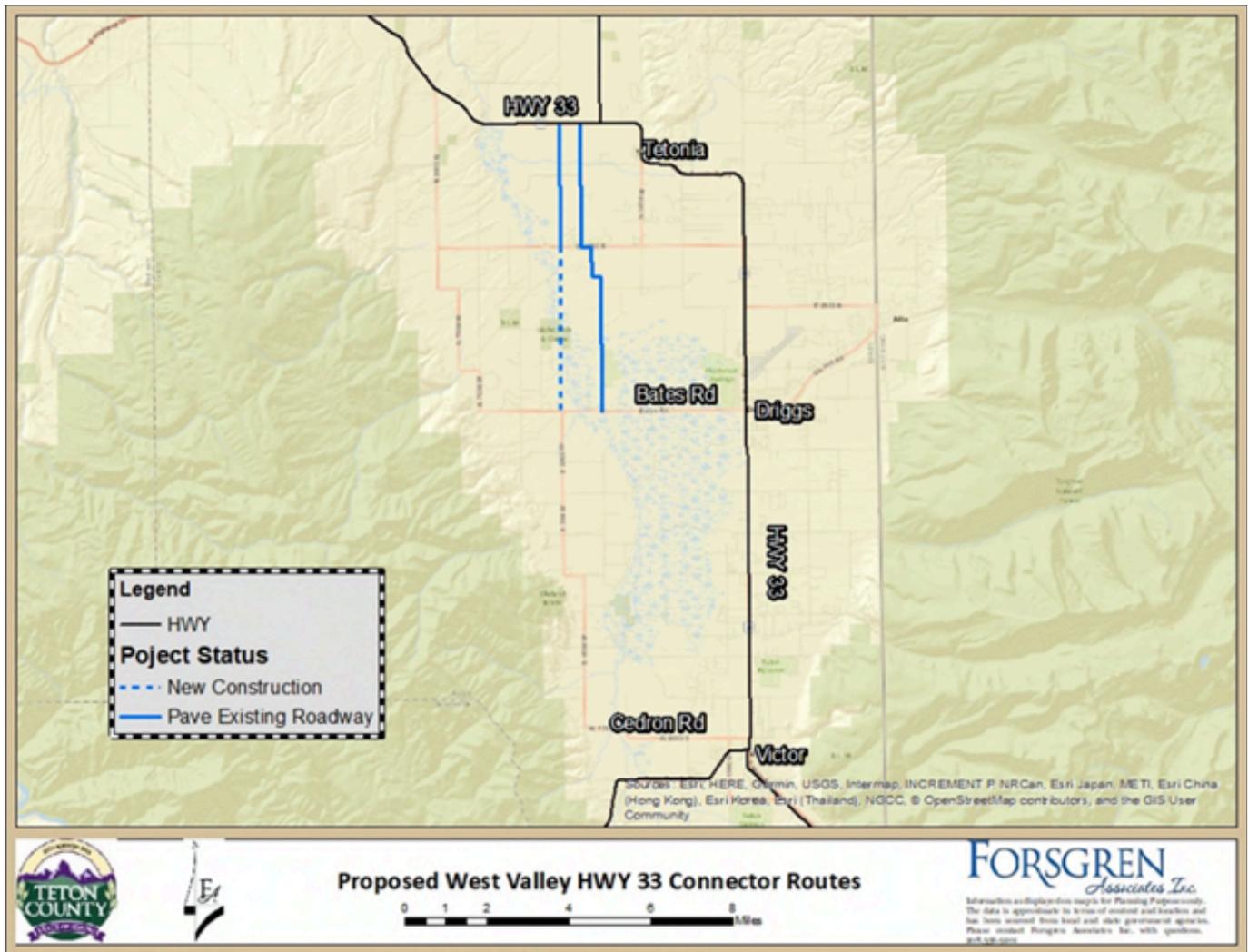


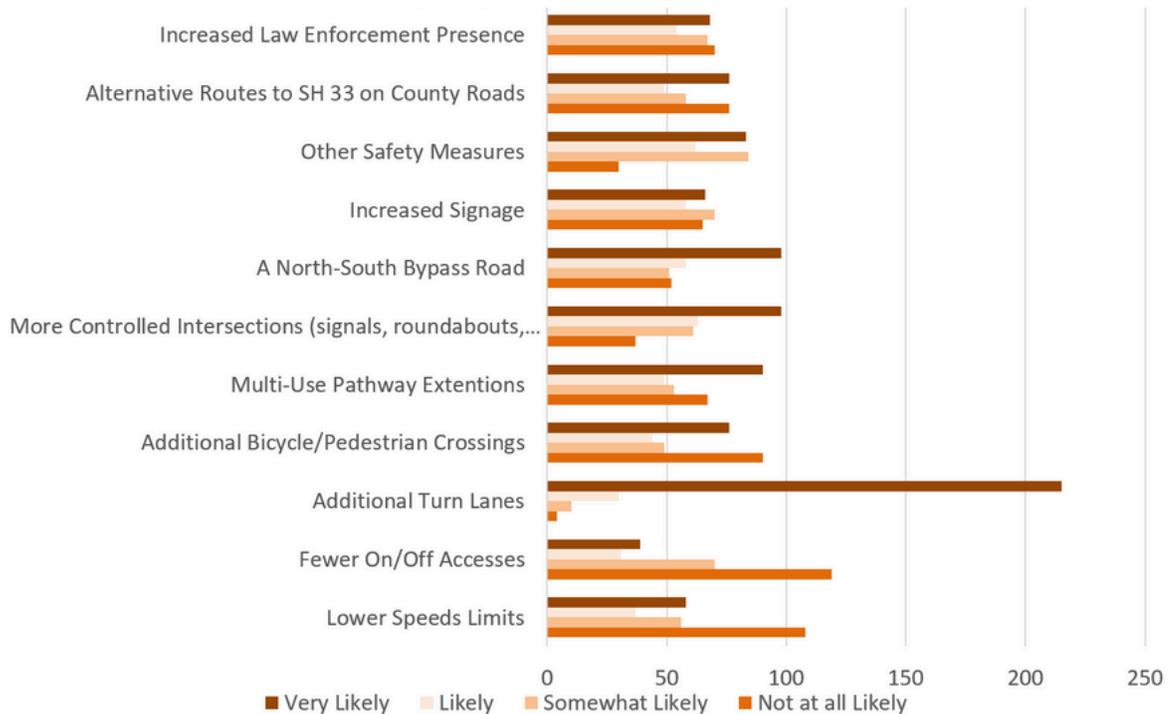
Figure 6.1 Proposed West Valley HWY 33 Connector Routes from TCID Transportation Plan

[2] Teton County, (2020). Teton County Transportation Plan Update 2020.

## Public Support

We asked survey respondents to consider options for treatments to SH 33, among other things. The survey used a Likert scale to gauge support for a variety of potential safety improvements. Figure 6.2 below shows the results of the survey.

**Figure 6.2 How Likely Are You to Support the Following Potential Safety Improvements on SH 33**



Support for 'Alternate Routes to SH 33 on County Roads' was ambivalent, with 76 respondents reporting 'very likely' and 76 respondents reporting 'not at all likely.' Support for 'A North-South Bypass Road' was clearer, however, with 98 reporting 'very likely.' 63 and 62 respondents reported 'likely' and 'somewhat likely,' respectively, indicating moderate support. 51 respondents reported 'not at all likely.'

For the purposes of this plan we have defined the difference between these options as such:

- **Bypass:** A new high-speed road with few access points that does not transect the towns, designed to move through-traffic. This option would leave SH 33 for local travel with a similar number of access points.
- **Alternate Routes on County Roads:** Connections/improvements that allow local traffic to avoid SH 33. This could be a lower speed direct route with local residential access points, while SH 33 transects the towns and is higher speed with fewer access points. This option could also be a series of improved county road connections providing a variety of routes.



We can make assumptions about the preferred SH 33 functionality by looking at the other potential safety improvements' responses, but the results are unclear. Respondents had a moderate preference for more controlled intersections, and a strong preference for not reducing on/off accesses. This would indicate slower speeds on segments between controlled intersections. However, a different set of questions indicate a preference for a wider highway with higher speeds: there was a strong preference against lower speed limits combined with the strongest preference by far for additional turn lanes, with 215 very likely to support.



## Recommendations

Teton County can approach system-wide deficiencies with near-term and long-term planning, improving connectivity now, and initiating a SH 33 Corridor Study to provide for future solutions. The corridor study would evaluate alternatives for safety and operational improvements including alternate routes. Data collection could potentially identify the proportion of through-travelers to local travelers, build on the public outreach started in this plan, and help indicate which alternate route model is most appropriate.

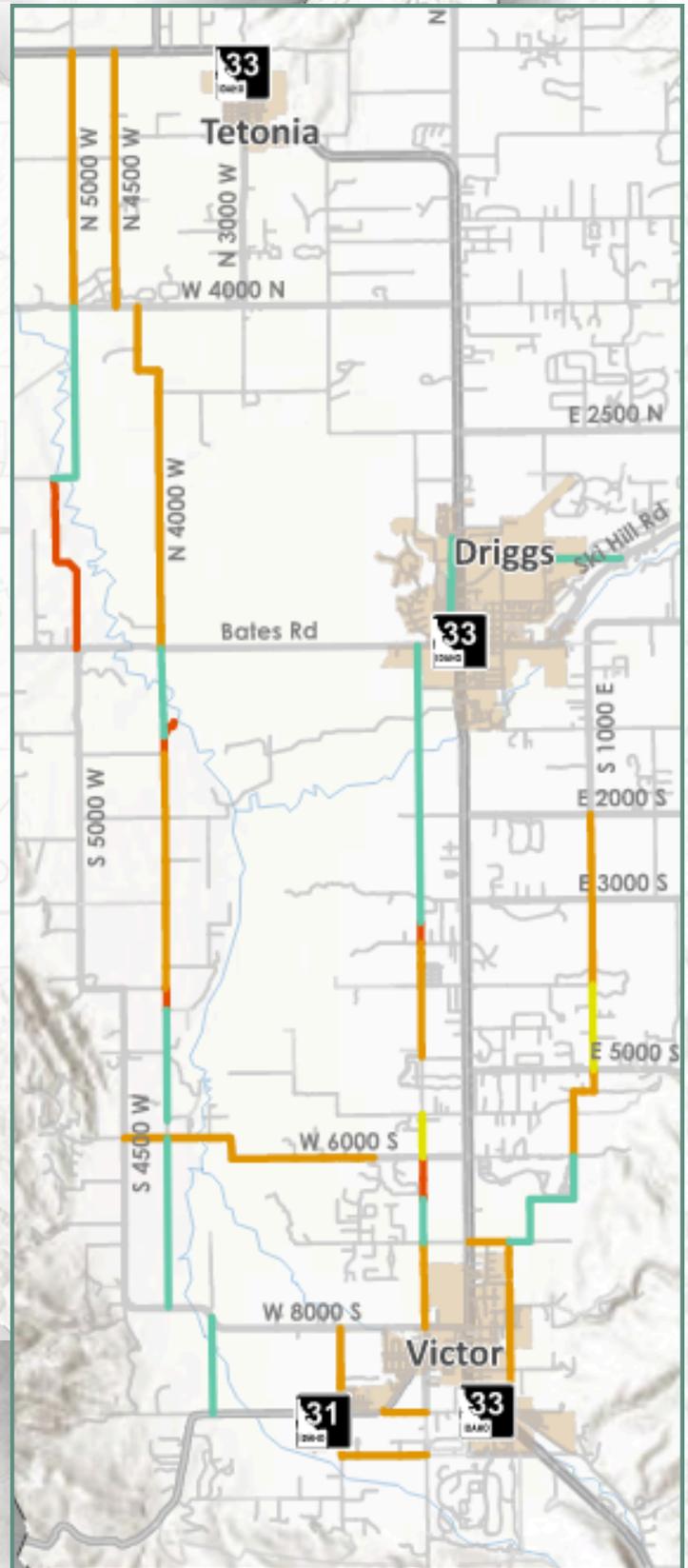
The County can begin to offer alternatives to SH 33 by improving road segments or pursuing attainable connections now. These roads could serve as detours when crashes shut down the highway, and for some travelers they may be a faster option. As AADT increases, road improvements and connections will be warranted regardless of improvements on SH 33 or a bypass route. The County can maximize its investment by improving roads according to a comprehensive prioritization that provides alternatives to the highway.

Figure 6.3 shows existing County roads that could be improved to create accessible alternative north-south routes throughout the County. The existing roads are displayed by their current surface type.

# Alternate Routes Teton County, ID

Figure 6.3

Upgrading these segments to an appropriate cross-section with asphalt surface could increase their usability for local travelers. Segments shown on the map are all below asphalt grade surfaces, meaning gravel, treated gravel, or chip seal, however there are also existing asphalt roads that are in need of upgrade in order to be viable alternative routes. These include Bates and S 5000 W (Bates-Cedron), in addition to E 1000 S between Cemetery and S 2000 E. The Teton County 2020 Transportation Plan Update details prioritization of road surface upgrades for existing County roads.



- Segments for Improvement**
  - Earth / Unimproved
  - Gravel
  - Treated Gravel
- New Segments**
  -
- City Limits
- Teton County



Figures 6.4 and 6.5, below list segments for upgrade to create alternatives to SH 33, and new road connections to create alternatives to SH 33. These can be upgraded as soon as possible, coordinated with new road construction for potential connections.

Segment	Current Surface
N 5000 W (W 4000 N-SH 33)	Gravel
N 4500 W (W 4000 N-SH 33)	Gravel
N 4000 W (W 4000 N-Bates)	Gravel
S 4000 W (W 1250 S-W 4250S)	Gravel
W 5250/5000 N (W 2000 N-Bates)	Unimproved
S 1000/750 E (E 2000 S-E 6000 S)	Gravel
S 1000 W (W 3500 S-Peakview Estates)	Gravel
S 1000 W (W 5500-South)	Gravel/Unimproved
S 1000 W (W 7000 S-Cedron)	Gravel
W 7000 S (SH 33-Baseline)	Gravel
Baseline (W 7000 S-Agate)	Gravel
S 2000 W (Cedron-Justin)	Gravel
S 2000 W (SH 31-W 9500 S)	Gravel
W 9500 S (S 2000 W-S 1000 W)	Gravel
W 9000 S (SH 31-S 1000 W)	Gravel

**Figure 6.4 County Roads for Alternatives to SH 33**

New Segment	ROW Needed	Wetlands	Contingent Upgrades
LeGrand Pierre	No	No	No
Front Street	Yes	Yes	No
N 5000 W (W 4000 N-W 2000 N)	Yes	No	N 5000 W / N 5250 W
S 4000 W (Bates-W 1250 S)	Yes	Yes	S 4000 W
S 4000 W (W 4250-River Bend)	Yes	Yes	S 4000 W
S 1000 W (Bates-W 3500 S)	Yes	Yes	S 1000 W
S 1000 W (W 6000 S-W 7000 S)	Yes	No	S 1000 W
S 4000 W (W 6000 S-Cedron)	Yes	Yes	No
S 750 E/S 250 E (E 6000 S-E 7000 S)	Yes	No	Yes
S 3500 W (Cedron-SH 31)	Yes	Yes	No

**Figure 6.5 Potential New County Roads for Alternatives to SH 33**



Figures 6.3-6.5 show potential new connections for County roads that would create alternatives to SH 33. Many of these connections are dependent on upgrades to existing County roads. Upgrades and new construction should be prioritized based on the fewest barriers to implementation, such as right-of-way procurement, wetland permitting, geotechnical characteristics, structural requirements such as bridges, or other conditions. Origin-Destination data collected as part of a SH 33 Corridor Study may also illuminate which road connections would provide the most utility for Teton County travelers. These and other factors should be considered in a comprehensive implementation plan for providing alternatives to the highway. The map overlays Teton County's waterways, as well as federally mapped wetlands from the National Wetlands Inventory. Road alignments that transect wetlands will need permitting through the Army Corps of Engineers and potential mitigations. Road alignments that cross waterways will need bridges, or culverts for smaller streams. Nearly all of the proposed segments would require acquisition of land for County right-of-way. Figure 6.3 shows general alignment and location; a complete analysis and design will be needed for each new segment. Completing some or all of these connections and upgrades could result in a more connected, accessible, and efficient network, while decreasing safety risks for disaster scenarios and FSI crashes.

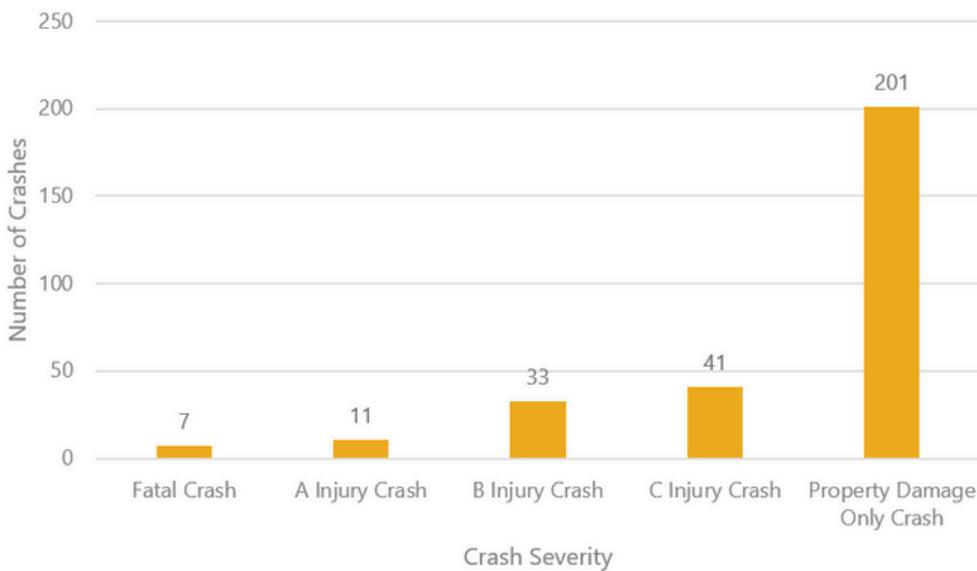




## Corridor Study

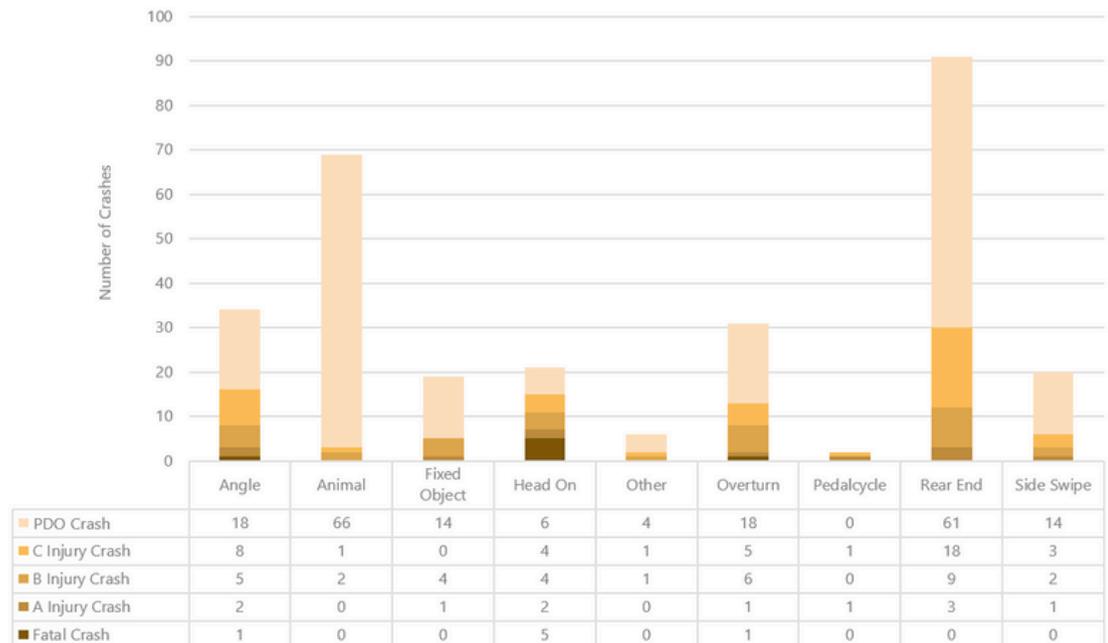
SH 33 is the primary thoroughfare for passenger and freight vehicles through Teton County. Additionally, more than 65% of all crashes within the county reportedly occurred on SH 33. Therefore, this corridor is recommended for further study to better address its specific safety needs and the role it plays in the county and region. This section presents recent crash information and describes additional considerations for such a study.

**Crash History** In the last five years for which data is available, there have been 293 crashes along SH 33 within the County boundary. Of those crashes, 18 were FSI crashes. Crashes by severity and event are shown in Figure 6.6 and Figure 6.7, respectively.



**Figure 6.6 Crashes by Severity on SH 33 (2019-2023)**

**Figure 6.7 Crashes by Type and Severity on SH 33 (2019-2023)**



Rear-end and animal crashes were the most common crash types. However, head-on and angle crashes were more likely to result in fatalities or serious injuries than these crash types. Single vehicle roadway departure crashes (i.e., overturn and fixed object crashes) also accounted for three FSI crashes; the same number as rear-ends. There were two bicycle crashes, one of which resulted in a suspected serious injury.

### Study Considerations

Given the crash trends along this corridor, a study of SH 33 would help better address the safety concerns. In addition to the overall crash history highlighted previously, Figure 6.8 identifies specific considerations that should be accounted for in a future study identified through data analysis, public and stakeholder engagement, and previous plans. Additional considerations for a future study are included in Appendix J.

Strategies that should be considered to mitigate the corridor-wide crash patterns and site-specific considerations include, but are not limited to:



- **Corridor-wide:**

- Access management (e.g., consolidating accesses, closing informal accesses, installing center medians to restrict turning movements, building out local/frontage roads for local access)
- Raised center median
- Bypass or other alternate routes around incorporated cities
- Passing lanes, including exploring the 2+1 concept (e.g., passing lanes in alternate directions)
- Lane departure treatments identified in Figure 5.2
- Pathways, enhanced crossings, and other treatments for vulnerable road users identified in Figure 5.5

- **At major intersections:**

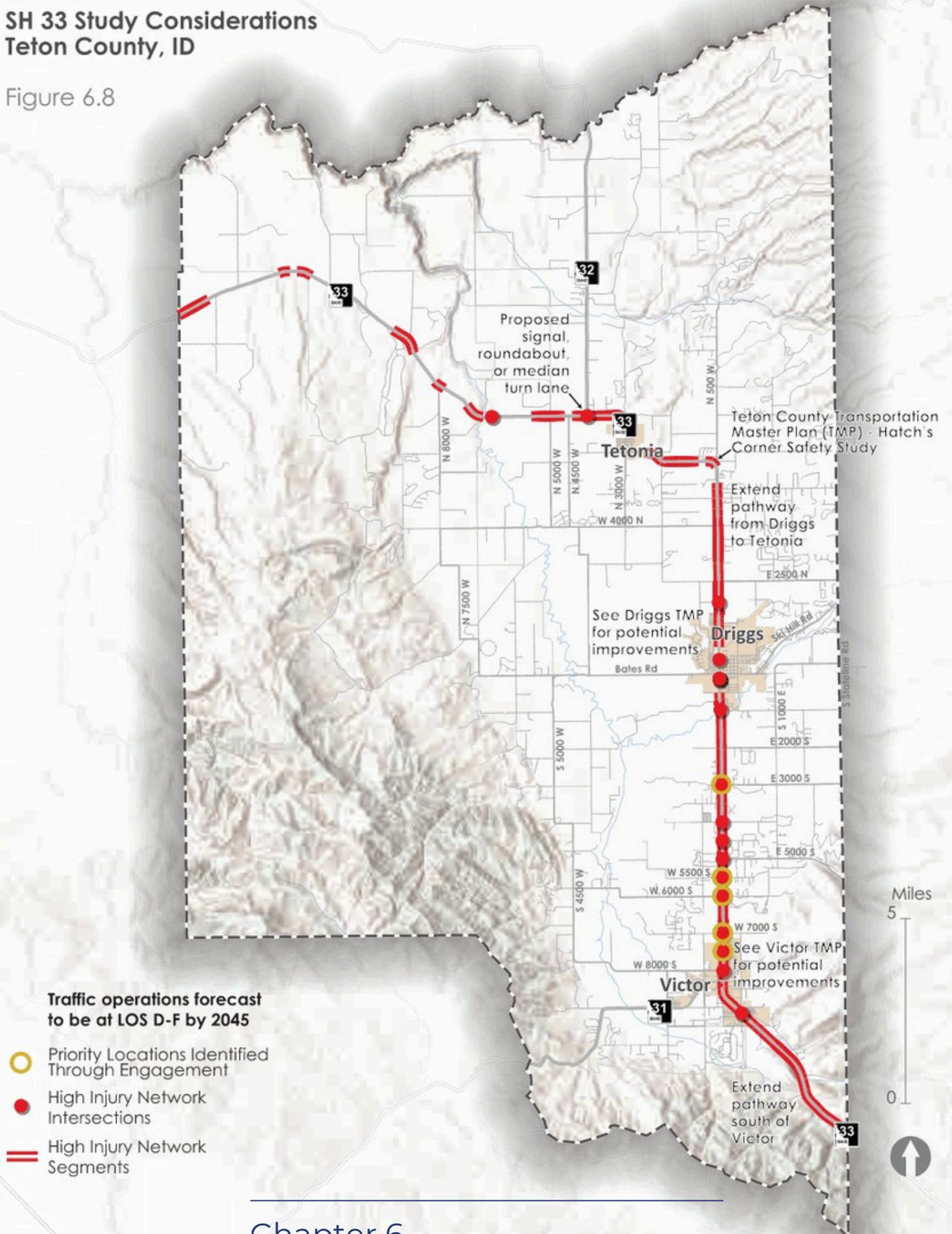
- Turn lanes on SH 33
- Upgraded intersection traffic control (e.g., roundabouts, traffic signals)
- Roundabouts could also be used as gateways to the cities of Victor and Driggs to alert drivers to the changing context and slower speeds
- Reduced left-turn conflict intersection forms (e.g., restricted crossing U-turn [RCUT])

- **At all intersections:**

- Systemic treatments identified in Figure 5.4

# SH 33 Study Considerations Teton County, ID

Figure 6.8





For additional context, the County applied for a Better Utilizing Investments to Leverage Development (BUILD) grant back in 2020 which was awarded but not all the improvements were built due to budget constraints. The list below identifies the proposed SH 33 intersection improvements included in the grant application:

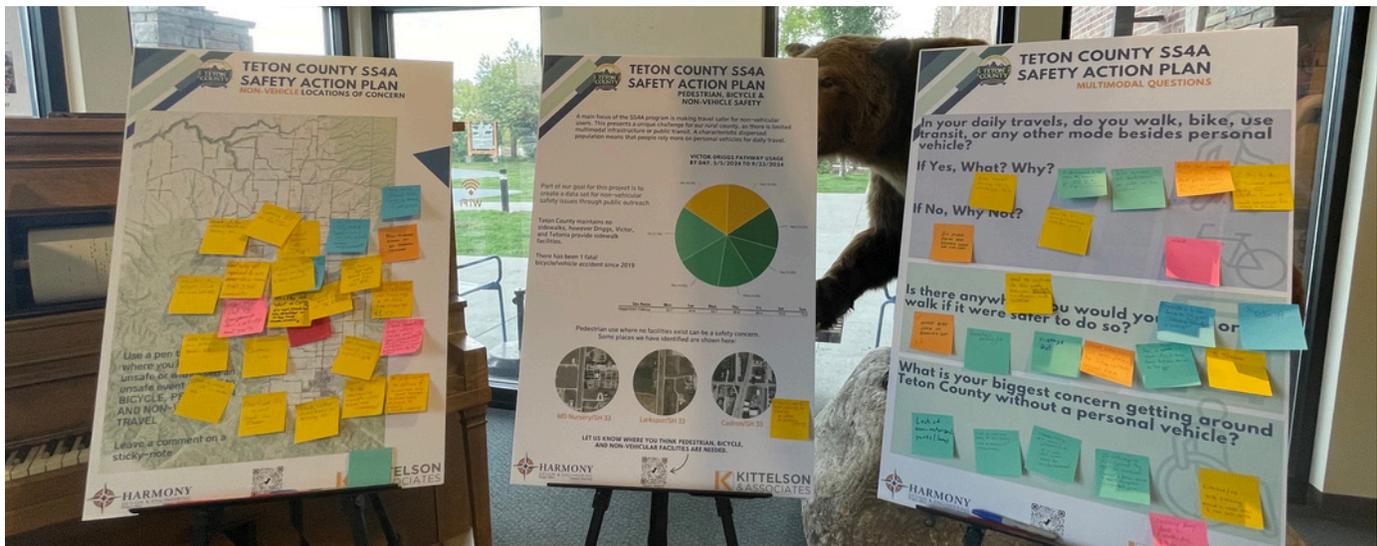
- 2000 S, 4500 S, 6000 S
  - Left Turn Lanes, Right Turn Deceleration Lanes, Access Restrictions
- 7000 S, Legrand Pierre (already built)
  - Left Turn Lanes, Right Turn Deceleration Lanes
- 8000 S
  - Left Turn Lanes, Right Turn Deceleration Lanes, Bike Lanes

There are also four locations noted to include passing lanes on SH 33. A further study on SH 33 could include this work already designed for these locations if desired.

### **County-Wide Strategy**

Along with mitigating FSI crashes, the County adopted a goal of creating a county-wide plan for accommodating volume growth in our transportation system, potentially including alternate routes or a bypass to SH 33. A corridor study could provide data to inform the best option for alternatives to SH 33 by revealing the origin and destination of drivers.





# IMPLEMENTATION

In this chapter we identify the specific phases necessary to move these projects from the page into the real world. Figure 7.1 outlines components of implementation steps. Each project will need to be nominated for implementation by the responsible party, and put on a work schedule that begins at the current stage of its implementation status. For many of these projects, identification and recommendation as part of this plan is the first stage and current status. The next step for these is identification of potential funding, then procurement of funding and a dedicated budget through the Transportation Improvements Plan or grant opportunities. A more detailed discussion of funding sources for these projects is included below. For each project we have listed implementation information including priority, responsible parties, funding sources, and the project's current status on the path to implementation. Figure 7.2 below contains an implementation matrix for our master improvements plan. Figure 7.3 summarizes key locations and provides the historical crash data, trends, potential applicable countermeasures, and what type of funding sources may be applicable.

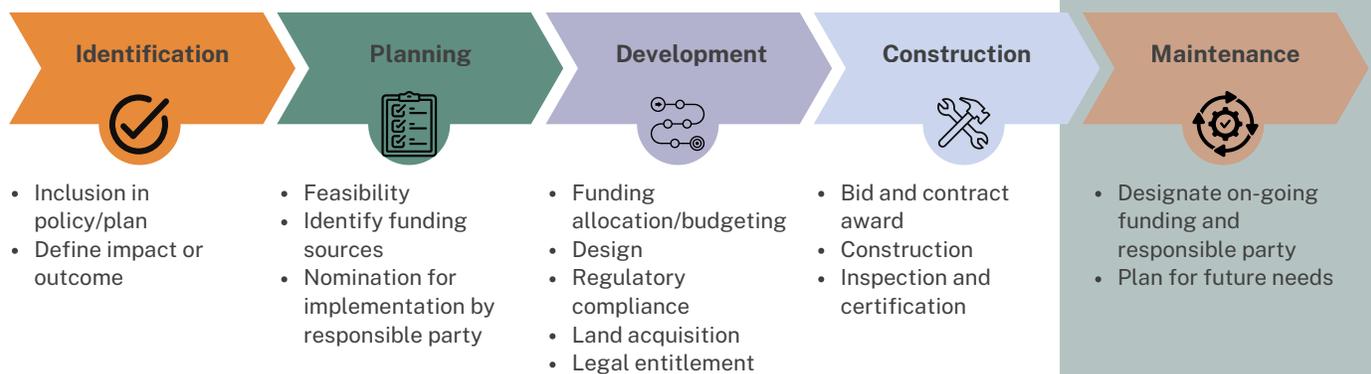


Figure 7.1 Steps to Implementation

Project	Priority	Responsible Party	Funding Source	Implementation Status
Intersection of SH 33 & 32	High	ITD		
Pathway SH 33 Driggs to Tetonia	High	TCID, TVTAP, ITD	Impact Fees (partial)	Preliminary Planning (TVTAP)
Intersection treatments at SH 33 & 5500 S + pedxing	High	ITD		
Intersection treatments at SH 33 & Sagebrush Dr + pedxing	High	ITD		
Creekside Meadows Ave pedxing	High	ITD		
Close informal accesses on SH 33	LHF	ITD	ITD maintenance	
Speed limit changes	LHF	ITD		
SH 33 & 3000 S	Medium	ITD	Developer Fees (partial)	
SH 33 & 7000 S	Medium	ITD	Developer Fees (partial)	
SH 33 & 6000 S	Medium	ITD		Preliminary Design (BUILD)
Corridor SH 33 2500 N to 4000 N	Medium	ITD, TCID	Developer Fees (partial)	
Bike facilities Bates	Medium	TCID		
Pathway SH 33 south of Victor	Medium	TCID, TVTAP, ITD		
Bike lane SH 31 to S 2000 W	Medium	City of Victor		
Bike facilities on Cedron	Medium	TCID		
Bike facilities E 3000 S	Medium	TCID		
Gateway intersection treatments	Lower	TCID, Driggs, Victor		
Bike facilities S 2000 W	Lower	TCID		
Bike facilities N 1000 E	Lower	TCID		
SH 33 & 4500 S	Lower	ITD		Preliminary Design (BUILD)
SH 33 & 5000 S + pedxing	Lower	ITD		
SH 33 at MD Nursery + pedxing	Lower	ITD		
Pathway W 7000 S to S 1000 E	Lower	TCID		
Pathway Driggs to Rail Trail	Lower	TCID, TVTAP		Preliminary Planning (Greater Yellowstone Pathway)
Pathway S 1000 W	Lower	TCID		
Pathway Agate	Lower	City of Victor		
Pathway Beryl	Lower	City of Victor		
Improve SH 33 & Baseline underpass	Lower	ITD		
SH 31 at Teton Valley Resort pedxing	Lower	ITD		
Pathways at Sweetgrass Subdivision	Lower	TCID, TVTAP		Preliminary Planning (TVTAP)
Pathway N 2500 E	Lower	TCID, TVTAP		Preliminary Planning (TVTAP)

Figure 7.2 Implementation Matrix

Figure 7.3 Crash Type Implementation Matrix

Intersection / Location	Crash Type								Crash Severity				Crash Notes	Potential Countermeasures	Potential Funding Sources
	Angle / Turning	Rear-End	Head-On	Side-Swipe	Fixed Object	Animal	Overturn	PDO <sup>5</sup>	Fatality	Injury A	Injury B or C	Total Crashes			
<b>E Little Ave and Ski Hill Road</b> (SH 33 to County Boundary)	8	2	1	2	2	1	0	16	0	0	0	16	<ul style="list-style-type: none"> <li>10 in intersection</li> <li>2 speeding PDO</li> <li>5 failed to yield/stop</li> </ul>	<ul style="list-style-type: none"> <li>Speed feedback signs<sup>6</sup></li> <li>Narrow travel lanes/buffered bike lane</li> <li>Rumble strip edge and centerlines (outside of Driggs city limits and away from residential development)</li> <li>Consider access management in conjunction with development</li> </ul>	<ul style="list-style-type: none"> <li>County Road Reconstruction and Repairs Fund</li> <li>SS4A Implementation Grant</li> <li>Federal Lands Access Program</li> <li>Transportation Alternatives Program</li> <li>LRHIP</li> </ul>
<b>S 5000 W</b> (Bates Rd to W-4000 S)	0	0	0	0	0	1	4	3	0	0	2	5	<ul style="list-style-type: none"> <li>3 negotiating turn + overturn (2 w/ ice)</li> </ul>	<ul style="list-style-type: none"> <li>Enhanced delineation for horizontal curves</li> <li>High visibility edge and centerlines</li> <li>Rumble strips</li> </ul>	<ul style="list-style-type: none"> <li>County Signs Fund</li> <li>SS4A Implementation Grants</li> <li>LRHIP</li> </ul>
<b>W 3000 S &amp; SH 33</b>	2	0	0	0	0	0	0	1	0	1	0	2	<ul style="list-style-type: none"> <li>2 failed to yield - Eastbound</li> </ul>	<ul style="list-style-type: none"> <li>Low-cost countermeasures at stop-controlled intersections<sup>7</sup> (specifically doubled stop signs)</li> </ul>	<ul style="list-style-type: none"> <li>County Signs Fund</li> <li>LHSIP</li> <li>LRHIP</li> <li>SS4A Implementation Grants</li> <li>STBG Program</li> <li>BUILD</li> </ul>
<b>W 4000 S &amp; SH 33</b>	1	1	0	1	0	0	0	2	0	0	1	3	<ul style="list-style-type: none"> <li>2 following too close</li> </ul>	<ul style="list-style-type: none"> <li>Low-cost countermeasures at stop-controlled intersections<sup>7</sup></li> <li>Turn lanes</li> </ul>	<ul style="list-style-type: none"> <li>County Signs Fund</li> <li>SS4A Implementation Grants</li> <li>LRHIP</li> <li>STBG Program</li> <li>BUILD</li> </ul>
<b>W 5000 S &amp; SH 33</b>	1	1	0	0	0	0	0	1	0	0	1	2	<ul style="list-style-type: none"> <li>1 failed to yield</li> </ul>	<ul style="list-style-type: none"> <li>Low-cost countermeasures at stop-controlled intersections<sup>7</sup></li> </ul>	<ul style="list-style-type: none"> <li>County Signs Fund</li> <li>SS4A Implementation Grants</li> <li>Federal Lands Access Program</li> <li>LRHIP</li> <li>STBG Program</li> <li>BUILD</li> </ul>
<b>W 5500 S &amp; SH 33</b>	2	0	2	0	0	0	0	0	0	1	3	4	<ul style="list-style-type: none"> <li>1 failed to yield</li> <li>2 head-on occurred in snow</li> </ul>	<ul style="list-style-type: none"> <li>Turn lanes</li> <li>Low-cost countermeasures at stop-controlled intersections<sup>7</sup> (specifically advanced intersection warning signs on SH 33)</li> </ul>	<ul style="list-style-type: none"> <li>County Signs Fund</li> <li>LHSIP</li> <li>SS4A Implementation Grants</li> <li>LRHIP</li> <li>STBG Program</li> <li>BUILD</li> </ul>
<b>W 6000 S &amp; SH 33</b>	1	2	0	0	0	0	0	2	0	0	1	3	<ul style="list-style-type: none"> <li>1 failed to yield</li> </ul>	<ul style="list-style-type: none"> <li>Low-cost countermeasures at stop-controlled intersections<sup>7</sup></li> <li>Turn lanes (included in 2020 BUILD Grant application)</li> </ul>	<ul style="list-style-type: none"> <li>County Signs Fund</li> <li>SS4A Implementation Grants</li> <li>LRHIP</li> <li>STBG Program</li> <li>BUILD</li> </ul>
<b>W 7000 S &amp; SH 33</b>	4	1	0	0	0	0	0	3	0	0	2	5	<ul style="list-style-type: none"> <li>2 failed to yield/stop</li> <li>1 improper overtaking</li> </ul>	<ul style="list-style-type: none"> <li>Low-cost countermeasures at stop-controlled intersections<sup>7</sup> (specifically advanced intersection warning on SH 33)</li> <li>Turn lanes (included in 2020 BUILD Grant application)</li> </ul>	<ul style="list-style-type: none"> <li>County Signs Fund</li> <li>SS4A Implementation Grants</li> <li>LRHIP</li> <li>STBG Program</li> <li>BUILD</li> </ul>

[5] Property Damage Only

[6] Countermeasure currently exists at 80 Ski Hill Road

[7] Low-cost countermeasures at stop-controlled intersections include double-up, oversize, and/or flashing stop signs and advanced intersection warning signage in additions to removal of vegetation and fixed objects obstructing sight distance.



## Potential Funding Sources

Implementing the strategies and projects identified in this Safety Action Plan will require a combination of federal, state, and local funding sources. A variety of competitive grant programs can support implementation of the projects on our priority list, the most direct pathway being the SS4A Implementation Grant. A summary of major competitive grants is included below, as well as Figure 7.3 which summarizes grants/programs with sponsoring agency, project type, and eligible facilities. There are also local tools that can be leveraged to create sustainable funding for projects including impact fees and ITD sources.

### **Safe Streets and Roads for All (SS4A) Implementation Grant**

Following the completion of a Safety Action Plan, communities become eligible to apply for SS4A Implementation Grants through the U.S. Department of Transportation (USDOT). These grants fund projects and strategies that directly support the implementation of the Safety Action Plan.

### **Rural and Tribal Assistance Program (RTAPP)**

The Rural and Tribal Assistance Pilot Program provides funding for technical, financial, and project development assistance to rural and tribal communities seeking to improve transportation safety and access. Administered by the USDOT's Build America Bureau, this program is particularly useful for communities with limited staffing or resources to pursue large-scale federal funding opportunities.

### **Local Highway Technical Assistance Council (LHTAC) Grants**

The Rural and Tribal Assistance Pilot Program provides funding for technical, financial, and project development assistance to rural and tribal communities seeking to improve transportation safety and access. Administered by the USDOT's Build America Bureau, this program is particularly useful for communities with limited staffing or resources to pursue large-scale federal funding opportunities.

### **Multimodal Project Discretionary Grant Program (MPDG)**

The MPDG Program combines several major federal transportation funding opportunities including BUILD (Better Utilizing Investments to Leverage Development), INFRA (Nationally Significant Multimodal Freight and Highway Projects), MEGA (National Infrastructure Project Assistance). These grants support large-scale infrastructure projects that improve safety, reliability, and efficiency across transportation modes. For safety-related projects, MPDG funding can help implement major roadway or intersection redesigns or corridor-wide safety upgrades.



Grant/Program	Sponsoring Agency	Project Type	Eligible Facilities
<b>Safe Streets and Roads for All (SS4A) Implementation Grants</b>	FHWA <sup>1</sup>	Capital safety projects identified in an adopted Safety Action Plan.	All public facilities
<b>SS4A Supplemental Planning and Demonstration Grants</b>	FHWA	Additional planning work or lower-cost, temporary safety treatments meant to be used on a trial basis.	All public facilities
<b>BUILD Grants</b>	FHWA	Projects that have a significant local or regional impact. Funding is available for capital projects as well as for planning efforts. BUILD is typically applied to relatively large projects.	All public facilities
<b>Surface Transportation Block Grant (STBG) Program</b>	FHWA	Roadway, bridge, transit, and bicycle/pedestrian projects	Federal-aid eligible facilities
<b>Federal Lands Access Program (FLAP)</b>	FHWA	Design, construction, rehab, and safety improvements on transportation facilities providing access to federal lands	All public facilities serving federal land
<b>Rural and Tribal Assistance Pilot Program</b>	US DOT <sup>2</sup>	Funding for technical assistance for planning and design phase of transportation projects in rural communities.	All public facilities
<b>Local Highway Safety Improvement Program (LHSIP)</b>	FHWA, ITD, LHTAC <sup>3</sup>	Data-driven safety projects, either systemic or located at just one site.	Sites with at least one fatality or serious injury in the last 5 years.
<b>Local Rural Highway Investment Program (LRHIP)</b>	ITD, LHTAC	Rural roadway preservation, repair, construction, and sign projects	All public facilities
<b>Transportation Alternatives Program (TAP)</b>	FHWA, ITD, LHTAC	Bicycle/pedestrian projects, Safe Routes to School, ADA upgrades, and community mobility improvements	Bike/ped routes, sidewalks, crossings, trails, ADA upgrades
<b>Recreational Trails Program</b>	IDPR <sup>4</sup>	Construction, restoration and maintenance of trails (paved or unpaved) and trail-related facilities. Projects must be in a trails plan.	Trails and related facilities
<b>County Signs Fund</b>	Teton County	County budget line item – new and replacement signage	N/A
<b>County Road Reconstruction &amp; Repairs Fund</b>	Teton County	County budget line item – small roadway repairs/restriping	N/A

**Figure 7.4 Potential Funding Sources**

[1] Federal Highway Administration

[2] United States Department of Transportation

[3] Local Highway Technical Assistance Council

[4] Idaho Department of Parks and Recreation

## Teton County Impact Fees

Teton County commissioned a Development Impact Fee Study and Capital Improvements Plan in 2023, which outlines the projected costs to maintain an acceptable level of service for fairgrounds, pathways, roadways, and sheriff services, as well as the impact fee amounts required and the amount that is supportable within our community.

The pathway development analysis projects that 5.8 miles of new pathways will be needed by 2033 based on existing pathways per capita, costing \$3,712,000. The maximum supportable pathway impact fee will only cover half of this cost, however.

In this plan we recommend over 30 miles of new pathway because in order to be useful, they must provide connectivity for a variety of users. 7 miles of new trail are in the high priority category: SH 33 from Driggs to Tetonia. Some impact fee funding should be allocated to create a pathway connection from Driggs to Tetonia, but other funding sources will be needed as well.

The roadway development impact fee analysis reveals that the maximum supportable impact fee for roadways will generate \$10 million dollars in 10 years, leaving a funding gap of approximately \$14 million dollars to complete the five roadway projects included in the Capital Improvements Plan (CIP). One of these projects is also included in our recommendations for alternative routes: N 4000 W. Impact fee funds can be allocated towards this section of roadway. Other funding will likely be required to complete the project.

**Figure 7.5 Teton County Impact Fees Available for SS4A Recommended Projects**

Project	Impact Fee	Amount Available
5.8 miles of new pathway	Recreation	\$1.8 million
N 4000 W improvements	Roadway development	\$10 million (for all roadway development)

## Specific Projects- ITD Strategies

As indicated on our implementation matrix, more than half of our priority projects are within the physical and regulatory domain of the Idaho Transportation Department. While some projects can be carried out by ITD without extra procedural steps, others will be more complex and incorporate policy enactment from multiple agencies. It is crucial that Teton County and the Cities collaborate with ITD to initiate these projects, combine funding sources, and work together for the best outcomes.



## **Creating a Transportation Advisory Committee**

In order to increase capacity for addressing transportation issues in Teton County, we recommend establishing a Transportation Advisory Committee (TAC), a multi-agency forum to integrate planning efforts and encourage realization of transportation investments. The TAC would be responsible for facilitating coordination between Teton County, the Cities of Driggs, Victor, and Teton, the Idaho Transportation Department (ITD), Teton Valley Trails and Pathways (TVTAP), Southern Teton Area Rapid Transit (START), and any other interested public agency or organization.

The first key task of the TAC will be to support the SH 33 Corridor Study we are recommending as part of this plan. The Corridor Study could create a dataset useful to many agencies for their own planning purposes, and so could be jointly funded with representation with entities on the TAC.

Going forward, the TAC would support planning and development of recommended projects, as well as create project recommendations of their own. This group could also be an excellent step towards developing public transit in Teton County. The TAC would be accessible to the public through open meetings and public comment opportunities, creating a central point of contact for transportation related issues and solutions. Institutionalizing a Transportation Advisory Committee will create a sustained, collaborative structure that outlives any single project or funding cycle. Over time, the TAC could strengthen relationships between agencies and the public, create effective responses to funding opportunities, more efficient implementation of projects, and support an over-all long term vision for our transportation network.

### **Key Roles of the TAC:**



#### **Overseeing an SH 33 Corridor Study**

Joint funding and administration could result in a study that supports a variety of organizations



#### **Supporting SAP Implementation**

Tracking progress on Safety Action Plan strategies, reviewing upcoming funding opportunities, and recommending priority projects for grant applications.



#### **Coordinating Interagency Planning**

Ensuring that municipal transportation plans, the comprehensive and capital improvements plans, and ITD corridor plans are aligned and mutually supportive.



#### **Development of Public Transit**

Beginning with the exemplary coordination between City of Driggs and Grand Targhee for the Targhee Ski Bus, there is an opportunity to expand this service to serve more of the public and to create other transit options, such as expansion of START service and micro-transit.



#### **Strengthening Public and Stakeholder Engagement**

Providing a consistent platform for input from community organizations, residents, and advocacy groups.



# PERFORMANCE MEASURES

Performance measures are important for many reasons: they help develop a better understanding of and linkage between the SAP and safety outcomes, they can help improve safety communication with the public and other project partners, and they create greater accountability by tracking County progress towards

achieving the plan's safety goals. Performance measures can focus on objective crash statistics, behavioral metrics, or education and enforcement actions taken. As part of this Safety Action Plan, Teton County has adopted measurable goals towards reaching zero roadway fatalities. The importance of this objective is reflected in the ability to measure our progress and be transparent about the effectiveness of programs implemented as part of our recommendations. Monitoring outcomes is an essential part of the planning process, leading to better planning and allocation of funds in the future. Our performance measures are based on the timeframe and metrics defined in our goal commitment statement.

Teton County Board of County Commissioners adopted the following goal commitments:



## **Reduce Fatal Crashes by 50% by 2036 with the Following Strategies**

- a. Improve intersection safety, especially on SH 33
- b. Discourage risky behavior and lane departures with targeted safety countermeasures



## **Achieve a Measurable Shift in Mode-Share by 2036, Away from Single-Occupancy Vehicles by:**

- a. Improving and expanding public transit
- b. Improving and expanding multimodal facilities
- c. Making non-vehicular travel safer at high-risk locations



## **Adopt a County-Wide Strategy for Accommodating Traffic Volume Growth with the Following Objectives:**

- a. Proportionate decrease in fatal crashes on SH 33 of 50%
- b. Provide system redundancy for SH 33
- c. Protect economic development opportunities within the cities

Performance measures have been classified into “implementation metrics” and “outcome metrics.” Implementation metrics evaluate progress towards implementing the strategies and treatments within the plan whereas outcome metrics evaluate the effectiveness of the implemented projects and policies in reducing FSI crashes.

To ensure consistency, Teton County should establish a standardized approach to measuring implementation metrics. Given that projects and strategies vary in cost, it is helpful to track both dollars spent on safety and the number of projects delivered.

Additionally, because infrastructure and policy projects often follow different timelines and implementation mechanisms, they should be tracked separately. The County can further subdivide implementation metrics as needed. Regardless of the chosen structure, using a consistent methodology year-over-year will best support effective tracking of SAP implementation progress.

Outcome metrics require collecting data at regular intervals to measure changes. These data should be compiled and made available to the public as part of regular reports, or as part of an update to this plan. Because the goal commitment identifies a ten year interval for achieving these goals, this report should be revisited in 2036.

Implementation and outcome performance measures relating to each of the three goals and identified strategies or objectives are described in Figures 8.1-8.3.

Type	Performance Measure
<b>Implementation Metrics</b>	Number of systemic treatments and policies implemented
	Dollars spent on safety projects and improvements
	Number of intersections between Driggs and Victor with completed improvements
<b>Outcome Metrics</b>	Number of total crashes
	Number of FSI crashes
	Number of FSI lane departure crashes
	Number of FSI crashes involving risky behavior
	Number of FSI crashes at intersections
	Number of FSI crashes involving vulnerable road users

**Figure 8.1  
Performance Measures for Reducing FSI Crashes by 50% by 2036**

**Figure 8.2  
Performance Measures for Achieving Measurable Mode Shift by 2036**

Type	Performance Measure
<b>Implementation Metrics</b>	Number of systemic treatments and policies implemented targeting vulnerable road users
	Dollars spent on safety projects and improvements for vulnerable road users
	Dollars spent on multimodal projects
	Number of multimodal improvements implemented
	Dollars spent on expanding public transit
<b>Outcome Metrics</b>	Number of pathway users
	Miles of pathway/bike lane
	Number of multimodal crossing facilities
	Number of public transit modes
	Number public transit stops/routes
	VMTs proportionate to growth

Type	Performance Measure
Implementation Metrics	completion of corridor study
	Creation of Transportation Advisory Committee
	Dollars spent on developing or adoption of a county-wide strategic plan
Outcome Metrics	Number of fatal crashes on SH 33
	Miles of roadway improvements on alternate routes
	Miles of new county road connections

**Figure 8.3  
Performance Measures for Adopting a County-Wide Strategy for Accommodating Traffic Volume Growth**



## **Monitoring Social Equity Outcomes**

Our existing conditions analysis found that Teton County did not contain any Areas of Persistent Poverty as defined by the SS4A Underserved Communities Tool. However, this does not mean that historically underserved populations do not exist in our community. For the purposes of this plan, Hispanic/Latino populations, older adults, and those living with a disability were identified as underrepresented groups, and were targeted in our public outreach program. Despite the qualitative data included in our public outreach summary, it is difficult and sometimes not appropriate to make inferences about groups because of the small number of people we reached. Similar challenges exist for gathering data for the purposes of implementation or outcome metrics. Because these members of our community may have been historically underrepresented and underserved by our transportation network, it is important to understand what impact our chosen treatments may have.

To ensure that there are not unintended negative outcomes from the chosen treatments, additional measures should be taken to gather information from these community members in the form of targeted public outreach. Qualitative data is necessary to understand groups that can be excluded from conventional quantitative datasets. Reaching out to underserved communities can provide essential information on the functionality of transportation infrastructure and policies.

*Including Vulnerable Road Users as one of our emphasis areas may capture representation of identified groups, for example, people who are not fluent in English, who do not have access to a single occupancy vehicle, or who are mobility impaired.*

The Teton County Safety Action Plan establishes a data-driven and community-informed roadmap for reducing fatal and serious injury crashes while preparing for future growth. The Plan identifies both targeted countermeasures and broader system-wide strategies that reflect the County's rural context and unique challenges. Implementation of this Plan will require sustained coordination among local, state, and regional partners, along with continued investment and performance monitoring. With this foundation in place, Teton County is positioned to make meaningful progress toward reducing roadway fatalities and improving safety with a connected, accessible transportation network for all who live in, work in, and travel through the community.



**HARMONY**  
DESIGN & ENGINEERING



**KITTELSON**  
& ASSOCIATES