

Teton County, Idaho



Transportation Plan

2020

July 2002

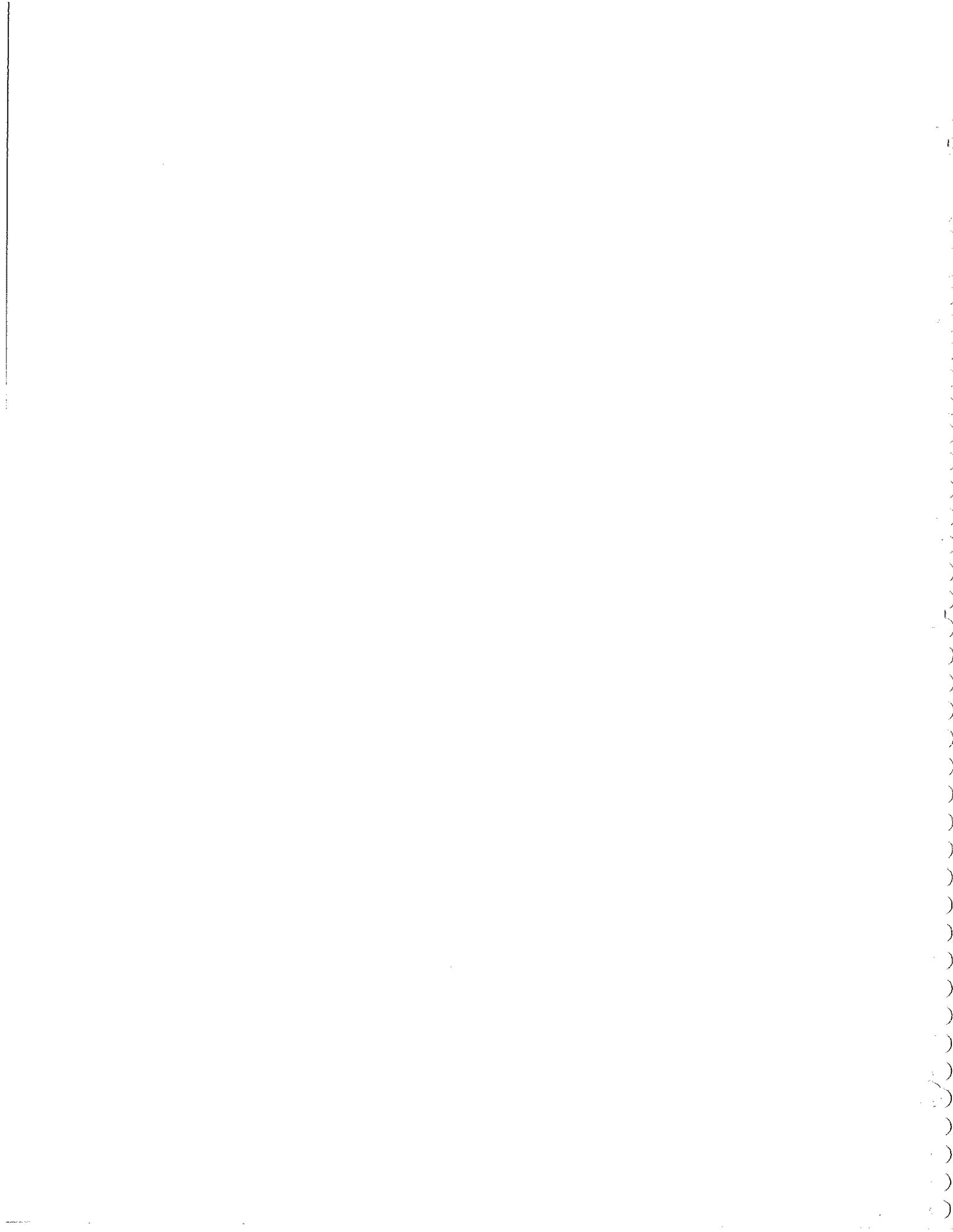


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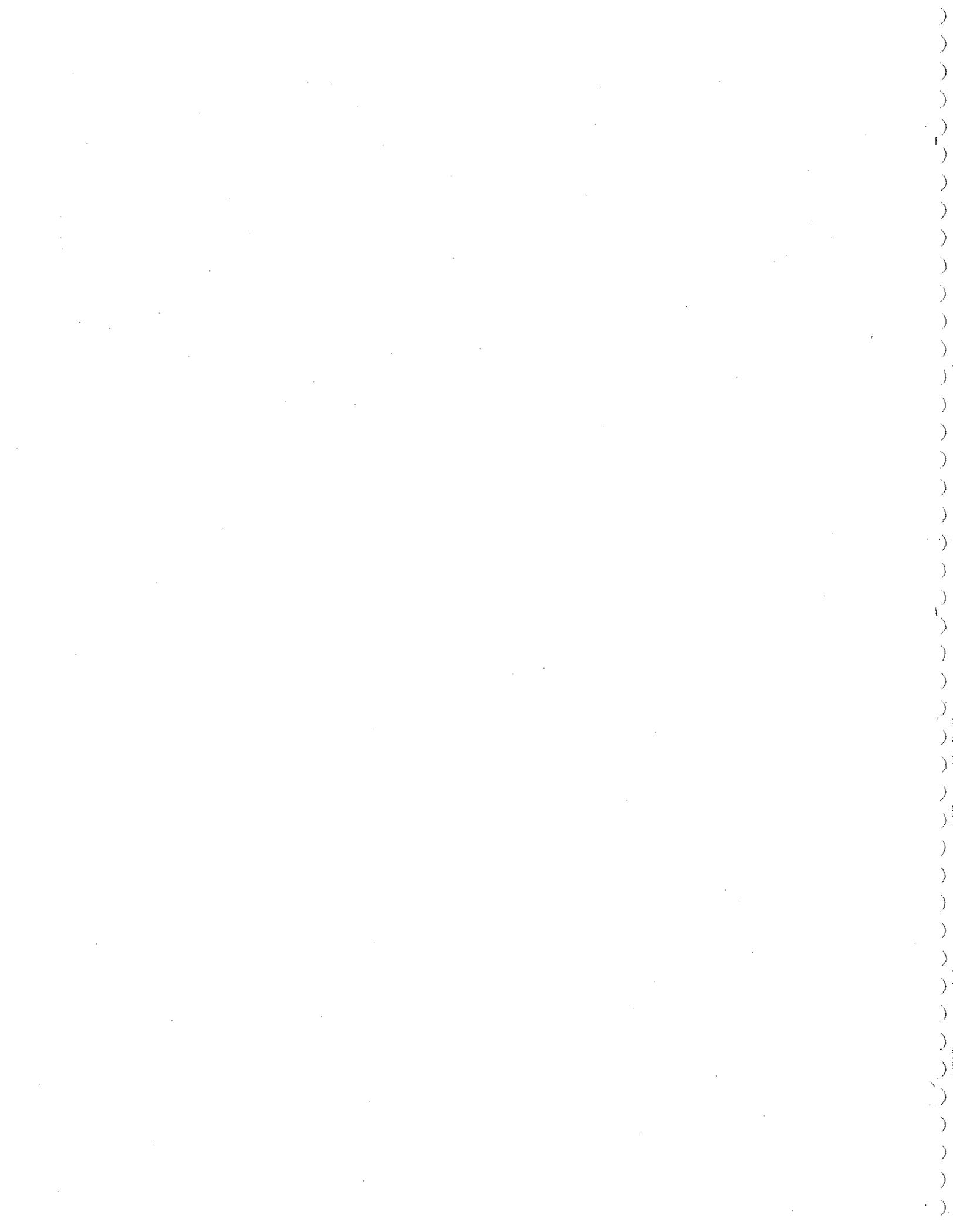
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Chapter 1 - Introduction

Teton County is located along the Idaho/Wyoming border directly west of the Teton Mountains. It includes portions of the Targhee National Forest in the northeast and the southwest, and is transected north-south by the Teton River. The Big Hole Mountains flank the southwest portion of the county. The three state highways within Teton County include SH-31, SH-32, and SH-33. The County has a fairly extensive series of north-south and east-west roadways. Although some of these roadways within Teton County are paved asphalt, most are gravel.

The Teton Scenic Byway is partially located in Teton County. The Byway runs from Swan Valley in Bonneville County along SH-31 to Victor. From Victor the Byway runs along SH-33 to SH-32, west of Tetonia. The Byway then runs along SH-32 to SH-47 and on to US 20 at Ashton. The entire Byway is 68.9 miles long.

The Teton County transportation system spans a diverse landscape and serves a variety of users. Daily commuters, farm-to-market truck haulers, tourists and a variety of recreation travelers use the transportation system for local and regional travel needs. Those needs vary throughout the year, with travel volumes peaking in the summer and winter. Traffic conflicts typically only occur where the County roadway system intersects the State highway system. The County roadway system is comprised primarily of two-lane unpaved roadways constructed to serve rural travel needs. Within the next 20-30 years it is anticipated that the number of roadway users will increase due to the area's popularity and population growth. As a result, future traffic conditions will necessitate improvements to the County roadway network.

Teton County and the Idaho Transportation Department have taken proactive planning measures by initiating the Teton County Transportation Plan.

Study Area

The study area includes all of Teton County. **Map 1-1** illustrates the general vicinity of the Teton County study area.

The Teton County Plan is a preliminary plan to consider long-term roadway and safety improvements. The Plan identifies and evaluates the impacts of growth in the County, and through a public planning process defines a set of project and policy improvements and an implementation strategy.

Although not a corridor plan, the Teton County Transportation Plan analysis and development process loosely follows the Idaho Transportation Department (ITD) *Corridor Planning Guidebook* in order to meet further State requirements. The analysis integrates a planning-level assessment evaluation of travel conditions, and includes a reconnaissance-level evaluation of environmental and land use conditions in the corridor study area.

Over a 13-month period the SH-33 Corridor Plan was prepared in incremental sections, including:

- Introduction
- Public Involvement
- Existing Transportation System Conditions
- Land Use/Environmental Conditions
- Impacts of Growth and Future Needs
- Recommendations and Implementation

Public Involvement

The SH-33 Corridor Plan implemented a decision-making and public involvement process to solicit input from the public to help identify project area issues, transportation system needs and alternative solutions. Chapter 2 of the SH-3 Corridor Plan fully describes the public involvement effort and outcome.

Purpose and Need for the Plan, and County Transportation Goals

The Task Force and Technical Advisory Group helped the Consultant Team formulate the general purpose and need statement as:

The purpose of the Teton County Transportation Plan is to provide a safe, efficient and logical hierarchy of roadways that meets the growing commercial, personal and emergency needs of Teton County residents and visitors facility, with multi-modal opportunities, to meet the personal and commercial needs of local residents and visitors to the region.

The Task Force and Technical Advisory Group also helped define the specific goals for the Teton County Transportation Plan as follows:

- GOAL #1** *The Teton County Transportation System will be planned and organized to include arterials, collectors and local roads that meet the needs of in county and through county travelers.*
- GOAL #2** *The cost of needed transportation system improvements to support growth and development will be paid for primarily by the developers, rather than the general public.*
- GOAL #3** *Teton County will strive to maintain existing public road access to surrounding public lands.*
- GOAL #4** *Teton County officials will work closely with Teton County Wyoming and Idaho and Wyoming Department of Transportation Department officials to coordinate the planning and operation of the Teton Pass highway to meet the needs of both county residents and visitors through the region.*
- GOAL #5** *Teton County will plan and develop an alternate north south route, parallel to SH 33, linking Victor and SH 33, west of the Teton River.*

GOALS #6 *Teton County will plan and develop, with public and private funds, a coordinated and connected system of bicycle and pedestrian facilities and routes to meet the needs of county residents and visitors to the area.*

The Task Force, Technical Advisory Group, ITD and the Consultant Team used these goals to gauge the success of the recommended improvement projects and policies as outlined in Plan.

Plan Coordination

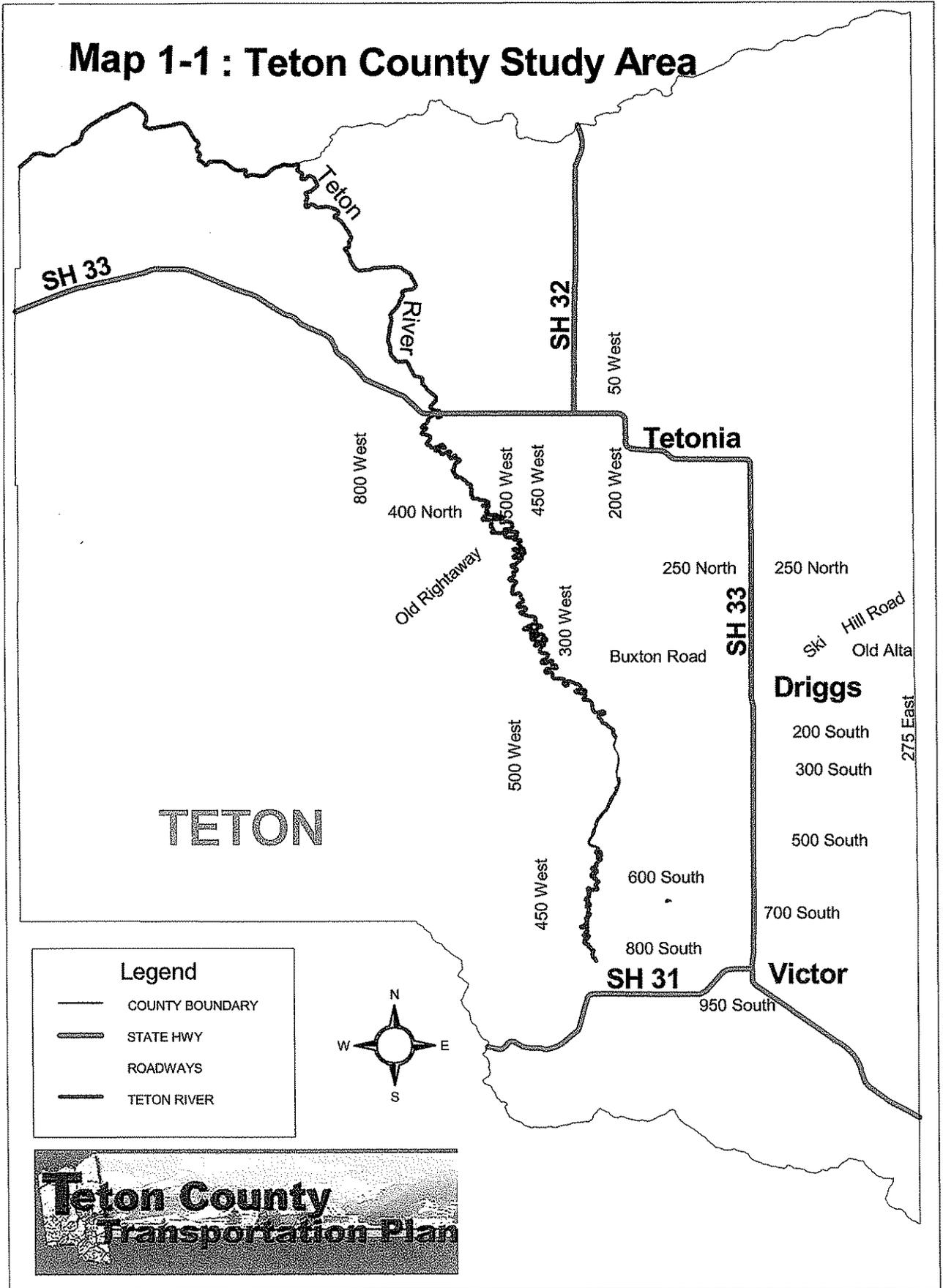
To meet long-term demands, ITD and Teton County have undertaken the Teton County Plan simultaneously with ITD, while ITD also developed a long-range plan for the SH-33 Corridor. The planning process also included coordination with Teton County, Wyoming and the Teton Area Advisory Forum to better communicate and understand the issues of bi-state community planning, economic growth and the transportation system impacts.

Next Steps

The Teton County Transportation Plan helps define long-range plans for improving existing roadways, improving a west side corridor, and improving bicycle and pedestrian access. A process must be followed before any improvements are made to the County transportation system. Some of the Plan's long-term improvements (bridges rehabilitations primarily) will need to be programmed as "projects" in the Statewide Transportation Improvement Program (STIP) for eventual state or federal funding. County funded projects should be included in a County Capital Improvement Plan. The County will also need to examine opportunities for securing state or federal funding assistance to implement the identified projects. Funding for the identified improvements has not been secured.

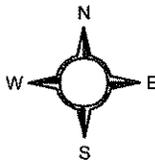
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Map 1-1 : Teton County Study Area



Legend

-  COUNTY BOUNDARY
-  STATE HWY
-  ROADWAYS
-  TETON RIVER



Teton County
Transportation Plan



Chapter 2 - Public Involvement

INTRODUCTION

Safe, effective and efficient transportation facilities are critically important to the public. Transportation systems support local economic and social activities, commerce, emergency services, and regional travel and are vital to the basic quality of life. With this in mind, the development of the Teton County Transportation Plan included a thorough Public Involvement Plan and process. Public involvement was critical to the successful of the Plan, and included a variety of opportunities throughout the process to insure the Plan was developed with public input, and that the final Plan satisfied the area's transportation needs *and* was supported by the public. Copies of all public involvement materials (newsletters, public meeting summaries, etc.) are included in **Appendix A**.

PUBLIC INVOLVEMENT IN THE PLANNING PROCESS

The Public Involvement Plan was carefully designed to include a variety of options and opportunities for meaningful and appropriate public participation during the planning process. The Public Involvement Plan integrated general public input with ongoing participation from local elected officials on a Task Force and technical review from area agency representatives on the Technical Advisory Group (TAG). The Idaho Transportation Department and Teton County provided overall supervision of the planning process and development of the final Plan, which was completed by a Consultant Planning Team led by W&H Pacific.

From the very beginning of the process, the general public and committees were afforded opportunities to identify their issues and concerns regarding the Teton County. From this input, the Consultant Planning Team developed goals for the Teton County Transportation Plan. Once reviewed and finalized by the Task Force, TAG and the general public, these goals, along with transportation and land use data, were used to guide the identification of options and proposed improvements in Teton County for the next 20 years. The public, Task Force and TAG committees had opportunity to review and comment on these proposed improvements, and helped refine the proposed improvements into final recommendations and a final Plan for Teton County.

PUBLIC INVOLVEMENT PLAN COMPONENTS

Task Force

Oversight of the Teton County Transportation Plan process was provided by the Task Force, which included representation from Teton County and communities within Teton County. The role of the Task Force was to provide local representation, guide and supervise the planning process, and insure the Final Plan met the needs of the project sponsors. Each of the Task Force members served as liaisons to their agencies or groups, residents and citizens of their respective areas. The Consultant Planning Team, in cooperation with ITD and Teton County, supported the needs of the Task Force throughout the process.

Five Task Force Meetings were held throughout the planning process. The Task Force was also invited to attend all Technical Advisory Group meetings and public meetings.

Technical Advisory Group

In addition to the Task Force, a Technical Advisory Group (TAG) was formed with representation from each of the interested agencies and stakeholder groups in the planning area. The Task Force helped select specific representation and individual representatives, with assistance by the Consultant Team, ITD and Teton County. The purpose of the TAG was to provide and review specific and technical information related to the plan and review and comment on any draft materials developed as part of the process. The Consultant, in cooperation with ITD and Teton County, supported the needs of the TAG throughout the planning process.

Four TAG meetings were held throughout the planning process. The TAG was also invited to participate in all other public meetings regarding the project. Also, for those TAG members not able to attend all meetings, materials were sent out in advance of meetings to allow for written comment.

Public Meetings

The core opportunity for public participation in the planning process was through four open public meetings. The meetings were specifically scheduled, planned and designed with suitable formats to provide appropriate opportunities for public comment, discussion and review during all phases of the planning process. Advance public notice was provided using available and appropriate formats and methods such as media, brochures, newsletters, personal invitations, etc. Opportunities to provide public comments included both verbal and written comment formats.

Stakeholder Interviews

Stakeholders include individuals who represent organizations or interests that were potentially affected by the results of the Plan, or who had specific information or comments that should be considered as part of the development of the Plan. Individual interviews with Stakeholders were held during the planning process to identify specific issues and concerns regarding key aspects of the Plan.

Stakeholders Workshop

In addition to the individual interviews, the process included a special Stakeholders Workshop with the interested corridor and county area representatives to learn about the planning process and discuss, refine and prioritize Teton County issues and concerns. Through facilitated discussion, participants shared their individual ideas and learned about other compatible and conflicting ideas for the Corridor, which began the consensus building process. This workshop was held early on in the planning process to insure initial involvement by the stakeholders and build ongoing participation in other public and committee events. The workshop also included an opportunity to identify other stakeholders and related groups to involve in the process. All identified stakeholders were included in the project mailing list for future meeting notices and project updates.

Teton Area Advisory Forum

The Consultant Team, with ITD support, also participated in the January 20, 2001 Teton Area Advisory Forum (TAAF) to provide an overview of the planning process, add names to the mailing list and gather any comments from TAAF participants or relative issues for use in the Plan development.

Media Coverage

The Media served a critical role in the public involvement process. They include the local Newspaper, Radio and Television stations. The Consultant Team, with the assistance of ITD, provided regular information to these media sources and facilitated additional opportunities to disseminate needed information in order to meet the needs of the planning process and the public.

Newspaper – The consultant provided Plan information to the local newspapers. The information included project updates, presentation of results as they were developed, surveys, comment forms and information on project events and meetings.

Radio – Similar to newspapers, the consultant used local radio stations to provide Plan updates, present results, “call-in” public question and comments and information on Plan events and meetings.

Television – The consultant also used local television stations to provide project updates and present results, as they were developed and as appropriate.

Written Surveys and Comments Forms

The Consultant Team, in cooperation with ITD and Teton County, used a variety of written formats to gather public comments and input. Written comment forms were provided as needed at each public meeting and at presentations to local groups and committees, and at critical decision points in the planning process. Written comment forms were provided through the local newspaper and the project newsletters.

Introductory Project Brochure & Project Newsletters

The Consultant Team developed and distributed an Introductory Project Brochure to provide basic information about the project and planning process, and announce the first public open house event. Once the project was underway, the Consultant Team developed and distributed regular project newsletters to provide updates on project status, summary results as they were developed, notification of upcoming meetings and presentations, and public comment forms as needed. The project newsletters were sent to all planning team members, Task Force, Technical Advisory Group members, stakeholders, media and interested citizens.

Project newsletters and notices were also sent to local chambers of commerce for distribution in or along with their regular newsletters.

Project Mailing List

The consultant, in cooperation with ITD, developed and maintained a mailing list for distribution of all Plan information, newsletters, notification of upcoming meetings, and interim project results to provide and gather public information. The mailing list (see Appendix A) was updated by the Consultant Team during the planning process, to include participants interested in receiving information on the Plan status, or results.

Project Internet Website and E-Mail Address

As part of the public comment and information process, the Consultant Team created and provided a project Web site (<http://projects.whpacific.com/sh33teton/>) address to provide project updates and opportunities for communication with the public during the planning process. The Web site was monitored on a regular basis.

Chapter 3 - Existing Transportation Conditions

INTRODUCTION

This existing conditions report summarizes the current conditions of the transportation system in Teton County, Idaho. This section of the Teton County Transportation System Plan includes information regarding roadway characteristics, traffic volume, transit, bike and pedestrian systems, airports, and traffic operations and safety.

BACKGROUND

Teton County is located along the Idaho/Wyoming border directly west of the Teton Mountains. It includes portions of the Targhee National Forest in the northeast and the southwest, and is transected north-south by the Teton River. The Big Hole Mountains flank the southwest portion of the county. The three state highways within Teton County include SH-31, SH-32, and SH-33. 6.9 miles of SH-31, 7.9 miles of SH-32 and 36.8 miles of SH-33 are located within Teton County. The three state highways are all paved. Although several of the arterial roadways within Teton County are paved asphalt, many are gravel.

The Teton Scenic Byway is partially located in Teton County. The Byway runs from Swan Valley in Bonneville County along SH-31 to Victor. From Victor the Byway runs along SH-33 to SH-32, west of Tetonia. The Byway then runs along SH-32 to SH-47 and on to US 20 at Ashton. The entire Byway is 68.9 miles long.

ITD PROGRAMMED IMPROVEMENTS

ITD has programmed several projects within Teton County, on SH-31 and SH-33. Safety guardrails along SH-33 from Victor to the Wyoming border are scheduled for replacement. In addition, several local improvements have been scheduled. Considerable roadway improvements to Targhee Road (Forest Highway 66) are planned in the Driggs area, including a new traffic signal at SH-33. Over \$3 million in pedestrian and bicycle trail improvements are planned for the Teton Trail system. **Table 3-1** summarizes ITD's programmed improvements within Teton County.

Table 3-1. Summary of Teton County Planned Improvements.

Key No.	Route	Location	Begin Milepost	Fiscal Year	Cost (\$,000)	Type of Project	Funding Source
6994	SH-31	Pine Creek Summit to Jct. SH-33, Teton County	14.100	2001	1,173	Pavement Rehabilitation	STP -- State
7186	SH-33	Int FH 76, Driggs	141.280	2002	210	Traffic Signal	State Funded
7199	SH-33	Victor to Wyoming State Line	149.960	2001	255	Metal Guardrail	STP - Hazard Elimination

Source: Idaho Transportation Department, District Six Project List, FY 2001-2005 Program.

Functional Classification

ITD classifies SH-33 as a Minor Arterial and SH-31 and SH-32 are classified as Major Collectors. Map 3-1 shows the functional classification designations within Teton County.

Access Management

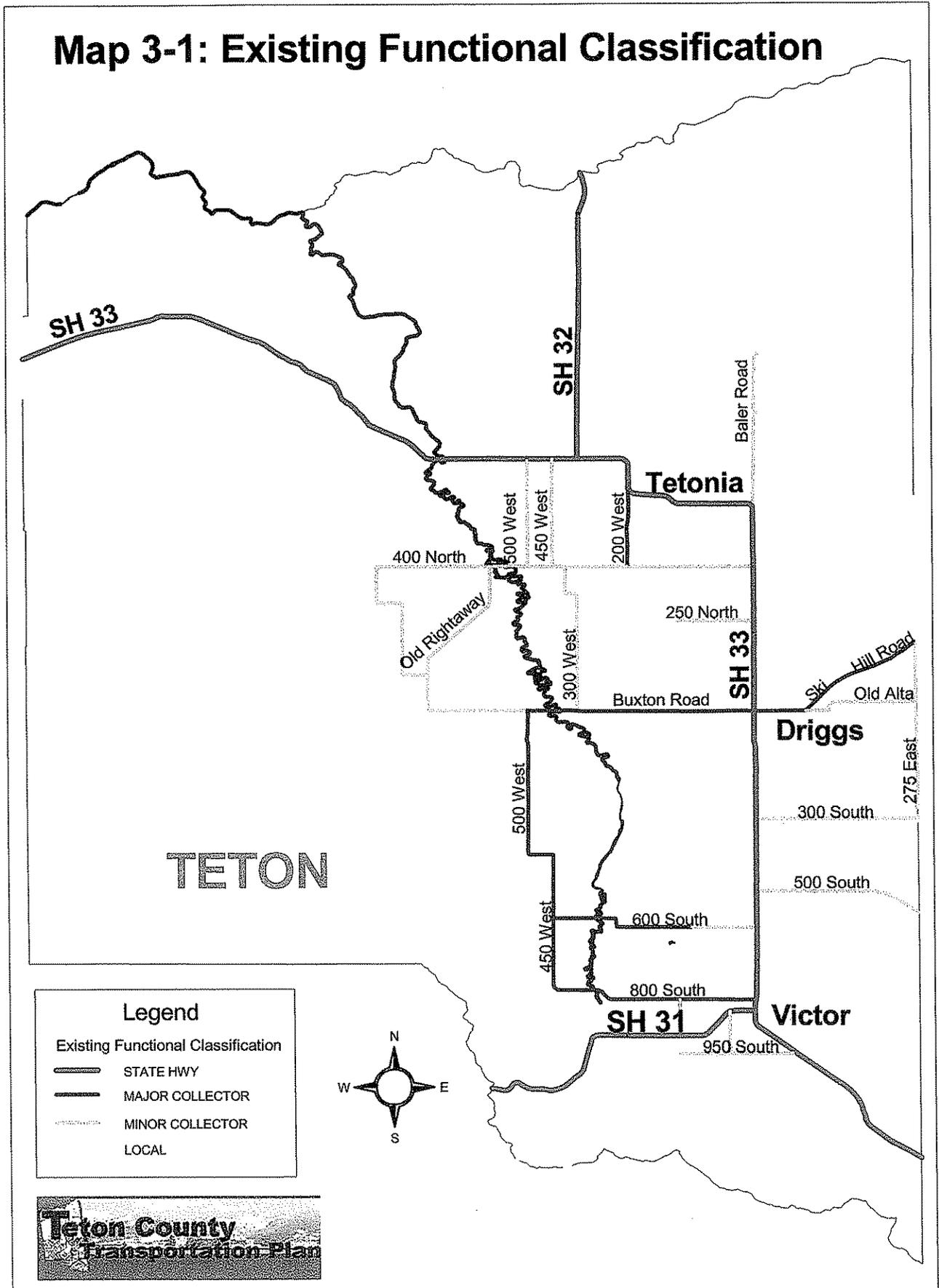
Access management refers to a number of techniques that can be employed to more effectively manage access to properties adjacent to a roadway. Table 3-2 shows ITD’s six access control categories, which range from Standard Approach to Full Control. SH-33 through Teton County is classified by ITD as Standard Approach (the least restrictive access management classification).

Table 3-2. ITD Access Control

Method of Access	Full Control		Partial Control			Standard Approach
	V	IV	III	II	I	
Public Road Connections	Via Interchange Ramps Only (5)		As shown on Project Plans or Determined to be in the public interest (1)			See current ITD Right-Of-Way Use Policy
Existing Approaches	Access Road Service Only	Access Road Service Only (3)	Maximum per side: 5/2km, 4/mile (3) *See below	As shown on Project Plans with no spacing restrictions		
New Approaches	Access Road Service Only	Access Road Service Only (3) (6)	Access Road Service only, except in extreme cases (3) (6) Maximum per side if located in Mile-Grid Local Roads System 2/km, 3/mile	Prohibited, except that Isolated Parcels shall be served (2)	Permitted at not less than two hundred (200) meters (six hundred sixty (660) feet) spacing between Approaches, (4) except that isolated parcels shall be served.	

- (1) For Type IV, partial Access Control, existing Public Road connections shall be shown on the Project Plans, with future Public Road Intersections limited to one (1) per mile on each side of highway.
- (2) Isolated parcels are those Land Units adjacent to the Highway Right-Of-Way that have no Access due to Canals, Streams, Terrain, other Barriers or were created by property sale or exchange before the original Access purchase.
- (3) Adequate Right-Of-Way for Access Roads may be obtained under Type III and Type IV Partial Access Control. Access Roads shall be provided when economically justified.
- (4) The minimum Two Hundred (200) meter/(Six Hundred Sixty (660) Feet) approach spacing for the Type 1 partial Access Control may be increased and will be considered in the initial approval of that type of access.
- (5) Full control of Access prohibits all at-grade intersections, including those with railroads.
- (6) Right-Of-Way for Frontage Roads will be provided when appropriate.

Map 3-1: Existing Functional Classification





EXISTING ROADWAY CHARACTERISTICS, STATE HIGHWAYS

Speed Limit

Tables 3-3 and 3-4 show the speed limit designations on SH-33 and SH-31, two of the three state highways within Teton County. SH-32 is 55 MPH its entire length within Teton County.

Table 3-3. Speed Limit on SH-33, Teton County

Location	Jursidiction	Begin MP	End MP	Speed Limit
Begin Teton Cnty. Limits – North Tetonia City Limits	Tetonia	118.255	132.501	65
Tetonia City Limits – Main St.	Tetonia	132.501	132.96	35
Main St. – South Tetonia City Limits	Tetonia	132.96	133.21	45
South Tetonia City Limits – North of Driggs City Limits		133.21	140.285	65
North of Driggs City Limits – North of Harper Ave.	Driggs	140.285	140.67	45
North of Harper Ave. – Howard Ave.	Driggs	140.67	140.98	35
Howard Ave. – Short St.	Driggs	140.98	141.41	25
Short St. – North of 50S Rd.	Driggs	141.41	141.59	35
North of 50S Rd. – North of N Cedron Rd.		141.59	149.23	65
North of N Cedron Rd. – South Victor City Limits	Victor	149.23	149.96	35
South Victor City Limits – Idaho/Wyoming Border		149.96	155.084	65

Source: ITD GRAIL

Table 3-4. Speed Limit on SH-31, Teton County

Location	Begin MP	End MP	Speed Limit
Begin Teton County Limits – West of Pole Canyon Rd.	14.135	20.38	55 MPH
West of Pole Canyon Rd. – Jct. SH-33 (Victor)	20.38	20.98	35 MPH

Source: ITD GRAIL

Travel Lanes

Both SH-31 and SH-32 are two-lane undivided highways within Teton County. Within Teton County, SH-33 is primarily a two-lane undivided highway with sections that widen to four lanes. Table 3-5 shows the locations where the number of lanes (both directions) changes on SH-33.

Table 3-5. Existing Lane Geometry, SH-33

Begin MP	End MP	Number of Lanes	Location
335.79	149.55	2	Rexburg to Victor
149.55	149.77	4	Through Victor past Jct. SH-31
149.77	155.08	2	Victor to WY/ID state line

Source: ITD GRAIL

Right Of Way Widths

Table 3-6 summarizes the ROW widths for SH-31 and SH-33 according to the ITD GRAIL database. SH-32 has a ROW of 100 feet for its entire length through Teton County.

Table 3-6. Right of Way Widths on SH-31 and SH-33, Teton County

SH-33			
<i>Begin MP</i>	<i>End MP</i>	<i>Location</i>	<i>ROW (feet)</i>
100	102.726	Jct. SH-33 – End Madison County Limits	150
102.726	111.287	End Madison Cty. Limits – East of 4000N Rd.	120
111.287	115.544	East of 4000N Rd. – Canyon Creek Bridge	152
115.544	118.255	Canyon Creek Bridge – Begin Teton County Limits	183
118.255	120.44	Begin Teton Cty. Limits – 1300W Rd.	93
120.44	125.44	1300W Rd. – East of Hoopes Creek Rd.	109
125.44	131.164	East of Hoopes Creek Rd. – East of 700N Rd.	119
131.164	141.787	East of 700N Rd. – South of 50 S Rd.	100
141.787	149.549	South of 50 S Rd. – Depot St.	90
149.549	149.77	Depot St. – South of S 1 st St.	100
149.77	155.084	South of S 1 st St. – Idaho/Wyoming border	102
SH-31			
<i>Begin MP</i>	<i>End MP</i>	<i>Location</i>	<i>ROW (feet)</i>
14.135	19.098	Begin Teton Cty. Limits – West of Spud Cellar Rd.	80
19.098	20.98	West of Spud Cellar Rd. – Jct. SH-33 (Victor)	100

Source: ITD GRAIL

Turn Lanes

One continuous center turn lane exists along SH-33 in Teton County, from Badger Creek Road to Leigh Avenue.

Shoulder Width

Table 3-7 contains data regarding paved and unpaved shoulder width along the SH-33 corridor, for locations for which data were available. Shoulder widths presented in this table are averages for both travel directions of the listed roadway segments. For example, along the “Madison/Teton County Line – Culvert” segment (mileposts 109.220 – 109.300) the average paved shoulder width for both the eastbound and westbound travel directions is one foot.

Table 3-7. Shoulder Width, SH-33.

Location	Jurisdiction	Begin Milepost	End Milepost	Paved Shoulder Width	Unpaved Shoulder Width
Madison/Teton County Line – Culvert		109.220	109.300	1	3
E. of 4000N Rd. - W. of 15000E Rd.		111.287	112.050	5	0
E. of 1300W Rd. – Milk Creek Rd.		120.440	121.990	5	1
E. of Hoopes Creek Rd. - Poleline Rd.		125.440	126.760	6	0
E. of Jct. SH-32 – 700N Rd.		131.164	132.070	5	0
Spring Creek Bridge - N. of 520N Rd.		135.560	135.830	5	0
N. of 520N Rd. - 520N Rd.		135.830	136.104	2	0
N Driggs City Limits – Harper Ave.	Driggs	140.515	140.892	0	0
S Driggs City Limits – Bates Rd.		141.787	142.032	1	3
N 1st St. - Depot St.	Victor	149.475	149.549	1	3
Depot St. - Jct. SH-31	Victor	149.549	149.622	15	0
S of Center St. - Old Jackson Hwy.	Victor	149.770	149.830	2	0
Entrance Mike Harris Cmpgrd. – WY/ID State Line		153.496	155.084	2	0

Type of Terrain

Vertical alignment indicates the amount of elevation change along a section of roadway. Table 3-8 shows the sections of roadway for which vertical alignment data is available on SH-33, SH-32 and SH-31. Rolling terrain is terrain with grades greater than 2%.

Table 3-8. Vertical Alignment – Rolling Terrain Locations on SH-33.

SH-33		
Begin MP	End MP	Terrain Type
131.164	132.070	Flat
135.560	135.830	Flat
135.830	136.104	Flat
149.770	149.830	Rolling
153.496	155.084	Rolling
SH-32		
0	2.785	Rolling
27.517	28.386	Rolling
SH-31		
19.098	19.188	Flat
20.916	21.025	Flat

Passing Sight Distance

Passing sight distance is the minimum sight distance needed on a two lane, two way highway that allows a driver to safely complete a passing maneuver without colliding with the on-coming vehicle and without cutting off the passed vehicle. Table 3-9 shows the percentage of road segments for which the passing sight distance is greater than 1500 feet for SH-33, SH-32 and SH-31.

Table 3-9. Passing Sight Distances, SH-33, SH-32 and SH-31

Begin	End MP	Passing Sight Distance > 1500 feet ¹	Location Notes
SH-33			
115.500	115.544	50%	Canyon Creek Bridge
118.255	119.932	30%	Teton Co. Limits to Nelson Rd.
125.440	126.760	75%	Poleline Rd.
131.164	132.070	0%	700N Rd.
140.515	140.892	0%	Driggs City Limits
149.475	149.549	100%	Victor (Main St. & N. 1 st St.)
153.496	155.084	95%	WY/ID State Line
SH-32			
0	2.785	50%	Jct. SH-33
SH-31			
14.135	14.190	46%	Bonneville/Teton County Line
19.098	19.188	91%	200 W Rd. (Spud Cellar Rd.)
20.916	21.025	91%	Victor/Depot St.

1. The passing sight distance column refers to the percentage of a roadway segment for which the passing sight distance is greater than 1500 feet. A passing sight distance of 100% means that the passing sight distance is greater than 1500 feet for an entire segment.

Pavement Type

Table 3-10 details the types of pavement used to construct the road. The tables include locations along SH-33 for which data were available.

Table 3-10. SH-33 Pavement Type.

Begin MP	End MP	Pavement Type	Location
135.560	135.830	High Flexible	Big Spring Creek Bridge
135.830	136.104	High Flexible	520 N Rd.
153.496	155.084	High Flexible	WY/ID State Line

Drainage

Table 3-11 shows ITD's drainage adequacy rating for the sections of SH-33 for which data were available. Adequate drainage exists for all sections of SH-33 for which data exist.

Table 3-11. SH-33 Drainage Characteristics.

Begin MP	End MP	Drainage Adequacy
135.560	135.830	Good
135.830	136.104	Good
141.787	142.032	Fair
149.475	149.549	Fair
149.549	149.622	Good
153.496	155.084	Good

Bridge Inventory

Bridges in Idaho are assigned a sufficiency rating from 0 to 100 (100 representing the best possible conditions). The sufficiency rating for a bridge is determined by its structural adequacy, compliance with current design standards, importance for public use, and eligibility for Highway Bridge Replacement and Rehabilitation Program (HBRRP) funding. To be eligible for Federal Bridge Replacement funding, a sufficiency rating of 50 or less is needed. Typically, to receive funding a rating of less than 40 is required. A bridge must have a sufficiency rating of between 50 and 80 to be designated as needing rehabilitation. Rehabilitation costs are not allowed to exceed 70% of the estimated replacement costs of a bridge. **Table 3-12** shows the sufficiency ratings of the State maintained bridges in the study area. Several bridges have sufficiency ratings between below 80: N. Fork Leigh Creek Bridge, Teton Creek Bridge, Trail Creek Bridge (SH-33), Badger Creek Bridge, Swanner Creek Bridge, and Trail Creek Bridge (SH-31). **Table 3-13** shows the sufficiency ratings of the County maintained bridges in the study area.

Table 3-12. State Bridge Inventory

Begin MP	Bridge Description	Route	Bridge Sufficiency Rating
100.5	Teton Island Canal Bridge	SH-33	92.5
101.559	Teton River Overflow Bridge	SH-33	93.8
102.3	S. Fork Teton River Bridge	SH-33	80.5
103.730	Siddoway Canal Bridge	SH-33	95.8
105.11	East Teton Canal	SH-33	96.5
106.748	Enterprise Canal Bridge	SH-33	94.9
115.544	Canyon Creek Bridge	SH-33	35.7
128.410	Teton River Bridge	SH-33	85.2
135.78	S. Fork Leigh Creek Bridge	SH-33	77.7
134.2	Spring Creek Bridge	SH-33	63.5
142.287	Teton Creek Bridge	SH-33	78
151.062	Trail Creek Bridge	SH-33	46.9
153	Trail Creek Bridge	SH-33	49.9
153.224	Moose Creek Bridge	SH-33	46.9
2.5	Badger Creek Bridge	SH-32	65.3
7.0	Swanner Creek Bridge	SH-32	83.2
7.908	Bitch Creek Bridge	SH-32	--
17.817	Pine Creek Bridge	SH-31	--
20.604	Trail Creek Bridge	SH-31	99.9
20.680	Tonks Creek Bridge	SH-31	--

Source: ITD Bridge Section

Table 3-13. Teton County Bridge Inventory

Bridge Key	Features	Location	Bridge Sufficiency Rating
21126	Teton River	3.8 W. Driggs	99.8
21130	S Channel Srping Creek	0.4 S. Tetonia	96.9
33020	Trail Creek	1.2 S. 1.0 E. Victor	68.2
33025	Trail Creek	3.0 S. 2.1 E. Victor	78.7
33031	Badger Creek	4.1 N. 2.3 E. Tetonia	91.9
33035	Teton Creek	1.1 E. Driggs	92.1
33037	Trail Creek	0.1 N. 0.5 W. Victor	97.0
33040	Badger Creek	3.8 N. 1.5 W. Tetonia	96.9
33045	N Fork Leigh Creek	0.6 N. 2.5 E. Tetonia	95.0
33050	Side Channel Teton River	2.2 S. 2.7 W. Tetonia	80.5
33055	Teton River	2.1 S. 2.5 W. Tetonia	64.9
33066	Game Creek	1.8 S. 1.8 E. Victor	97.0
33070	Teton River	1.9 S. 2.7 W. Driggs	95.0
33080	Teton River	2.6 N. 3.2 W. Driggs	98.5
33085	Spring Cr/N Fork Leigh Cr	0.5 S. 1.0 E. Tetonia	95.7
33090	Trail Creek	1.0 S. 0.5 E. Victor	81.9

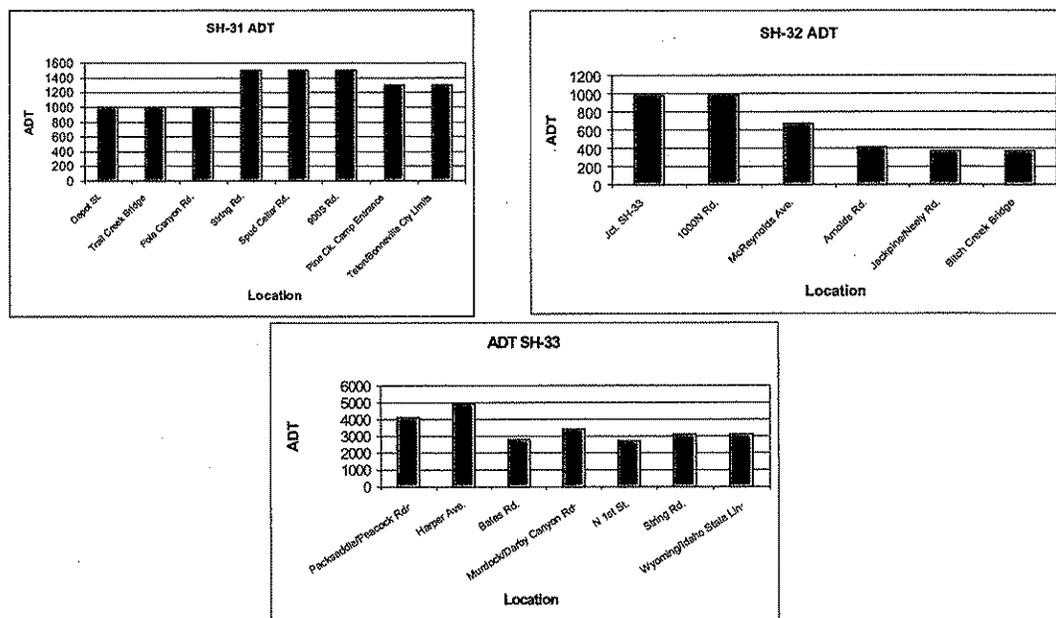
Source: ITD Bridge Section

EXISTING TRAFFIC CONDITIONS

ADT by Location, State Highways in Teton County, Idaho

The three major highways within Teton County are SH-31 (6.89 miles), SH-32 (7.929 miles), and SH-33 (36.829 miles). Exhibit 3-1 shows ADT at certain locations along each of the three corridors. Of the three state highways, volumes are generally highest along SH-33 in Teton County.

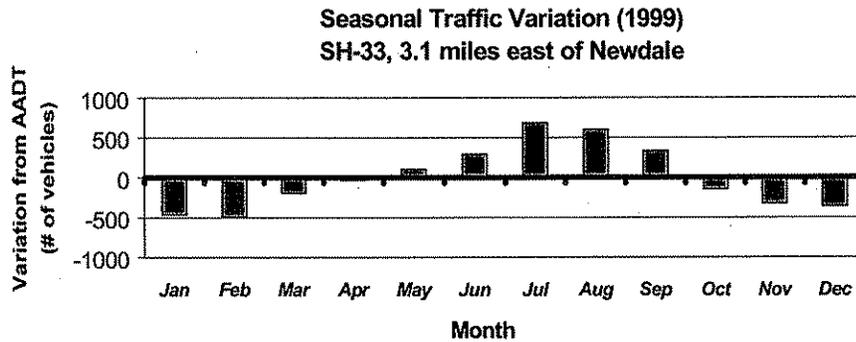
Exhibit 3-1. Average Annual Daily Traffic by Location on SH-31, SH-32 and SH-33.



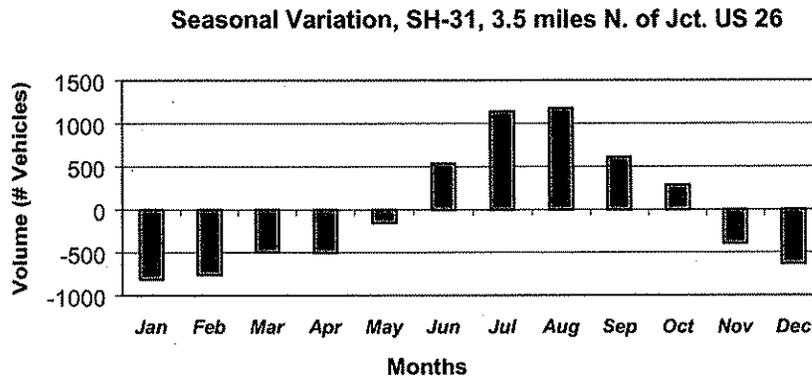
Seasonal Traffic Variation

Exhibit 3-2 shows the seasonal traffic volume variation on SH-33, SH-32, and SH-31 at three different permanent automatic traffic recorder (ATR) locations. None of the ATRs are located within Teton County, but the graphs show general seasonal traffic variation patterns for the region. At all locations, traffic volumes are greatest in July and August (above average volumes) and lowest in January and February (below average volumes). The pattern is likely due to weather conditions in the winter months and increases in tourism during the summer months.

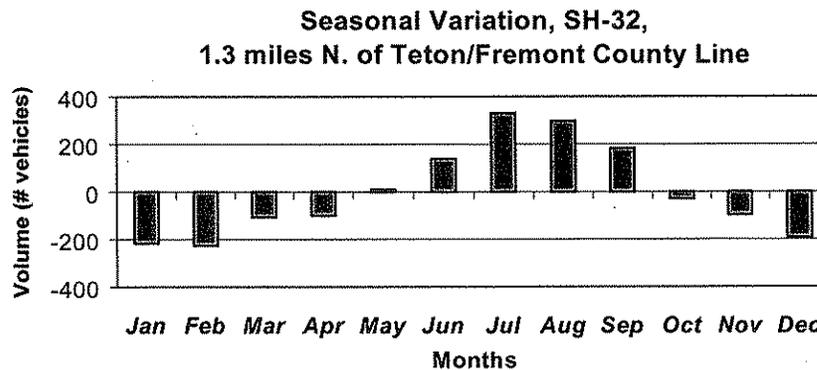
Exhibit 3-2. Seasonal Traffic Variation, SH-33, SH-32, SH-31.



Note: 1999 AADT = 1794



Note: 24-hour annual average = 1551

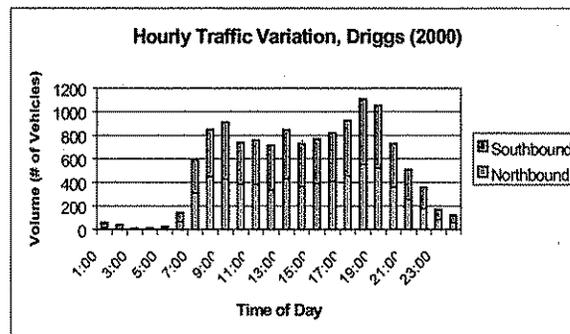


Note: 24-hour annual average = 403

Hourly Traffic Variation

Exhibit 3-3 shows how traffic volumes vary with time of day on SH-33 in Driggs. The data were recorded in July and September 2000 by portable traffic counters. Vehicle traffic volumes peak from 5 –7 PM and there is no distinct AM peak hour. Volumes increase throughout the morning and level off around mid-day and then continue to increase until the PM peak hour.

Exhibit 3-3. Hourly Traffic Variation



TRAFFIC OPERATIONS

Rural Arterial Level of Service

The criteria used in this study are based on levels of service (LOS) for two-way rural highways (one lane in each direction), as described in Chapter 8 of the *Highway Capacity Manual (HCM)*. This methodology was used to evaluate the operation of US 95. The operation of a rural two-lane highway is defined in terms of service grades ranging from LOS A (best) to LOS F (worst). The primary measure of service quality for rural arterials is *percent time delay*; secondary measures are *speed* and *capacity utilization*. Definitions of the three measures follow:

Average Travel Speed – The traveling speed of a motorist using the roadway.

Percent Time Delay – The average percent of the total travel time that motorists are delayed in platoons (i.e. behind slow-moving cars) while traveling on the roadway.

Capacity Utilization – The volume-to-capacity (v/c) ratio of the roadway. The v/c ratio is somewhat different from those used for intersections. The values for rural arterials represent the ratios of actual traffic flow rate to the “ideal capacity” rate for rural arterials, which is 2,800 passenger cars per hour (PCPH) for level terrain (with ideal geometrics and zero percent passing zones).

LOS A- the highest quality of traffic service occurs when motorists are able to drive at their desired speed. Without strict enforcement, this highest quality, representative of LOS A, would result in average speeds approaching 60 mph on two lane roads. The passing frequency required to maintain these speeds has not reached a demanding level. Passing demand is well below

passing capacity, and almost no platoons of three or more vehicles are observed. Slow moving vehicles would delay drivers no more than 30 percent of the time. A maximum flow rate of 420 passenger cars per hour (PCPH), total in both directions, may be achieved under ideal conditions.

LOS B- characterizes the region of traffic flow wherein speeds of 55 mph or higher are expected on level terrain. Passing demand needed to maintain desired speeds becomes significant and approximately equals the passing capacity at the lower boundary of LOS B. Drivers are delayed up to 45 percent of the time on average. Service flow rates of 750 PCPH, total in both directions, can be achieved under ideal conditions. Above this flow rate, the number of platoons forming in the traffic stream begins to increase dramatically.

LOS C- noticeable increases in platoon formation, platoon size, and frequency of passing impediment. Average speed still exceeds 52 mph on level terrain, even though unrestricted passing demand exceeds capacity. At higher volume levels, chaining of platoons and significant reductions in passing capacity begin to occur. While traffic flow is stable, it is becoming susceptible to turning traffic and slow-moving vehicles. Percent time delays are up to 60 percent. A service flow rate of up to 1200 PCPH, total in both directions, can be accommodated under ideal conditions.

LOS D- unstable flow approaches. The two opposing traffic streams essentially begin to operate separately at higher volume levels, as passing becomes extremely difficult. Passing demand is very high, while passing capacity approaches zero. Mean platoon sizes of 5 to 10 vehicles are common, although speeds of 50 mph can still be maintained under ideal conditions. The fraction of no passing zones along the roadway section usually has little influence on passing. Turning vehicles and roadside distractions cause major shockwaves in the traffic stream. The percentage of time motorists are delayed approaches 75 percent. Maximum service flow rates of 1800 PCPH can be maintained without a high probability of breakdown.

LOS E- even under ideal conditions, speeds will drop below 50mph. Average travel speeds on highways with less than ideal conditions will be slower, as low as 25 mph on sustained upgrades. Passing is virtually impossible under LOS E conditions, and platooning becomes intense when slower vehicles or other interruptions are encountered. The highest volume attainable under LOS E defines the capacity of the highway, 2800 PCPH, total in both directions. Traffic conditions are seldom observed near capacity on rural highways, primarily because of a lack of demand.

LOS F- represents heavily congested flow with traffic demand exceeding supply. Volumes are lower than capacity and speeds are below capacity speed. LOS E is seldom attained over extended sections in level terrain as more than a transient condition; most often, perturbations in traffic flow as LOS E is approached cause a rapid transition to LOS F.

Average travel speed is not a meaningful indicator of level of service where posted speed limits have been restricted below 60 mph, which is the case when passing through the towns along the US 95 corridor. Where the speed limit is below 60 mph, percentage of time delay and capacity utilization (v/c) are the only meaningful indicators of level of service. The level of service

criteria for rural arterials are shown in **Table 3-14**. For each level of service, the percent time delay and v/c ratios are shown for both level terrain and rolling terrain.

Table 3-14. Level of Service Criteria for Rural Arterials.

LOS	Percent Time Delay ²	Volume-to-Capacity (V/C) Ratio ¹	
		Level Terrain	Rolling Terrain
A	0 – 30	0.00 – 0.07	0.00 – 0.05
B	31 – 45	0.08 – 0.19	0.06 – 0.17
C	46 – 60	0.20 – 0.34	0.18 – 0.32
D	61 – 75	0.35 – 0.59	0.33 – 0.48
E	76 – 99	0.60 – 1.00	0.49 – 0.95
F	100 +	1.00 +	0.92 +

1. Table assumes 60 percent No-Passing zones.

2. Percent time delay is the average percentage of time on a given section of highway during which all vehicles are delayed while traveling in a platoon, unable to pass. When traffic volume is low, demand for passing is very low, and percent time delay tends to be 0 percent. When traffic volumes are very high, the demand for passing can exceed the passing capacity. This results in long platoons of traffic, and the percent time delay can approach 100 percent.

The directional split of traffic on the rural roadway is also used to determine the ratio of capacity to ideal capacity (2,800 PCPH). For example, if half of the traffic on a two-lane highway were from one direction (50/50 split), the ratio would be 1.00, whereas a 60/40 directional split would have a ratio of 0.94. The *Highway Capacity Manual* (HCM) identifies these ratios for all potential directional splits. Both peak hour factors (PHF) and Design Hour Volumes (DHV) are also used to determine the resulting LOS of a rural arterial.

The primary measure of level of service (LOS) on two-lane-highways is percent time delay. Percent time delay is defined as the average percentage of time that all vehicles are delayed while traveling in platoons due to the inability to pass. Level of service criteria are defined for peak 15-minute flow periods, and are intended for application to segments of significant length. The percent time delays for each level of service are shown in **Table 3-15**.

Table 3-15 shows the maximum values of v/c ratio for the levels of service A through F. For two-lane highways, the values represent the ratio of flow rate to “ideal capacity,” where ideal capacity is 2,800 PCPH for a level terrain segment with ideal geometrics and zero percent no-passing zones.

Table 3-15. Rural Two Lane Highway LOS Criteria.

LOS	Percent Time Delay ²	Average Speed	V/C ratio ¹ (Level Terrain)					
			Percent no-passing zones					
			0	20	40	60	80	100
A	≤30	≥58	0.15	0.12	0.09	0.07	0.05	0.04
B	≤45	≥55	0.27	0.24	0.21	0.19	0.17	0.16
C	≤60	≥52	0.43	0.39	0.36	0.34	0.33	0.32
D	≤75	≥50	0.64	0.62	0.60	0.59	0.58	0.57
E	>75	≥45	1.00	1.00	1.00	1.00	1.00	1.00
F	100	<45	-	-	-	-	-	-

¹ Ratio of flow rate to an ideal capacity of 2,800 PCPH in both directions.

² Percent time delay is the average percentage of time on a given section of highway during which all vehicles are delayed while traveling in a platoon, unable to pass. When traffic volume is low, demand for passing is very low, and percent time delay tends to be 0 percent. When traffic volumes are very high, the demand for passing can exceed the passing capacity. This results in long platoons of traffic, and the percent time delay can approach 100 percent.

LOS Standards

The Idaho Transportation Department level of service threshold for rural roadways is LOS C, although LOS D is permissible where conditions dictate. This means that LOS E or F is considered unacceptable for a rural arterial route, and either an improvement to the facility, such as additional capacity, or an appropriate reduction in traffic volumes, such as an alternate route would be needed.

A two-lane highway is a road that has one lane for traffic use in each direction. Passing of slower vehicles requires the use of the opposing lane where conditions permit. As volumes and restrictions increase, the ability to pass decreases, resulting in the formation of platoons in the traffic stream. Vehicles in these platoons are subject to delay because they are unable to pass.

ITD considers roadways that are providing approximately LOS D or less to be “at or near” congestion. Table 3-16 shows the volume to capacity ratios that define these conditions.

Table 3-16. Volume to Capacity Ratios.

	Near Congestion		At Congestion	
	Urban	Rural	Urban	Rural
Interstate	0.66	0.75	0.83	0.92
Two Lane Highway	0.60	0.39	1.00	0.62
Three or more lanes	0.79	0.75	1.00	0.89

Level Of Service Analysis

SH-33

LOS was calculated for short sections of SH-33 within Teton County. The start and finish locations and the length of each section were determined by changes in roadway characteristics.

Whenever a parameter varied, such as volume or speed limit, the new level of service was calculated with the changed conditions.

Traffic volume data was supplied by ITD in the form of annual average daily traffic (AADT) for the roadway. AADT volumes were converted to hourly volumes so that LOS could be calculated. This was based on the conservative estimate that all of the AADT would occur over a 12-hour time period. Therefore, hourly volumes are equivalent to a twelfth of AADT. **Table 3-17** shows a summary of levels of service prevalent through the study area. It can be seen that the corridor as a whole is operating at LOS C or better, and that throughout the majority of the corridor LOS A conditions exist. The prevailing LOS conditions on SH-33 are also illustrated in **Map 3-2**.

Table 3-17. LOS Summary, SH-33 Teton County

Milepost	LOS
118.255-120.44	A
120.44-131.07	B
131.07-132.07	A
132.07-132.58	B
132.58-133.42	A
133.42-135.5	B
135.5-135.75	C
135.75-137.266	B
137.266-140.285	C
140.285-140.515	D
140.515-141.785	C
141.785-141.787	B
141.787-142.032	C
142.032-149.23	B
149.23-149.549	C
149.549-149.77	A
149.77-155.084	C

Assumptions

Trucks = 5%

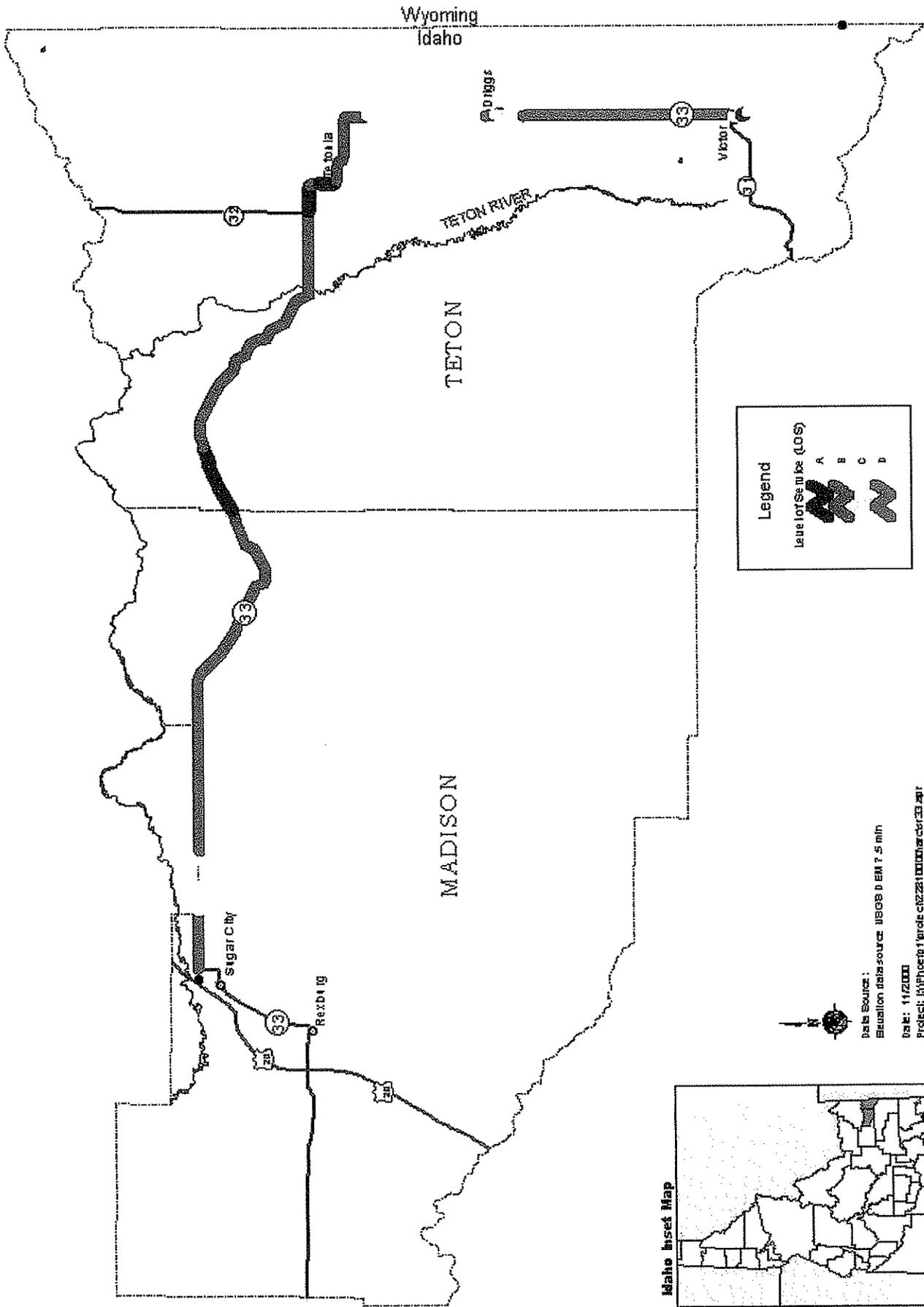
RVs = 3%

PHF = 0.90

Design Hour = 14.2% of ADT

ACCIDENT ANALYSIS, STATE HIGHWAYS

A safety study was performed for state highways within Teton County to provide an understanding of existing safety conditions. The ITD provided a recent accident analysis (July 17, 2000) that identified High Accident Location (HAL) rankings of statewide facilities for both roadway segments and intersections within District 6. There were no roadway segments or intersections on State Highways 31, 32 or 33 within Teton County identified as a High Accident Location.



State Highway 33
Existing Level of Service



LOCAL ROADS

Table 3-18 shows available road count data for specific roadways within Teton County. The highest road count volume occurred on Ski Hill Road, and the lowest volume occurred at Power Plant Road (after harvest). Power Plant Road experiences a significant increase in volume (a difference of 150) during the harvest season.

Table 3-18. Teton County Road Count Data

Location	ADT (1999-2000)
600 S	94
00 125 West (Bates Rd)	817
50 East 300 North (Hastings Lane)	335
100 West 818 South (Pole Canyon Rd)	136
700 South (Woolstenhulme Rd)	332
800 South 250 West (Cedron Hwy)	678
525 South 450 West (Cedron Central)	433
250 East 00 (State Line)	219
75 West 900 South (Little Calderwood Rd)	200
500 West 50 South (Bates)	268
Ski Hill to Powder Valley	870
Ski Hill to Powder Valley to State line	910
50 West 500 North (Val View)	510
675 North 300 West (Tetonia oil)	176
1000 North (Power Plant Rd - during harvest)	203
1000 North (Power Plant Rd - after harvest)	53
00 to 600 West (Horseshoe – before Huffsmith's)	139

Source: Teton County

Table 3-19 lists several traffic studies conducted in Teton County in 1999-2000. The chart shows the total trips, the average number of trips per day, and the average daily speed (mph).

Table 3-19. Teton County Traffic Data.

County Road Name	Date(s)	Total Trips	Avg/Day	Avg/MPH
700 North (Dry Ridge)	09/20/00 - 09/26/00	906	129.4	42.7
50 West 600 North (Hatches Crnr N)	09/07/00 - 09/13/00	3571	510.1	47.1
75 East 600 North (South Leigh)	09/19/00 - 09/25/00	1517	216.7	46.3
100 West 400 North (Packsaddle)	03/29/00 - 04/04/00	1866	266.6	50.7
50 East 300 North (Hastings Lane)	12/30/99 - 01/05/00	1574	224.9	42.1
100 East 25 South (Landfill)	06/07/00 - 06/13/00	2027	289.6	39.3
200 South (N Darby)	11/10/99 - 11/16/99	1989	284.1	54.6
300 South (S Darby)	06/16/00 - 06/22/00	1557	222.4	48.9
500 South (Fox Creek)	04/07/00 - 04/13/00	2647	378.1	44.9
75 West 550 South (Moulton Rd)	08/25/00 - 08/31/00	1782	254.6	37.5
75 West 700 South	05/26/00 - 06/01/00	2329	332.7	44.5
50 West 872 South (Calderwood)	04/20/00 - 04/26/00	2897	413.9	28.5
75 West 900 South	08/16/00 - 08/22/00	1445	206.4	30.4
50 East 948 South (Old Jck Hwy)	05/05/00 - 05/11/00	1006	143.7	28.5
60 West 950 South	12/02/99 - 12/08/99	506	72.3	40.1

The Squirrel Meadow Final Environmental Impact Statement (FEIS) included some traffic counts in Teton County and along Ski Hill Road (Forest Highway 76). The traffic counts are shown in Tables 3-20 and 3-21.

Table 3-20. Traffic Counts in Teton County, Idaho

Roadway	Location	1990 ADT	1997 ADT	Percent Increase
SH-33	West of Tetonia	1,000	1,300	30%
SH-33	East of Tetonia	1,470	2,500	70%
SH-33	North of Driggs	1,710	3,435	101%
SH-33	North of Victor	1,690	3,095	83%
SH-33	South of Victor	1,370	2,880	110%
SH-31	West of Victor	920	1,395	51%

Source: Idaho Transportation Department

Table 3-21. Traffic Counts Along Ski Hill Road

Location	1997 ADT
Driggs	2,274
West of State Line Road	1,115
East of State Line Road	1,001
Targhee National Forest Boundary	517
Grand Targhee Resort Entrance	272

Source: FHWA, 1999

TRANSPORTATION MODES

Railroad Facilities

There are no existing rail services within Teton County; however, there is an abandoned Union Pacific (UP) rail line running north from Victor through Driggs and Tetonia (in Teton County) to Ashton and on to West Yellowstone, Montana (92.5 miles). The stretch from Victor to Tetonia (16 miles) was abandoned in September, 1981, the stretch from Tetonia to Ashton (30.8 miles) was abandoned in February, 1990, and the stretch from Ashton to West Yellowstone (45.7 miles) was abandoned in April 1979. All three separate stretches are eligible individually for assistance through the Local Rail Freight Assistance Program (LRFA).

Airport Facilities

The Driggs-Reed Memorial Airport is the only airport in Teton County, and is located one mile north of Driggs off SH-33. It is a general aviation, community access airport that is publicly owned and open to public use. It does not have scheduled or charter passenger service. The airport has two runways (both asphalt and in good condition). Forty-one (41) aircraft are based on the field, and aircraft operations average 38 per day. Sixty-five percent (65%) of traffic is transient general aviation and 29% is local general aviation.

Bicycle and Pedestrian Facilities

SH-33

Most of the communities throughout the county have well-developed pedestrian systems along the SH-33 corridor. Tetonia has sidewalks (approximately 4' and no buffer) on both sides of SH-33. Driggs and Victor also have sidewalks on both sides of the roadway. There is a six-foot wide off-roadway bicycle and pedestrian path from Driggs to Victor on the western side (constructed in abandoned railway right-of-way). There are two breaks in the bicycle path due to creek crossings and at some points the path intersects a frontage road stretching from Driggs to Victor to the west of SH-33. Roadway shoulders from Driggs to Victor are approximately 4-6 feet wide. There are bicycle pavement markings at the southern end of Driggs and there is a marked bicycle crossing on SH-33 south of Driggs near the Teton Creek Bridge.

Roadway shoulders in the less developed stretches of roadway (for example, south of Victor) have fairly narrow shoulders (approximately 0-1 feet wide). Roadway shoulders serve the dual purpose of accommodating bicycle and pedestrian traffic and enhancing the roadway for vehicular traffic. According to Appendix B of the *Idaho Bicycle and Pedestrian Transportation Plan* (January 1995), roadway shoulders generally should be at least 1.8 meters (6 feet) wide to safely accommodate bicycle travel. Minimum shoulder width under severe physical width

constraints with a closed shoulder (curb or guardrail) should be 1.5 meters (5 feet). Minimum shoulder width under severe physical width constraints with an open shoulder should be 1.2 meters (4 feet). Table 3-22 shows the locations of pedestrian crosswalks along SH-33 in Teton County.

Table 3-22. Pedestrian Crosswalk Locations, SH-33.

Location	City	Type of Crossing	Relation to Intersection
Perry Ave.	Tetonia	School Crossing	South
North of Harper Ave.	Driggs	School Crossing	N/A
Wallace Ave.	Driggs	Ped Crossing	North
Little Ave.	Driggs	Ped Crossing	North and South
South of First St. W.		Bicycle Crossing	N/A
Center St.	Victor	School Crossing	North

Transit Facilities

The following inventory of Teton County transit service providers was derived from information in Chapter 2 of the Idaho Transportation Department's *FY 2001 Program Information Guide* (Division of Public Transportation).

- CART, Inc. (Community and Rural Transportation, Inc.) – Demand response service for the general public in Teton County, Idaho and Teton County, Wyoming. Intercity service for the general public from Driggs to Rexburg; Driggs to Jackson, Wyoming; and Driggs to Victor, Swan Valley, and Idaho Falls.
- RSVP – Volunteer services in parts of Teton County
- Jackson Hole Express – Private interstate/intercity service operating between Jackson, Wyoming and southeastern communities in Idaho and Utah.

According to the Idaho Transportation Department's *FY 2001 Program Information Guide*, the following are the public transportation needs and strategies for Teton County.

- Demand-response – Maintain existing service.
- Intercity – Maintain service from Driggs to Rexburg; Driggs to Jackson and Alta, Wyoming. Maintain loop service between Swan Valley, Victor, Driggs, and Idaho Falls.
- Volunteer – Implement service in Teton County.
- Coordination – Seek opportunities to coordinate services if other organizations provide service in Teton County in the future.

CART applied for a grant in October 2000 to expand the rural bus transportation in Madison and Teton Counties. The grant would be used to provide demand response and semi-fixed route service between the hours of 7:00 AM and 5:00 PM, Monday through Friday.

Chapter 4 - Existing Land Use and Environmental Conditions

**A combined Land Use and Environmental Conditions Chapter was prepared for the SH-33 Corridor Plan and the Teton County Transportation Plan. More detailed information is located in the Appendix.*

INTRODUCTION

Land use and environmental conditions represent critical factors that are used to inform the analysis of improvement options for the corridor. This chapter is organized into three separate topics: (1) population and economic characteristics of the study area, (2) existing land use characteristics, and (3) existing environmental characteristics. The existing land use and existing environmental sections of this chapter highlight the most important land use and environmental factors that could potentially affect the analysis of improvement options. A more detailed land use and environmental scan is located in **Appendix B**. Existing local, state, and federal land use and environmental regulations affect current land use and traffic patterns, and the regulations will continue to influence the development of the corridor, particularly as population, employment, and traffic growth increase.

POPULATION AND ECONOMIC CHARACTERISTICS

Population growth in the Teton Valley has increased steadily over the past few decades, and in recent years, the amount of new home construction has increased as well. The economic base for Teton County has traditionally been ranching and agriculture (particularly seed potatoes). Recently, however, tourism and recreation have played significant roles in the local economy. Teton County's proximity to the Grand Teton Mountains, Grand Teton and Yellowstone National Parks, the Targhee National Forest, the Grand Targhee Ski and Summer Resort, and several rivers has attracted recreation- and scenery-seekers. The proximity of Victor and Driggs to Jackson, Wyoming (22 miles), and the high housing costs in Jackson, both lead to people living in Teton County and commuting over the pass into Jackson for employment opportunities.

THE REGION

The corridor is located primarily in Madison and Teton Counties in Idaho. The corridor stretches roughly west-east from the US 20 Junction in Sugar City to the Wyoming/Idaho state line. A segment of SH-33 lies in Fremont County, traveling through the cities of Teton and Newdale.

The following sections include population, demographic, housing, employment and income data for Bonneville, Jefferson, Fremont, Madison and Teton Counties in Idaho and Teton County in Wyoming.

Population

The SH-33 corridor is primarily rural, with population concentrated in the cities of Sugar City in Madison County and Tetonia, Driggs and Victor in Teton County. The largest portion of the corridor is in Teton County. The 1999 population for Teton County was 5,708, an increase of 2,269 (66%) since 1990 (population of 3,439). This population increase was the greatest percentage population increase for all counties in the state of Idaho during that time period. Teton County also ranked 20th out of all the counties in the United States for percent increase in

population. The 1999 population for Madison County was 24,806, an increase of 1,132 (5%) since 1990.

Table 4-1 shows population figures for Jefferson, Bonneville, Fremont, Madison, Teton, ID and Teton, WY counties.

Table 4-1. Selected County Populations – SH-33 Corridor

County	1999 Population	1990 Population	# Chng. '90-99	% Chng. '90-99
Bonneville	81,536	72,207	9,329	12.9
Fremont	11,890	10,937	953	8.7
Jefferson	19,949	16,543	3,406	20.6
Madison	24,806	23,674	1,132	4.8
Teton, ID	5,708	3,439	2,269	66
Teton, WY	14,532	11,173	3,359	30.1

Source: U.S. Census Bureau

Driggs, Victor and Tetonía experienced a combined population increase of 34% from 1990-99. The greatest city population gain between 1990 and 1999 occurred in Victor, where population increased by 309 residents (a 106% increase). The remaining areas of Teton County grew from 2,159 in 1990 to 4,008 in 1999, an increase of 85%.

Teton County contained 1,133 households in 1990 at an average of 3 persons per household. In 1990 Madison County had 5,801 households at an average of 3.84 persons per household. Table 4-2 summarizes household data for the six selected counties.

Table 4-2. Selected County Households – SH-33 Corridor

County	# Households, 1990	Avg. Persons/Hshld.
Bonneville	26,049	2.94
Fremont	3,453	3.2
Jefferson	5,353	3.38
Madison	5,801	4.1
Teton, ID	1,133	3
Teton, WY	4,568	2.4

Source: U.S. Census Bureau

From 1998 to 1999, Teton County had 93 births, 20 deaths, 31 net international migrants, and 112 net domestic migrants. From 1990 to 1999, Teton County had 763 births, 214 deaths, 249 net international migrants, and 1474 net domestic migrants. Therefore, approximately 65% of the population growth from 1990 to 1999 (2,269 people) was due to net domestic migration. According to the US Census Bureau, the net domestic migration rate from 1990-1999 was 42.9% while the net domestic migration rate for 1998-1999 was 2.0%. The net international migration rate from 1990-1999 was 7.2% and the net international rate from 1998-1999 was 0.6%.

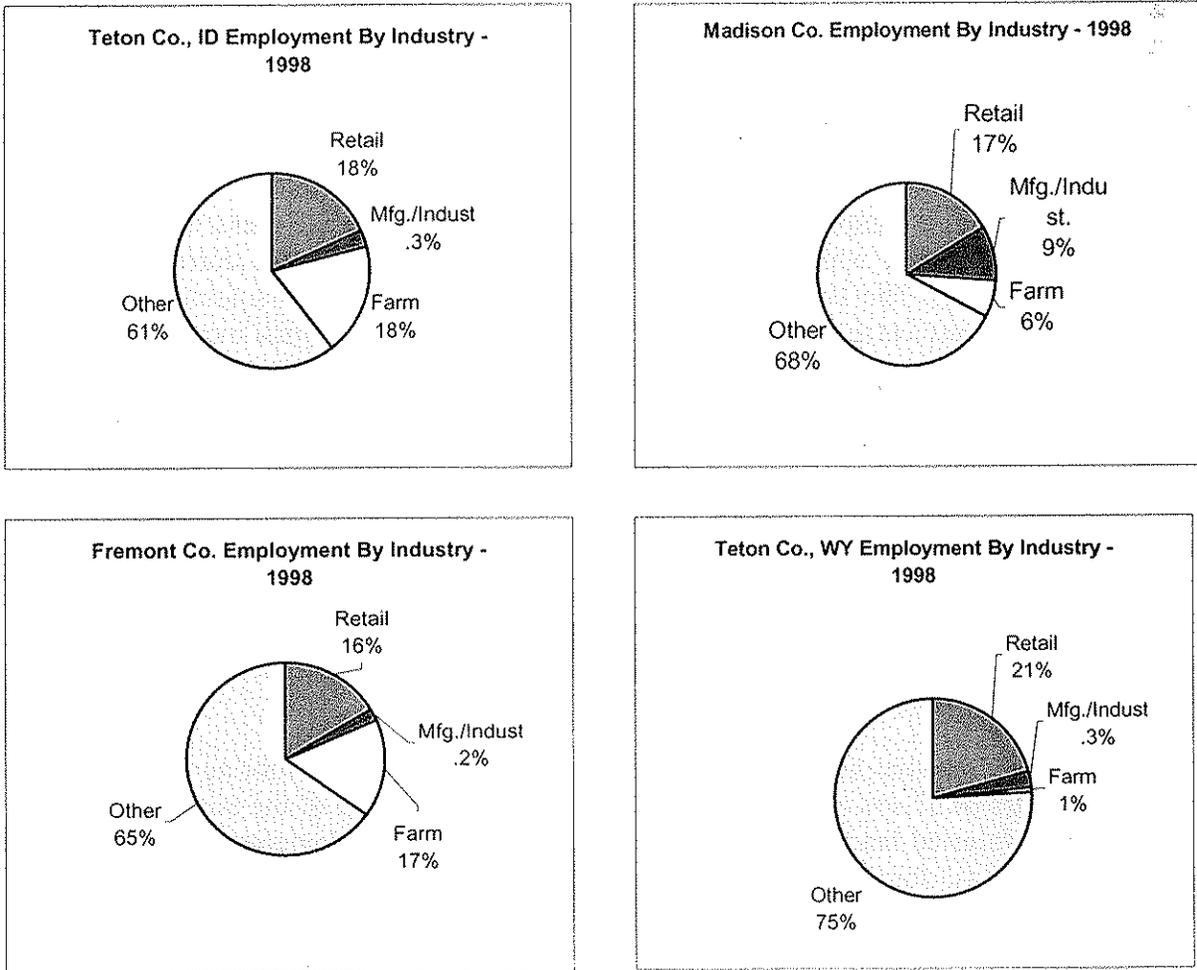
The SH-33 corridor study area is racially homogeneous. Based on 2000 US Census figures, Whites represent 90 % of the total population in Teton County and 94% of the total population in Madison County. Hispanics account for 9.3 % of Teton County’s population and 5% of Madison County’s population. Hispanic is considered a national origin, not a race; a person of Hispanic

origin may be of any race. Race and Hispanic origin of the population have remained constant since 1990. In terms of gender, the 1999 population of Teton County was made up of 59% males and 41% females; Madison County's 1999 population was made up of 47% males and 53% females.

Employment

Exhibit 4-1 shows employment by industry for the corridor study area. The data was obtained from the US Department of Commerce, Bureau of Economic Analysis.

Exhibit 4-1. Employment by Industry



Major employers in Teton County, ID include Grand Targhee Resort, the County School District, Broulim's Food stores, Teton County government, Teton Valley Hospital, and the U.S. Department of Agriculture.

Income

Teton County incomes have generally increased between 1990 and 1998. County per capita income increased from \$11,497 to \$14,826, a 22 percent gain.

EXISTING LAND USE CONDITIONS

Existing land use factors pertinent to the SH-33 corridor and the Teton County study areas include state and local land use plans, land uses and zoning, land ownership, prime farmland, visitor attractions and outdoor recreation, viewsheds, and airports and airspace.

State and Local Land Use Plans

In both the Madison and Teton County comprehensive plans, as well as the city comprehensive plans, it is clear that all entities recognize the significance of the SH-33 Corridor and that relationship is outlined in the various land use and transportation policies in each plan. In all cases, the issues identified in the comprehensive plans include a blend of desire for safe and managed access to SH-33 and incorporation of facility improvements that support the differing needs and shared use along the corridor. A more detailed review of local, regional and state plans can be found in the **Appendix**.

The Madison County comprehensive plan places high priority on the preservation of farmland and farming operations, which must be considered in planning for the corridor operation or future improvements. The Teton County Comprehensive Plan divides the total county area into five primary land use categories, including hillsides, wetland areas, small increment agricultural or rural residential, larger increment agricultural areas and national forest areas.

Both the Driggs and Victor comprehensive plans suggest the evaluation and siting of a commuter parking area, and possible public transportation system to accommodate the increasing number of daily commuters from Teton Valley over Teton Pass to Jackson. In all of the local comprehensive plans, there is a desire expressed that any improvements to the SH-33 Corridor, County roadways and city streets be done in a manner that is attractive, compliments the appearance of the communities and do not negatively impact the spectacular views available along the route.

Land Uses and Zoning

Madison County

Madison County includes a variety of land uses, the largest of which is for agricultural purposes at 206,300 acres or 67.4% of the county total acreage. The balance of the land uses includes, in order of size, forested lands, rangelands, barren lands and small amounts for water and urban areas. See **Table 4-3** for a complete breakdown of land uses and areas in Madison County.

Table 4-3. Land Use and Areas, Madison County

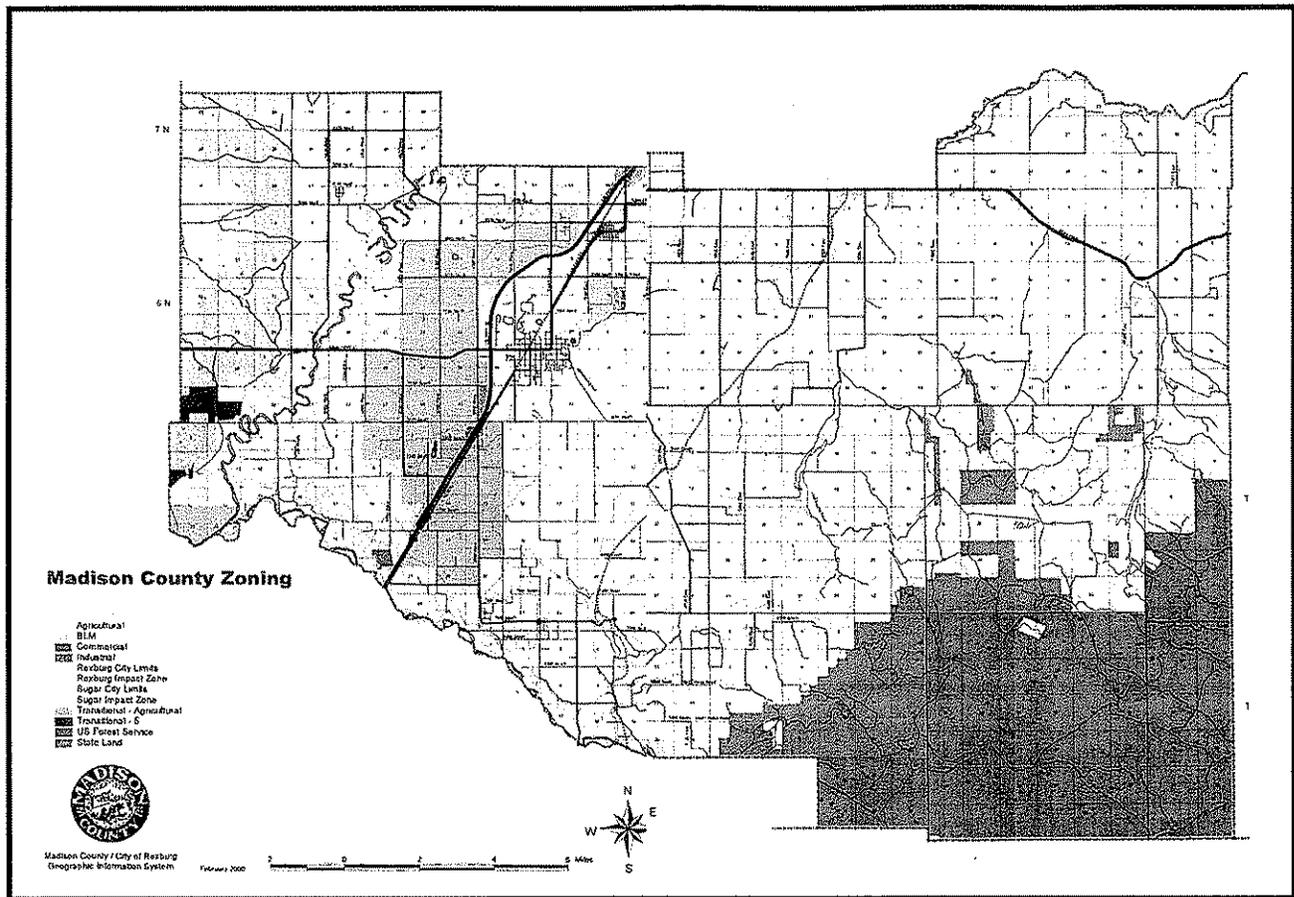
Land Use *	Acres	Percent Total
Urban Land	1,000	0.3%
Agricultural	206,300	67.4%
Rangeland	26,400	
Forest	53,000	17.3%
Water	3,200	1.0%
Wetland	0	0.0%
Barren Land	16,000	5.2%
Tundra	0	0.0%
Perennial Snow	0	0.0%
Total	305,900	100.0%

* U.S.G.S. land use/cover classification system. The water category and the rounding and estimating of satellite-based data usually results in slightly higher totals for land use.

Madison County
Land Uses

Madison County Zoning types include a variety of traditional zoning designations as shown in Map 4-1. Note that other than the cities of Rexburg and Sugar City, the SH-33 corridor is bordered entirely by agricultural zones.

Map 4-1. Madison County Zoning Designations

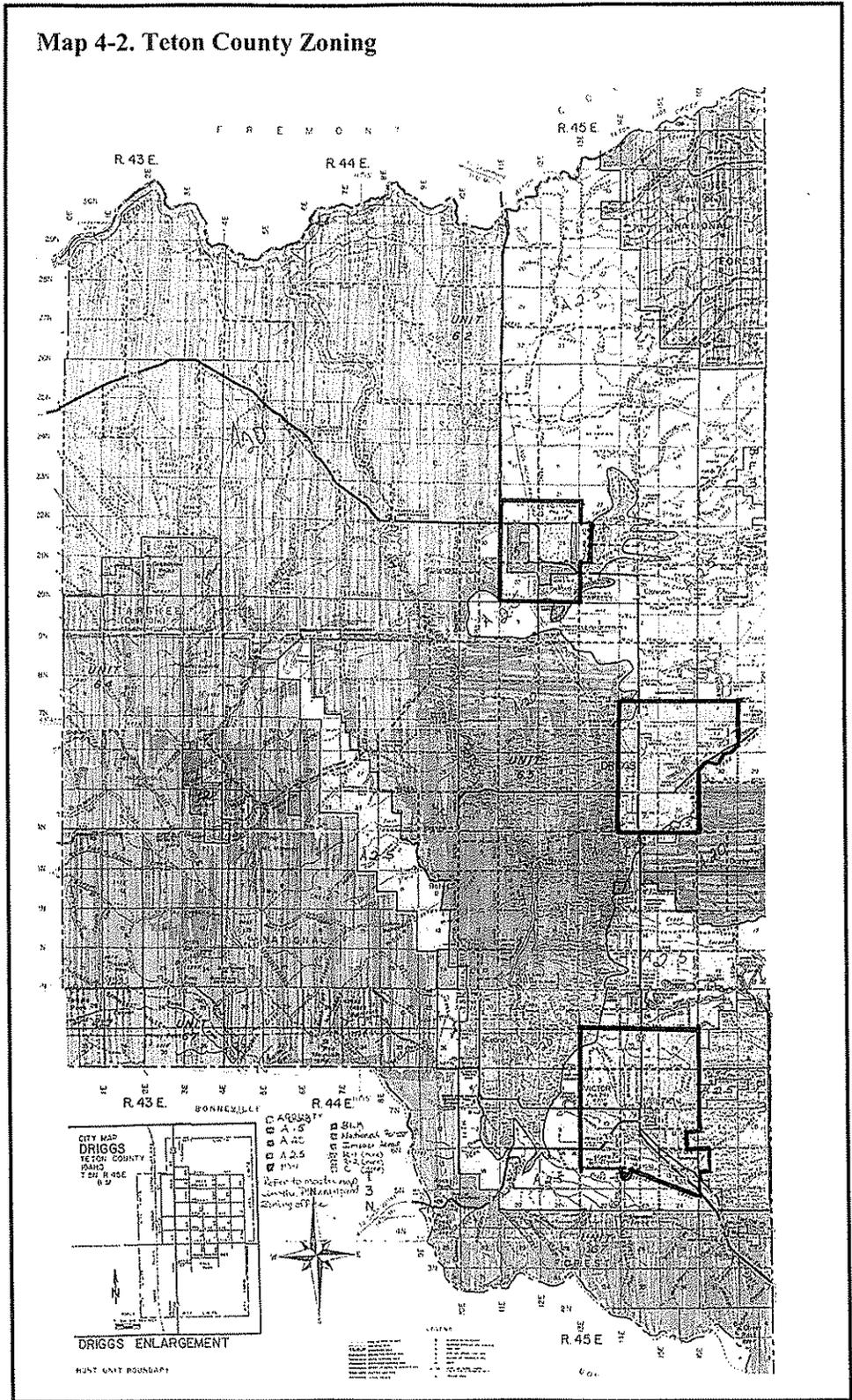


Because Madison County is primarily agriculturally based, there is substantial traffic related to farming activities, movement of farm machinery, service and support of farming activities and facilities and the transport of crops following harvest. In addition to the agricultural activities in the corridor, transportation needs and impacts along the corridor within Madison County are primarily related to through-traffic (particularly visitors to regional attractions) and intra-/inter-community travel.

Teton County

Teton County zoning designations are shown in **Map 4-2**. As noted in the land use description above, development is allowed to varying densities in all areas except on federal lands, state lands and in wetlands. The highest densities of development are allowed within the communities of Teton, Driggs and Victor.

Teton County land uses on private lands, in addition to existing farming and agricultural related activities include residential, commercial and industrial uses. Residential development, including single family and two family units are proposed to be located in any permitted development area except in existing or proposed commercial or industrial locations. Industrial development is centered in the light industrial park surrounding the Driggs-Reed Memorial Airport. The Commercial land use activities, those located outside the cities area of impact, are designated as highway service commercial uses. These are areas for commercial development designed to provide services that either support highway use such as fuel or restaurants, or retail activities that benefit from the proximity to the traveling public. Each of these land use activities can and does have an impact on the use and function of the SH-33 Corridor and their activities must be considered in planning for the SH-33 Corridor and Teton County's transportation systems. In addition to these land use activities, it is also important to recognize the increasing number of visitors to Teton County and the region (the Teton County Comprehensive



plan estimates that the county population swells by as much as 30% to 50% during the summer months) and the impact these visitors have on the SH-33 corridor and transportation system.

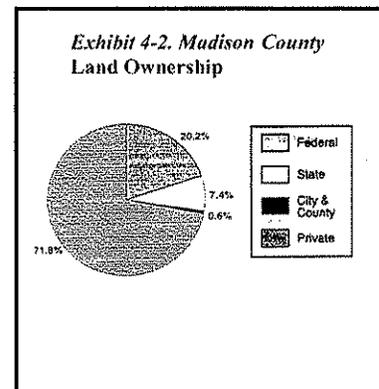
LAND OWNERSHIP

Madison County

Of the approximately 301,000 total acres in Madison County, approximately 20.2% is federally owned and managed primarily by the Bureau of Land Management (BLM) and the US Forest Service (USFS). 7.4% is state owned and managed by the Idaho Department of Lands (IDL), Idaho Department of Fish and Game (IDFG) or Idaho Department of Parks and Recreation (IDPR), and 6% is owned by Madison County and County municipalities. The remaining 71.8% of the County lands are privately owned. See acreage and ownership breakdown in **Table 4-4 and Exhibit 4-2.**

Table 4-4. Madison County Land Ownership / Management

Land Ownership	Number of Acres	% of County Total
Federal Lands	Federal Total: 60,877	20.2%
<input type="checkbox"/> BLM	16,395	
<input type="checkbox"/> US Forest Service	41,460	
<input type="checkbox"/> Other federal land	3,022	
State Lands	State Total: 22,226	7.4%
<input type="checkbox"/> Endowment Lands	22,081	
<input type="checkbox"/> Fish and Game	145	
Local Public Lands	Local Public Total: 1,972	0.6%
<input type="checkbox"/> County Land	1,860	
<input type="checkbox"/> Municipal Land	112	
Private Lands	216,749	71.8%
Total County Lands	301,824	100%



Teton County

As evidenced in **Exhibit 4-3 and Table 4-5**, the majority of land in Teton County is privately owned, with the federal government owning and managing about one third of the total acres in the county. The large share of federal ownership is due to the sizeable portions of Targhee National Forest and BLM lands in the southwest and Targhee National Forest lands in the northeast corner of the county. The private land is primarily located in the center of the county, running from northwest to southeast and incorporating the Teton River Valley and level unforested lands.

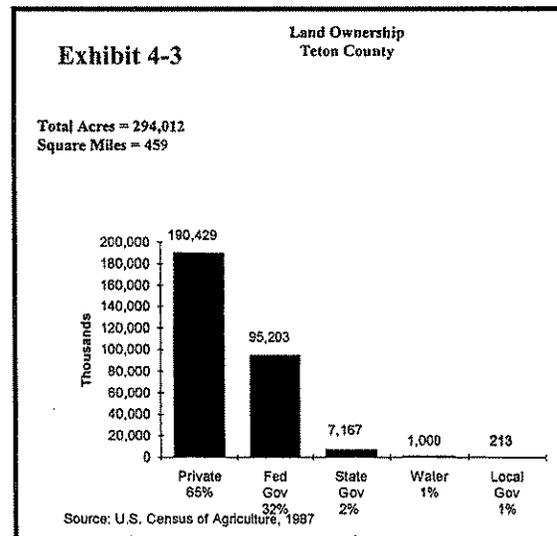


Table 4-5. Teton County Land Ownership / Management

Land Ownership	Number of Acres	Percent of County Total
Federal Lands	Federal Total 95,203	32.0%
<input type="checkbox"/> BLM		
<input type="checkbox"/> US Forest Service		
<input type="checkbox"/> Other federal land		
State Lands	State Total 7,167	2.3%
<input type="checkbox"/> Endowment Lands		
<input type="checkbox"/> Fish and Game		
Local Public Lands	Local Public Total 213	0.07%
<input type="checkbox"/> County Land		
<input type="checkbox"/> Municipal Land		
Water	1,000	0.33%
Private Lands	190,429	65.0%
Total County Lands	294,012	100%

Prime Farmland

Impacts to agriculture will play an important role in the generation of improvement options. Madison County contains approximately 81,000 acres of prime farmland. Ririe silt loams, found in lands stretching from approximately five miles east of Newdale to the Madison/Teton County Line in the corridor area, are always considered prime farmland (without irrigation). There are no soils identified as Prime Farmland located within Teton County.

Visitor Attractions and Outdoor Recreation

Teton County includes a variety of tremendous scenic vistas and recreational opportunities afforded by the resources in Grand Targhee National Forest, Teton Valley and Grand Targhee Ski Resort, just over the Wyoming border. The County is also a secondary route to Grand Teton National Park and Yellowstone National Park via SH-33 through Jackson Wyoming. Together these resources create economic opportunities through a growing tourism business and very desirable location for vacation and second homes.

An important aspect of life in Madison and Teton Counties is the opportunity for outdoor recreation, including fishing, hunting, camping and boating. Both counties have a significant percentage of public land, the majority of which is available for recreation and sportsman's related activities. Many of these areas are directly accessible from SH-33 and as a result, should be considered in planning for improvements and future management of the SH-33 Corridor. **Table 4-6** lists official access points along SH-33 or in other locations in Teton County as identified in the current IDFG Sportsman's Access Guide.

Table 4-6. Sportsman's Accesses and Locations

Access Site Name	Approximate Location
Harrop's Bridge	10 miles west of Tetonía – SH 33 - Teton River East Bank
Cache Bridge	10 miles NW of Driggs – SH 33 – Teton River West Bank
Raineer	8 miles NW of Driggs – SH 33 – Teton River both banks
Bates Bridge	4 miles west of Driggs – SH 33 – Teton River East Bank
Teton Creek	5 miles SW of Driggs – SH 33 – Teton River West Bank
Fox Creek West	7 miles NW of Victor – SH 31 – Teton River West Bank
Fox Creek East	5 miles NW of Victor – SH 31 – Teton River East Bank
Moody Creek	15 miles SE of Rexburg – SH 33 – Moody Creek East Bank
Trail Creek Pond	5 miles east of Victor – SH 33

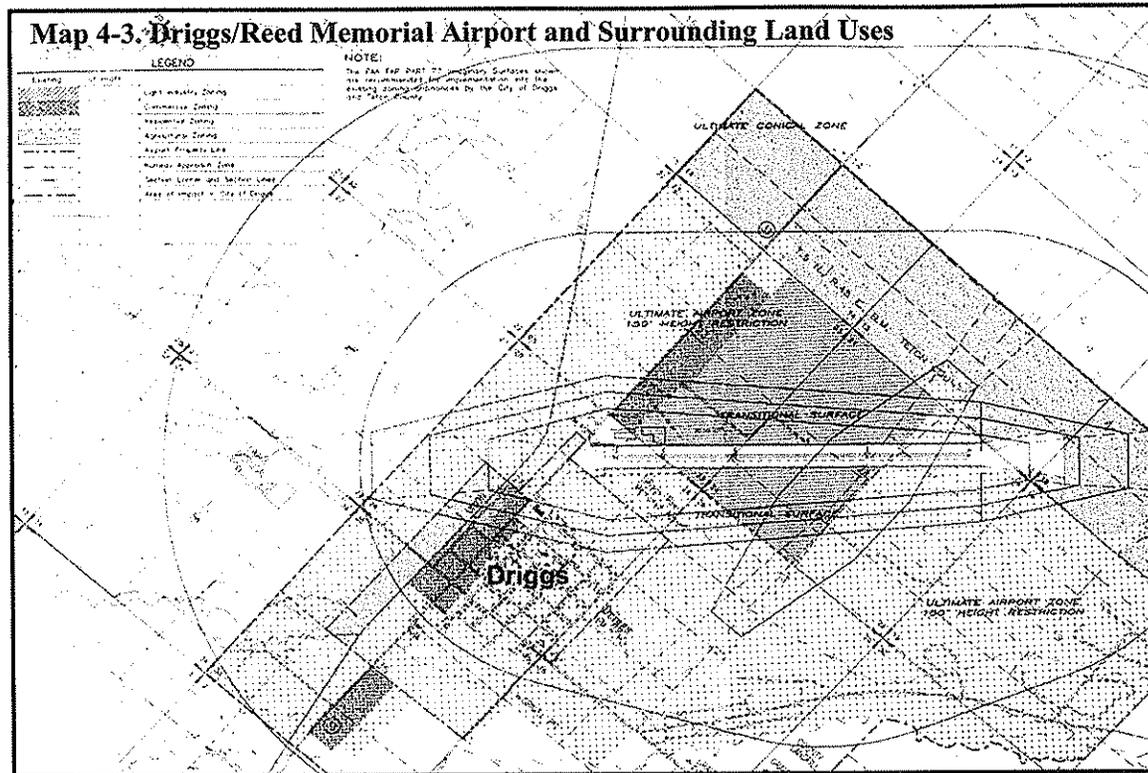
VIEWSHEDS

Most viewsheds within the study area focus on the Teton Mountains, Targhee National Forest, and the Teton River Valley. The State of Idaho Scenic, Historic, and Back Country Byways Map (1998) identifies the *Teton Scenic Byway*, which runs north south through Teton County along SH-32, SH-33, and SH-31. The entire byway runs from Ashton, Idaho in Fremont County to Swan Valley, Idaho in Bonneville County and is 69 miles long. The depth of the Scenic Corridor, as defined in the Teton County Comprehensive Plan is 330 ft. on each side of the highway right of way.

Although there is not a completed Scenic Byway Corridor Management Plan for the Teton Scenic Byway, each of the communities and counties comprehensive plans cite the importance of the scenery and views to the local and regional economy, tourism industry and aesthetics and quality of life for area residents.

AIRPORTS AND AIRSPACE

Teton County is served by Driggs / Reed Memorial Airport, located in the industrial area one mile north of, but within the city limits of Driggs (see **Map 4-3**). This facility is the County's only airport providing primarily local operations, with no commercial passenger service. The facility is planned for expansion, which will need to be considered during the analysis of improvement options. The Madison County Airport is located outside of the study area.



EXISTING ENVIRONMENTAL CONDITIONS

Significant environmental factors for the SH-33 corridor and Teton County study areas include geology and soils, environmental hazards, water resources, wildlife, fish, and plant resources, and cultural resources. The Appendix contains a more comprehensive land use and environmental scan report.

Geology and Soils

Regional Geology

The corridor study area lies within the Henry's Fork Basin. Major dominant landforms within the study area include the Teton Mountains, Fred's Mountain, Beard Mountain, Commissary Ridge, the Teton Basin and Teton Canyon. The Tetons abut the Snake River Range near Teton Pass approximately 10 miles southeast of the corridor's terminus at the Idaho/Wyoming State Line. The Teton fault parallels the eastern front of the Teton Range and is an integral part of the Intermountain Seismic Belt. Investigations performed within the last five years indicate that the fault is overdue for a moderate-to-large earthquake reaching as high as 7.5 in magnitude (BPA).

Geologic hazards in the study area include landslides, avalanches, seismic risk, steep slopes and erosion. Mass movement is one of the most active erosion processes in this area due to the high relief, steep slopes, deformed weak bedrock, high water-holding capacities of soils, frequent seismic disturbances, and slope undercutting by streams (BPA).

Subsurface Geology

Unconsolidated sediment varies in thickness from a few feet to hundreds of feet within the study area. Sediment overlies variable thicknesses of volcanic rocks, and groundwater yielding zones exist in sediment and volcanic rock units. Regionally, groundwater moves generally southward to southwestward, but, in localized areas, groundwater can move northwestward or southeastward. The entire study area, except the southeastern portion of Madison County and the southwestern portion of Teton County, is underlain by aquifers. The westernmost segment of the SH-33 corridor overlays the Eastern Snake River Plain (ESRP), the largest aquifer in Idaho and one of the most productive ground water systems in the western United States.

Soils

Several of the soil types found in the study area have low strength and moderate to rapid permeability, which limit urban uses. Road and streets should be designed to avoid the damage resulting from frost action. Foxcreek, a soil type found between Driggs and Victor within the corridor study area, has been classified as a hydric soil, which is a likely indicator of the presence of wetlands in the area.

Environmental Hazards

There are no Superfund sites located in the study area. Other hazardous materials locations were identified by IDEQ (Single Line Handler Report) and are shown in **Table 4-7**.

Table 4-7. Environmental Hazards Locations

Handler ID	Handler Name	Location	City	General Type
IDD984668475	Hibbert Farms Inc.	144 S 275 E	Driggs	
IDR000200238	Clean Machine	29 E Wallace Ave	Driggs	SQG
IDD984669820	Teton Valley Ranches Corp	445 N Hwy 33	Driggs	
IDSTATE00023	Grande Body & Paint Shop	55 S Main	Driggs	
IDD000832477	John C Berry & Sons Inc	304 1 st S	Tetonia	
IDD984667998	ID UI Tetonia	Hwy 33 900 N 888 W	Tetonia	CEG
IDR000002147	Davis Property Residential	871 Calderwood	Victor	

Source: IDEQ

Water Resources

Water resources are important in the entire study area and will be a critical factor in the selection of improvement options. Rivers, streams, and floodways are particularly significant, as many of the threatened and endangered species in the study area are associated with streams and wetlands (most of the wetlands in the study area are located near streams and rivers). The most significant 100-year floodways occur in the western portion of the corridor, from the SH-33/US 20 junction to east of Teton, near the Teton River and irrigation canals.

Wetlands

The SH-33 corridor crosses an area that lies in the headwaters of the Teton River. Projects within this reach are likely to encounter small headwater streams and pockets of adjacent wetland. There are 13 significant wetlands within the study area, listed in Table 4-8. The Teton County sites are concentrated in the Teton River Basin along the corridor (on the west side stretching from Driggs to Victor). This area is also identified as palustrine wetland habitat by the National Wetlands Inventory (NWI).

Table 4-8. Identified Wetland Sites

Wetland Site	Category	Protection Status	Ownership	Latitude/Longitude	County
Woods Creek Fen	Class I	none	Private	434315N 1110840W	Teton
Game Creek	Class II	Full Protection*	BLM	433235N 1110503W	Teton
South Leigh Creek	Class II	none	Private	434810N 1110350W	Teton
Canyon Creek	Reference	none	BLM, Private	434920N 1112617W	Madison
Horseshoe Creek	Reference	none	USFS	434315N 1111725W	Teton
Spring Creek Seeps	Reference	none	Private	435030N 1110720W	Teton
Teton Creek Spring	Reference	none	Private	434232N 1110716W	Teton
Trail Creek	Reference	none	USFS	433257N 1110328W	Teton
Fox Creek/Foster Slough	Habitat	Full Protection*	IDFG	433915N 1111020W	Teton
Lower Henrys Fork	Habitat	Partial Protection**	BLM, IDFG, Private	435045N 1115315W	Madison
Rainer Fish and Game Access	Habitat	Full Protection*	IDFG	434500N 1111210W	Teton
Teton Creek Mitigation Site	Habitat	Full Protection*	CPT	434153N 1110830W	Teton
Teton Creek/Bates Bridge	Habitat	Full Protection*	IDFG	434143N 1110954W	Teton

* E.g., Designated Research Natural Area or Special Interest Area, Nature Conservancy Preserve, Wildlife Management Area or Refuge

** E.g., Potential Research Natural or Special Interest Area recognized in the Forest Plan, partly within a Wildlife Management Area, Privately owned with conservation easement in place

WILDLIFE, FISH, AND PLANT RESOURCES AND RARE SPECIES

There are two major concerns regarding wildlife, fish and plant resources in the study area:

(1) fish and wildlife uses of streams, rivers and wetlands along the corridor; and (2) displacement of big game from winter range along the corridor. In addition, several threatened and endangered species are known to exist within the study area. The analysis of improvement options will need to take these environmental constraints into account.

Wildlife

Several threatened and endangered animals are known to exist within the study area. Lynx are federally listed (Threatened) and are of particular concern in the eastern portion of the study area, as they are believed to sometimes cross SH-33 to travel between the Teton River Valley and the Teton Mountains (Alford pers. communication). Road width can sometimes be a barrier to species migration, particularly mid-sized predators such as lynx, coyotes, foxes, as well as bears (Alford pers. communication).

There are several big game (moose, elk, and deer) migration corridors as identified by IDFG. Although crossings can and do occur at any given point along SH-33, the migration corridors shown on **Map 4-4** indicate the locations where crossings are most expected to occur. The majority of migration corridors crossing SH-33 are located within Teton County.

Fish

Within this study area, fish habitat and spawning grounds are of great concern. The Yellowstone Cutthroat Trout, a federally listed Species of Special Concern, inhabits several waterbodies within the study area. The SH-33 Corridor crosses and parallels several rivers and creeks between the US 20 Junction and the Idaho/Wyoming border. Trail Creek is designated as a native trout watershed. The USDA Forest Service has expressed apprehension regarding elements of improvement options, such as stream channelization, that could have potential negative impacts on fish such as Yellowstone Cutthroat Trout (Mabey pers. communication).

Rare Species

There are several rare animal and plant species found within the SH-33 corridor study area and Teton County. IDFG CDC provides two types of species listings: a listing of special status species based on occurrences (observations) and a listing of special status species based on potential habitat (based on the Idaho Gap Analysis Project's (GAP) vertebrate distribution models). The information obtained from the CDC is shown in **Tables 4-9 to 4-12**. (Note: Definitions of rare species designations are located in the **Appendix**).

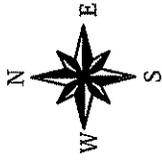
Map 4-4

SH-33 Corridor Plan
US 20 to Wyoming Border

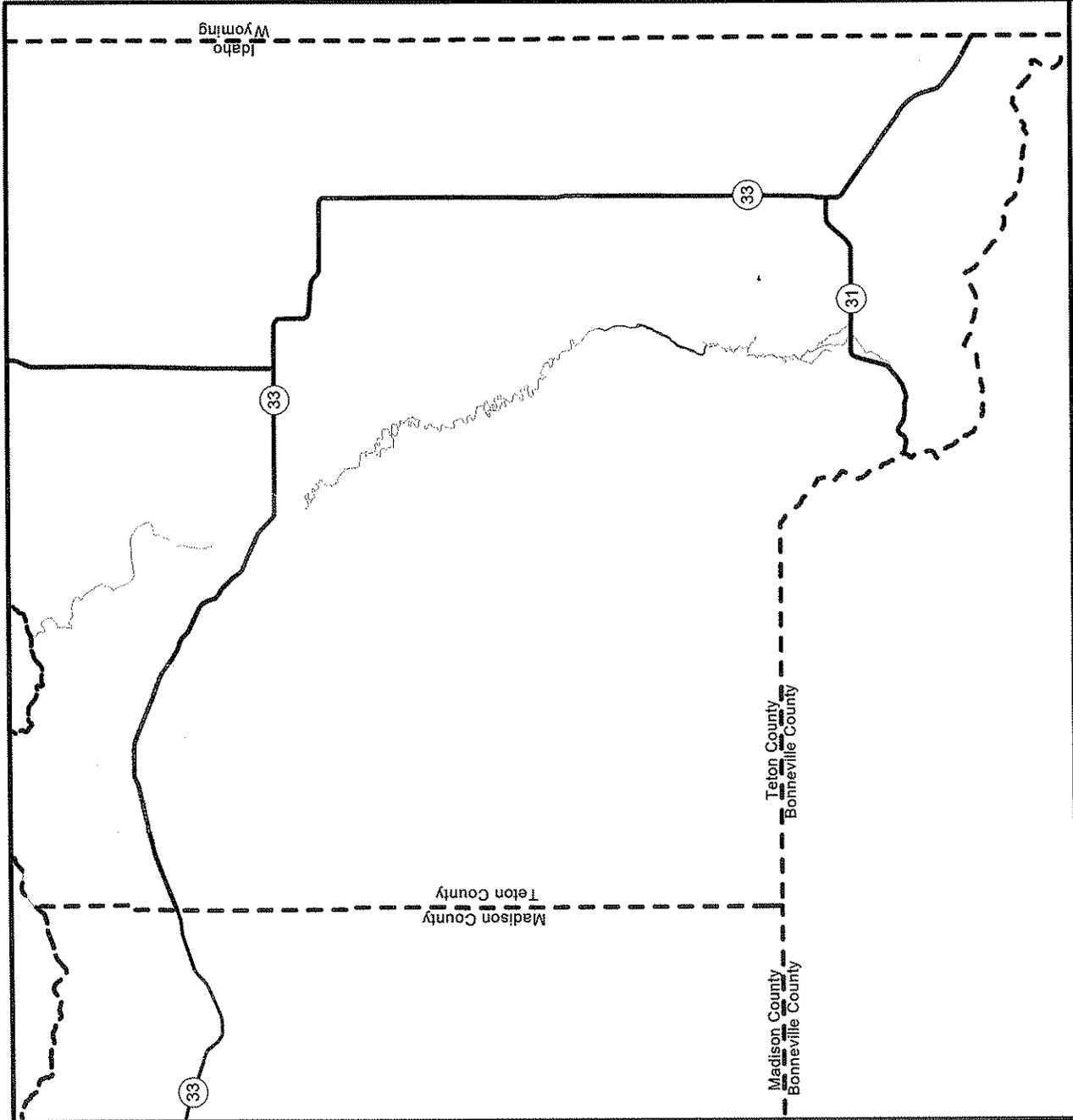


Big Game Migration Corridors

Migration Corridors	Moose, Elk, Deer
	Moose
	Elk
Resident and Migration	White-tailed Deer
	White-tailed Deer, Moose
Resident Areas	White-tailed Deer, Moose
	White-tailed Deer, Moose



April 4, 2001



Teton County / SH-33, Idaho



100

100



Listings Based on Occurrences

Table 4-9. Teton County Species List (Based on Occurrences)

Species	Type	Status
Bald Eagle	Bird	USFWS Listed Threatened
Boreal Owl	Bird	USFWS Species of Concern
Flammulated Owl	Bird	USFWS Watch
Great Gray Owl	Bird	USFWS Watch
Harlequin Duck	Bird	USFWS Watch
Northern Goshawk	Bird	USFWS Watch
Trumpeter Swan	Bird	USFWS Species of Concern
Fisher	Mammal	USFWS Watch
Grizzly Bear	Mammal	USFWS Listed Threatened
Long-legged Myotis	Mammal	USFWS Watch
Lynx	Mammal	USFWS Listed Threatened
Small-footed Myotis	Mammal	USFWS Watch
Yuma Myotis	Mammal	USFWS Watch

Table 4-10. SH-33 Corridor Study Area Species List (Based on Occurrences)

Species	Type	Status	Notes
Bald Eagle	Bird	USFWS Listed Threatened	Wintering Area in T6N R44E S26 (southern side of SH-33)
Flammulated Owl	Bird	USFWS Watch	Probably nesting territory in T3N R46E S20
Harlequin Duck	Bird	USFWS Species of Concern	Breeding Stream (Darby Creek Drainage) in T4N R46E Sections 13,14,17,18. Breeding Stream (Teton Creek Drainage) in T5N R46E Sections 25, 35, and 36, and T4N R46E S2
Great Gray Owl	Bird	USFWS Watch	Wintering area in T4N R46E Sections 1,2,3,10,11,14,15,22, and 23, T5N R46E Sections 22,23,24,25,26,27,28,33,34, T6N R46E Sections 27,28,33,34.
Lynx	Mammal	USFWS Listed Threatened	1874 confirmed specimen T4 R46E S29
Northern Goshawk	Bird	USFWS Watch	Nesting territory in T7N R46E S23, T6N R43E S25, T5N R43E S6, T5S R44E S17, T5S R43E S4.
Trumpeter Swan	Bird	USFWS Species of Concern	Wintering area in T4N R46E Sections 2,3,10,11. T5N R46E Sections 22,26,27,34,35. T6N R44E Sections 10,15,22,23,26.
Whooping Crane	Bird	USFWS Experimental Nonessential	Experimental nonessential population in T4N R46E Sections 2,3,10,11,14,15,22,23,26,27,34,35. T5N R46E Sections 22,23,26,27,34,35.
North American Wolverine	Mammal	USFWS Watch	Sighting in T7N R43E S19

*This information is based on known species occurrences in the SH-33 corridor, defined as one-half mile on each side of centerline (one mile total width) from Jct. US 20 to the Idaho/Wyoming border.

Listings Based on Potential Habitat (GAP Analysis) – SH-33 Corridor Study Area

The following species are listed based on GAP analysis, and should be considered in addition to the species listed in previous tables (based on known occurrences).

Table 4-11. SH-33 Corridor Study Area Species List (Based on Potential Habitat)

Common Name	Scientific Name	Type	State Status	Federal Status
Bald Eagle	Haliaeetus leucocephalus	Bird	Endangered	Listed Threatened
Western Burrowing Owl	Speotyto cunicularia hypugaea	Bird	Protected Nongame Species	Species of Concern
Northern Leopard Frog	Rana pipiens	Amphibian	Species of Special Concern	Species of Concern
Harlequin Duck	Histrionicus histrionicus	Bird	Species of Special Concern (info needed)	Watch
Northern Goshawk	Accipiter gentilis	Bird	Species of Special Concern	Watch
Yellow-billed Cuckoo	Coccyzus americanus	Bird	Species of Special Concern	Watch
Flammulated Owl	Otus flammeolus	Bird	Species of Special Concern	Watch
Northern Pygmy-owl	Glaucidium gnoma	Bird	Species of Special Concern	Watch
Great Gray Owl	Strix nebulosa	Bird	Species of Special Concern	Watch
Townsend's Big-eared Bat	Plecotus townsendii	Mammal	Species of Special Concern	Watch
Yuma Myotis	Myotis yumanensis	Mammal		Watch
Long-eared Myotis	Myotis evotis	Mammal		Watch
Long-legged Myotis	Myotis volans	Mammal		Watch
Western Toad	Bufo boreas	Amphibian	Species of Special Concern	Watch/Species of Concern
Whooping Crane	Grus americana	Bird	Endangered	Watch/Species of Concern
Peregrine Falcon	Falco peregrinus	Bird	Endangered	Watch/Species of Concern
Common Grackle	Quiscalus quiscula	Bird	Protected Nongame Species	Watch/Species of Concern
Scotts Oriole	Icterus parisorum	Bird	Protected Nongame Species	Watch/Species of Concern

Note: The Federal Highway Administration (FHWA) requested that the Idaho Conservation Data Center (CDC) provide species lists based on habitat in addition to the standard species lists based on known occurrences. It is not possible for CDC to produce lists based strictly on habitat. However, the Idaho Gap Analysis Project's (GAP) vertebrate distribution models are a reasonable substitute, and the species listed here are based on those models. It is important to understand that Idaho GAP includes only vertebrate species that breed in Idaho, and fishes are not included. Additionally, Idaho GAP does not include rare plants or invertebrates. The vertebrate distributions are considered "predicted" because (1) they are Geographic Information System representations based on intersections of known occurrences, cover type and other habitat layers, and (2) they have not been ground truthed.

Fish

According to a StreamNet data request, furnished by the CDC, Yellowstone Cutthroat Trout is present in both Teton County and the SH-33 Corridor study area. This fish is designated as a USFWS Species of Concern.

Special Status Plants

According to the IDFG Website, the following plants (see **Table 4-12**) are listed as special status in Madison and Teton Counties.

Table 4-12. Special Status Plants (vascular and nonvascular)

<i>Madison County</i>	
<i>Common Name</i>	<i>Scientific Name</i>
Giant Helleborne	<i>Epipactis gigantea</i>
Ute Ladies' Tresses	<i>Spiranthes diluvialis</i>
James' Saxifrage	<i>Telesonix jamesii</i>
<i>Teton County</i>	
<i>Common Name</i>	<i>Scientific Name</i>
Rush Aster	<i>Aster junciformis</i>
Buxbaum's Sedge	<i>Carex buxbaumii</i>
Pale Sedge	<i>Carex livida</i>
Swamp Willow-weed	<i>Epilobium palustre</i>
Green Keeled Cotton-grass	<i>Eriophorium viridicarinatum</i>
Simple Kobresia	<i>Kobresia simpliciuscul</i>
Green Muhly	<i>Muhlenbergia racemosa</i>
Jones' Primrose	<i>Primula incana</i>
Hoary Willow	<i>Salix candida</i>

CULTURAL RESOURCES

There are six historic structures listed on the National Register of Historic Places located within Madison and Teton Counties. The three sites within Madison County are located in Rexburg, outside of the project study area. In Teton County, the three sites are Pierre's Hole 1832 Battle Area Site (south of Driggs), the Teton County Courthouse (on Main Street in Driggs) and the Victor Railroad Depot (on Depot Street in Victor). The Sugar City Grain Elevator and House are both eligible for the National Register of Historic Places.

Two "Isolated Finds" identified near the Canyon Creek Bridge in Madison County and one identified near Hoopes Creek Rd., may be structures eligible for inclusion on the National Register, although formal determinations have not been made. Proposed construction/alterations within the SH-33 corridor would require additional background research and a field survey under Section 106 of the National Historic Preservation Act.

According to the SHPO cultural clearance records, there are no sites currently pending Section 106 review. The most recently cleared sites are the abandoned rail corridors running parallel to

SH-33 between Victor and Driggs (cleared 10/95). An asphalt pedestrian and bicycle pathway now exists on that corridor.

CRITICAL LAND USE AND ENVIRONMENTAL FACTORS

The following critical environmental factors will play a significant role in the development and refinement of improvement options, including:

- Agriculture is vital to the economic health of the corridor study area in Madison County. Impacts to prime farmland in the Madison County portion and division of farmable property within the entire corridor should be minimized to the maximum extent possible. The NRCS will require investigation into potentially significant impacts to prime farmland. In analyzing alternatives, the impacts on contiguous agricultural properties and the crossing of irrigation canals, ditches and pipelines must be considered.
- Geology and soil factors, including fault lines, steep slopes, and soil types contributing to unstable areas are hazards for potential expansion of road corridors. The hazards should be mapped and avoided wherever possible. Soils have characteristics including potential frost action, shrink-swell potential, hydrologic group and erodibility that must be considered in engineering design.
- Precise identification of environmentally hazardous locations such as landfills, hazardous waste sites, LUSTs and USTs, and other contaminated areas will influence the location of potential improvement options.
- Water resources are important in the entire study area and will be an important factor in the selection of improvement options. Fish and wildlife resources are dependent upon access to water. Waterbody crossings will be particularly critical.
- Wetlands will be a critical factor in the analysis of improvement options, especially given their association with threatened and endangered species in the study area. Impacts to jurisdictional wetlands and waters of the State must be avoided and minimized to the extent possible.
- There are two major concerns regarding wildlife, fish and plant resources in the study area: (1) fish and wildlife uses of streams, rivers and wetlands along the corridor; and (2) displacement of big game from winter range along the corridor. In addition, several threatened and endangered species are known to exist within the study area.

Chapter 5 - Impacts of Growth and Future Needs

Introduction

The purpose of the Teton County Transportation System is to provide a safe, efficient and logical hierarchy of roadways that meets the growing commercial, personal and emergency needs of Teton County residents and visitors to the region.

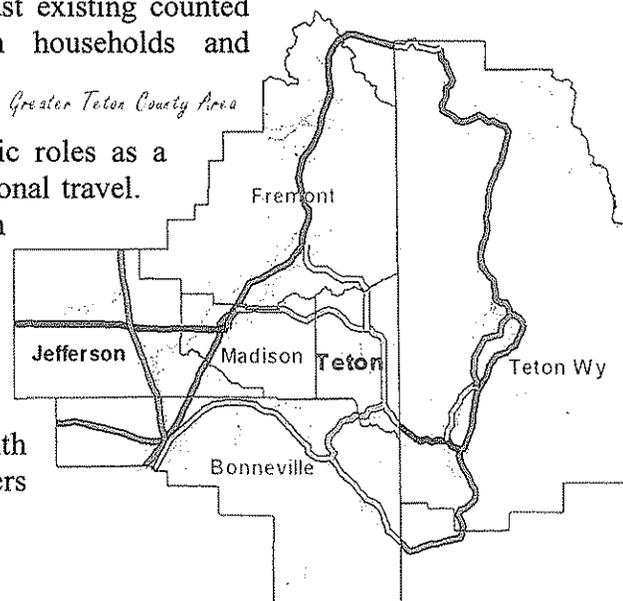
The evaluation of future needs for the Teton County Transportation System Plan is shaped by this Purpose Statement and the Goals developed for this plan. Existing transportation conditions and projected future transportation conditions are evaluated in terms of the Purpose Statement and Teton County Goals to determine what general types (and general locations) of improvements are needed to improve the current system or mitigate the impacts of future traffic growth on the system. The Needs Assessment is also based on advisory committee input and public comments received at meetings, written comment forms, and Internet surveys. Much of the discussion regarding Teton County Transportation System focuses on SH-33, since the corridor is the major arterial connecting Teton County communities, and it forms an important linkage to communities to the west and to Teton County, Wyoming.

Aside from transportation needs, it is important to note that an overriding community need in the Teton County region is to maintain the existing rural character and natural beauty of the area. Part of the Teton Scenic Byway runs north-south through Teton County along SH-32, SH-33, and SH-31. This need is identified in almost all of the comprehensive plans for jurisdictions in the study area, and should guide the development of improvement options.

In fulfilling this purpose, the County transportation system needs to provide safe and efficient operations, safe access to existing and future residences and businesses, and appropriate roadway designs to safely accommodate present and future traffic needs throughout the corridor.

Future Travel Demand

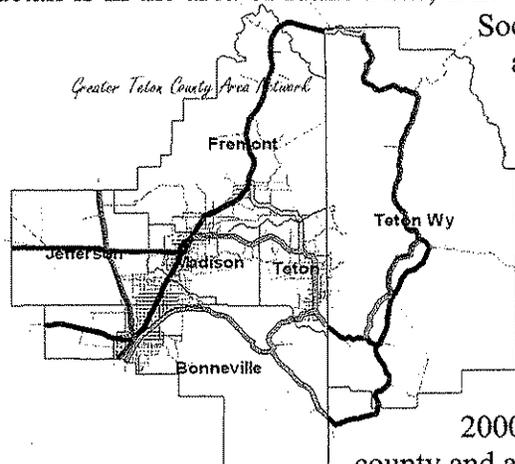
In preparation of the Teton County Transportation Plan, the study effort required estimating future travel conditions within Teton County, Idaho and corridor-specific traffic forecasts. The study team sought a model that would adjust existing counted traffic volumes by expected growth in households and employment for transportation analysis zones (TAZ) within Teton County. The County and State Highway 33 play strategic roles as a destination and gateway corridor for recreational travel. Teton, Driggs, and Victor are three towns in the County in which residents provide seasonal employment to surrounding areas. Growth in surrounding counties will play an important part in determining future countywide travel demand and transportation system performance. With Census Bureau data and roadway layers



available in Geographical Information Systems (GIS), the study team increased the study area to include surrounding Counties. This Greater Teton County Area captures significant nearby population, employment, and recreational centers. Cordon stations at the outer edges of the study area are used to capture external traffic flows. Traffic analysis zones (TAZs) within the six-county area are composed of block group boundaries established by the Bureau of Census for 1990. The need for a reasonable number and distribution of traffic load points on the roadway network required the study team to disaggregate the four block groups designated in Teton County into 23 TAZs. In all other counties, the TAZs are the designated Census block groups. (see **Appendix C** for a detailed description of the study area travel model geography).

Data Capture

The highway network includes the major State Highway corridors and select local streets to provide sufficient load points. The load points are determined by the density of TAZs, which in turn are closely related to density of population and employment. The greatest level of network detail is in the area of Idaho Falls, followed by the Rexburg area and then within Teton County.



Socio-economic activity in the Jackson Hole, Wyoming area produced a high number of TAZs, but a limited GIS roadway layer lead to a less accommodating network detail. Network attributes of lanes, lane capacity, and free flow speed where extracted from the GRAIL database and study area field reconnaissance.

County wide socio-economic landuse forecasts from the State of Idaho, Division of Financial Management (DOFM), January 2000 Annual Tables were used for 2000 and horizon year 2020. The forecasts are for each county and are allocated to TAZs within each county. The allocation and estimation of socio-economic data is summarized in **Appendix C**.

Forecasts

Appendix C details the specific steps to estimate the study area travel demand model and forecasts. The model was validated by comparison to counted traffic. The future land use was run through the model process to produce 2020 forecast volumes. A ratio of horizon year 2020 forecasts and year 2000 model estimates was applied to actual counted traffic to maintain a count-based estimate of traffic using SH-33 in Teton County. **Exhibit 5-1** illustrates the year 2020 traffic conditions for the SH-33 corridor and immediately surrounding arterial system in terms of Volume-to-capacity ratios. As shown, the section of SH-33 from Driggs to Wyoming is estimated to operate near capacity given its current geometric and traffic control system

Parts of the County roadway system are forecast to carry significantly higher volumes of traffic. The roadway system is, however, forecast to operate at acceptable levels of service. SH-33 is forecast to operate near capacity given its current geometric and traffic control system. The impacts of the increased traffic on SH-33 will be most significant at the intersections of the County roadway network and SH-33. The delay (or wait time) will increase for vehicles making left turns or through movements. Many intersection improvements are proposed for SH-33 (center turn lanes, etc.). Improvements to the intersecting County roadways should be

coordinated with improvements to SH-33. These improvements could include minor widenings to allow striping of right-turn lanes and/or left-turn lanes. The addition of left turn lanes and/or right turn lanes at the intersections of County collector roadways and SH-33 will reduce conflicts, improve safety, and help ensure the continued smooth operation of the County roadway network.

The increase in traffic on SH-33 also raises the importance of upgrading the County roadway network to allow alternate routes to SH-33. One significant set of projects is upgrades to several north-south westside roadways. When upgraded, the route will provide an alternate north-south route on the west side of SH-33 that is open all year.

Needs Assessment

The following paragraphs discuss the needs for Teton County in terms of type of need. The types of needs are then sub-grouped by mode (auto and truck, bicycle and pedestrian, etc.).

Connectivity, Capacity, and Modernization Needs (Goals 1, 5, 6)

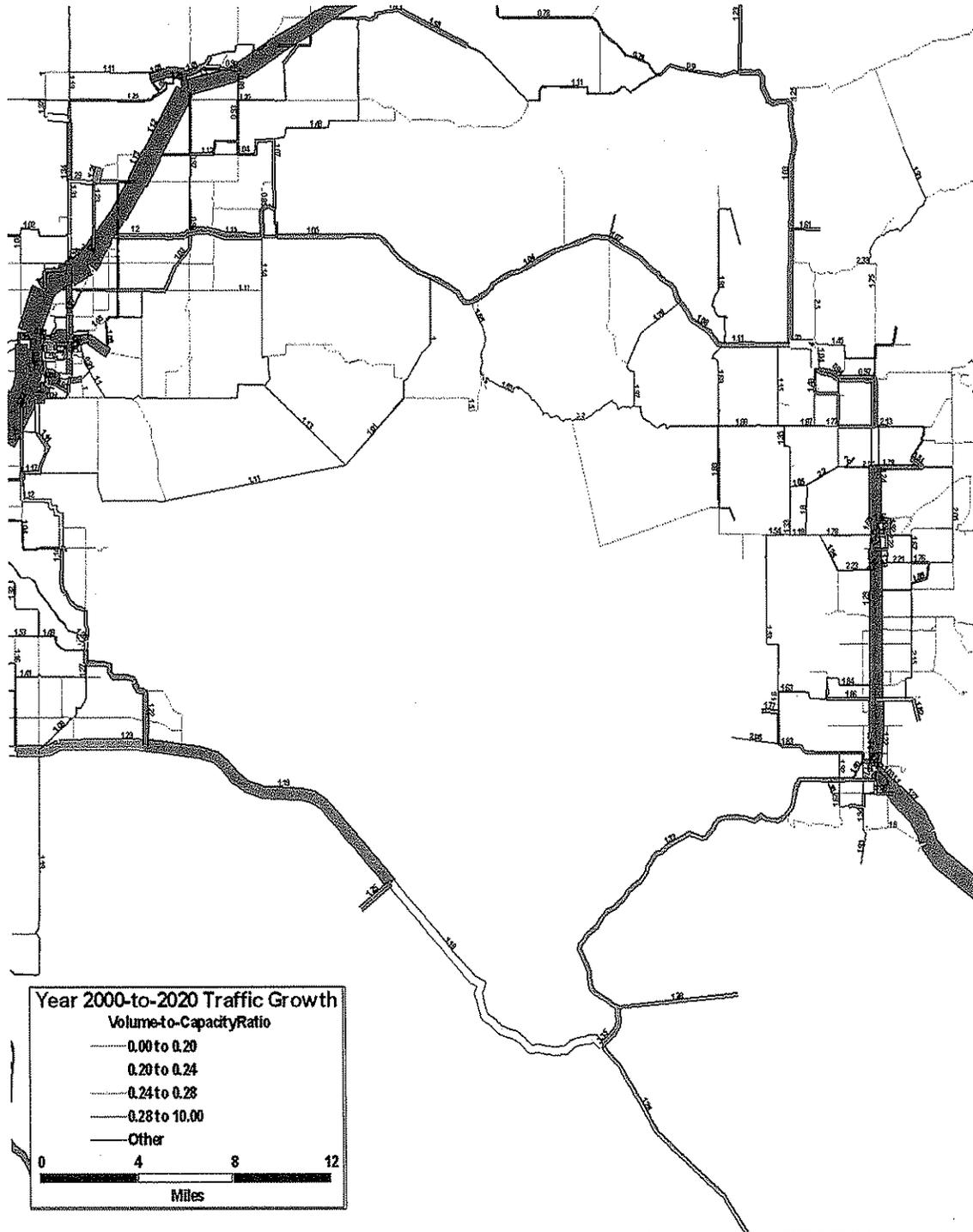
Connectivity needs are needs for direct routes (often times, "grid" street patterns), which enhance traffic operations by offering choices in travel routes and potentially reducing travel times (which also can potentially reduce air emissions). Connectivity is one of the largest issues in terms of transportation policy in Teton County, particularly for those areas west of SH-33. In addition to improving travel efficiency, capacity needs are correlated with the ability of a roadway to accommodate vehicles. Capacity improvements most often are intended to improve level of service (LOS--the ratio of traffic volume to road capacity) and mitigate congestion (road widening, and in some cases, re-striping, are examples of capacity improvements). Modernization needs are needs for improvements on existing roadways, such as the addition of turn-lanes, additional lanes, sidewalks, or bike lanes. The connectivity, capacity, and modernization needs identified in this plan are based on the examination of existing and future transportation conditions, public comment received from meetings, comment forms, and surveys, and review of the planned improvements for major roadways in the county.

Auto and Truck

Community leaders and county residents have raised connectivity concerns regarding county road improvements west and east of SH-33 for purposes of enhancing circulation and providing route alternatives. Teton County Goal #5 states that Teton County will plan and develop an alternate north south route parallel to SH-33 between the Victor area and SH-33 west of Teton.

As stated in the Existing Transportation System Conditions chapter of this plan, the ITD level of service threshold for rural highways, such as SH-33, is LOS C, although LOS D is permissible where conditions dictate. According to the analysis of existing LOS on the corridor, the only location in the county where LOS was lower than LOS C was north of the City of Driggs (mileposts 140.285-140.515) where the roadway was LOS D. This section of the SH-33 corridor will likely need attention to prevent further degradation of its performance.

Exhibit 5-1 Forecast Growth Factors Applied to Year 2000 Ground Counts And Year 2020 Volume-to-Capacity Ratios



Projected corridor LOS for the Year 2020 indicate that, assuming no improvements are made to the corridor, daily LOS levels will for the most part remain unchanged. The section of the corridor north of Driggs (MP 140.285-141.785) will continue to operate at LOS D. Levels of service at intersections of the County roadway network and the State roadway network will likely degrade as the region continues to grow. Many of the intersections along the SH-33 corridor include proposed improvements in the SH-33 Corridor Plan.

Bicycle and Pedestrian

Bicycle and pedestrian system connectivity, within and among Teton County communities, is a concern for area residents. Residents specifically point to the need for a bicycle/pedestrian linkage between Tetonia and Driggs, and then through Driggs to connect with the existing off-street pathway between Driggs and Victor along old railway right-of-way. Potential needs may include a system of multi-use paths and bicycle lanes to connect communities along the corridor.

Public Transportation

Public transportation systems can mitigate congestion and level of service issues and provide a transportation option for county residents. A more comprehensive public transportation program in the Teton County region has been identified by area residents as well as the ITD's *FY 2001 Program Information Guide* (the Guide) as a regional need. According to the Guide, the public transportation needs and strategies for Teton County include:

- Demand-response: Maintain existing service.
- Rideshare: Develop coordination for students attending Idaho State University, Eastern Idaho Technical College, and Ricks College (Brigham Young University, Idaho).
- Intercity: Maintain service from Driggs to Rexburg and Driggs to Jackson and Alta, Wyoming; maintain loop service between Swan Valley, Victor, Driggs, and Idaho Falls.
- Volunteer: Implement service in Teton County.
- Coordination: Seek opportunities to coordinate services.

Residents have expressed the need for public transportation options, particularly between Teton County communities and the Jackson, Wyoming area, as many people live in Teton County but work in Jackson.

Safety and Signage Needs (Goal 1)

Safety needs, for all modes of travel, are important considerations for the Teton County transportation system. Safety issues often occur at intersections, where several types of modes of traffic are headed in several different directions, lending opportunity for conflicts. Other safety issues are related to weather or roadway characteristics. Signage needs are often a subset of safety needs because proper signage warns motorists, pedestrians, and bicyclists of potential hazards along a roadway. However, signage needs can also relate to information (speed, locations of rest areas, attractions, or other locations, etc.).

Auto and Truck

Several improvements are programmed to improve safety for auto and truck traffic in the County. Planned improvements include: (1) the addition of a traffic signal at the intersection of SH-33 and FH 76 (Little Ave/Ski Hill Road) (milepost 141.280), (2) the addition of a metal guardrail from Victor to the Idaho/Wyoming state line on SH-33 (milepost 149.960), (3)

pavement rehabilitation on SH-31 from Pine Creek summit to Junction SH-33 (milepost 14.100), and (4) and modernization of Ski Hill Road.

Roadway

Most safety issues identified on the County roadway system occur at intersections with the State roadway network. Most of these intersections of concern are identified and covered as part of the SH-33 Corridor Plan.

Bridges

Six bridges along highways in Teton County do not meet ITD state standards. Bridges in Idaho are assigned a sufficiency rating from 0 to 100 (100 representing the best possible conditions) for each direction of travel. The sufficiency rating is determined by its structural adequacy, compliance with current design standards, importance for public use, and eligibility for Highway Bridge Replacement and Rehabilitation Program (HBRRP). A bridge must have a sufficiency rating between 50 and 80 to be designated as needing rehabilitation. The South Fork Leigh Creek Bridge (SH-33, milepost 135.78), the Canyon Creek Bridge (SH-33, milepost 115.544), the Trail Creek Bridges (SH-33, milepost 153.000 AND milepost 151.062), the Moose Creek Bridge (SH-33, milepost 153.224), the Spring Creek Bridge (SH-33, milepost 134.2), the Badger Creek Bridge (SH-32, milepost 2.5), the Swanner Creek Bridge (SH-32, milepost 7.0), and the Trail Creek Bridge (SH-31, milepost 20.604) all rate between below 80.

Signage

There are two needs in terms of signage in Teton County: the need to relocate signs that do not meet nationally recognized spacing standards and the need to put up signs where there may be a need (such as speed limit signs and locations impacted by inclement weather conditions). The signage system on the County roadway network is minimal. Future improvements should include the addition of speed signs, access signage to regional recreation destinations, and bicycle routing signage.

Bicycle and Pedestrian

According to Appendix B of the *Idaho Bicycle and Pedestrian Transportation Plan* (January 1995), roadway shoulders on highways should generally be at least six (6) feet wide to safely accommodate bicycle travel. Minimum shoulder width under severe physical width constraints with a closed shoulder (curb or guardrail) should be five (5) feet, and minimum shoulder width under severe physical width constraints with an open shoulder should be four (4) feet. Many of the roadway shoulders along the SH-33 corridor (the main arterial between Teton County communities), particularly between Teton and Teton and south of Victor (where there are no off-roadway options), are fairly narrow (approximately 0-1 feet wide).

Development of parallel bicycle routes on the County roadway network should be considered. Pedestrian and bicycle crossings of SH-33 are also a concern, especially within the communities along the corridor. Crossing improvements, such as pedestrian signals, signage, bulb-outs, or raised crosswalks should be examined as options within downtown areas along the corridor.

Access Needs (Goal 3)

Access needs can be categorized into two groups: needs for access to adjacent properties and needs for access management (techniques employed for more effectively managing access to adjacent properties). The need for access to properties adjacent to a roadway arises when

landowners wish to quickly access their land and allow customers to access their land (and perhaps development on that land). Access management acknowledges the need for residential, commercial, and industrial property access, but also recognizes the need to keep traffic flowing and keep safety hazards at a minimum.

On a roadway where access is not managed, access to and from the roadway occurs via roadways and often, many driveways. On a roadway where access is not managed, these driveways have few to no spacing standards. Therefore, the multiple access points (driveways and roadways) help to create congestion and increased opportunities for accidents because motorists are constantly slowing down or stopping to turn right or left. Access management tries to limit the amount of slowing and stopping by controlling where people slow down, stop and turn. One example of access management would be limiting direct access to a roadway to major roadways with usage of a frontage road—in this case, motorists would access adjacent property by turning at a designated intersection, accessing a frontage road, and turning into the property driveway from the frontage road. There are several levels of access management, however.

In general, access is not a significant issue on the County roadway network. The issue of primary concern is access to the State roadway network. Where possible, land developments within the County should access the adjacent County roadway network. The County roadway network can then funnel traffic to the State roadway network. Also of concern is ensuring that County land developments do not access the County roadway network too closely to the intersection with the State roadway network. Close access points can lead to congestion at these intersections and increases the likelihood of accidents.

Jurisdiction Coordination and Funding Structure Needs (Goals 2 & 4)

Jurisdiction coordination needs are particularly important in Teton County because of its proximity to Jackson, Wyoming. Roadways in Teton County are used by both commuters (traveling from home in Teton County to work in the Jackson area) and tourists (traveling among the natural attractions in Teton County and northwestern Wyoming). The management of Teton Pass could benefit from partnerships among federal (National Forest, etc.) officials, state officials, and local officials from both Idaho and Wyoming.

Auto and Truck

A major traffic pattern that has emerged on Teton Pass (SH-33) between Idaho and Wyoming is commuter traffic traveling east from Teton County to the Jackson, Wyoming area in the morning, and traveling west from Jackson to Teton County in the evening. Coordination between Idaho and Wyoming officials may be necessary to comprehensively address the issues on this stretch of SH-33.

Bicycle and Pedestrian

Inter-jurisdictional coordination may be needed to establish a connected pedestrian and bicycle system among the communities in Teton County, particularly Victor, Driggs, and Tetonia. The linkage between Victor and Driggs already exists as an off-roadway multi-use path along old railroad right of way. An off-roadway multi-use path from Tetonia north into Fremont County is scheduled for improvement. The alignment will primarily follow the old railroad right-of-way. The primary remaining connection is from Tetonia south to Driggs.

Public Transportation

A formalized public transportation system would likely require jurisdiction cooperation among state and local officials from both Idaho and Wyoming. One of the greatest needs in terms of public transportation service is the connection for employees living in Teton County and working in the Jackson, Wyoming area.

Chapter 6 - Recommended Improvements and Implementation

SUMMARY

The Teton County Transportation Plan includes separate elements for recommended roadway standards and transportation improvements. The Plan includes recommended improvements to the Teton County road, bicycle, pedestrian, and public transportation system. Other components of the Plan include recommended transportation policies and standards to effectively guide plan development. These include rural roadway design standards, functional classification and access management policies.

RECOMMENDED ROAD STANDARDS

Roadway Standards

Roadway standards link the design of a roadway to its function. Function is determined by operational characteristics (e.g., traffic volume, operating speed, safety, and capacity). Roadway design standards help guide the development of roadways which are both safe and consistent. Additionally, they simplify the administrative process associated with the planning and construction of a new roadway. The development of the Teton County Transportation Plan provides the County with an opportunity to review and revise roadway design standards to more closely fit with the functional roadway classification and the goals and objectives of the Transportation Plan. Roadway design standards are based on experience, and policies and publications of the profession. The recommended rural roadway standards are summarized in **Table 6-1**. These standards are intended to guide new road development, not retrofitting of existing roadways. These rural road standards would be applied only to those county roads outside the cities. On state highways the Idaho Transportation Department (ITD) highway design standards should apply to all new projects.

**Table 6-1
Recommended Rural Roadway Design Standards**

Classification	Minimum Right-of-Way Width	Minimum Improvement Width
State Highways (Arterials)	(ITD standards)	
Major Collector	60 feet	36 feet
Minor Collector	60 feet	34 feet
Local	50 feet	28 feet

Functional Classification

Teton County roads and highways should be classified according to their function, providing for consistency in construction, operation and maintenance. The functional hierarchy of roadways provides: grouping of roads and highways by the service they provide; facility definitions to handle different desired levels of access and mobility; an understanding of how a roadway is being used; and, guidelines on how roads are to be designed. The function of the road within the roadway system and the types and intensities of land use along their routes are other important factors in their appropriate designation. **Map 6-1** shows the existing functional classification.

Based on the anticipated use and function of the State and County roadway system in Teton County, a number of functional classification changes will be necessary. The recommended functional classification revisions to the Teton County roadway system is listed in **Table 6-2**.

State Highways (Arterials) provide linkage between population centers within and through Teton County. As shown in **Map 6-1**, the Functional Classification Map, within Teton County these roadways include State Highways 33, 31 and 32. Generally, State Highways have been built to rural standards and do not include curb, gutter or sidewalks except for some sections within the cities of Driggs, Victor and Teton. The shoulder of the road generally serves both pedestrian and bicyclist needs, with a ditch for drainage as needed.

Major Collectors provide primarily circulation and access for intra-county through-movements with some local access within the rural areas of Teton County. Unlike arterials, access control may not be required. Some of the major collectors in Teton County are paved. Major collector streets include Packsaddle Road, Cutoff Road, Bates Road, Cedron Road, Teton Canyon Road, Victor-Cedron-Bates Road and Ski Hill Road.

Minor Collectors provide both local access and circulation within rural areas of Teton County, distributing trips from the arterials and major collectors through the area to their ultimate destinations, often serving abutting uses directly. Many of the minor collector roadways in Teton County are unpaved.

Local Roadways have the primary function of providing access to immediately adjacent land and serve little or no through traffic. They are generally narrower than collector roadways. Most of the rural local roadways in Teton County are unpaved.

Map 6-1: Proposed Functional Classification

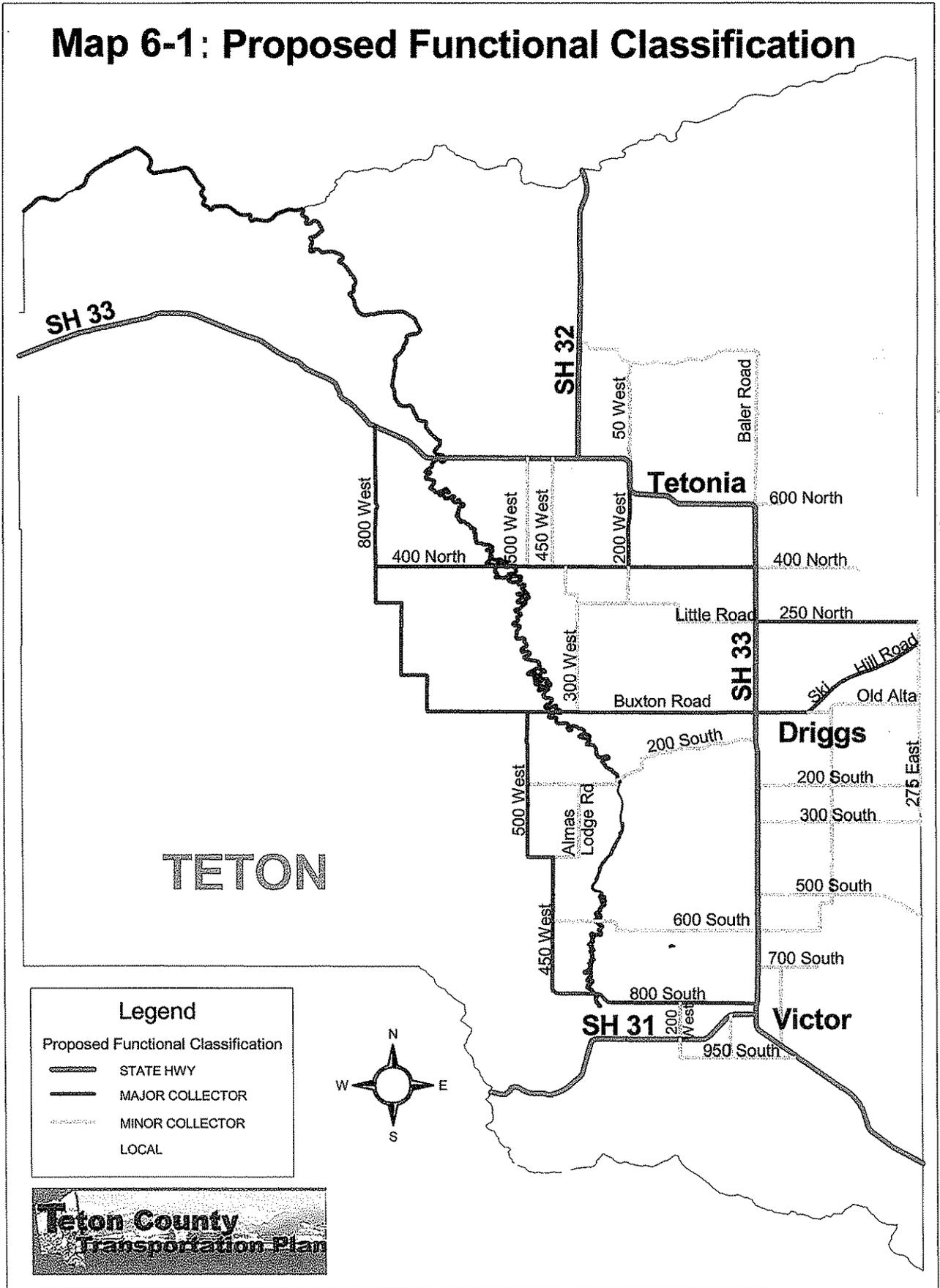




Table 6-2 Recommended Revisions to Teton County Functional Classification

Road	From	To	Current Designation	Future Designation
Baler Road	SH-33	50 West	Minor Collector	No Change
500 West	400 North	SH-33	Minor Collector	No Change
450 West	400 North	SH-33	Minor Collector	No Change
400 North	800 West	SH-33	Minor Collector	Major Collector
800 West	200 South	400 North	Minor Collector	Major Collector
800 West	400 North	SH-33	Local	Major Collector
300 North Road	200 South	400 North	Minor Collector	No Change
300 North Road	Hall Road	300 North Road	Local	Minor Collector
425 West	300 North Road	400 North	Minor Collector	No Change
200 South	800 West	500 West Rd	Minor Collector	Major Collector
200 South	500 West Rd	SH-33	Major Collector	No Change
Old Rightaway Rd	800 West	400 North	Minor Collector	Local
Little Road	Hall Road	SH-33	Minor Collector	No Change
275 East	300 South	Ski Hill Road	Minor Collector	No Change
Ski Hill Road	SH-33	Wyoming State Line	Major Collector	No Change
Old Alta Road	Ski Hill Road	275 East	Minor Collector	No Change
300 South	SH-33	275 East	Minor Collector	No Change
500 South Road	SH-33	Middle Darby Rd N & S	Minor Collector	No Change
500 South Road	Middle Darby Rd N & S	Wyoming State Line	Minor Collector	No Change
450 West Rd	800 South	200 South	Major Collector	No Change
600 South	450 West Rd	1.5 Miles West of SH-33	Minor Collector	No Change
600 South	1.5 Miles West of SH-33	SH-33	Major Collector	Minor Collector
800 South	450 West Rd	SH-33	Minor Collector	Major Collector
200 West	SH-31	800 South	Minor Collector	No Change
200 West	950 South	SH-31	Local	Minor Collector
Pole Canyon Rd	950 South	SH-31	Minor Collector	No Change
950 South	200 West	SH-33	Minor Collector	No Change
250 North Rd	SH-33	275 East	Local	Major Collector
800 West	400 North	SH-33	Local	Major Collector
Middle Darby Rd N & S	500 South Road	Old Alta Road	Local	Minor Collector
50 West	SH-33	50 West	Local	Minor Collector
50 West	SH-32	Baler Road	Local	Minor Collector
200 South	SH-33	Middle Darby Rd N & S	Local	Minor Collector
200 South	Middle Darby Rd N & S	275 East	Local	Minor Collector
Unnamed Street	SH-33	700 South	Local	Minor Collector
700 South	SH-33	Unnamed Street	Local	Minor Collector
275 East	250 North Road	600 North	Local/Private	Minor Collector
600 North	SH-33	275 East	Local	Minor Collector
S Bates Road	SH-33	450 West Rd	Local	Minor Collector
Almas Lodge Road	450 West Rd	S Bates Road	Local	Minor Collector
400 North	SH-33	2 miles east of SH-33	Local	Minor Collector

Bike Lanes. For the most part, rural roadways do not require separate bikeway facilities. Bicyclists can generally be accommodated on the shared roadway or on a shoulder, depending on traffic volumes. In areas with higher bicycle use, striping the shoulder for a bicycle lane may be appropriate. The Teton County major collector road network should function as the regional bike network. As through-roadways are upgraded, consideration should be given to striping bike lanes on the major collectors roads. Minor collectors and local roads will not require striped bike lanes. The likely off-system connection from Driggs to Tetonina should be as follows:

- 200 South - SH-33 to 300 North
- 300 North – 200 South to 400 North
- 400 North – 300 North to North Cache Road; and ,
- North Cache Road – to Tetonina

Sidewalks. Rural roadways generally do not require separate pedestrian facilities. Pedestrians can usually be accommodated on the shoulder of the roadway. In areas with high pedestrian activity, a separate pathway should be considered.

Access Management Plan

Access management is a key mechanism for maintaining a transportation system. Due to delays and safety hazards created by turning movements, too many access points can diminish the functionality of an arterial. Historically, the response to this situation is to add lanes to the roadway, but this can lead to increases in traffic and, in a cyclical fashion require increasingly expensive capital investments to continue to increase capacity. Cost savings is not the only reason to manage access. Additional driveways along arterial roadways increase the opportunity for vehicular conflict. Research has shown a direct correlation between the number of access points and collision rates.

As Teton County continues to develop, the arterial/collector/local street system will become more heavily used and relied upon for a variety of travel needs. As such, it will become increasingly important to manage access on the existing and future arterial/collector roadway system as new development occurs. One of the objectives of the Teton County Transportation Plan is to develop an access management plan that maintains and enhances the integrity (capacity, safety, and level-of-service) of the area's arterials and collectors. To accomplish this, an access management policy and implementation plan must be developed that will control access to and operation of these roadways.

Table 6-3, below, provides general access management guidelines for each of the rural roadway classifications.

Table 6-3: Suggested Access Management Guidelines for Teton County Roadways

Functional Classification	Intersection			
	Public Road		Private Drive	
	Intersection Type	Spacing	Intersection Type	Spacing
Teton Co. Roads				
Major Collector	at-grade	¼ mile	Left/Right Turns	500 feet
Minor Collector	at-grade	¼ mile	Left/Right Turns	300 feet
Local	at-grade	200-400 feet	Left/Right Turns	Access to each lot.
State Highways (33, 31 & 32)	(See ITD Standards)			

Roadway System

The Teton County Transportation Plan recommends a detailed program of collector and arterial road and bridge improvements as listed below and shown in Map 6-2. The Teton County Transportation Plan identifies those transportation projects and programs, which together with the existing transportation system, will serve the land uses as defined in the Teton County Comprehensive Plan. Over the next 20 years these road projects will increase traffic safety and capacity and enhance connectivity and circulation throughout Teton County.

Any new road construction or road widening project that expands the roadway system capacity is defined as a capacity improvement. Road upgrades and safety projects (i.e., all non-capacity work) generally include improvements to existing facilities such as roadway reconstruction or intersection upgrades, that increase the level of safety or efficiency.

Table 6-4 describes the purpose and scope of each transportation improvement project, by number, at the planning level. Prior to project design and construction, specific environmental impacts, grading requirements, and roadway alignments should be analyzed as necessary.

Exhibit 6-1 illustrates the recommended concept intersection improvements along SH-33.

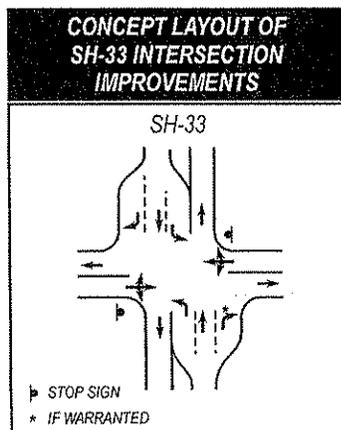


Table 6-4 Project Descriptions

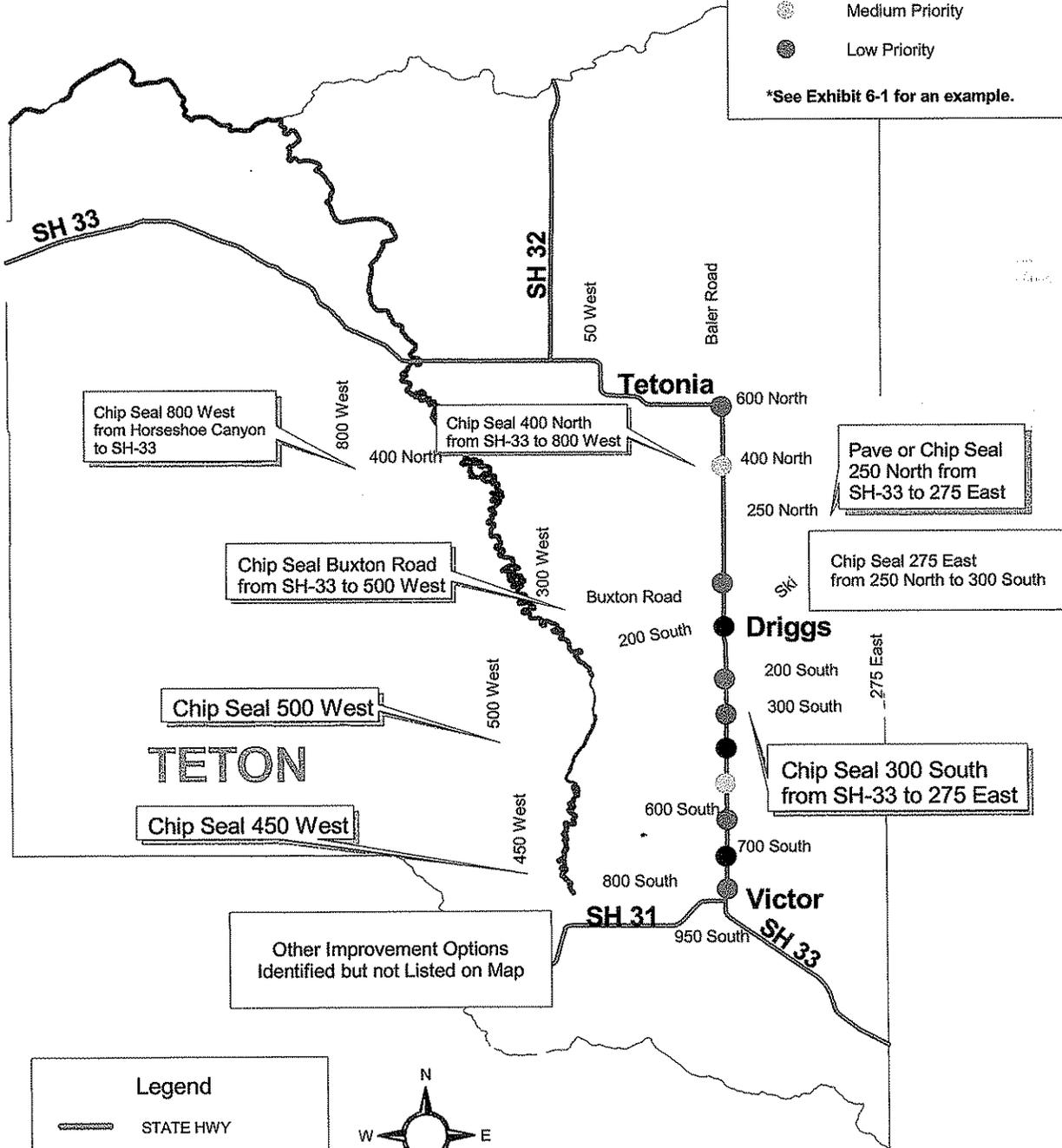
Project No.	Project Location	Project Description
Short Range		
1 / 2	250 North: SH-33 to 275 East	The roadway is currently graveled. It is recommended the roadway either be chip sealed or paved to meet the proposed upgrade of the functional classification.
3 / 4	275 East: 250 North to Ski Hill Rd	The roadway is currently graveled. It is recommended the roadway either be chip sealed or paved to meet the proposed upgrade of the functional classification.
5	800 West: Horseshoe Canyon to SH-33	A major component of the recommended improvements is to upgrade all roadways classified as Major Collectors. The upgrade recommendation for most Major Collectors is chip sealing. The roadway is currently graveled. 800 West is also a component of the roadway alignment in west Teton County
6	450 West: 800 South to 200 South	A major component of the recommended improvements is to upgrade all roadways classified as Major Collectors. The upgrade recommendation for Major Collectors is chip sealing. The roadway is currently graveled. 450 West is also a component of the roadway alignment in west Teton County
7	200 South: 500 West to 800 West	The upgrade recommendation for this roadway is chip sealing.
Medium Range		
8	300 North: 200 South to 400 North	The upgrade recommendation for this roadway is chip sealing.
9	Middle Darby Rd N and S: 200 South to 500 South	The upgrade recommendation for this roadway is chip sealing.
10	275 East: Ski Hill Rd to 300 South	The upgrade recommendation for this roadway is chip sealing.
11	800 South: SH-33 to 450 West	The upgrade recommendation for this roadway is chip sealing.
12	300 South: SH-33 to Middle Darby Rd	The upgrade recommendation for this roadway is chip sealing.
13	600 South: SH-33 to 450 West	The upgrade recommendation for this roadway is chip sealing.
14	200 West: SH-31 to 800 South	The upgrade recommendation for this roadway is chip sealing.
15	300 North: 400 North to SH-33	The upgrade recommendation for this roadway is chip sealing.
16	500 South: SH-33 to Middle Darby Rd	The upgrade recommendation for this roadway is chip sealing.
17	400 North: SH-33 to 800 West	The upgrade recommendation for this roadway is chip sealing.
Long Range		
18, 19, 20, 21, 22, 23	Various Bridges in Teton County	Many of the bridges in Teton County will likely require rehabilitation within the next twenty years. ITD tracks bridge conditions and administers bridge rehabilitation funds. The County should coordinate with ITD to determine the rehabilitation schedule.

Map 6-2: Teton County Recommended Improvements

SH-33 Intersection Improvement Priorities*

- Development Related
- High Priority
- Medium Priority
- Low Priority

*See Exhibit 6-1 for an example.



1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100.

Bikeway System

Currently, bicyclists in Teton County share the roadway with motorists on most of the county roads. Given the size of the county, the extremely low population density and the generally low traffic volumes, bicycle-only facilities, such as dedicated bicycle lanes, would likely be of little benefit in creating a modal shift toward bicycling in Teton County. However, providing wide shoulders on all new or widened roadways will increase bicycle safety as well as providing enhanced opportunities for pedestrian and equestrians. Shoulder improvement projects are described in the Roadway Plan above. The major collector network should function as the regional bike network. As these roadways are upgraded, consideration should be given to striping bike lanes. **Map 6-3** illustrates the current and planned bikeway system for Teton County, including multi-use trails as part of the pedestrian system.

Pedestrian System

Walking is our most basic transportation mode and a popular form of recreation. In rural areas it is typical to accommodate pedestrians on roadway shoulders. Given the size of Teton County, the extremely low population density and the generally low traffic volumes, pedestrian-only facilities improvements such as sidewalks would likely be of little benefit in creating a modal shift toward walking in Teton County. However, providing wide shoulders on all new or widened roadways will increase pedestrian safety as well as providing enhanced opportunities for bicyclists and equestrians. Shoulder improvement projects are described in the Roadway Plan above.

Transportation Demand Management

The goal of transportation demand management (TDM), is to reduce or redistribute peak travel demands in order to more efficiently use the transportation system, rather than building new or wide roadways. There is a wide range of techniques which have been successful in other communities and which could be initiated to help alleviate some traffic congestion (e.g., carpooling and vanpooling, alternative work schedules, bicycle and pedestrian facilities). However, the effectiveness of many of these TDM measures is dependent upon sufficient population densities or unique land use activities which are prominent in the Teton County area. Three TDM measures with specific application in Teton County can be quite successfully included: 1) shoulder improvements to accommodate bicycle travel; 2) rideshare program enhancements; and, 3) flex time and stagger-shift programs at large employment centers (Teton County, Wyoming).

In Teton County, where local traffic volumes on the county road network are generally low and the population and employment bases are relatively small, implementing TDM strategies is not effective in most cases. However, implementing roadway shoulder improvements for bicyclists and pedestrians when making other road improvements, can encourage the use of alternative modes and thus is considered a TDM strategy.

Because intercity commuting is a significant factor in Teton County, particularly along SH-33, residents who live in Teton County, Idaho and work in Wyoming should be encouraged to carpool with a co-worker, if possible. Teton County should coordinate with its Wyoming counterpart to develop and maintain a referral, information and coordination rideshare service for carpooling. The focus of the rideshare program would be to inform the employees of the various

companies and organizations in Teton County, Wyoming of the benefits of carpooling; to provide a centralized service for those employees who wish to join a car pool; and, to build a base for future vanpool service for intercity transportation.

In addition, the rideshare program could establish a phone line with a computer database link for county residents to call and indicate interest in participating in a carpool. Once a month a list of interested participants would be mailed to those in the same location. Employer contacts and public service announcements would be used to help increase the number of participants. Twice a year participants would be contacted to determine the actual number of carpools and estimated number of rides shared. Additionally, the future need for intercity vanpools would be evaluated.

Flex time and staggered shifts at larger employers can not only increase opportunities for successfully ridesharing but can decrease peak hour demand and thus reduce peak hour congestion.

No costs have been estimated for the TDM plan. Grants may be available to set up a rideshare program.

Public Transportation Plan

Public transportation systems can mitigate congestion and level of service issues and provide a transportation option for residents. A more comprehensive public transportation program in the Teton County region has been identified by area residents as well as the ITD's FY 2001 Program Information Guide (the Guide) as a regional need. According to the Guide, the public transportation needs and strategies for Teton County includes:

- Demand-response: Maintain existing service.
- Rideshare: Develop coordination for students attending Idaho State University, Eastern Idaho Technical College, and Ricks College (Brigham Young University-Idaho).
- Intercity: Maintain service from Driggs to Rexburg and Driggs to Jackson and Alta, Wyoming; maintain loop service between Swan Valley, Victor, Driggs, and Idaho Falls.
- Volunteer: Implement service in Teton County.
- Coordination: Seek opportunities to coordinate services.

The plan should also list development of a designated park-and-ride facility near Victor. The new park-and-ride facility could be used by car- and vanpoolers, and those taking bus service over the pass to work in Jackson



IMPLEMENTATION PROGRAM

Implementation of the Teton County Transportation Plan may require changes to the County's Comprehensive Plan and Zoning Code to implement the recommended Long-Range Capital Improvement Plan (see below). These actions will enable Teton County to address both existing and future transportation issues throughout the county in a timely and cost effective manner. **Exhibit 6-2** provides an outline for Teton County Transportation Plan implementation. It is intended to provide the county with guidance in terms of the projected timeframes and partnerships available for the various projects outlined above.

Long-Range Capital Improvement Plan

The implementation plan is summarized by a long-range capital improvement plan (CIP) for Teton County. The purpose of the CIP is to guide growth and the timing by which needed transportation improvement projects are funded and scheduled. The Teton County CIP should be coordinated and integrated with regular updates of ITD's State Transportation Improvement Program (STIP). Coordinated capital improvement plans are essential since many of the recommended projects in the CIP include ITD coordination.

As illustrated in **Table 6-5**, the Teton County CIP is categorized in short, medium, and long-range periods over the 20-year time frame. Project prioritization is based on current needs and needed improvements to serve expected growth. The prioritization and schedule of projects generally reflects the planned availability of state and local revenues. Planning costs listed in Table 4 are shown in 2000 dollars. These costs include estimates for right-of-way, design, construction and contingencies. A summary of the cost assumptions is contained in **Appendix D**.

EXHIBIT 6-2

TETON COUNTY TRANSPORTATION PLAN

POLICY MATRIX – August 23, 2001

| GOALS | TETON COUNTY POLICIES | |
|---|---|---|
| <p>The Teton County Transportation System will be planned and organized to include arterials, collectors and local roads that meet the needs of in county and through county travelers.</p> | <ol style="list-style-type: none"> 1. Teton County will plan, identify and designate a hierarchy of roadways to include local, collector and arterials 2. Teton County will develop a program of road maintenance that supports and compliments the roadway designation system 3. Teton County should develop and implement access control policies that support each level of roadway designation | <ol style="list-style-type: none"> 4. Teton County should encourage new street design that create dead end streets, but rather those that provide logical through connections to other streets 5. Teton County should work with ITD to identify county road connections to SH 33 that support SH 33 access control and maintain the integrity of SH 33 corridor |
| <p>The cost of needed transportation system improvements to support growth and development will be paid for primarily by the developers, rather than the general public.</p> | <ol style="list-style-type: none"> 1. Teton County should require developers of major subdivisions or other major land use developments (<i>with a minimum peak traffic threshold of 100 peak trips per day</i>) to complete a transportation impact study, the results of which will be used by the County and Cities to determine the costs for improvements to support the development and determine subsequent development fees – <i>Also note that the scope and detail required in the impact study will be determined according to the anticipated level and type of impact from the new development</i> 2. Teton County should insure that developers pay through an equitable and appropriate method for the increased costs for services and or infrastructure that are caused by their development | <ol style="list-style-type: none"> 3. Teton County should create a county wide integrated capital improvement plan that provides priorities and guidance in spending development fees to meet county needs 4. Teton County will require developers to provide local roads and connections between the new development to one common access point to SH 33 |

| | | |
|---|--|--|
| <p>Teton County will strive to maintain existing public road access to surrounding public lands.</p> | <ol style="list-style-type: none"> 1. Teton County will require opportunity for comment from public land management agencies regarding any action that poses a threat to public access to public lands from county roadways. 2. Teton County will insure to the best of their ability that all access points on county roadways to public lands are clearly marked | <ol style="list-style-type: none"> 3. Teton County will work with area public land managers to cooperatively develop road management plans that meet public needs for access to public lands |
| <p>Teton County official will work closely with Teton County Wyoming and Idaho and Wyoming Department of Transportation Department officials to coordinate the planning and operation of the Teton Pass highway to meet the needs of both county residents and visitors through the region.</p> | <ol style="list-style-type: none"> 1. Teton County Idaho will share with Teton County Wyoming, information regarding their roadway management policies, request comment and adjust their policies where appropriate to meet the common needs of both states regarding management and operation of the roadway. 2. Teton County Idaho will consider comments and needs of Teton County Wyoming in the development of roadway management plans in Teton County Idaho | <ol style="list-style-type: none"> 3. Teton County Idaho will participate with ITD in the development of joint management planning with Teton County, Wyoming and the WDOT for the Teton Pass Highway |
| <p>Teton County will plan and develop an alternate north south route, parallel to SH 33, linking Victor and SH 33, west of the Teton River.</p> | <ol style="list-style-type: none"> 1. Teton County should identify a corridor for an alternate n / s route within 12 months of the adoption of the Teton County Transportation Plan. 2. Teton County should preserve the identified corridor by approving new access and development that do not compromise the function, safety and integrity of the new corridor | <ol style="list-style-type: none"> 3. Teton County should include bike and pedestrian facilities in the planning and right of way needs for the new alternate route 4. Teton County will work with developers to identify access points that maintain the integrity of the new corridor, while supporting the needs of new development |
| <p>Teton County will plan and develop, with public and private funds, a coordinated and connected system of bicycle and pedestrian facilities and routes to meet the needs of county residents and visitors to the area.</p> | <ol style="list-style-type: none"> 1. Teton County will consider the needs of bicycle and pedestrians in planning and designing for new or roadway improvements. 2. Teton County will identify routes and the related roadway classifications for future location of bicycle and pedestrian facilities | <ol style="list-style-type: none"> 3. Teton County will work closely with the bike, ped, equestrian and other related non-vehicle groups and organizations in the planning and development of bike, pedestrian and other non motorized facilities throughout Teton County |

Appendix A - Public Involvement Summary

ENVIRONMENTAL SCAN DATA FORM

Name of Agency or Organization _____

Name of person filling out the form _____

Address _____

Phone _____ Fax _____ E mail _____

Purpose of your organization

Type of resources / facilities / sites for which your organization has responsibility
(mark one or more)

- | | |
|--|--|
| <input type="checkbox"/> Waterways | <input type="checkbox"/> Irrigation facilities and systems |
| <input type="checkbox"/> Water quality | <input type="checkbox"/> Utilities, such as electric, gas, water |
| <input type="checkbox"/> Fish and wildlife | <input type="checkbox"/> Public facilities |
| <input type="checkbox"/> Environmental hazards and sites | <input type="checkbox"/> Public lands and open space |
| <input type="checkbox"/> Cultural resources and sites | <input type="checkbox"/> Commercial facilities (airports, RR, etc) |
| <input type="checkbox"/> Archeological resources and sites | <input type="checkbox"/> Recreation areas and sites |
| <input type="checkbox"/> Historical resources and sites | <input type="checkbox"/> Other _____ |

Please describe the resources, existing conditions, sites or facilities along or adjacent to the SH 33 Corridor (from SH 20 to the Wyoming border), for which your agency has jurisdiction and which may be impacted by the SH 33 Corridor.

| Type of facility, site, resource, condition or issue | Specific Description
<i>Name, Variety and number</i> | Location |
|--|---|----------|
| | | |
| | | |
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| | | |

Other Comments or data that should be considered in the planning of the SH 33 Corridor





COMMENT FORM #1

October 2000

Please return comment forms to the Consultant at the conclusion of the meeting, or mail to:
Mike Pepper, KMP Planning and Consulting 510 Rosewood Dr. West Twin Falls, ID 83301
 Or comment via e-mail to mpepper@magiclink.com or online at <http://projects.whpacific.com/sh33teton>

1. Did you receive sufficient information on the SH 33 Corridor and Teton County transportation planning process to clearly understand the purpose of the project? Yes _____ No _____

If not, what additional information would you like? _____

2. What are the key issues that should be addressed as part of the SH 33 Corridor and Teton County transportation planning process? For example: safety, cost, access, growth, environmental concerns, protection of farmland, etc. (Please rank in order of priority importance, with 1 as most important, 2 next most important, etc. and note whether the issue pertains to the SH 33 Corridor or Teton County or both.

| Priority | Issue | SH 33 Corridor | Teton County |
|----------|-------|----------------|--------------|
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |

(Please list any additional issues on the back of this form)

3. Please provide any other comments or suggestions regarding the SH 33 Corridor and Teton County Transportation Planning process

4. Do you know of an organization or group that would like a presentation on this project? If so, please provide the name of the organization and a contact name and phone number.

Organization _____
 Contact Name _____ Phone _____

5. A mailing list is being developed to provide ongoing project information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

Name _____ Phone _____
 Mailing Address _____

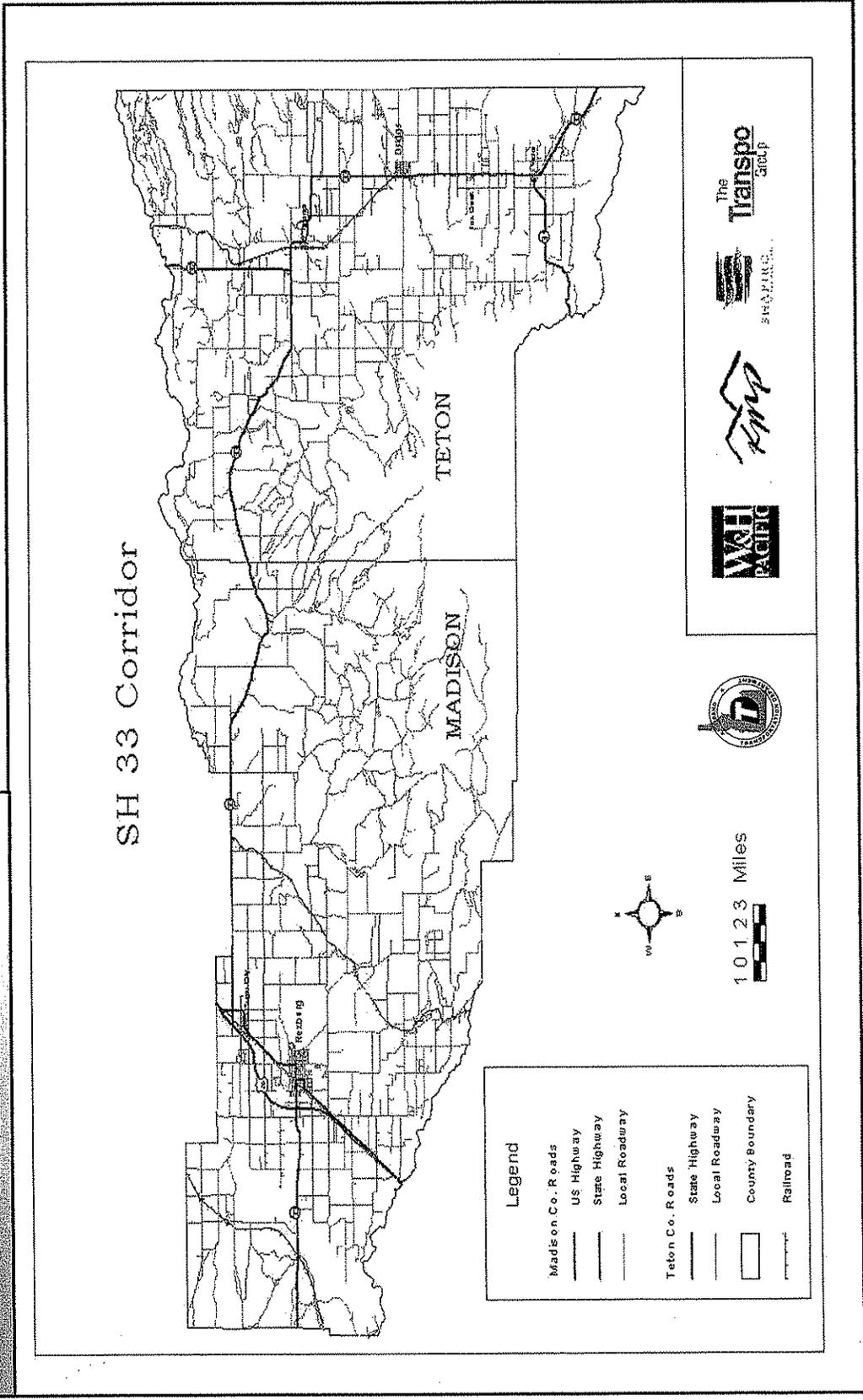
(Please list additional names on the back of this form)

Thank You!



**SH 33 CORRIDOR / TETON COUNTY
STUDY AREA**

Feel free to use this map to note specific comments or concerns regarding the SH 33 Corridor or Teton County Transportation System



Additional Issues or Comments:



COMMENT FORM #2

May 2001

Please return comment forms to the Consultant at the conclusion of the meeting, or mail to:
Mike Pepper, KMP Planning and Consulting 510 Rosewood Dr. West Twin Falls, ID 83301
Or comment via e-mail to mpepper@magiclink.com or online at <http://projects.whpacific.com/sh33teton>

1. Did you receive sufficient information on the SH 33 Corridor and Teton County transportation planning process to clearly understand the purpose and status of the project? Yes _____ No _____

If not, what additional information would you like? _____

2. After reviewing the possible improvement options presented for the SH 33 Corridor and Teton County, do you have any comments on those options, or suggestions for additional improvement options to address your transportation concerns and support the goals for the SH 33 Corridor and Teton County Transportation System?

Comments on the Possible Improvement Options as presented

Suggestions for additional Improvement Options

(Please list any additional issues on the back of this form)

3. Please provide any other comments or suggestions regarding the SH 33 Corridor and Teton County Transportation Planning process

4. Do you know of an organization or group that would like a presentation on this project? If so, please provide the name of the organization and a contact name and phone number.

Organization _____
Contact Name _____ Phone _____

5. A mailing list is being developed to provide ongoing project information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

Name _____ Phone _____
Mailing Address _____

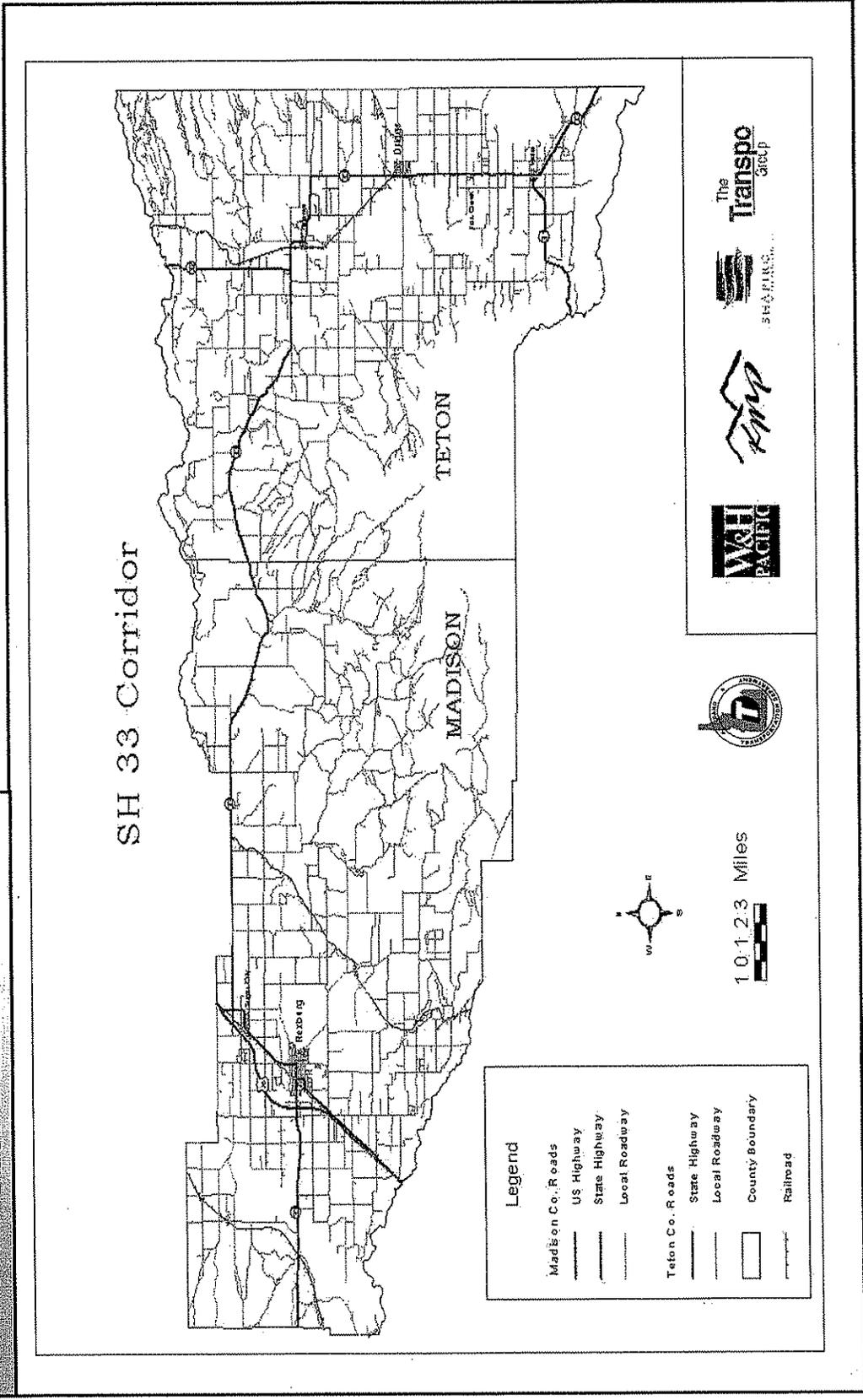
(Please list additional names on the back of this form)

Thank You!



**SH 33 CORRIDOR / TETON COUNTY
STUDY AREA**

Feel free to use this map to note specific comments or concerns regarding the
SH 33 Corridor or Teton County Transportation System



Additional Issues or Comments:



COMMENT FORM #3

August 2001

Please return comment forms to the Consultant at the conclusion of the meeting, or mail to:
Mike Pepper, KMP Planning and Consulting 510 Rosewood Dr. West Twin Falls, ID 83301
Or comment via e-mail to mpepper@magiclink.com or online at <http://projects.whpacific.com/sh33teton>

1. Did you receive sufficient information on the SH 33 Corridor and Teton County transportation planning process to clearly understand the purpose and status of the project? Yes _____ No _____

If not, what additional information would you like? _____

2. After reviewing the Recommended Improvements presented for the SH 33 Corridor and Teton County, do you have any comments on those options, or suggestions for additional improvement options to address your transportation concerns and support the goals for the SH 33 Corridor and Teton County Transportation System?

Comments on the Recommended Improvements as presented

Suggestions for additional Improvement Options

(Please list any additional issues on the back of this form)

3. Please provide any other comments or suggestions regarding the SH 33 Corridor and Teton County Transportation Planning process

4. Do you know of an organization or group that would like a presentation on this project? If so, please provide the name of the organization and a contact name and phone number.

Organization _____
Contact Name _____ Phone _____

5. A mailing list is being developed to provide ongoing project information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

Name _____ Phone _____
Mailing Address _____

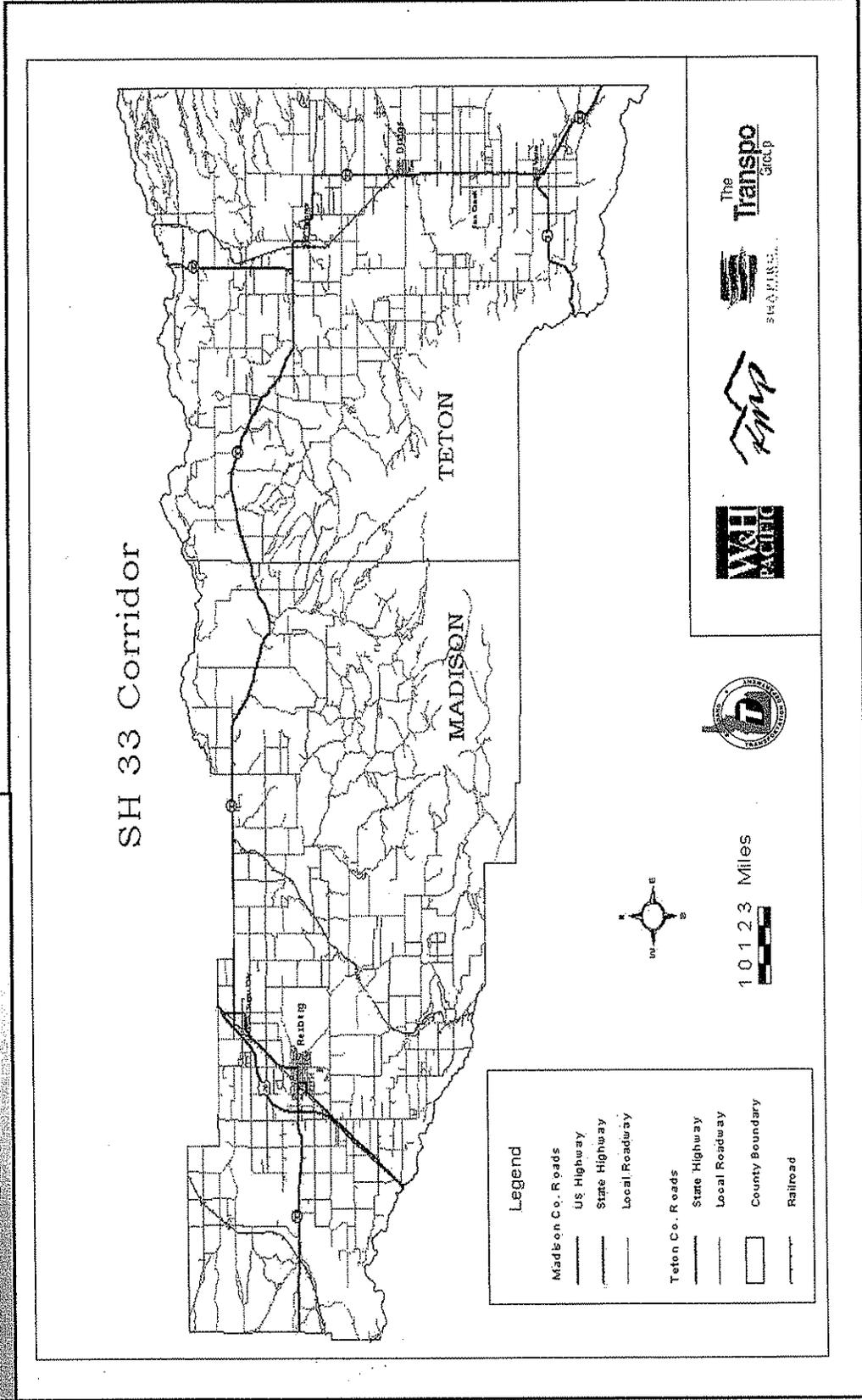
(Please list additional names on the back of this form)

Thank You!



SH 33 CORRIDOR / TETON COUNTY STUDY AREA

Feel free to use this map to note specific comments or concerns regarding the SH 33 Corridor or Teton County Transportation System



Additional Issues or Comments:



**Final Recommendations
COMMENT FORM #4**
November 2001

Please return comment forms to the Consultant at the conclusion of the meeting, or mail to:
Mike Pepper, KMP Planning and Consulting 510 Rosewood Dr. West Twin Falls, ID 83301
Or comment via e-mail to mpepper@magiclink.com or online at <http://projects.whpacific.com/sh33teton>

1. Did you receive sufficient information on the SH 33 Corridor and Teton County transportation planning process to clearly understand the purpose of the project and final recommendations? Yes _____ No _____

If not, what additional information would you like? _____

2. After reviewing the Final Recommended Improvements presented for the SH 33 Corridor and Teton County Transportation System, and considering the established corridor and county transportation plan goals, please provide your comments below.

Comments on the Final Recommended Improvements as presented

3. Please provide any other comments or suggestions regarding the SH 33 Corridor and Teton County Transportation Planning process

4. Do you know of an organization or group that would like a presentation on this project? If so, please provide the name of the organization and a contact name and phone number.

Organization _____
Contact Name _____ Phone _____

5. A mailing list is being developed to provide ongoing project information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

Name _____ Phone _____
Mailing Address _____

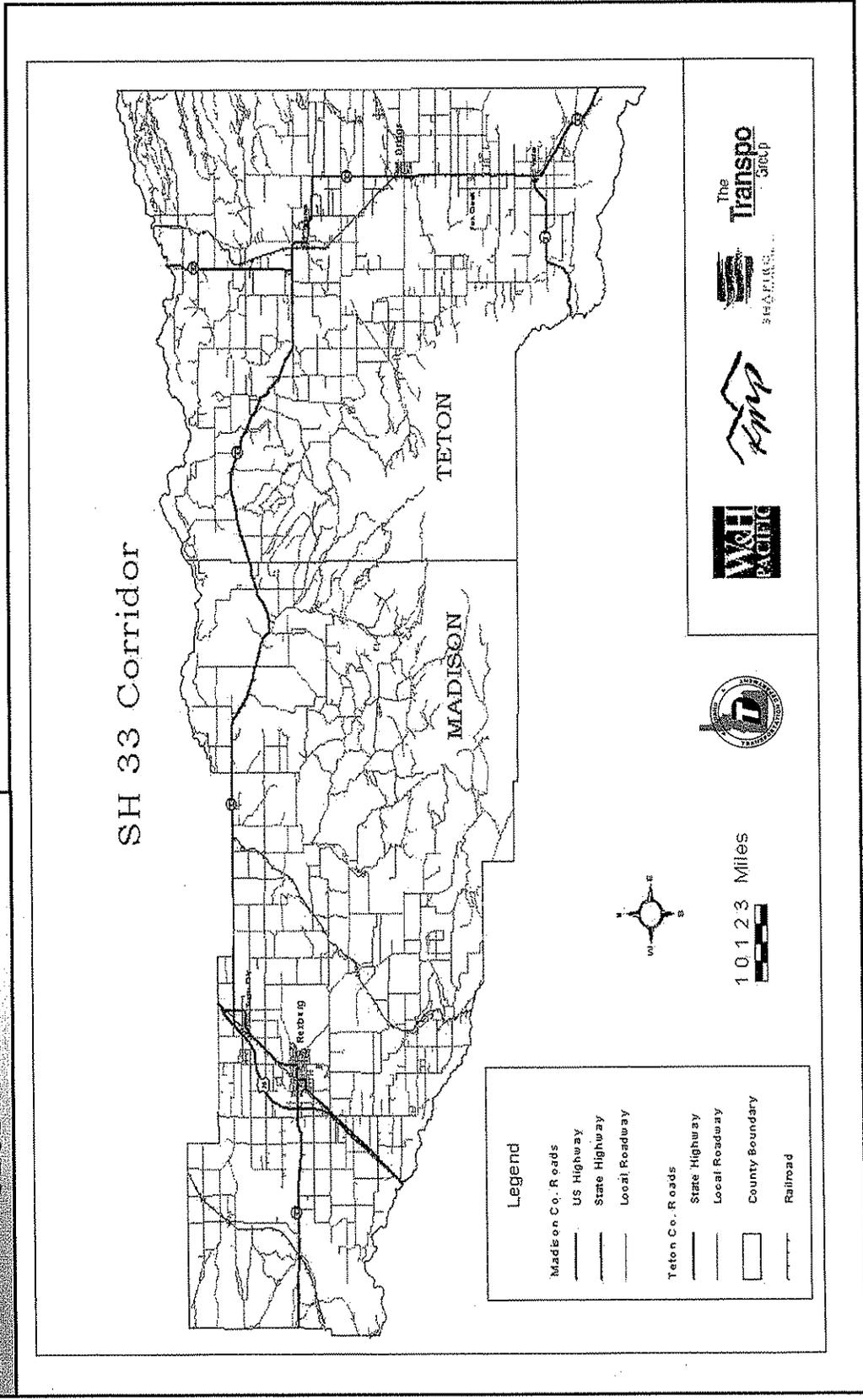
(Please list additional names on the back of this form)

Thank You!



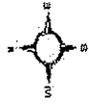
**SH 33 CORRIDOR / TETON COUNTY
STUDY AREA**

Feel free to use this map to note specific comments or concerns regarding the
SH 33 Corridor or Teton County Transportation System



Legend

- Madison Co. Roads
- US Highway
- State Highway
- Local Roadway
- Teton Co. Roads
- State Highway
- Local Roadway
- County Boundary
- Railroad



1 0 1 2 3 Miles



Additional Issues or Comments:



Sign In Sheet

Meeting / Date / Location

The Idaho Transportation Department is monitoring attendance in order to assure equal opportunity. We would appreciate your cooperation by voluntarily furnishing us with the information outlined in the sign-in sheet. This information will only be used for affirmative action purposes as specified by law (CFR 49.21.9).

| Name | | Representing/
Full Mailing Address | Phone / Fax /
E mail | Please check the appropriate boxes | | | | |
|------|--|---------------------------------------|-------------------------|------------------------------------|----------|--------------------------------|----------|-------|
| | | | | Male | Disabled | Black | Hispanic | White |
| | | | | Female | | American Indian/Alaskan Native | | Other |
| | | | | Male | Disabled | Black | Hispanic | White |
| | | | | Female | | American Indian/Alaskan Native | | Other |
| | | | | Male | Disabled | Black | Hispanic | White |
| | | | | Female | | American Indian/Alaskan Native | | Other |
| | | | | Male | Disabled | Black | Hispanic | White |
| | | | | Female | | American Indian/Alaskan Native | | Other |
| | | | | Male | Disabled | Black | Hispanic | White |
| | | | | Female | | American Indian/Alaskan Native | | Other |
| | | | | Male | Disabled | Black | Hispanic | White |
| | | | | Female | | American Indian/Alaskan Native | | Other |
| | | | | Male | Disabled | Black | Hispanic | White |
| | | | | Female | | American Indian/Alaskan Native | | Other |
| | | | | Male | Disabled | Black | Hispanic | White |
| | | | | Female | | American Indian/Alaskan Native | | Other |
| | | | | Male | Disabled | Black | Hispanic | White |
| | | | | Female | | American Indian/Alaskan Native | | Other |

(10)



An invitation to Teton and Madison County Residents

The Idaho Transportation Department and Teton County are requesting your input and participation to help plan the transportation systems for Teton County and the State Highway 33 corridor from Sugar City to the Wyoming border.

About the Planning Process

The purpose of the planning process is to identify a citizen based strategy for the improvement and management of the Teton County transportation system and the SH 33 Corridor. The process will integrate the needs of both systems and will focus on strategies to meet local residents and regional needs as well as identify improvements to guide and support the region's growth and expanding tourism industry. See the Planning Steps in the adjacent table to learn about the activities that will occur during the process.

Public Involvement Opportunities

Public input is critical to the successful development of plans that address public needs and concerns. As a result, the process will include a variety of opportunities for input throughout the process.

- **4 Public Meetings**— two meetings each session; one in Sugar City and one in Driggs or Victor (see schedule at right)
- **Written Comment Forms** throughout the process
- **Internet Web Site** for project information and comments
- **Project Mailings** updates to all interested individuals and groups
- **Project Newsletters** sent to mailing list members, groups and organizations
- **Local Newspaper and Radio Coverage** for project updates and mtg. notices
- **Project Presentations** as requested to community groups and organizations
- **Plan Review & Comment** on preliminary and final plan recommendations



Who will develop the Plan

ITD and the **Teton County Commission** will manage the overall process and have hired **W&H Pacific** of Boise, Idaho to lead a consultant team to complete the study in the next 12 to 15 months.

The planning process will involve area elected officials and agency representatives on **Task Force and Technical Advisory Committees** to provide input throughout the process and to insure local management perspectives are included.

| Planning Steps & Schedule | |
|---|-----------------------------|
| Develop a Work Plan | Sept / Oct 2000 |
| Public Open House Project Kick Off | October 24 / 25 2000 |
| Research Existing Conditions of the Systems | Oct to Dec 2000 |
| Document Existing and Projected Environmental and Land Use Conditions | Nov 2000 to Jan 2001 |
| Analyze the Future Travel Demand and Performance | Jan to Mar 2001 |
| Develop Corridor & System Purpose / Need Statement & Corridor Goals | Mar to May 2001 |
| Public Meeting #2 | March 2001 |
| Generate Proposed Improvement Options to meet Goals | Mar to April 2001 |
| Evaluate to identify Recommended Improvements Options | April to May 2001 |
| Public Meeting #3 | June 2001 |
| Analyze Recommended Options to Generate Final Improvement Options | July to Sept 2001 |
| Public Meeting #4 | October 2001 |
| Prepare the Corridor and County Transportation Plan Documents | Nov to Dec 2001 |

SH 33 CORRIDOR / TETON COUNTY TRANSPORTATION PLAN

Public Comment Form #1

January 2001

Please provide your comments and return the completed form to:
Idaho Transportation Department, 206 North Yellowstone, Rigby, ID 83442-0097
Attn: Lance Holmstrom, Project Manager for the Idaho Transportation Department
Comments may also be sent via e-mail to Mike Pepper at mpepper@magiclink.com
or via the project web site at <http://projects.whpacific.com/sh33teton>

1. What are the key issues that should be addressed as part of the SH 33 Corridor and Teton County transportation planning process? For example: safety, cost, access, growth, environmental concerns, protection of farmland, etc. (Please rank in order of priority importance; #1 as most important, #2 next, etc. and note whether the issue pertains to the SH 33 Corridor or Teton County or both.

| Priority | Issue | SH 33 Corridor | Teton County |
|----------|-------|----------------|--------------|
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ |

2. Please provide any other comments or suggestions regarding the SH 33 Corridor and Teton County Transportation Planning process

3. Do you know of an organization or group that would like a presentation on this project? If so, please provide the name of the organization and a contact name and phone number.

Organization _____

Contact Name _____ Phone _____

4. A mailing list is being developed to provide ongoing project information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

Name _____ Phone _____

Mailing Address _____

Thank You!

For more information....

Lance Holmstrom, ITD Sr. Planner
206 North Yellowstone Rigby, ID 83442-0097
(208) 745-5608

Mark Trupp, Teton Co. Commissioner
99 North 700 West Driggs, ID 83422
(208) 345-8358



Andy Mortensen, Project Manager
W&H Pacific 8405 SW Nimbus Ave.
Beaverton, OR 97008-7120
1-877- WHP - SOLV (947-7658)





PLAN NEWSLETTER

ISSUE #2—APRIL 2001

PLAN BACKGROUND AND PURPOSE

The Idaho Transportation Department (ITD) and Teton County have joined forces to develop transportation plans for the SH 33 Corridor from Sugar City to the Wyoming border, and for the roads system in Teton County.

The purpose of the planning process is to identify a citizen based strategy for the improvement and management of the Teton County Transportation System and the SH 33 Corridor to meet the needs of local residents, visitors, and personal and commercial travel in and through the region.

The development of the plan will include a review of existing conditions, projection of future travel needs and identification of improvement options and management practices that meet local and through traveler needs. This will be a collaborative effort, involving agencies and elected officials on a Local Task Force and especially, the general public, through an extensive public involvement program. (See note at right for upcoming second public meetings)

Based on public input and assessment of existing conditions, the local Task Force, with guidance from ITD, Teton County and the consultant planning team, identified the Purpose and Goals (shown below) and Potential Improvement Options (shown on back) for the SH 33 Corridor and Teton County Transportation Systems. These will be presented and discussed at the upcoming public meetings. The public is encouraged to attend one of the meetings.

SH 33 CORRIDOR

PURPOSE—to provide a safe and efficient transportation facility, with multi-modal opportunities, to meet the personal and commercial needs of local residents and visitors to the region.

GOALS

- In coordination with the Teton County system, provide safe and adequate access to commercial, agricultural and residential areas, while preserving & enhancing the operation of the route.
- Be designed and managed to insure optimum safety and minimal congestion for motorists and pedestrians.
- Be designed and operated to control traffic and minimize unsafe conditions, while providing adequate and effective informational and regulatory signage for residents and visitors needs.
- Consider where feasible, appropriate bicycle and pedestrian facilities / routes that offer safe connections between and through the corridor communities.
- Coordinate management of Idaho's portion of SH 33 over Teton Pass, with Wyoming official's management of SH 33 over Teton Pass to Jackson

TETON COUNTY SYSTEM

PURPOSE—to provide a safe, efficient and logical hierarchy of roadways that meets the growing commercial, personal and emergency needs of Teton County residents and visitors

GOALS

- Include arterials, collectors and local roads that meet the needs of local and through travelers.
- Costs for transportation improvements to support new development will be paid for primarily by developers, rather than the general public.
- Maintain existing public road access to surrounding public lands.
- Coordinate with Wyoming and Idaho officials for the planning and operation of the Teton Pass highway to meet resident and visitor needs
- Plan and develop an alternate north south route, west of the Teton River, linking Victor and SH 33
- Plan and develop, with public and private funds, a connected system of bike and pedestrian facilities and routes for residents and visitor's needs

UPCOMING PUBLIC MEETINGS

Wednesday, May 2nd, 2001
 Sugar City High School Commons
 5:00 p.m. to 7:30 p.m.

Thursday, May 3rd, 2001
 Teton Middle School Cafeteria (Driggs)
 5:00 p.m. to 7:30 p.m.

To discuss potential system improvement options and status of the planning process

| | |
|---|----------------------|
| Develop a Work Plan | Sept / Oct 2000 |
| Public Open House Project Kick Off | October 24 / 25 2000 |
| Research Existing Conditions of the Systems | Oct to Dec 2000 |
| Document Existing and Projected Environmental and Land Use Conditions | Nov 2000 to Jan 2001 |
| Analyze the Future Travel Demand and Performance | Jan to Mar 2001 |
| Develop Corridor & System Purpose / Need Statement & Corridor Goals | Mar to May 2001 |
| Public Meeting #2 | May 2 and 3, 2001 |
| Generate Proposed Improvement Options to meet Goals | Mar to April 2001 |
| Evaluate to identify Recommended Improvements Options | April to May 2001 |
| Public Meeting #3 | June 2001 |
| Analyze Recommended Options to Generate Final Improvement Options | July to Sept 2001 |
| Public Meeting #4 | October 2001 |
| Prepare the Corridor and County Transportation Plan Documents | Nov to Dec 2001 |



SH 33 CORRIDOR AND TETON COUNTY SYSTEM

Potential Improvement Options

Working with State and local officials, and using public input, the consultant team is in the process of identifying future transportation system improvements. The consultant team is refining and finalizing its tools to help identify future transportation system needs. Although specific improvements have not yet been identified, the types of improvements that will be considered include:

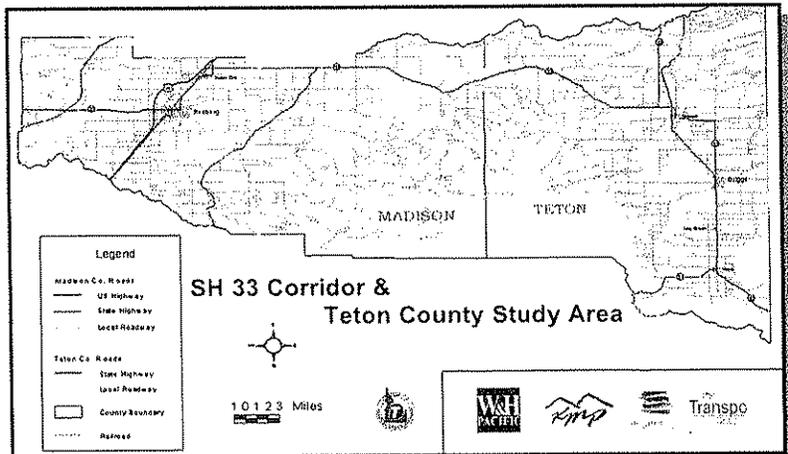
- Center-turn lane improvements at major intersections on SH-33
- Bicycle route improvements via signing and construction of bicycle lanes or multi-use paths
- Traffic signals or flashing beacons at key intersections
- New signs at State designated game-crossing areas
- Pedestrian crossings on SH-33 in Teton, Driggs, and Victor by construction of bulb-outs and textured or raised crosswalks
- Signing improvements at designated Sportsman's Access locations and major roadway intersections
- Passing-lane improvements along designated sections of SH-33
- County road improvements west & east of SH-33 to enhance circulation and provide route alternatives

For more information please contact...

Lance Holmstrom, ITD Sr. Planner
 206 North Yellowstone
 Rigby, ID 83442-0097
 (208) 745-5608

Mark Trupp, Teton Co. Commissioner
 99 North 700 West
 Driggs, ID 83422
 (208) 345-8358

Andy Mortensen, W&H Pacific Proj. Mgr.
 8405 SW Nimbus Ave.
 Beaverton, OR 97008-7120
 (877) 947-7658 or the project web site at
<http://projects.whpacific.com/sh33teton>



PLAN NEWSLETTER

ISSUE #3 — AUGUST 2001

PLAN BACKGROUND, PURPOSE AND STATUS

The Idaho Transportation Department (ITD) and Teton County have joined forces to develop transportation plans for the SH 33 Corridor from Sugar City to the Wyoming border, and for the roads system in Teton County.

The purpose of the planning process is to identify a citizen based strategy for the improvement and management of the Teton County Transportation System and the SH 33 Corridor to meet the needs of local residents, visitors, and personal and commercial travel in and through the region.

The development of the plan will include a review of existing conditions, projection of future travel needs and identification of improvement options and management practices that meet local and through traveler needs. This will be a collaborative effort, involving agencies and elected officials on a Local Task Force and especially, the general public, through an extensive public involvement program. (See note at right for upcoming third public meetings)

Based on public input regarding the possible improvement options presented at the last public meetings in May, and in keeping with the established SH 33 and Teton County Transportation Goals, the consultant planning team has identified the Recommended Improvement Options as listed below and shown on page 2 & 3 of this newsletter. These will be presented and discussed at the upcoming public meetings. The public is encouraged to attend.

SH 33 CORRIDOR AND TETON COUNTY SYSTEM

Recommended Improvement Options

Working with State and local officials, and using public input, the consultant team is identifying future transportation system improvements. The following improvement options are recommended for the SH 33 and Teton County Systems. (see enclosed map for details) Based on discussions with the local Task Force and Technical Advisory Group, as well as public comments, the consultant team will refine the recommended improvements into the final plan for SH 33 and Teton County Transportation Systems.

| SH 33 Corridor |
|--|
| Canyon Creek Bridge replacement |
| Traffic Signal - SH 33/US 76 in Driggs |
| Metal guard rail— Victor to WY line |
| Sealcoat—So. Fk. Teton River. To Canyon Crk. Madison/Fremont Co. |
| Miscellaneous signage additions |
| Center Turn lanes at various sites |
| Deceleration lanes at various sites |
| Frontage access roads |
| Passing lanes at various sites |
| Bridge rehabilitation - So. Fk Teton River and Leigh Crk. |

| Teton County |
|---|
| Pave Teton Canyon Rd. - SH 33 to State Line Road |
| Pave State Line Rd.—Teton Canyon Rd. to Ski Hill Rd. |
| Chipseal many county roadways |
| 4 Trail Creek Bridge rehabilitations |
| Spring Crk. / No. Fk. Leigh Creek Bridge rehabilitation |
| Teton River Bridge rehabilitation |
| New pedestrian pathway Driggs to Tetonia |

UPCOMING PUBLIC MEETINGS

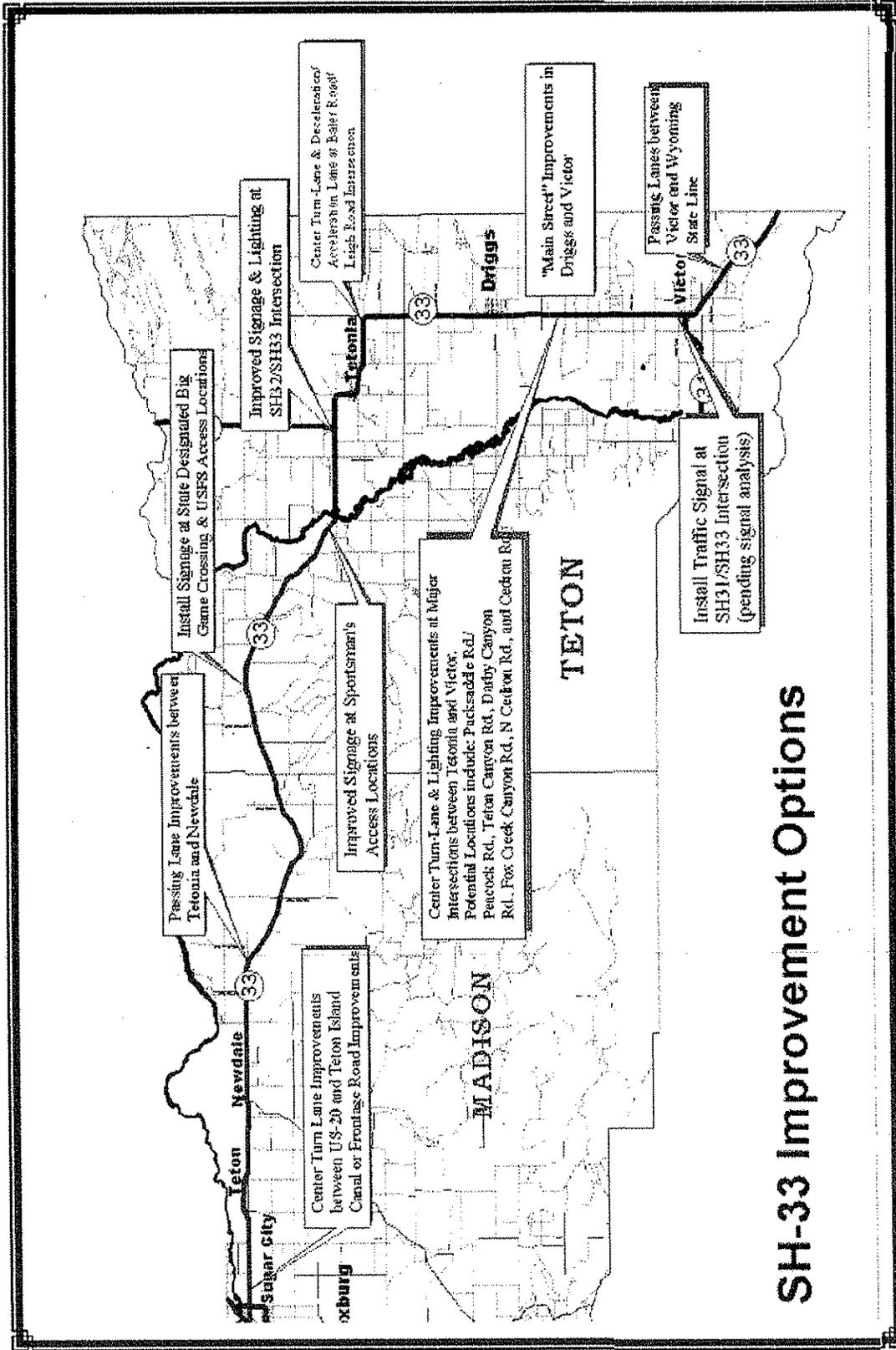
Tuesday, August 21, 2001
 Sugar City High School Commons
 5:00 p.m. to 7:30 p.m.

Wednesday, August 22, 2001
 Victor Elementary School Gym
 5:00 p.m. to 7:30 p.m.

To discuss recommended system improvement options and status of the planning process

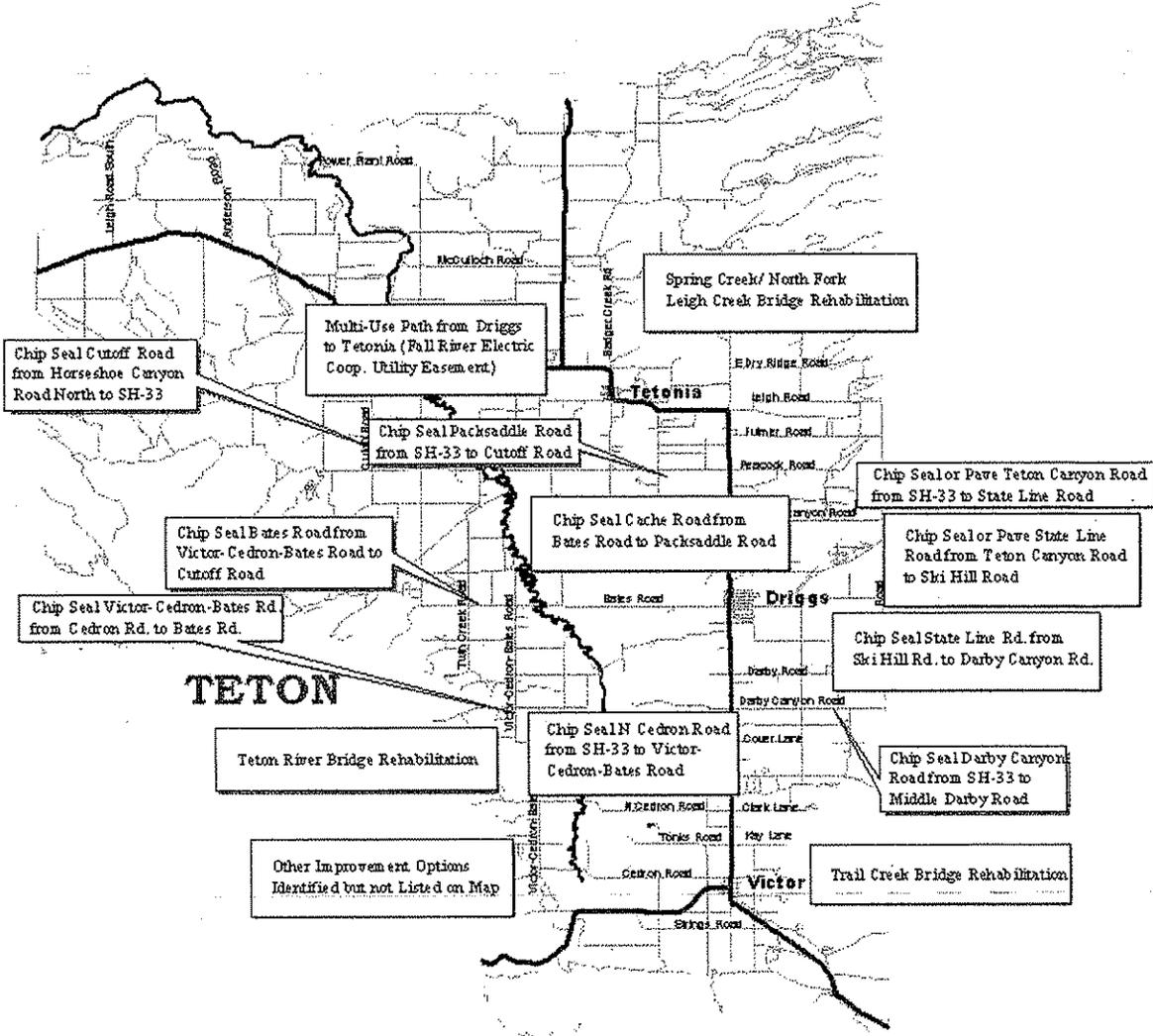
PLANNING STEPS & SCHEDULE

| | |
|---|-------------------------|
| Develop a Work Plan | Sept / Oct 2000 |
| Public Open House
Project Kick Off | October 24 / 25
2000 |
| Research Existing Conditions of the Systems | Oct to Dec 2000 |
| Document Existing and Projected Environmental and Land Use Conditions | Nov 2000 to Jan 2001 |
| Analyze the Future Travel Demand and Performance | Jan to Mar 2001 |
| Develop Corridor & System Purpose / Need Statement & Corridor Goals | Mar to May 2001 |
| Generate Proposed Improvement Options to meet Goals | Mar to May 2001 |
| Public Meeting #2 | May 2 and 3, 2001 |
| Evaluate to identify Recommended Improvements Options | April to May 2001 |
| Public Meeting #3 | August 21/22 2001 |
| Analyze Recommended Options to Generate Final Improvements | July to Sept 2001 |
| Public Meeting #4 | October 2001 |
| Prepare the Corridor and County Transportation Plan Documents | Nov to Dec 2001 |



SH-33 Improvement Options

Teton County Improvement Options



W&H Pacific
8405 SW Nimbus Ave.
Beaverton, OR 97008-7120



SH 33 CORRIDOR GOALS

PURPOSE—to provide a safe and efficient transportation facility, with multi-modal opportunities, to meet the personal and commercial needs of local residents and visitors to the region.

GOALS

- In coordination with the Teton County system, provide safe and adequate access to commercial, agricultural and residential areas, while preserving & enhancing the operation of the route.
- Be designed and managed to insure optimum safety and minimal congestion for motorists and pedestrians.
- Be designed and operated to control traffic and minimize unsafe conditions, while providing adequate and effective informational and regulatory signage for residents and visitors needs.
- Consider where feasible, appropriate bicycle and pedestrian facilities / routes that offer safe connections between and through the corridor communities.
- Coordinate management of Idaho's portion of SH 33 over Teton Pass, with Wyoming official's management of SH 33 over Teton Pass to Jackson

TETON COUNTY SYSTEM GOALS

PURPOSE—to provide a safe, efficient and logical hierarchy of roadways that meets the growing commercial, personal and emergency needs of Teton County residents and visitors

GOALS

- Include arterials, collectors and local roads that meet the needs of local and through travelers.
- Costs for transportation improvements to support new development will be paid for primarily by developers, rather than the general public.
- Maintain existing public road access to surrounding public lands.
- Coordinate with Wyoming and Idaho officials for the planning and operation of the Teton Pass highway to meet resident and visitor needs
- Plan and develop an alternate north south route, west of the Teton River, linking Victor and SH 33
- Plan and develop, with public and private funds, a connected system of bike and pedestrian facilities and routes for residents and visitor's needs

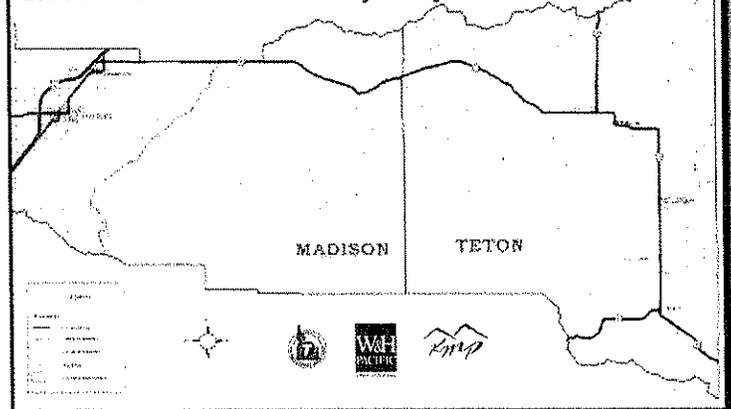
For more information please contact...

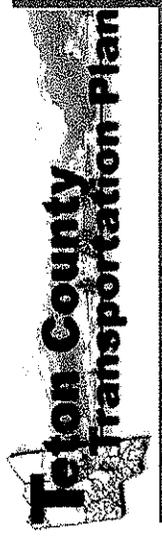
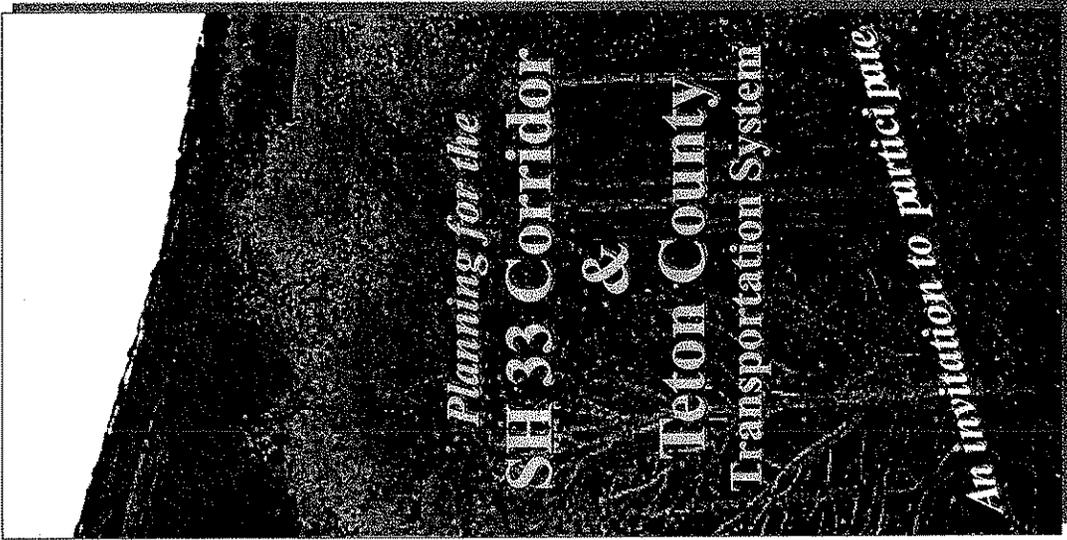
Lance Holmstrom, ITD Sr. Planner
206 North Yellowstone
Rigby, ID 83442-0097
(208) 745-5608

Mark Trupp, Teton Co. Commissioner
99 North 700 West
Driggs, ID 83422
(208) 345-8358

Andy Mortensen, The Transpo Group
303 Third St. Suite #5
McMinnville, OR 97128
(503) 472-3099 or the project web site at
<http://projects.whpacific.com/sh33teton>

SH-33 Corridor & Teton County Study Area





W&H Pacific
 8405 S.W. Nimbus Ave.
 Beaverton, OR 97008-7120

| Planning Steps & Schedule | |
|---|-----------------------------|
| Develop a Work Plan | Sept./Oct. 2000 |
| Public Open House Project Kick Off | October 24 / 25 2000 |
| Research Existing Conditions of the Systems | Oct to Dec 2000 |
| Document Existing and Projected Environmental and Land Use Conditions | Nov 2000 to Jan 2001 |
| Analyze the Future Travel Demand and Performance | Jan to Mar 2001 |
| Develop Corridor & System Purpose / Need Statement & Corridor Goals | Mar to May 2001 |
| Public Meeting #2 | March 2001 |
| Generate Proposed Improvement Options to Meet Goals | Mar to April 2001 |
| Evaluate to identify Recommended Improvements | April to May 2001 |
| Public Meeting #3 | June 2001 |
| Analyze Recommended Options to Generate Final Improvement Options | July to Sept 2001 |
| Public Meeting #4 | October 2001 |
| Prepare the Corridor and County Transportation Plan Documents | Nov to Dec 2001 |

For more information...

Lance Holmstrom, ITD Sr. Planner
 206 North Yellowstone Rigby, ID 83442-0097
 (208) 745-5608

Mark Trupp, Teton Co. Commissioner
 99 North 700 West Driggs, ID 83422
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Andy Mortensen, Project Manager
 W&H Pacific 8405 SW Nimbus Ave.
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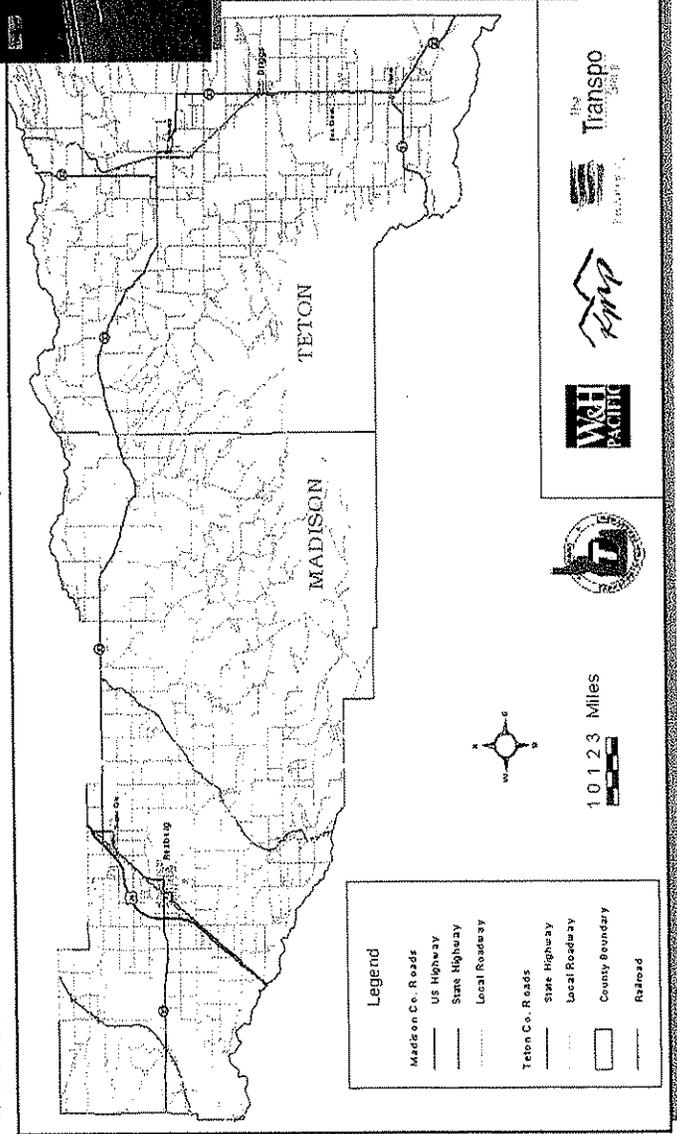
The SH 33 Corridor & Teton County Transportation Planning Process

Transportation is a public issue which can impact and benefit our daily lives, economy and community livability. To provide a safe and efficient transportation system, periodic review of existing systems and planning for future transportation needs is necessary. This is particularly appropriate in the fast growing Teton County area. With this recognition, the Idaho Transportation Department (ITD) and Teton County Commissioners have joined efforts to complete a new transportation plan for Teton County and the SH 33 Corridor from the junction of US 20 at Rexburg to the Wyoming border.

The purpose of the planning process is to identify a citizen based strategy for the improvement and management of the Teton County transportation system and the SH 33 Corridor. The process will integrate the needs of both systems and will focus on strategies to meet local residents and regional needs as well as identifying improvements that guide and support the region's growing tourism industry.

In general, the development of the plan will include a review of existing conditions, projection of future travel needs and identification of improvement options and complimentary management practices that meet local and through traveler needs. This will be a collaborative effort, involving agencies, elected officials and especially, the general public through an extensive public involvement program, beginning with the first open house events on October 24 and 25. *The specific planning steps and schedule are listed on the back of this brochure.*

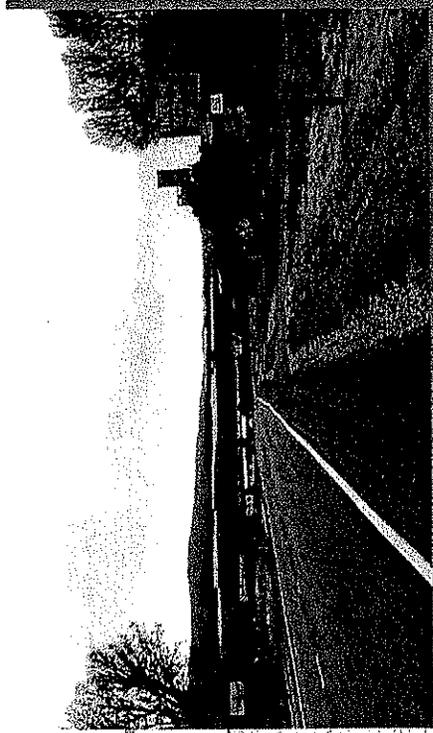
The SH 33 Corridor and Teton County Planning Area



Who will develop the Plan

ITD and the **Teton County Commission** will manage the overall process and have hired **W&H Pacific** of Boise, Idaho to lead a team of consultants to complete the study in the next 12 to 15 months.

The planning process will involve area elected officials and agency representatives on **Task Force and Technical Advisory Committees** to insure local management perspectives are included. Public involvement is also critical to development of the plan. **The General Public** is encouraged to participate in public meetings, provide written comments and review and comment on preliminary and final plan recommendations.



First Public Open House

Tuesday, October 24th 4:30 to 7:30 p.m.

Sugar City High School Commons

and

Wednesday, October 25th 4:30 to 7:30 p.m.

Victor Elementary School Gym

Area residents are encouraged to drop in anytime during either session to learn about the planning process and provide comments about the SH 33 Corridor or Teton County transportation system.

SH-33 Corridor Plan

PLAN NEWSLETTER

ISSUE #4 - NOVEMBER 2001

PLAN BACKGROUND, PURPOSE AND STATUS

The Idaho Transportation Department (ITD) and Teton County have joined forces to develop transportation plans for the SH 33 Corridor from Sugar City to the Wyoming border, and for the roads system in Teton County.

The purpose of the planning process is to identify a citizen based strategy for the improvement and management of the Teton County Transportation System and the SH 33 Corridor to meet the needs of local residents, visitors, and personal and commercial travel in and through the region.

The development of the plan has included a review of existing conditions, projection of future travel needs and identification of improvement options and management practices that meet local and traveler needs. This has been a collaborative effort involving agencies and elected officials on a Local Task Force and the general public, through an extensive public involvement program.

Based on public input regarding the recommended improvement options presented at the last public meetings in August, and in keeping with the established SH 33 and Teton County Transportation Goals, the consultant planning team has identified the Final Recommended Improvements as listed below and shown on the inside of this newsletter. These will be discussed at the upcoming public meetings to gather comments before developing the final plan documents. The public is encouraged to attend.

FINAL PUBLIC MEETINGS
 Wednesday, November 14, 2001
 Sugar City High School Commons
 5:00 p.m. to 7:30 p.m.
 Thursday, November 15, 2001
 Teton Middle School Cafeteria
 5:00 p.m. to 7:30 p.m.
 To discuss Final Recommended System Improvements and steps to complete the planning process

| PLANNING STEPS & SCHEDULE | |
|---|----------------------|
| Develop a Work Plan | Sept / Oct 2000 |
| Public Open House Project Kick Off | October 24 / 25 2000 |
| Research Existing Conditions of the Systems | Oct to Dec 2000 |
| Document Existing and Projected Environmental and Land Use Conditions | Nov 2000 to Jan 2001 |
| Analyze the Future Travel Demand and Performance | Jan to Mar 2001 |
| Develop Corridor & System Purpose / Need Statement & Corridor Goals | Mar to May 2001 |
| Generate Proposed Improvement Options to meet Goals | Mar to May 2001 |
| Public Meeting #2 | May 2 and 3, 2001 |
| Evaluate to identify Recommended Improvements Options | April to May 2001 |
| Public Meeting #3 | August 21/22 2001 |
| Analyze Recommended Options to Generate Final Improvements | July to Sept 2001 |
| Public Meeting #4 | November 2001 |
| Prepare the Corridor and County Transportation Plan Documents | Nov to Dec 2001 |



SH 33 CORRIDOR AND TETON COUNTY SYSTEM

FINAL RECOMMENDED IMPROVEMENTS

Working with State and local officials, and using public input, the consultant team has identified the Final Recommended Transportation System Improvements for both the SH 33 Corridor and Teton County Systems. The Improvements are listed below and shown on the map inside this newsletter. Following public review and comment at the final public meeting (dates, times and locations shown above), the consultant team will make final revisions as needed and develop the final plan documents.

| SH 33 Corridor | Teton County |
|--|--|
| Canyon Creek Bridge replacement | Pave Teton Canyon Rd. - SH 33 to State Line Road |
| Traffic Signal - SH 33/US 76 in Driggs | Pave State Line Rd. - Teton Canyon Rd. to Ski Hill Rd. |
| Metal guard rail - Victor to WY line | Chipseal many county roadways |
| Driggs Mainstreet Improvements | West Side route improvements |
| Miscellaneous signage additions | Spring Crk. / No. Elk, Leigh Creek Bridge rehabilitation |
| Center Turn lanes at various sites | Teton River Bridge rehabilitation |
| Deceleration lanes at various sites | New pedestrian pathway, Driggs to Teton |
| Frontage access roads | |
| Passing lanes at various sites | |
| Victor Mainstreet Improvements | |

W&H PACIFIC
 W&H Pacific
 8405 SW Nimbus Ave.
 Beaverton, OR 97008-7120

TETON COUNTY SYSTEM GOALS

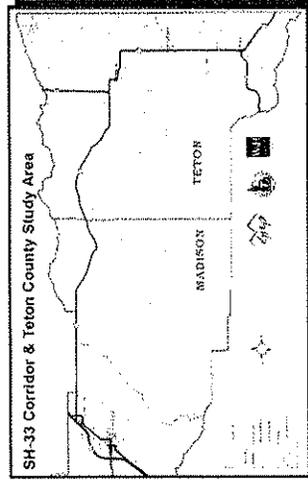
PURPOSE: Develop a strategic plan for the SH 33 Corridor and Teton County Transportation System that meets the needs of local and through travelers. Goals for transportation improvements to support new development will be paid for primarily by developers, rather than the general public.

- Maintain existing public road access to surrounding public lands.
- Coordinate with Wyoming and Idaho officials for the planning and operation of the Teton Pass highway to meet resident and visitor needs.
- Plan and develop an alternate north-south route, west of the Teton River, linking Victor and SH 33.
- Plan and develop, with public and private funds, a connected system of bike and pedestrian facilities and routes for residents and visitor's needs.

SH 33 CORRIDOR GOALS

PURPOSE: Develop a strategic plan for the SH 33 Corridor and Teton County Transportation System that meets the needs of local and through travelers. Goals for transportation improvements to support new development will be paid for primarily by developers, rather than the general public.

- In coordination with the Teton County system, provide safe and adequate access to commercial, agricultural and residential areas, while preserving & enhancing the operation of the route.
- Be designed and managed to insure optimum safety and minimal congestion for motorists and pedestrians.
- Be designed and operated to control traffic and minimize unsafe conditions, while providing adequate and effective informational and regulatory signage for residents and visitors needs.
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- Coordinate management of Idaho's portion of SH 33 over Teton Pass, with Wyoming official's management of SH 33 over Teton Pass to Jackson



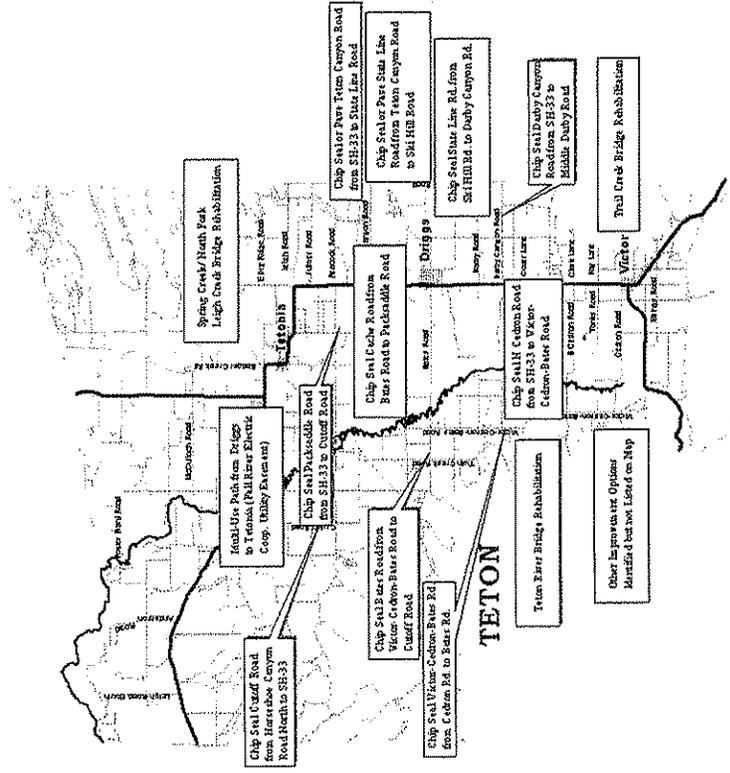
For more information please contact...

Lance Holmstrom, ITD Sr. Planner
 206 North Yellowstone
 Rigby, ID 83442-0097
 (208) 745-5808

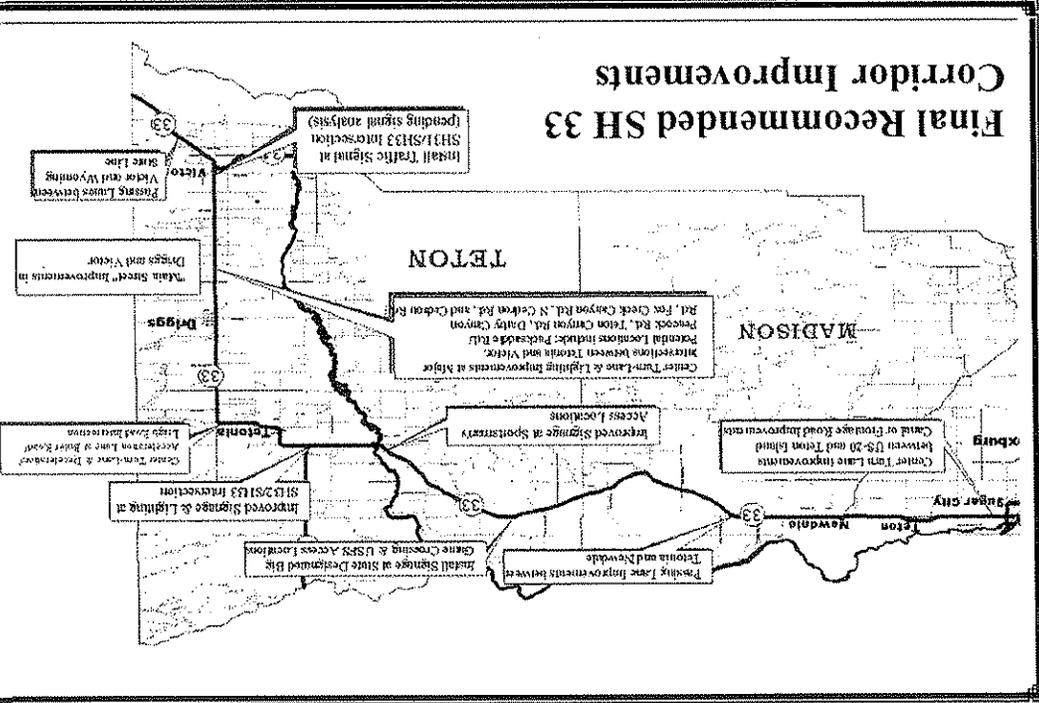
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<http://projects.wripacific.com/sh33teton>

Final Recommended Teton County System Improvements



Final Recommended SH 33 Corridor Improvements



An invitation to Teton and Madison County Stakeholders

The Idaho Transportation Department and Teton County are requesting your input and participation to help plan the transportation systems for Teton County and the State Highway 33 corridor from Sugar City to the Wyoming border.

About the Planning Process

The purpose of the planning process is to identify a citizen based strategy for the improvement and management of the Teton County transportation system and the SH 33 Corridor. The process will integrate the needs of both systems and will focus on strategies to meet local residents and regional needs as well as identify improvements to guide and support the region's growth and expanding tourism industry. See the Planning Steps in the adjacent table to learn about the activities that will occur during the process.

Public Involvement Opportunities

Public input is critical to the successful development of plans that address public needs and concerns. As a result, the process will include a variety of opportunities for input throughout the process.

- **4 Public Meetings**— two meetings each session; one in Sugar City and one in Driggs or Victor (see schedule at right)
- **Stakeholder's Workshop**
- **Written Comment Forms** throughout the process
- **Internet Web Site** for project information and comments
- **Project Mailings** updates to all interested individuals and groups
- **Project Newsletters** sent to mailing list members, groups and organizations
- **Local Newspaper and Radio Coverage** for project updates and mtg. notices
- **Project Presentations** as requested to community groups and organizations
- **Plan Review & Comment** on preliminary and final plan recommendations



Who will develop the Plan

ITD and the Teton County Commission will manage the overall process and have hired W&H Pacific of Boise, Idaho to lead a consultant team to complete the study in the next 12 to 15 months.

The planning process will involve area elected officials and agency representatives on Task Force and Technical Advisory Committees to provide input throughout the process and to insure local management perspectives are included.

Planning Steps & Schedule

| | |
|---|-----------------------------|
| Develop a Work Plan | Sept / Oct 2000 |
| Public Open House Project Kick Off | October 24 / 25 2000 |
| Research Existing Conditions of the Systems | Oct to Dec 2000 |
| Document Existing and Projected Environmental and Land Use Conditions | Nov 2000 to Jan 2001 |
| Stakeholder Workshop | Jan 18th, 2001 |
| Analyze the Future Travel Demand and Performance | Jan to Mar 2001 |
| Develop Corridor & System Purpose / Need Statement & Corridor Goals | Mar to May 2001 |
| Public Meeting #2 | March 2001 |
| Generate Proposed Improvement Options to meet Goals | Mar to April 2001 |
| Evaluate to identify Recommended Improvements Options | April to May 2001 |
| Public Meeting #3 | June 2001 |
| Analyze Recommended Options to Generate Final Improvement Options | July to Sept 2001 |
| Public Meeting #4 | October 2001 |
| Prepare the Corridor and County Transportation Plan Documents | Nov to Dec 2001 |

SH 33 CORRIDOR / TETON COUNTY TRANSPORTATION PLAN

Stakeholder Comment Form #1

January 2001

Please provide your comments and return the completed form by January 17th to:
Mike Pepper, KMP Planning and Consulting 510 Rosewood Dr. West Twin Falls, ID 83301
Or via e mail to mpepper@magiclink.com or via the project web site
at <http://projects.whpacific.com/sh33teton>

1. What are the key issues that should be addressed as part of the SH 33 Corridor and Teton County transportation planning process? For example: safety, cost, access, growth, environmental concerns, protection of farmland, etc. (Please be specific and rank each issue in order of priority importance; #1 as most important, #2 next, etc. and note whether the issue pertains to the SH 33 Corridor or Teton County or both.

Priority

SH 33 Corridor Issues

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

Teton County Issues

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

(please use the back of this form to list additional issues)

2. Do you know of an organization or group that would like a presentation on this project? If so, please provide the name of the organization and a contact name and phone number.

Organization _____

Contact Name _____ Phone _____

3. A mailing list is being developed to provide ongoing project information, newsletters, notice of meetings, etc. to related or interested groups, organizations or individuals. If you or another individual or organization you know of should be added to the list, please provide the information in the lines below.

Name _____ Phone _____

Mailing Address _____

Thank You!

For more information....

Lance Holmstrom, ITD Sr. Planner
206 North Yellowstone Rigby, ID 83442-0097
(208) 745-5608

Mark Trupp, Teton Co. Commissioner
99 North 700 West Driggs, ID 83422
(208) 345-8358



Andy Mortensen, Project Manager
W&H Pacific 8405 SW Nimbus Ave.
Beaverton, OR 97008-7120
1-877- WHP - SOLV (947-7658)



SH-33 Corridor Plan

US-20 to Wyoming border

SH-33

UPCOMING PUBLIC OPEN HOUSES

Wednesday, May 2nd, 2001

Sugar City High School Commons
5:00 p.m. to 7:30 p.m.

Thursday, May 3rd, 2001

Teton Middle School Cafeteria (Driggs)
5:00 p.m. to 7:30 p.m.

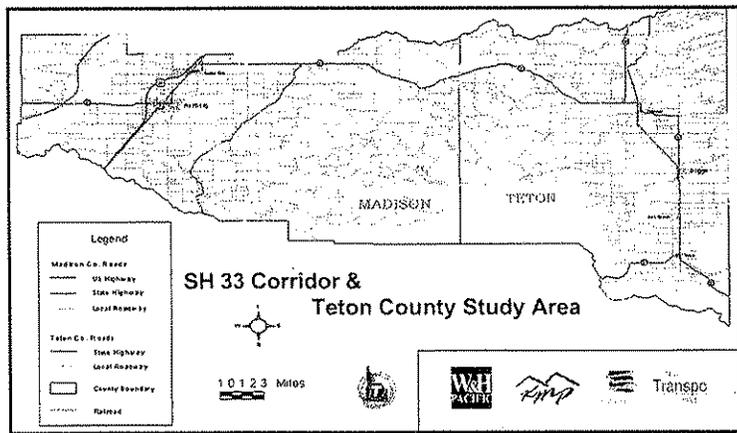
The public is encouraged to drop in to discuss potential improvement options and learn more about the planning process

SH 33 CORRIDOR / TETON COUNTY ROADWAYS

Potential Improvement Options

The Idaho Transportation Department and Teton County have joined forces to plan for the SH 33 Corridor between Sugar City and Wyoming border and for the Teton County Transportation System. Working with State and local officials and the public, the consultant team is in the process of identifying future transportation system improvements to meet current & future resident and traveler needs. Although specific improvements are yet to be identified, the types of improvements for consideration include:

- Center-turn lane improvements at major intersections on SH-33
- Bicycle route improvements via signing & new bicycle lanes / multi-use paths
- Traffic signals or flashing beacons at key intersections
- New signs at State designated game-crossing areas
- Pedestrian crossings on SH-33 in Teton, Driggs, and Victor by construction of bulb-outs and textured or raised crosswalks
- Signing improvements at designated Sportsman's Access locations and major roadway intersections
- Passing-lane improvements along designated sections of SH-33
- County road improvements west & east of SH-33 to enhance circulation and provide route alternatives



For more information please contact...

Lance Holmstrom, ITD Sr. Planner
(208) 745-5608

Mark Trupp, Teton Co. Commissioner
(208) 345-8358

Andy Mortensen, The Transpo Group
(503) 472-3099

Tyler Deke, W&H Pacific
(877) 947-7658 or the project web site at
<http://projects.whpacific.com/sh33teton>

Teton County Transportation Plan



PRESS RELEASE #2
March 30, 2001

SH 33 Corridor and Teton County Transportation Plan
2nd Round of Public Meetings
Wednesday, May 2nd, 2001
Thursday, May 3rd, 2001

2nd Round of Public Meetings Scheduled for May 2nd and 3rd

The Idaho Transportation Department and Teton County announces that the second round of public meetings as part of the SH 33 Corridor and the Teton County Transportation Planning process will be held on Wednesday May 2nd at Sugar City High School Commons and Thursday, May 3rd at Teton Middle School Cafeteria in Driggs. Both meetings will have an open house format and area residents are encouraged to drop in anytime between 5:00 p.m. and 7:30 p.m. The two meetings will cover the same agenda items and are provided in both locations to offer easy access for corridor and county residents.

These two meetings will include three primary items of discussion; **First** to provide an update on the status of the SH 33 Corridor and Teton County Transportation System planning process, **Second**, to present the purpose and goals for the SH 33 Corridor and Teton county Transportation Systems as developed by the local stakeholders and Task Force, and **Third**, to present and discuss potential improvement options for the SH 33 Corridor and Teton County transportation systems which address the public issues and concerns identified at the first public meetings and support the purpose and goals for both systems. These initial improvement options may be modified or new options may be added as a result of public input.

The meetings will be informal and include a detailed description of the planning process and schedule, as well as the role of participants and the general public in the process. Information will also be available about other opportunities during the planning process for the public to participate in planning for these roadway systems. ITD representatives, County officials and project consultants will be on hand to present information and address any additional questions regarding the process or the study area.

Also, for those with Internet access, the information presented at these meetings is available at the project web site: <http://projects.whpacific.com/sh33teton>. Viewers can review the information and provide comments via e-mail, which will be considered along with comments provided at the meetings, in development of the plan. The site will be maintained throughout the 15 month planning process to provide project updates, record additional comments and present information regarding upcoming public meetings.

For more information regarding these meetings or the SH 33 Corridor / Teton County Transportation planning process, please contact Lance Holmstrom, Project Manager at the Idaho Transportation Department, 206 North Yellowstone, Rigby, Idaho 83442-0097, (208) 745-5608 or Teton County Commissioner, Mark Trupp, Teton Co. Courthouse, 89 North Main, Driggs, ID 83422, (208) 354-2593.





PRESS RELEASE #3

July 1, 2001

SH 33 Corridor and Teton County Transportation Plan
3rd Round of Public Meetings
Wednesday, July 25th, 2001
Thursday, July 26th, 2001

3rd Round of Public Meetings Scheduled for July 25th and 26th

The Idaho Transportation Department and Teton County announces that the third round of public meetings as part of the SH 33 Corridor and the Teton County Transportation Planning process, will be held on Wednesday July 25th at Sugar City High School Commons and Thursday July 26th, at Victor Elementary School Gym in Victor. Both meetings will have an open house format and area residents are encouraged to drop in anytime between 5:00 p.m. and 7:30 p.m. The two meetings will cover the same agenda items and are provided in both locations to offer easy access for corridor and county residents.

These two meetings will include three primary items of discussion; **First** to provide an update on the status of the SH 33 Corridor and Teton County Transportation System planning process, **Second**, to present the recommended improvements for the SH 33 Corridor and Teton county Transportation Systems as developed by the local stakeholders and Task Force, and **Third**, to discuss the final steps in the planning process to produce the final plan documents.

The meetings will be informal and include a detailed description of the planning process and schedule, as well as the role of participants and the general public in the process. Information will also be available about other opportunities during the planning process for the public to participate in planning for these roadway systems. ITD representatives, County officials and project consultants will be on hand to present information and address any additional questions regarding the process or the study area.

Also, for those with Internet access, the information presented at these meetings is available at the project web site: <http://projects.whpacific.com/sh33teton>. Web Users can review the information and provide comments via e-mail, which will be considered along with comments provided at the meetings, in development of the plan. The site will be maintained throughout the 15 month planning process to provide project updates, record additional comments and present information regarding upcoming public meetings.

For more information regarding these meetings or the SH 33 Corridor / Teton County Transportation planning process, please contact Lance Holmstrom, Project Manager at the Idaho Transportation Department, 206 North Yellowstone, Rigby, Idaho 83442-0097, (208) 745-5608 or Teton County Commissioner, Mark Trupp, Teton Co. Courthouse, 89 North Main, Driggs, ID 83422, (208) 354-2593.





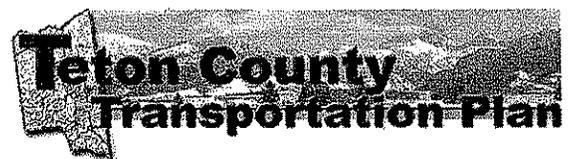
PRESS RELEASE #3
July 20, 2001

SH 33 Corridor and Teton County Transportation Plan
3rd Round of Public Meetings
Postponed until August 2001

3rd Round of Public Meetings Postponed

The Idaho Transportation Department and Teton County announces that the third round of public meetings as part of the SH 33 Corridor and the Teton County Transportation Planning process, that were scheduled for Wednesday July 25th at Sugar City High School Commons and Thursday July 26th, at Victor Elementary School Gym will be postponed until August. Once the new meeting dates are established, new announcements will be published in advance of the meetings

For more information regarding these meetings or the SH 33 Corridor / Teton County Transportation planning process, please contact Lance Holmstrom, Project Manager at the Idaho Transportation Department, 206 North Yellowstone, Rigby, Idaho 83442-0097, (208) 745-5608 or Teton County Commissioner, Mark Trupp, Teton Co. Courthouse, 89 North Main, Driggs, ID 83422, (208) 354-2593.





PRESS RELEASE #3

August 14, 2001

SH 33 Corridor and Teton County Transportation Plan
3rd Round of Public Meetings
Tuesday, August 21, 2001
Wednesday, August 22, 2001

3rd Round of Public Meetings Scheduled for August 21st and 22nd

The Idaho Transportation Department and Teton County announces that the third round of public meetings as part of the SH 33 Corridor and the Teton County Transportation Planning process, will be held on Tuesday, August 21st at Sugar City High School Commons and Wednesday, August 22nd, at Victor Elementary School Gym in Victor. Both meetings will have an open house format and area residents are encouraged to drop in anytime between 5:00 p.m. and 7:30 p.m. The two meetings will cover the same agenda items and are provided in both locations to offer easy access for corridor and county residents.

These two meetings will include three primary items of discussion; **First** to provide an update on the status of the SH 33 Corridor and Teton County Transportation System planning process, **Second**, to present the recommended improvements for the SH 33 Corridor and Teton County Transportation Systems as developed by the local stakeholders and Task Force, and **Third**, to discuss the final steps in the planning process to produce the final plan documents.

The meetings will be informal and include a detailed description of the planning process and schedule, as well as the role of participants and the general public in the process. Information will also be available about other opportunities during the planning process for the public to participate in planning for these roadway systems. ITD representatives, County officials and project consultants will be on hand to present information and address any additional questions regarding the process or the study area.

Also, for those with Internet access, the information presented at these meetings is available at the project web site: <http://projects.whpacific.com/sh33teton>. Web Users can review the information and provide comments via e-mail, which will be considered along with comments provided at the meetings, in development of the plan. The site will be maintained throughout the 15 month planning process to provide project updates, record additional comments and present information regarding upcoming public meetings.

For more information regarding these meetings or the SH 33 Corridor / Teton County Transportation planning process, please contact Lance Holmstrom, Project Manager at the Idaho Transportation Department, 206 North Yellowstone, Rigby, Idaho 83442-0097, (208) 745-5608 or Teton County Commissioner, Mark Trupp, Teton Co. Courthouse, 89 North Main, Driggs, ID 83422, (208) 354-2593.





PRESS RELEASE #4
October 25, 2001

**SH 33 Corridor and Teton County Transportation Plan
4th and Final Round of Public Meetings
Wednesday, November 14th, 2001
Thursday, November 15th, 2001**

Final Round of Public Meetings Scheduled for November 14th and 15th

The Idaho Transportation Department and Teton County announces that the final set of public meetings for the SH 33 Corridor and the Teton County Transportation Planning process, will be held on Wednesday, November 14th at Sugar City High School Commons and Thursday, November 15th, at Teton Middle School Cafeteria in Driggs. Both meetings will have an open house format and area residents are encouraged to drop in anytime between 5:00 p.m. and 7:30 p.m. The two meetings will cover the same agenda items and are provided in both locations to offer easy access for corridor and county residents.

These two meetings will include three primary items of discussion; **First** to provide an update on the status of the SH 33 Corridor and Teton County Transportation System planning process, **Second**, to present and gather public comments on the final recommended improvements for the SH 33 Corridor and Teton County Transportation Systems as developed by the local stakeholders and Task Force, and **Third**, to discuss the final steps in the planning process to produce the final plan documents.

The meetings will be informal and include a detailed description of the planning process and schedule, as well as the role of participants and the general public in the process. ITD representatives, County officials and project consultants will be on hand to present information and address any additional questions regarding the process or the study area.

Also, for those with Internet access, the information presented at these meetings is available at the project web site: <http://projects.whpacific.com/sh33teton>. Web Users can review the information and provide comments via e-mail, which will be considered along with comments provided at the meetings, in development of the final plan. The site is maintained throughout the 15 month planning process to provide project updates, record additional comments and present information regarding upcoming public meetings.

For more information regarding these meetings or the SH 33 Corridor / Teton County Transportation planning process, please contact Lance Holmstrom, Project Manager at the Idaho Transportation Department, 206 North Yellowstone, Rigby, Idaho 83442-0097, (208) 745-5608 or Teton County Commissioner, Mark Trupp, Teton Co. Courthouse, 89 North Main, Driggs, ID 83422, (208) 354-2593.





Public Meeting #1 Results

Sugar City
October 24, 2000

I. Attendance

| Name | Address | Phone |
|------------------|---|---------------------|
| Ashely Hillman | P.O. Box 14 Newdale, ID 83436 | 458-4616 |
| Melissa Walters | P.O. Box 178 Newdale, ID 83436 | 458-4656 |
| Tara Schwendiman | 15000 E. SH 33 Newdale, ID 83436 | 458-4513 |
| Charles Moulton | P.O. Box 53 Newdale, ID 83436 | 458-4005 |
| David Wescott | P.O. Box 905 Rexburg, ID 83440 | 359-2590 |
| Gerald Jeppesen | 500 E. 1000 N. Rexburg, ID 83440 | 356-7143 |
| Skiler Brower | 4292 N. Salem Rd. Rexburg, ID 83440 | 356-4960 |
| Jordan Lee | 1984 E. 183 N. Rexburg, ID 83440 | 656-9426 |
| Brooke Passey | 9773 S. Snake River Rd. Rexburg, ID 83440 | 356-6058 |
| Roger Muir | 666 W. 1500 N. Rexburg, ID 83440 | 356-0394 |
| Joyce Muir | 666 W. 1500 N. Rexburg, ID 83440 | 356-0394 |
| JoLyn Bruggs | Teton City | 458-4309 / 458-4597 |

II. Comments:

- Concern for when the US 20 interchange improvement will be made
- Canyon Creek Bridge is narrow, old, unsafe and dangerous – needs replacement
 - ITD has programmed replacement and widening of the Canyon Creek Bridge for FY 2002 – final design is not yet completed
- Speed limit west of Teton is too fast for safe travel – suggestion that it should be reduced from 65 to 55 mph
- Newdale RR crossing is dangerous and rough – improvements made last year are not enough
- Y intersection in Teton is dangerous and presents conflicts with SH 33 when merging due to poor visibility – may need to eliminate east leg of the intersection to resolve the issue
- Desire to maintain the existing road section in Teton, keep the small town atmosphere – maintain existing access and frontage conditions
- Hwy 32 intersection – vehicles are crossing SH 33 and running into the private fence
- Roadway between Tetonia and Driggs is too narrow to accommodate traffic volumes – unsafe passing and proximity to borrow ditches
 - Borrow ditches are too close to the road and are too steep and deep
- Teton River bridge near Teton City (west side) needs evaluation – is unsafe, narrow, etc.
- Lack of signs to alert for Green Canyon Rd.
- Lack of vertical sight distance in climbing out of Green Canyon Cr. Bridge crossing
- Need a bike Ped pathway from Rexburg to Jackson





Victor

October 25, 2000

I. Attendance

| Name | Address | Phone |
|-----------------------|--|----------|
| Vancie Turner | 235 S. Main Victor, ID 83455 | 354-2425 |
| Janna Rankin | Teton Valley Trails and Pathways
P.O. Box 345, Driggs, ID 83422 | 353-8569 |
| Judy Blair | Teton Valley Trails and Pathways
P.O. Box 373, Driggs, ID 83422 | 353-2582 |
| Lee Simmons | P.O. Box 719, Driggs, ID 83422 | 353-8125 |
| Louis B. Christiansen | P.O. Box 48, Driggs, ID 83422 | 354-2362 |
| Susan Cattabrigar | P.O. Box 24, Victor, ID 83455 | 787-2401 |
| Mike Dronen | P.O. Box 43, Driggs, ID 83422 | 354-3490 |
| Mary Lou Hansen | P.O. Box 525, Driggs, ID 83422 | 354-2375 |
| L. Larry Boothe | 170 East 200 South, Driggs, ID
83422 | 354-2459 |
| Dick Staiger | Rt. #1 Box 3760, Alta, WY 83422 | 353-2407 |
| Russell Parsons | 1032 S. 200 W. Victor, ID 83455 | 787-2391 |
| Mary Faye Tonks | P.O. Box 53, Victor, ID 83455 | 787-2954 |
| David Kearsley | P.O. Box 341, Victor, ID 83455 | 787-2256 |

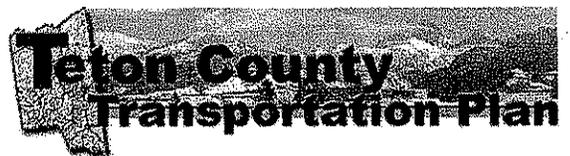
II. Comments

- SH 33 from Wyoming line into Victor should be widened to improve safety
- New store planned across from Pines motel in Driggs – ½ block south of Short St., West side of SH 33 – concern for increased congestion, traffic and safety
 - Suggest review and update of Driggs Comp Plan to implement growth management policies and actions – current zoning regs. are lacking to address this issue
- Speed limit is too high between junction with SH 32, south to Victor – unsafe and does not promote appreciation and use of the scenic byway
- Speed in downtown Victor is too fast – roadway is too wide and promotes faster speeds than are safe
 - Crossing lights are not working during school hours – timing is off
 - Narrowing highway is an option – possibly to 3 lanes, two travel lanes with a center left turn lane – this would also require changing the parking from angle to parallel
- Stateline and Ski Hill Rd.
 - Frequent slide offs during winter - Winter maintenance needs improvement
 - Lack of warning signs for stop signs – people are sliding through the





- intersections during winter and icy conditions
- Enforcement needs improvement to slow down motorists
- Bike and Ped facilities are inadequate and unsafe throughout the systems
 - Narrow shoulders are not safe for Peds and Bikes
 - Need both shoulder or separated pathways throughout the system
 - Downtown Driggs lacks a Ped / Bike system through town
 - Main and Little Ave. intersection in downtown Driggs is difficult to cross for pedestrians and bikes – may need a 4 way stop sign
 - Driggs to Teton needs a pathway system
 - Minimum – wide shoulder with signage
 - Preferred – separated pathway
 - Planned facilities in Victor – Corridor and Teton County Plan should support and include these facilities in the short and long range plans
 - Widened sidewalk areas from Cedron on north end of Victor – south to Birch – cross SH 33 up to Agate then south 3 blocks to Elm St. then east to Pioneer Park, through park, then out to Jackson Hwy. – Long range plans call for pathway to continue east up Jackson Highway
- Angle parking in Driggs causes poor visibility of both vehicles and pedestrians
- Aeronautics and airport issues should also be addressed during the process
- Victor on street parking is misused
 - By business employees parking in front of businesses, rather than in off street parking areas or behind businesses
 - By commuters to Jackson who leave their cars on the streets during the day
- Lack of enforcement staff in Victor
- Bi-state coordination between Idaho and Wyoming is needed in the planning process and in implementation
- Lack of passing lanes between Victor and Driggs and between Victor and Wyoming border (needed between border and Jackson too, including climbing lanes)
- Anticipated increased congestion at intersections and turns into new developments – long waits and unsafe conditions as drivers become impatient – may need additional left turn lanes, and accel lanes for smooth and safe merging
- Lack of left turn lanes, accel and decel lanes between Tetonia, Driggs and Victor – current conditions are unsafe





**Public Meeting #2
Meeting Results**

**Sugar City – High School Commons Area
May 2, 2001**

Attendance

| Name | Address / Representing | Phone / Fax |
|--------------------------|---|-------------|
| Shelly Spratling | 4276 N 200 E, Sugar City, ID 83448 | 356-6307 |
| Sandy Edwards | Newdale Planning and Zoning | 458-4582 |
| Max and Kate Palmer | 4488 N 2000 E, Sugar City, ID 83448 | 356-3985 |
| Dean Klingli | 2371 East Hwy 33, Sugar City, ID 83448 | 356-6651 |
| Jim Scer | 2252 East Hwy 33, Sugar City, ID 83448 | 356-9107 |
| Matt Grover | P.O. Box 400 Sugar City, ID 83448 | 356-6944 |
| Marilyn Gee | 2252 East Hwy 33, Sugar City 83448 | 356-9107 |
| Shayne Hansen | 625 Church, Newdale, ID 83436 – Newdale Mayor | 458-4915 |
| Jerald and Toni Gee | 2272 East Hwy 33, Sugar City, ID 83448 | 356-6301 |
| Roland & Patrice Wilding | 3480 East Hwy 33, Sugar City, ID 83448 | 356-0347 |
| Dennis Birch | P.O. Box 424 Sugar City, ID 83448 | 356-4988 |
| Suzanne Williams | P.O. Box 263 Sugar City, ID 83448 | 356-3919 |
| Terry and Denise Hollist | 2052 East Hwy 33 Sugar City, ID 83448 | 356-8580 |
| Layne and Judy Luk | 2294 East Hwy 33, Sugar City, ID 83448 | 356-3087 |
| Shawn Walters | P.O. Box 178 Newdale, ID 83436 | 458-4105 |
| Warren Walters | P.O. Box 127 Newdale, ID 83436 | 458-4328 |
| Nile Boyle | 611 West Main Rexburg, ID 83440 | 356-6785 |
| Max and Kate Palmer | 4488 N 2000 E Sugar City, ID 83448 | 356-3985 |

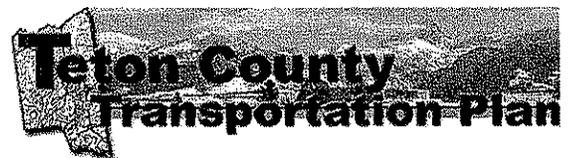
Comments received on potential improvement options

Speed concerns from US 20 to City of Teton

- Speed is too high from US 20 to Teton – prefer to reduce to 55 mph
- Need bus stops and turnouts
- Maintain the flashing light at the intersection of SH 33 and the SH 33 spur to the interchange
- Extend 55 mph out one mile east of the flashing light or
- Extend 55 mph 2 miles to Teton 45 mph section
- Need additional county sheriff enforcement

Possible Design solutions

- Left turn lanes
- Wider lanes and shoulders
- Traffic calming measures
- School bus turnouts
- Frontage roads
- Rumble strips



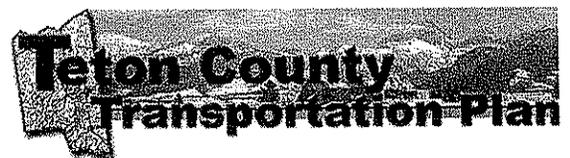


Regulatory solutions

- Posted limits – investigate possible change to 55
- Enforcement
 - Patrol / enforcement
 - “Your speed” equipment
- Medical communications program
- Designated safety corridor
- Signage
- Land use planning (access)

Miscellaneous

- Sugar City / Newdale
 - Multi use pathways should be incorporated to provide access to the river from Sugar City
- East of Newdale
 - County Line Rd. Improvements on poor sight line (crest on SH 33)
- 2 miles east of Newdale (#11000) intersection needs improvement
 - Visibility is a problem
- Newdale to Canyon Creek Bridge
 - Snow blows over roadway – needs a snow fence, or trees
- Newdale RR crossing – needs further improvement
- Newdale speed limits
 - Not observed – needs more signs and enforcement
- Widen roadway between US 20 and Teton as needed to match existing improvements
- Newdale –
 - Shoulders, and accel / decel lanes as needed and demanded
 - Need left turn lane at 1st road east of RR tracks
 - Left turn lane at Newdale truck road (1st road east of RR tracks) needs widening to meet new truck turning geometrics
- Consider City of Teton Bypass to new route along existing county road
- Retain the blinking light before the SH 33 interchange that goes into Sugar and north
- Keep the intersection at ½ mile north of SH 33 (near the ITD Sheds) open for through traffic





Public Meeting #2
Driggs - Driggs Middle School Cafeteria
May 3, 2001

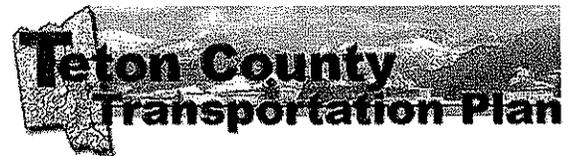
Attendance

| Name | Address / Representing | Phone / Fax |
|---------------------------|---|-------------|
| Jack Combo | Idaho Transportation Board
P.O. Box 7129 Boise, ID 83707 | 334-8808 |
| Bob Fitzgerald | The Cache Ranch – 409 N 300 W Tetonina, ID 83452 | 456-2833 |
| Jill Jackson | Super 8 Motel – P.O. Box 780 Driggs, ID 83422 | 354-8888 |
| Carl Nelson | Super 8 Motel – P.O. Box 780 Driggs, ID 83422 | 354-8888 |
| George Peterson | P.O. Box 114 Victor, ID 83455 | 787-2394 |
| Dan Powers | P.O. Box 123 Driggs, ID 83422 | 354-8631 |
| Mike & Aimee Gormley | 72 Grandview Dr. Driggs, ID 83422 | 354-8394 |
| Doug & Christy Callahan | 76 Grandview Dr. Driggs, ID 83422 | |
| Mary Lou Hansen | Driggs City Council | |
| Martha Hansen | | |
| Jack Boyle | USFS – P.O. Box 777 Driggs, ID 83422 | 354-2312 |
| Tyler Rhodes | Teton Valley News – 80 East Little Ave. Driggs, ID 83422 | 354-8101 |
| Yurhit Hatch | 94 Grandview Dr. Driggs, ID 83422 | |
| Max & JoAnn Wollstenhulme | P.O. Box 57 Driggs, ID 83422 | 354-2234 |
| Ed Vontz | Driggs City Council – P.O. Box 327 Driggs, ID 83422 | 354-2978 |

Comments received on potential improvement options

USFS Comments

- Better signage to USFS destinations
 - Teton Canyon Campground
 - Darby Canyon Campground
 - Fox Crk. Canyon Campground
 - Moose Crk. Campground
 - Grand Targhee Ski Area
 - Darby's Girls Camp
 - Horseshoe Canyon (summer and winter)
 - Packsaddle
 - N and S Leigh / Baker and Badger Crk.
 - Green Canyon at Madison Co. line
 - Mike Harris Campground (advanced signage)
- Miscellaneous
 - Turn lane at Mike Harris Campground
- Ski Hill Rd. Upgrade
 - Check Teton Canyon and Hastings Lane





- Hastings – feds picked as logical access – needs upgrade improvements
- Driggs – no or poor circulation in Driggs – always need to use SH 33 – consider a west side alternate route
- Replace diagonal with parallel parking with replacement capacity
- EIS for Land Exchange @ Grand Targhee
 - Growth projections / valley impacts
 - Most of valley growth is residential
- Need tour bus turnouts; existing turnouts are too small - Increased tour bus traffic – winter skiers – 4-5 busses per day, plus summer tours
- Rest stop between Victor and Jackson – WDOT is looking into it
- Reduce speed in Driggs to Hastings Lane
- Prefer / consider going to a 3 lane section in Driggs
 - With parallel parking

Other comments

- Borrow pits between Victor and Driggs - need to be moved farther from the edge of roadway and made more shallow – drivers cannot see the danger, especially in winter when the pits are full of snow
- Add roadway reflectors –
 - Teton Creek Bridge – both sides
 - Leigh Creek Bridge
 - Hatches Corner
 - All SH 33 Bridge crossings need reflectors
 - Double reflectors at major intersections
- Prefer / consider going to a 3 lane section in Driggs
 - With parallel parking
- Reduce the 65 mph speed at north entrance to Driggs
- Grandview Drive
 - Passing lane begins south of subdivision – need a no passing zone
- Truck route and alternate routing
 - Need a north south truck bypass around Driggs for traffic coming from east; for example 5th East South to 50 South, 5th East North to Airport Road or Airport / Melehes Road through to Ski Hill Road
 - Also need alternate route on East side – Stateline Rd. to Foothill area
 - Need bike path from Driggs to Alta
 - Improve Powerline Road as alternate access to Westside
- Driggs Central Business District
 - Designation options – 3 lane, parallel parking, wider sidewalks, intersection improvements, corner extensions, etc. – the downtown business district is beginning discussions to determine these elements – recommended to complete a downtown planning process, involving all downtown property owners, business operators, City and concerned residents to develop a downtown enhancement plan – primary contact – Ed Vontz – Driggs City Council



SH 33 / Teton County Transportation Plan

Public Meeting #3 Results

Sugar City – August 21, 2001
Sugar City High School Commons
5:00 p.m. to 7:30 p.m.

Attendance

| | | | | |
|--------------------------|------------------|-----------------------------|----------------|--------------|
| <input type="checkbox"/> | Layne Luke | 2274 E Hwy 33 | Sugar City, ID | 208-356-3087 |
| <input type="checkbox"/> | Shelly Spratling | 4276 N 2000 E | Sugar City, ID | 208-356-6307 |
| <input type="checkbox"/> | Zane Palmer | 4245 N 2000 E | Sugar City, ID | 208-356-0574 |
| <input type="checkbox"/> | Warren Walters | 2895 E Hwy 33 | Sugar City, ID | 208-458-4328 |
| <input type="checkbox"/> | Lance Holmstrom | ITD | Rigby, ID | 208-745-5608 |
| <input type="checkbox"/> | Mike Pepper | KMP Planning and Consulting | | 208-734-6208 |

Comments:

- Need additional law enforcement near Teton – people are passing across double yellow line
- Maintain the flashing yellow light NE of Sugar City
- Check impact to SH 33 from Sugar City proposed annexation
- Consider farm access tunnels under the new interchange access roads

Victor – August 22, 2001
Victor Elementary School
5:00 to 7:30 p.m.

Attendance

| | | | | |
|--------------------------|--------------------------------|-----------------------------|------------------|--------------|
| <input type="checkbox"/> | Jake Scheer | | Victor | 208-787-2978 |
| <input type="checkbox"/> | Larry Williamson | Grand Targhee Box Ski | Alta, WY | 307-353-2300 |
| <input type="checkbox"/> | John Borstelman | Teton Valley Trails | Alta, WY | 307-353-2252 |
| <input type="checkbox"/> | Jay Anderson | P.O. Box 765 | Driggs, ID 83422 | 208-354-2503 |
| <input type="checkbox"/> | Lowell Curtis (Irrig. Dist.) | 97 N Hwy 33 | Driggs, ID 83422 | 208-354-2534 |
| <input type="checkbox"/> | Lavell Johnson | 124 W 100 N | Driggs, ID 83422 | 208-354-2471 |
| <input type="checkbox"/> | Mike McCoy | 578 Syringa Dr. | Victor, ID 83455 | 208-354-2891 |
| <input type="checkbox"/> | Charlie Otto | 474 S 200 E | Victor, ID 83455 | 208-787-2389 |
| <input type="checkbox"/> | Bill Shaw | ITD District 6 | Rigby, ID | 208-745-5660 |
| <input type="checkbox"/> | George Peterson | P.O. Box 114 | Victor, ID 83455 | 208-787-2394 |
| <input type="checkbox"/> | Ed Vontz (Driggs City Council) | P.O. Box 327 | Driggs, ID 83422 | 208-354-2978 |
| <input type="checkbox"/> | Jim Mataisz (Driggs PZ) | P.O. Box 862 | Driggs, ID 83422 | 208-354-8635 |
| <input type="checkbox"/> | Lance Holmstrom | ITD | Rigby, ID | 208-745-5608 |
| <input type="checkbox"/> | Mike Pepper | KMP Planning and Consulting | | 208-734-6208 |
| <input type="checkbox"/> | Tyler Deke | W & H Pacific | Beaverton, OR | 503-417-1368 |

Comments:

- Consider paving of frontage roads between Victor and Driggs
 - Lower dust (primary issue of concern)
 - Improve safety
 - Drivers are driving too fast
- Require paving of new development access roads to minimize dust, including paving of frontage road to new development
- Consider lowering speed on Fox Crk. Rd from 45 mph and increase enforcement
- Culvert improvements needed – as noted by Irrigation District reps. – trash buildup is causing backup, flooding into borrow ditches and degradation of shoulders
 - Replace double culverts with single culverts with flared ends
 - Shared costs and installation between ITD and local irrigation dist.
 - Install only single culverts with flared ends
 - Locations of culvert replacements (contact local irrigation dist officials to coordinate)
 - ½ mile north of Bates Rd.
 - 1 ½ miles north of Bates Rd.
 - 4 additional culverts between 1 ½ miles north of Bates and Little Rd.
 - Lower speed between Victor and Driggs and
 - Lower speed between Victor and Wyoming border from 65 to 55 mph
 - Consider an alternate route around Driggs
- Add Ped / Bike lanes and extra width on Bates / Cedron Rd. Loop
- Consider paving Cache Rd. from Bates Rd. to Packsaddle Rd. for alternate n/s route and Bike use – rather than chip sealing as proposed
- Site a park and ride lot in both Victor and Driggs to support the planned public transportation system
- Consider upgrade of:
 - State Line Rd. (Teton Canyon to Leigh) Teton County Wyoming to upgrade
 - State Line Rd. (Teton Canyon Rd. to Darby Canyon Rd.) Teton County Idaho to upgrade
 - Fulmer Rd. to divert away from SH 33 / Leigh / Bauer intersection
- Roadway Lighting – new lighting should minimize light pollution by using new direct focus lights
- SH 33 improvements between Victor and Driggs – consider adding a continuous center left turn lane and right turn lanes to major arteries (Fox Crk., Darby Rd.)
 - Slow speed down to 55 mph

Miscellaneous Issues

- October Meeting – consider holding in conjunction with the Victor Elementary School Halloween Carnival – contact Victor Elem School on Oct 1 to identify date

SH 33 Corridor / Teton County Transportation Plan
Public Meeting #4
Meeting Results

Sugar City – High School Commons Area

November 14, 2001 – 5:00 p.m. to 7:30 p.m.

I. Attendance

- | | | | |
|--------------------------|------------------|-----------------------------|------------|
| <input type="checkbox"/> | Shelly Spratling | 4276 N 2000 E | Sugar City |
| <input type="checkbox"/> | Daniel Jose | P.O. Box 389 | Rexburg |
| <input type="checkbox"/> | Jim Gee | 2252 E SH 33 | Rexburg |
| <input type="checkbox"/> | Marilyn Gee | 2252 E SH 33 | Rexburg |
| <input type="checkbox"/> | Lance Holmstrom | ITD District #6 | Rigby |
| <input type="checkbox"/> | Andy Mortensen | The Transpo Group | |
| <input type="checkbox"/> | Mike Pepper | KMP Planning and Consulting | |

II. Comments received on Draft SH 33 Corridor / Teton County Transportation Plan

- Speed concerns from US 20 to city of Teton
- Closure of 2000 E (maintenance shed exit)
 - Desired by residents on route
 - Desire to retain flashing light
 - If no closure, check for speed limits and posting on 2000 E
- Speed is too high from US 20 to Teton – needs additional and improved enforcement
- Enforce no passing between Sugar City and East of Town
 - Coordination with ISP and Madison County Sheriff is needed

Driggs – Driggs Middle School

November 15, 2001 – 5:00 p.m. to 7:30 p.m.

I. Attendance

- | | | | |
|--------------------------|------------------|-----------------------------|------------------|
| <input type="checkbox"/> | Robert Stevenson | Teton Valley Trails | |
| <input type="checkbox"/> | Mary Mason | P.O. Box 177 | Driggs, ID 83422 |
| <input type="checkbox"/> | Kirk Olsen | P.O. Box 188 | Victor, ID 83455 |
| <input type="checkbox"/> | David Kearsly | P.O. Box 341 | Victor, ID 83455 |
| <input type="checkbox"/> | Marshal McInnis | P.O. Box 986 | Driggs, ID 83422 |
| <input type="checkbox"/> | Larry Williamson | 1700 N. Bustle Crk. Rd. | Alta, WY |
| <input type="checkbox"/> | Lance Holmstrom | Idaho Transportation Dept. | |
| <input type="checkbox"/> | Andy Mortensen | The Transpo Group | |
| <input type="checkbox"/> | Mike Pepper | KMP Planning and Consulting | |

II. Comments received on Draft SH 33 Corridor / Teton County Transportation Plan

- Don't use the Big Sky Maps to determine County roads

- Consider improving Fulmer Rd. and it's intersection with SH 33 as a direct connection to Stateline Rd. – if so, consider not improving Peacock Rd. intersection
- Contact TAAF for development model they are having developed – available after December 14th, 2001
- Reduce speed limit to 25 mph on SH 33 between airport and downtown Driggs – it is 35 mph now
- Accommodate accesses to Creekside Meadows – avoid intersection improvements after theirs is complete or that disturb their new development accesses
- Review the Plan's growth and development projections with Teton County Transportation committee in January presentation



STAKEHOLDER PLANNING WORKSHOP

Thursday, January 18TH, 2001

Driggs Super 8 Motel Conference Room
2:00 p.m. to 5:00 p.m.

2:00 p.m. I. Welcome and Opening Remarks

- Lance Holmstrom, ITD Project Manager
- Mark Trupp, Teton County Commissioners
- Andy Mortensen, W&H Pacific Consultant Project Manager
- Mike Pepper, KMP Planning and Consulting
- Tyler Deke, W&H Pacific

2:10 p.m. II. Purpose of the meeting: To identify and prioritize the key stakeholder issues and concerns and develop purpose and goals for the operation and management of the SH 33 Corridor and Teton County Transportation System

2:15 p.m. III. Overview of the Planning Area and Process

- Project background and development
- The Planning Area
- The SH 33 Corridor Planning Process and Schedule
- The Teton County Transportation System Planning Process and Schedule
- Primary goal of the process: To reach consensus on the needs and recommended improvements for the SH 33 Corridor and Teton County Transportation System

2:25 p.m. IV. Roles and Responsibilities

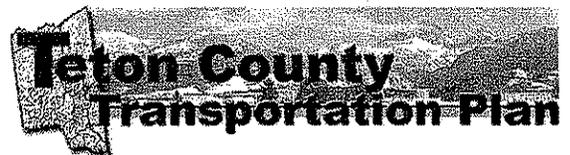
- Idaho Transportation Department
- Teton County
- Task Force
- Technical Advisory Group
- Consultants

2:35 p.m. V. Public Involvement Opportunities

- Open Houses, comment forms, newsletters, mailing list, presentations, e mail, web site and contact list for more information
- Approximate schedule of public involvement opportunities and events
- Discussion for additions and modifications to meet residents needs

2:50 p.m. VI. SH 33 Corridor and Teton County Existing Conditions

- Population and employment data
- Traffic and accident data
- Land ownership & natural features



3:15 p.m. VII. Transportation Issues and Concerns

- Present Preliminary SH 33 Corridor and Teton County Issues & Concerns (From comment forms, web site and first Public Open House)
- Identify additional issues and concerns for both planning areas (combined discussion)
- Divide the group into SH 33 Corridor and Teton County subgroups
- Discuss and clarify issues
- Prioritize issues for each sub group (5 dots, one dot per issue)
- Group issues into common categories for use in developing Purpose and Goals
- Break**
- Recombine the sub groups
- Present the overall issues, priorities and categories from each sub group
- Discuss and refine as needed

4:45 p.m. VIII. Next Steps

- Develop draft SH 33 Corridor and Teton County Purpose and Need statement and Goals
- Present to Task Force (Jan 19th) for discussion and modification
- Revise draft Purpose and Need statement and Goals and send to Stakeholders for review and comment
- Finalize draft Purpose and Need statement and Goals in preparation for presentation at Public Open House #2 (Mar 2001)
- Complete existing conditions review & data gathering
- Begin transportation system analysis

5:00 p.m. IX. Final Questions and Adjourn

**JOINT TASK FORCE & TAG
MEETING #1**

AGENDA

Wednesday, October 25th, 2000 – 12:00 noon to 1:30 p.m.
Teton County Courthouse - Driggs, ID

- 12:00 p.m. I. Welcome and Opening Remarks**
- Lance Holmstrom, ITD Project Manager
 - Mark Trupp, Teton County Commissioners
 - Andy Mortensen, W & H Pacific Consultant Project Manager
 - Introductions of other attending Planning Team and ITD Staff
- 12:10 p.m. II. Purpose of the meeting:** *To introduce the SH 33 Corridor and Teton County Transportation System Planning Process, Schedule and Roles of the Task Force and Technical Advisory Group (TAG) Committees.*
- 12:15 p.m. III. Overview of the Planning Area and Process**
- Project background and development
 - The Planning Area
 - The SH 33 Corridor Planning Process and Schedule
 - The Teton County Transportation System Planning Process and Schedule
 - Primary goal of the process: *To reach consensus on the needs and recommended improvements for the SH 33 Corridor and Teton County Transportation System*
- 12:35 p.m. IV. Roles and Responsibilities**
- Idaho Transportation Department
 - Teton County
 - Task Force
 - Technical Advisory Group
- 12:45 p.m. V. Public Involvement Opportunities**
- Open Houses, comment forms, newsletter, mailing list, presentations, e mail, web site and contact list for more information
 - Approximate schedule of public involvement opportunities and events
 - Discussion for additions and modifications to meet residents needs
- 12:55 p.m. VI. Public Open House #1**
- Format and Objectives
 - To introduce the planning process and gather initial public comments on the SH 33 Corridor and Teton County transportation needs and issues
- 1:05 p.m. VII. Next Steps**
- Next Task Force, Stakeholder and Technical Advisory Group meetings
 - Next public meetings
 - Existing conditions & data gathering
- 1:15 p.m. VIII. Final Questions and Adjourn by 1:30 p.m.**



January 5, 2001

To: SH 33 Corridor and Teton County TAG and Task Force Members

From: Lance Holmstrom, ITD Project Manager
Mark Trupp, Teton County Commissioner

Re: Upcoming TAG / Task Force Meeting
Friday, January 19th, 2000

Greetings,

You are cordially invited to attend the next TAG and Task Force meeting, set for Friday, January 19th from 12:00 noon to 2:00 p.m. at the Driggs Best Western Motel Conference Room. The primary purpose of the meeting is to discuss the results of the Stakeholder Workshop and preliminary draft Purpose and Need statement and Goals for the SH 33 Corridor and Teton County transportation systems. A complete agenda is included below. If, for some reason you cannot attend the meeting, please contact Mike Pepper, KMP Planning and Consulting at 208-734-6208. See you on the 19th!

AGENDA

- I. **Welcome and Introductions** – Lance Holmstrom and Mark Trupp
- II. **Presentation of results from the Stakeholder Workshop**
 - Prioritized issues and concerns
 - Discussion and additions
- III. **Presentation of draft Purpose and Need Statement & Goals for each system**
 - SH 33 Corridor
 - Teton County
 - Discussion, comments and modifications
- IV. **Next Steps**
 - Revise draft Purpose and Need statement and Goals – send back to Task, TAG and Stakeholders for comments prior to next public meeting
 - Environmental Scan / Existing conditions assessment completion
 - Transportation System and Travel Demand analysis
 - Public Open House #2 – March – date to be announced
 - Next Task / TAG meeting – March – date to be announced
 - Finalize SH 33 Corridor and County Purpose, Need and Goals
 - Begin identification of preliminary options and recommendations
- V. **Final questions and adjourn**



July 1, 2001

To: SH 33 Corridor and Teton County TAG and Task Force Members

From: Lance Holmstrom, ITD Project Manager
Mark Trupp, Teton County Commissioner

Re: Upcoming TAG / Task Force Meeting
Thursday, July 26th, 2001 – Noon to 3:00 p.m.

Greetings,

You are cordially invited to attend the next TAG and Task Force meeting, set for Thursday, July 26th from 12:00 noon to 3:00 p.m. at the Driggs Super 8 Motel Conference Room. The purpose of the meeting is to review and reach consensus for the recommended improvement options for the SH Corridor and Teton County transportation system. We will also discuss the next steps required to complete the SH 33 Corridor Plan and the Teton County Transportation Plan documents. Please review the meeting materials outlining the recommended improvements prior to the meeting.

The agenda for the upcoming meeting is shown below. If, for some reason you cannot attend the meeting, or if you have any questions prior to the meeting, please contact Mike Pepper, KMP Planning and Consulting at 208-734-6208. See you on the 26th.

AGENDA

- I. **Welcome and Introductions** – Lance Holmstrom and Mark Trupp
- II. **Review Possible Improvement Options and Public Comments**
 - SH 33 Corridor and Teton County
- III. **Presentation of Recommended Improvements**
 - SH 33 Corridor and Teton County
 - Discussion, comments and modifications
- IV. **Next Steps**
 - Public Open House #3 – July 25 and 26, 2001 – see newsletter for details
 - Complete transportation system and travel demand analysis
 - Refinement of possible improvement options and recommendations
 - Next Task / TAG meeting – June – date to be announced
- V. **Final questions and adjourn**



July 21, 2001

To: SH 33 Corridor and Teton County TAG and Task Force Members

From: Lance Holmstrom, ITD Project Manager
Mark Trupp, Teton County Commissioner

Re: Upcoming TAG / Task Force Meeting
Wednesday, August 22, 2001 – Noon to 3:00 p.m.

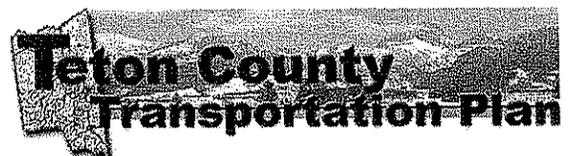
Greetings,

You are cordially invited to attend the next TAG and Task Force meeting, set for Wednesday August 22 from 12:00 noon to 3:00 p.m. at the Driggs Super 8 Motel Conference Room. The purpose of the meeting is to review and reach consensus for the recommended improvement options for the SH 33 Corridor and Teton County transportation system. We will also discuss the next steps required to complete the SH 33 Corridor Plan and the Teton County Transportation Plan documents. Please review the meeting materials outlining the recommended improvements prior to the meeting.

The agenda for the upcoming meeting is shown below. If, for some reason you cannot attend the meeting, or if you have any questions prior to the meeting, please contact Mike Pepper, KMP Planning and Consulting at 208-734-6208. See you on the 22nd.

AGENDA

- I. **Welcome and Introductions** – Lance Holmstrom and Mark Trupp
- II. **Review Possible Improvement Options and Public Comments**
 - SH 33 Corridor and Teton County
- III. **Draft Policies Review and Approval**
 - Teton County
 - SH 33 Corridor
- IV. **Presentation of Recommended Improvements**
 - SH 33 Corridor and Teton County
 - Discussion, comments and modifications
- V. **Next Steps**
 - Public Open House #3 – August 21 and 22, 2001 – see newsletter for details
 - Complete system analysis and incorporate comments to develop final improvement recommendations and plan documents
 - Next Task / TAG meeting – October – date to be announced
- VI. **Final questions and adjourn**



November 1, 2001

To: SH 33 Corridor and Teton County TAG and Task Force Members

From: Lance Holmstrom, ITD Project Manager
Mark Trupp, Teton County Commissioner

Re: Upcoming TAG / Task Force Meeting
Thursday, November 15, 2001 – Noon to 3:00 p.m.

Greetings,

You are cordially invited to attend the next TAG and Task Force meeting, set for Thursday, November 15th from 12:00 noon to 3:00 p.m. at the Driggs Super 8 Motel Conference Room. The purpose of the meeting is to review and reach consensus for the Final Recommended Improvements for the SH 33 Corridor and Teton County transportation system. We will also discuss the final steps required to complete the SH 33 Corridor Plan and the Teton County Transportation Plan documents. Please review the meeting materials outlining the Final Recommended Improvements prior to the meeting.

The agenda for the upcoming meeting is shown below. If, for some reason you cannot attend the meeting, or if you have any questions prior to the meeting, please contact Mike Pepper, KMP Planning and Consulting at 208-734-6208. See you on the 15th.

AGENDA

- I. **Welcome and Introductions** – Lance Holmstrom and Mark Trupp
- II. **Review Results of Public Meeting #3**
 - SH 33 Corridor and Teton County – Sugar City and Victor
- III. **Revised and Final Policy Recommendations - Review and Approval**
 - Teton County
 - SH 33 Corridor
- IV. **Presentation of Final Recommended Improvements and Draft Plan Documents**
 - SH 33 Corridor and Teton County
 - Discussion, comments and modifications
- V. **Next Steps**
 - Public Open House #4 – November 14 and 15, 2001 – see newsletter for details
 - Revise draft, develop, print and distribute final SH 33 Corridor Plan document
 - Present draft Teton County Transportation Plan to Teton County Commissioners
 - Revise draft, develop, print and distribute final Teton County Transportation Plan
- VI. **Final questions and adjourn**





**Jt. Task Force and Technical Advisory Committees
Meeting #3 – May 3, 2001
Driggs, ID**

I. Attendance

| Name | Representing / Address | Phone |
|-----------------|-----------------------------|--------------|
| Ralph Egbert | Teton Co. Road and Bridge | 354-2932 |
| Craig Sherman | City of Victor | 787-2940 |
| L. Larry Boothe | Teton Co. Planning Admin. | 354-2593 |
| Andy Mortensen | The Transpo Group | 503-472-3099 |
| Scott McKague | Driggs City Council | 354-8847 |
| Mark Trupp | Teton Co. Commissioner | 354-8358 |
| Tyler Deke | W & H Pacific | 503-626-0455 |
| Lance Holmstrom | ITD District 6 | 745-5608 |
| Mike Pepper | KMP Planning and Consulting | 734-6208 |

II. Purpose and Goals – Mike overviewed the purpose and goals statements for both the SH 33 Corridor and the Teton County Plan. Comments were as follows

- Be aware of comp plan needs when finalizing purpose and goals
- General Tag and TASK approval of existing purpose and goals as presented for both SH 33 and Teton County

III. Existing Conditions – Tyler overviewed the existing conditions and land use / environmental scan reports – comments were as follows

- Be aware of and modify the language in the text to use the land use categories as defined in the county zoning ordinance
- Land Use Text
 - Need to obtain the new Teton Co. residential map, which is being developed by the Senoran Institute for Teton County – will be available within the next 30-60 days – Teton County will provide a copy to the Team
 - New map will show:
 - Existing development
 - Approved / planned development
 - Proposed development information will be forwarded along with the new maps by Larry Boothe; Teton County Planning Administrator
 - Consider developing a full build out map – the new map may serve this purpose
- Traffic Volume / data
- Check SH 32 and SH 33 intersections – SH 32 seems high as compared to SH 33





- Bates Rd.
 - Base traffic numbers need revision – new #'s will be provided to W&H by Teton County
- Level of Service (LOS) - Victor city safety
 - Consider center left turn lane and other options to accommodate growth and traffic
- Modeling
 - Add runs for summer activity and to accommodate planned residential growth
 - 20,000 population
 - Current commuter patterns
 - Or a 50% growth in the “stay at home” industries

IV. Potential Improvement Options – Andy presented the potential improvement options - comments were as follows

- Big Game Crossings
 - Address this problem by improved advanced signage, rather than new fencing, etc.
- Speed limits
 - Consider lowering speed limit at north end of Driggs
 - Slower past the school
 - Flashing light / lower speed during school hours
 - City needs to modify their city boundaries / area of impact to extend their jurisdiction and then appeal to ITD for a speed change in the new city limit area to address this problem – this must be done through a cooperative agreement with Teton County
- Left Turn / Intersection improvements
 - Identify specific intersections for improvements – primary county roads – maintain access control and preserve integrity of SH 33
 - Make related improvements to county roads that are selected as primary connections to SH 33 to insure proper function of both
- Alternate North / South route
 - West side of Teton River to provide connection from Victor to SH 33 West of Tetonia
 - Teton County will furnish existing road ROW information to W&H
 - Consider that developers may be required to pay for the north / south roadway improvements as development occurs
- Pathways
 - Need bike / ped facility connection between Driggs and Tetonia
 - Consider SH 33 improvements as the means to create new bike / ped facilities between Driggs and Tetonia
 - Incorporate the Teton Valley Trails Long Range Plan as appropriate to plan for and address ped / bike needs – Teton Valley Trails will provide specific recommendation on potential location of new bike / ped route between Driggs and Tetonia





- Identify an improved crossing of ped / bike at existing crossing south of Driggs, from existing separated pathway to shoulder pathway along SH 33 – consider expanding ped / bike facility on the west side to eliminate the need for crossing SH 33
- Consider installing a culvert to cross under SH 33 – could be installed with other SH 33 improvements / maintenance

V. TAAF

- Consultant Team to provide list of proposed improvement options to the TAAF Transportation Sub-committee for their review and comments – ASAP, requesting comments back to Consultant Team for incorporation into the final recommended improvements.
- Consultant Team will also request any additional improvement options from the TAAF for consideration into the final plan
- Consultant Team will work with TAAF Transportation Sub-committee, through Ralph Egbert to set up a joint meeting during our next round of public meetings in July – Ralph will contact the committee and respond to the Consultant Team

VI. Next Steps / Meetings

- Revise the existing conditions / land use / environmental reports as needed based on the comments received
- Complete additional assessment and evaluation of data, such as traffic modeling and traffic volumes, etc.
- Refine the potential improvement options to define specific projects, priorities and specific recommendations for implementation
 - Contact Rendezvous Engineering in Jackson – 307-733-5252 to discuss Victor downtown bike / ped plans
- Next meetings
 - July 2001
 - Public Meetings - Sugar City and Victor
 - TASK / TAG - Driggs





Jt. Task Force and Technical Advisory Committees
Meeting #1 - October 25, 2000
Driggs, ID

I. Attendance

| Name | Representing / Address | Phone |
|-----------------------|-------------------------------|--------------|
| Ralph Egbert | Teton Co. Road and Bridge | 354-2932 |
| Gary Henrie | Fire District | 354-2760 |
| Craig Sherman | City of Victor | 787-2940 |
| L. Larry Boothe | Teton Co. Planning Admin. | 354-2593 |
| Andy Mortensen | W&H Pacific | 503-372-3704 |
| Scott McKague | Driggs City Council | 354-8847 |
| Mark Trupp | Teton Co. Commissioner | 354-8358 |
| Louis B. Christiansen | Mayor, City of Driggs | 354-2362 |
| Lance Holmstrom | ITD District 6 | 745-5608 |
| Mike Pepper | KMP Planning and Consulting | 734-6208 |

II. Introductions and Project Overview – Lance

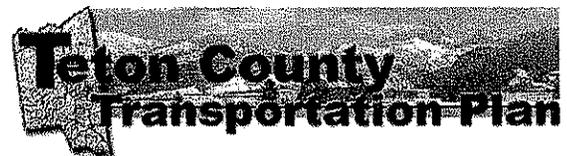
- Lance provided an overview of the SH 33 Corridor and Teton County Project, project background and role of ITD and Teton County as overall administration of the planning process

III. Planning Process Description – Andy Mortensen

- Andy provided an overview of the planning process, steps, schedule and relationship of the SH Corridor Plan to the Teton County Transportation planning process.

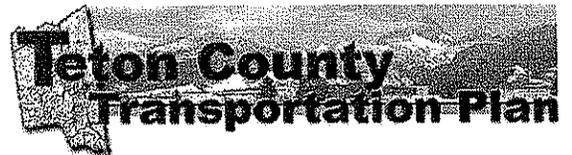
IV. Public Involvement Plan – Mike

- Mike gave an overview of the Public Involvement Plan, its elements, schedule, opportunities for public participation and the role of the Task Force, Technical Advisory Committee and Stakeholder Groups.
- Comments and additional options for public involvement (including next meetings)
 - Add the Stakeholder Meeting to the Public Involvement Plan (in addition to the Stakeholder Interviews)
 - Avoid school sports schedule for public meetings, but consider providing project information at school sports events such as basketball game ½ time
 - Create sub-groups for the Teton County Plan and SH 33 Corridor Plan as needed to supplement the Task, Tag and Stakeholder committees
 - Develop flyers and Newsletters as appropriate for posting and distribution for upcoming public meetings, provide project updates and to gather public comments, etc.





- With utility bills and community mailings as appropriate
- Through elementary schools – one with each student
- Through Elec. Company and other utility service provider (Fall River Rural Elec.) to include all Teton County residents
 - Fall River Elec. - See D. Reynolds (400 Victor, 600 Driggs)
1 SH 33 Driggs, ID 83422 – 1-800-632-5726
 - Teton Telecom – see Aaron Jenkins in Driggs – 354-3300
 - 8 ½ x 11 size
- Through the Teton Valley Post Register public announcement section
 - 80 East Little Ave. Driggs, ID 83422 – 354-8101
- School Govt. classes for presentations and information distribution
- Add project info and opportunity for comment to school's web site
- Add the Saturday, January 20th Teton Forum to the public involvement schedule – for gathering additional information, comments, issue identification and a brief presentation on the SH 33 Corridor / Teton Co. Transportation planning process – also obtain the Forum mailing list for use in the transportation planning process
- Next Meetings
- Combine the January trip to include the Task and Tag Mtg. #2 and Stakeholder Work Session #1
 - *Stakeholder Work Session #1 – two days prior to Forum mtg.*
 - Present summarized issues from comment forms
 - Issues identification; add and refine as needed
 - Separate SH 33 Corridor and Teton Co. issues as appropriate
 - Present existing conditions data
 - Prioritize issues as needed in preparation of development of draft goals and objectives (to be developed by Mike, Lance and Andy)
 - **Note:** send comment forms to all Stakeholders prior to the first Stakeholder Mtg. to gather initial issues – include request to prioritize their issues
 - **Web Site:** include address in Stakeholder mailing and option to fill out comment form on the site
 - *Task and Tag Mtg. #2 – day before the Forum mtg.*
 - Present existing conditions data
 - Present results of Stakeholder mtg. #1
 - Present draft goals and objectives for discussion and revision as needed prior to sending to Stakeholders.
 - Send out draft goals and objectives to Stakeholder members for review and comment – revise as needed in





preparation for Public mtg. #2

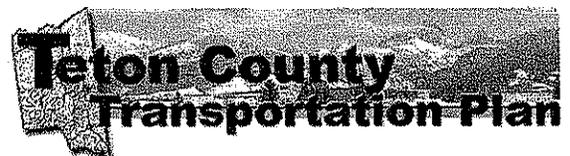
- Maintain combined Corridor and County plan groups until individual issues are identified and needed for review
- Set up Project Web Site with project info and comment form – by Nov 10, 2000
- Add a Wyoming representative to either the TAG or Stakeholder Committee to address major issues on the Wyoming side of SH 33 to Jackson
 - Also, collect available data from Wyoming side of SH 33 from Jackson to state line
- Additional information to gather
 - Subdivision plats
 - Traffic data
 - Relevant info from the Teton Forum

V. General Corridor and Teton County Issues

- Safety
- Bike and Pedestrian safety
- Congestion and passing conflicts
- Intersection safety and function
- Acceleration and deceleration lanes needed at primary intersections
 - Possible need for 4 lanes between Tetonia, Driggs, Victor and state line
- Wider shoulders are needed, especially between Tetonia and state line

VI. Recommended Stakeholders

| Name | Address | Affiliation | Phone |
|---------------|--------------------------------------|--|----------|
| Brent Robison | P.O. Box 3 Tetonia, ID 83452 | Outgoing County Commissioner, trucking, construction | 456-2612 |
| Judy Blair | 590 Targhee Towne Rd. Alta, WY 83422 | Pathways group, retired principal | 353-2582 |
| Mike Dronen | P.O. Box 43 Driggs, ID 83422 | Retired Air Force civil engineer | 354-3490 |
| Stacy Lerwill | 893 W 400 N Tetonia, ID 83452 | Farmer | 456-2312 |
| Jack Hoppes | 1077 W SH 33 Tetonia, ID 83452 | Farmer | 456-2801 |
| Dennie Arnold | 1045 N SH 32 Felt, ID 83452 | Farmer | 456-2873 |





VI. Stakeholders (Cont.)

| Name | Address | Affiliation | Phone |
|------------------|---|--|----------------------|
| Star Golden | Chamber of Commerce
10 E Ashley Ave. Driggs,
ID 83422
84 W 900 S Victor, ID
83455 | Chamber of Commerce –
County wide | 354-2500
787-2025 |
| Jay Hansen | 89 N Main Driggs, ID
83422 | County Agent – Idaho and
Wyoming | 354-2961 |
| Stacy Stewart | 220 ½ S 2 nd , Teton, ID
83452 | Former Teton City
Councilman | 456-2619 |
| Layne Price | 135 S SH 33 Driggs, ID
83422 | American Title | 354-8457 |
| Kerry Buxton | 540 W 300 S Driggs, ID
83422 | Farmer | 354-2710 |
| Lou Parish | 163 E 525 S Victor, ID
83455 | Citizen's for Teton Valley | 787-2428 |
| Leland Bressler | P.O. Box 193, Victor ID
83455 | Retired County Road and
Bridge Supervisor | 787-2763 |
| George Peterson | 996 Aspen Lane, Victor,
ID 83455 | | 787-2394 |
| Kelly Van Orden | 219 East Moose Cr. Rd.
Victor, ID 83455 | Moose Creek Lodge | 787-2784 |
| Bill Hastings | 59 W 950 S, Victor, ID
83455 | Teton Springs Instigator | 787-2793 |
| Kelley Coburn | 491 S 200 E Victor, ID
83455 | School Board member | 787-2963 |
| Larry Williamson | 1700 N Bustle Cr. Rd.,
Alta, WY 83422 | Ski Hill Manager | 353-2793 |
| Randy Berry | 379 Adams Rd. Driggs, ID
83422 | Teton Valley Lodge | 354-2386 |



STAKEHOLDER MEETING RESULTS

January 18, 2001

The Stakeholder Committee was presented the issues identified by the public at the Public Open House in October 2000 and then identified the following additional issues. Each member was given 5 dots, with which to rank the issues, one dot per issue. Those issues with no dots noted, received no priority.

SH-33 CORRIDOR PLAN ISSUES

Access and Access Management

- 9 dots - Highway access points: access density/control (too many or too dense now)
- 3 dots - Significant development expected in Victor – sole access point to SH-33

Traffic Congestion & Safety

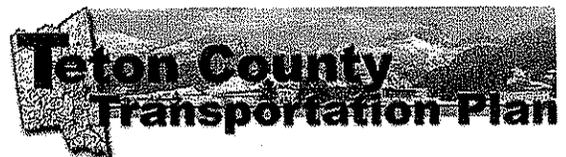
- 5 dots - School bus stops on SH-33 are dangerous
 - o Some of the school bus traffic should be moved to County roads
- 5 dots - Kearsley Corner (in Victor on SH-31) is dangerous – too many sharp curves and/or narrow
- 3 dots - Multiple access points cause unsafe conditions
 - o 1 dot - Incorporate possible acceleration/deceleration lanes and joint access points
- 1 dot - 50 West access is congested
 - o Developers should help pay for improvements
 - o Consider mitigation or impact fees
- 1 dot - 800 South Intersection is a problem
 - o SH-33 narrows from 4- to 2-lanes immediately within a number of intersections
- 1 dot - Corner at bottom of Pine Creek Pass – within a 1,000 feet 3 entrances on blind curve)
– unsafe – lack of visibility
- 1 dot - Teton City Center Development is congested
 - o No left-turn lane
- Deceleration lane at Super 8 Entrance should be corrected – safety problem
- In-town traffic in Driggs is congested (consider bypass around Driggs)
- SH-31 may need improvements to accommodate increase in traffic
- Idaho/Wyoming State Line project will give relief to county road system
- Lack of deceleration lanes at Sportsman's Access – 550 South
- Ski hill rd. and SH 33 intersection is currently not as safe as it should be - needs improved signage and left turn lanes

Roadway Design Characteristics and Traffic Control

- 10 dots** - Tetonia to Victor needs improvement too narrow, unsafe and acceleration, deceleration and left-turn lanes
 - o Bike/Peds are unsafe due to skinny shoulder path
 - o Open barrow pits between access points are dangerous
- 7 dots** - Most shoulder areas are too narrow and steep for safe emergency vehicle and repair use
- 6 dots** - Signage - Not enough signs, in the wrong places and hard to read
 - o Lack of "reduced speed ahead" signs (Driggs)
 - o Difficult to see at Driggs Entrance
 - o Some signage lighting shines on roadways
 - o Intersection signage is lacking
 - o Business signage is lacking
 - o Visitor signage for Scenic Byway is insufficient in number
 - For and on SH-31
 - Type of sign or information
 - Lack of advanced warning
- 1 dot** - 50 West at Hatches Corner (shaded – icy and slick, inadequate turn lane space, slick bridge surface)
- 1 dot** - Speed limit is too high north of Driggs (Howard to Ross) and near schools
 - o Consider 25 mph to Elsie's
 - o And 35 mph Fall River
- 4 dots** - Not enough slow vehicle & bike turnouts
- Sign overload in some cases (65 → 55 → 45)
- Hatches Corner to Victor Section is old & width needs improvements – borrow pits too deep and steep
- Narrow pavement width is lacking reflectors
- Culvert design for Fox, Downey and other creeks and canal lines need to be address
- Mailboxes in ROW, too close to edge of road
- Consider 3-lane (climbing lanes) (in Wyoming too)
 - o Guard rails on pass (especially in Wyoming)

Bike, Pedestrian and Public Transportation

- 2 dots** - Lack of bike/Ped facilities in most areas – need and overall bike Ped plan
 - o From Trailer park to Driggs
 - o From Rexburg to Victor
 - o Need a separate pathway from Victor to Tetonia
- Wyoming trans plan identifies public transportation to Victor
- SH-32 / Bitch Creek bridge will be scheduled for 23 days of closure over the next 2 years
- Review specific type of bike / Ped facility needed for SH 33 – shoulder, separated, etc. – provide a safe facility, but do not overbuild
- School bus safety concerns near Sugar City



TETON COUNTY TRANSPORTATION ISSUES

Needed Connections

- 3 dots** - Need a north-south parallel route, through Teton Co, west of SH-33
 - o ESPECIALLY as an emergency route if catastrophic earthquake event blocks county's only exits on SH-33 north and south
- East/West connectors needed to support SH-33
- Lack of interim bypass if SH-32 if closed (Bitch Creek Bridge replacement)
- Baseline Road should be extended to assist expected development
- Idaho/Wyoming State Line project will give relief to county road system

Traffic Control

- County Road signage is poorly posted (speed is posted at termini, but not in between) and controlled
- County signage for information purposes is inadequate and needs improvement and clarifying

Growth & Development

- 2 dots** - Plan improvements to accommodate new subdivisions
- Baseline – from 700 South to SH-33 could be used for connector to Wyoming – new development is going to put big pressure on this section
- 400 South on west side – possible 1,100-acre and 60-acre developments and may needs road improvements
- Avoid use of wetland areas for new roadways

Access and Traffic Safety

- 1 dot** - Private lands are blocking access from public roadways and waterways
- 1 dot** - Closure of Forest Service Roads & traditional forest access at County road termini
- Culvert design for Fox, Downey and other creeks and canal lines need to be addressed
- Consider a transit hub in Victor for public transit over Teton Pass

Airport Issues

- Do not want to expand the size or services at the Driggs Airport – maintain it as a local facility

Bike and Ped issues

- 2 dots** - Lack of a complete system of bike and Ped facilities and routes in Teton County
- Conflicts between bike, Ped and vehicles due to lack of separate and safe facilities and routes
- Possibly get bike routes on parallel, local routes and connectors
- See SH 33 Corridor Issues for other bike and Ped recommendations
- Need to identify what entity will have maintenance responsibility for pathways

January 30, 2001

To: SH 33 Corridor and Teton County area Stakeholders

From: Lance Holmstrom, ITD Project Manager
Mark Trupp, Teton County Commissioner
Consultant Team

Re: January 18 Stakeholder Planning Workshop meeting results

Greetings,

A Stakeholder Planning Workshop was held on January 18 at the Driggs Super 8 motel. The primary purpose of the Planning Workshop was to identify and prioritize your issues and concerns regarding the SH 33 Corridor and Teton County transportation systems. Your input, along with that collected from the initial public meetings and the project web site, was used to guide the development of draft Purpose and Need statements and Goals for the SH 33 Corridor and County transportation systems.

Enclosed for your review are the following documents:

- *Stakeholder meeting results
- *Revised Purpose, Need and Goal Statements
- *The list of issues developed by the public at the October public meetings

If you have questions, please contact Mike Pepper, KMP Planning and Consulting at 208-734-6208 or via e-mail (mpepper@magiclink.com). You may also register specific issues and concerns for each system on the project web site at <http://projects.whpacific.com/sh33teton>. Thanks for your attendance!

Also note that the next Task, Tag, Stakeholder and public meetings are tentatively planned for mid April. Dates, times, locations and the next project newsletter will be sent out to the full mailing in advance of the meetings.

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SH 33 / TETON COUNTY TRANSPORTATION PLAN

Tag Task Meeting #5 Results
August 22, 2001

Attendance:

| | | | |
|--------------------------|-----------------------|---------------------------------|--------------|
| <input type="checkbox"/> | Allen Wilder | City of Driggs | 208-354-2362 |
| <input type="checkbox"/> | Ralph Egbert | Teton County Road and Bridge | 208-354-2932 |
| <input type="checkbox"/> | Woodrow Anderson | City of St. Anthony | 208-624-3494 |
| <input type="checkbox"/> | Mark Trupp | Teton County Commissioner | 208-354-8358 |
| <input type="checkbox"/> | Craig Sherman | City of Victor | 208-787-2940 |
| <input type="checkbox"/> | Louis B. Christiansen | City of Driggs | 208-354-2362 |
| <input type="checkbox"/> | Lance Holmstrom | Idaho Transportation Department | 208-745-5608 |
| <input type="checkbox"/> | Tyler Deke | W and H Pacific | 503-417-1368 |
| <input type="checkbox"/> | Mike Pepper | KMP Planning and Consulting | 208-734-6208 |

Policies: SH 33 Corridor: Comments

- Add: ITD will work with local communities to develop a pedestrian safety plan to provide goals and framework for future pedestrian / bike improvements
- Add: ITD will work with communities by participating in planning for main street and downtown enhancements

Other related comments: Wyoming signage is confusing in the use of chevrons on snow markers

Policies: Teton County: Comments

- All policies: Soften the language from shall to should to allow future discussion in the Teton County Transportation Planning section of the update of the Teton County Comprehensive Plan
- Add: require developers to provide local roads and connections to gather development traffic to a common / collector roads to a common access point to SH 33
- Modify the requirement for traffic / development impact studies to a minimum threshold of 100 peak period trips
 - Also, the scope and level of detail required in the impact study will be determined to match the expected level of demand and impact to the roadways and or other county services
- Change: Bike / Ped policy to "consider" instead of include, bike Ped needs
- Eliminate "Teton Valley Trails Organization" to related and or affected organizations
- North South Route: change language from "not allow new access...." To allow new access points that support the desired access control policies and planned use of the roadway

- Change: the implementation of “Development Impact Fees” to “insure developers pay for the increased costs caused due to their development”, both for transportation improvements / facilities and related impacts to other county services

Recommended Improvement Projects: Comments

Teton County:

- Designate the Bike / Ped route as part of the new northwest bypass route, even if no new facility is developed now
- Add: intersection improvement at Airport access road north of Driggs

SH 33 Corridor:

- Add Tetonia / Ashton Enhancement Project for Bike / Pedestrian Facility to short term improvements / approved projects map
- Climbing lanes: only needed for eastbound traffic on SH 33
- Passing Lanes: needed between Newdale and east to roadway turn to the northeast
- Passing Lanes: need places to allow passenger vehicles to pass farm / commercial vehicles, especially in hilly areas
- Consider adding warning / rumble strips on SH 32 at approach to SH 33
- Insure new signage is clear, visible at both day and night, reflective and coordinated throughout the system and with city and county signage
- Consider roundabouts in Victor – Tyler to evaluate dimension needs for Craig for consideration at SH 33 / 31 intersection

General Comments:

- Good overall support for recommended projects, including intersection enhancements
- Add intersection improvements at:
 - north of Leigh Creek, but not bridge replacement
 - 700 and 800 South intersections to occur after recommended projects are implemented
 - Add new Teton interpretive pullout in place of the existing historic pullout between Peacock and Fulmer roads
- Use road #/s in final plan, not local names – contact Teton Co. to confirm road #'s

**SH 33 Corridor / Teton County Transportation Plan
Tag / Task Meeting #6**

November 15, 2001

Meeting Results

Driggs Super 8 Motel Meeting Room

I. Attendance

- | | | |
|--|-----------------------------|--------|
| <input type="checkbox"/> Woody Anderson | | |
| <input type="checkbox"/> Jay Calderwood | Teton Co. Commission | Driggs |
| <input type="checkbox"/> Elsie Wash | Driggs PZ | Driggs |
| <input type="checkbox"/> Craig Sherman | City of Victor | Victor |
| <input type="checkbox"/> Larry Boothe | Teton Co. PZ | Driggs |
| <input type="checkbox"/> Lance Holmstrom | ITD District #6 | Rigby |
| <input type="checkbox"/> Andy Mortensen | The Transpo Group | |
| <input type="checkbox"/> Mike Pepper | KMP Planning and Consulting | |

II. Revised Policy Recommendations Comments

SH 33 Corridor Plan Policies – approved as revised and presented

Teton County Transportation Plan Policies

- Goal #2 – Item #1 – add County to City, for use if impact study results

III. Recommended Projects Comments

Teton County

- Move "Pave Teton County Rd." down to a medium range priority
- Change name of Teton County Rd. to Hastings Lane in all documents
- Bike Ped facilities must be included in Teton County roadways plan and in new construction and renovation projects to provide safe routes for bike Ped use
- Rename North Cedron Rd. to 600 So. Rd., Torks Rd. to 700 So. Rd., Cedron Rd. to 800 So. Rd., String Rd. to 900 So. Rd.
- Darby Rd. gets more traffic year round, and Darby Canyon Rd. gets more traffic during the summer months – Both need turn lane improvements Darby Rd. is first priority, 2nd priority for Darby Canyon Rd.
- Add a center turn lane to Cover Lane Rd. – developers should be approached for participation
- Add a center turn lane to Kay Lane / Tonks Rd.
- Priorities for center turn lane improvements
 1. Cedron Rd. (also needs more intersection design due to 6 intersecting roadways)
 2. Darby Rd.
 3. Fox Crk. Rd.
 4. Clark Lane / N. Cedron Rd.
 5. Darby Canyon Rd.

** See Map notes on Proposed Functional Classification Map for full list of priorities for center turn lane intersection improvements

SH 33 Corridor

- Modify SH 33 Improvement Map
 - Passing Lanes designated between Tetonia and Newdale should point to the curve area, not near Newdale

Implementation

- Road Standard recommendations are intended for reference in new road construction only, not for modification of existing road standards and construction
- Access Management – ok as presented, and Larry Boothe and Ralph (Road and Bridge Supt.) will review and contact Andy with any changes

General Comments

- Livestock Drive between Newdale and Teton – need to research whether or not there is an existing right of way for livestock movement

IV. Next Steps

1. Revise documents as per comments from Tag / Task and Public Meetings
2. Include policies for both SH 33 Corridor and Teton County in both document Implementation sections
3. Include functional classification maps in Teton County Plan
4. Develop Bike Ped Map and include in document
5. Circulate draft plans to Tag Task Committees
6. Notify full mailing list via post cards of availability of Draft Plan upon their request
7. Distribute Draft Plans to local entities, County and City offices and local libraries for public review
8. Present Draft Teton County Plan to Teton County Transportation Committee for their use in revision of the Teton County Comprehensive Plan – probably in January 2002.



Appendix B - Land Use and Environmental Scan Report

*Combined report for SH-33 Corridor Plan and Teton County Transportation Plan

Introduction

The purpose of this Land Use and Environmental Scan (the Scan) is to (1) identify land use and environmental issues and (2) define critical human and environmental factors that will be used to evaluate improvement options in the study area. The Scan will help prepare ITD for the eventual analysis of improvement options and environmental documentation of the improvement options (e.g. Environmental Assessment (EA) or Environmental Impact Statement (EIS) of build and no-build actions).

The Scan organizes the land use and environmental factors into human elements and natural elements. For each land use/environmental factor, the Scan summarizes the source of the data and the role the data will play for corridor planning and future environmental documentation. The Scan also details an inventory of pertinent information for each factor. This document includes information regarding land use, historical and cultural sites, wetlands and waterways, wildlife, and other potentially critical factors. The Scan report also includes a list of references for future use.

Land Use and Environmental Elements – Human

Federal, State and Local Land Use Plans

Data Source

The Teton and Madison County Comprehensive Plans, along with those from the cities of Sugar City, Victor and Driggs were reviewed and summarized. Comprehensive plans for the cities of Newdale, Teton and Tetonia were not available, but summaries of those plans will be included if and when they are provided. Hard copy comprehensive plan and zoning mapping were obtained and summarized from Teton and Madison Counties, as well as from the City of Sugar City, Newdale, Driggs and Victor.

In addition, Targhee National Forest staff was contacted to provide relevant information from their land use and environmental plans. Their comments and issues are reflected in the issues and concerns identified for SH-33 corridor management and improvement where the roadway is adjacent to their boundaries in Teton County. The other public lands in Madison and Teton County are managed by the Bureau of Land Management, Idaho State Department of Lands, Idaho Department of Fish and Game and Idaho Department of Parks and Recreation. However, with the exception of the Idaho Department of Fish and Game Sportsmans Access points, the other properties are not adjacent to the SH-33 Corridor or primary Teton County roadway systems and as a result, will not be affected by potential improvements to the SH 33 Corridor or Teton County Transportation System.

The Idaho Department of Fish and Game Sportsmans Access Guide was reviewed to identify those sites that may be affected by potential improvements to the SH-33 Corridor and Teton County Transportation System.

Role in Corridor Planning

Improvement options are not likely to result in major disruption to land uses. However, general land use factors, such as zoning and location of prime farmland, will be incorporated in the evaluation of improvement options.

In both the Madison and Teton County comprehensive plans, as well as the city comprehensive plans, it is clear that all entities recognize the significance of the SH-33 Corridor and that relationship is outlined in the various land use and transportation policies in each plan. In all cases, the issues identified in the comprehensive plans include a blend of desire for safe and managed access to SH-33 and incorporation of facility improvements that support the differing needs and shared use along the corridor. For example, in Madison County, this includes the addition of passing lanes on grades to accommodate slow moving vehicles, widened shoulders for movement of agricultural equipment and shared use by bicyclists, and consideration of acceleration and deceleration lanes and new turning lanes at some intersections to accommodate shared use by vehicles of differing speeds.

In the cities along the corridor, common issues are management of the SH-33 Corridor to meet both the needs of the through travelers as wells as the needs of community downtown traffic for access to businesses, residential areas and commercial and industrial developments. Each of the cities also identified the need to plan for and accommodate pedestrians and bicyclists along the corridor and through their communities. This may translate into either widened shoulders or completely separate pathways, depending upon the setting, available right of way or coordination with existing pedestrian facilities. Between Victor and Driggs, increasing development, congestion and growing traffic volumes of both through travelers and local traffic are creating potentially unsafe conditions, which may require the addition of new left and right turn lanes, or widened shoulders for safety and emergency use to resolve the problems. A compliment to these potential corridor improvement recommendations sited in each community is the development and management of clear and effective signage for local and regional information.

Other issues related to corridor planning that could specifically affect the communities and their activities include improved safety features such as intersection lighting at the junction of SH-33 and SH-31 in Victor, pedestrian crosswalk lighting and warning signals also in Victor, speed limit assessment and control to maintain safe use of SH-33 between Victor and Driggs, and improved control and enforcement of traveler speed as they enter and pass through the communities.

The communities of Victor and Driggs also identified a large volume of commuter travelers from their communities to Jackson, Wyoming on a daily basis for employment and business activities. This increase is evident in both traffic volumes and congestion, as well as the dramatic increase in residential development in the Victor and Driggs areas, which suggests potential improvements to both the SH-33 Corridor, as well as the Teton County and community street systems. The significant number of daily travelers over Teton Pass suggests that the SH-33 Corridor be

evaluated to determine the need for additional passing lanes and widened shoulders for safety. Snow removal and roadway maintenance are also critical SH-33 corridor management issues, to accommodate the regular volume of daily winter travelers that need to commute for employment. Both the Driggs and Victor comprehensive plans also suggest the evaluation and siting of a commuter parking area, and possible public transportation system to accommodate the increasing number of daily commuters from Teton Valley over Teton Pass to Jackson. In all of the local comprehensive plans, there is a desire expressed that any improvements to the SH-33 Corridor, County roadways and city streets be done in a manner that is attractive, compliments the appearance of the communities and do not negatively impact the spectacular views available along the route.

Role in Environmental Documentation

The analysis of improvement options will weigh the effects that improvement options may have on local land uses, especially in the context of state and local land use plans.

Inventory

The following information details land use, zoning, land ownership, and comprehensive plan/zoning ordinance information for local, state and federal jurisdictions in the SH-33 corridor and Teton County planning areas. Sportsman’s access points are also summarized.

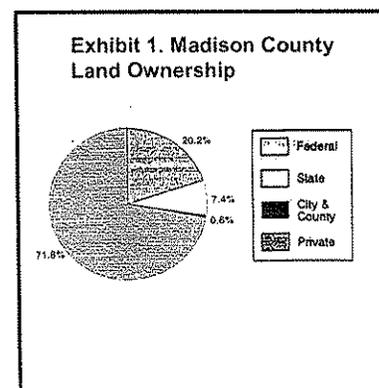
Madison County

Madison County is a relatively small county of 472 square miles, situated in the southeastern part of Idaho. It is surrounded by Jefferson County on the west, Bonneville County on the south, Teton County on the east and Fremont County on the north. The county is primarily flat, but also includes several different geographic regions which include the forested Big Hole Mountains in the southeast corner, rolling hills of the Rexburg Bench area in the west central area, the valley floor where the Teton, Henry’s Fork and Snake Rivers meet, and the lava plains along the west side of the county. Relative to the Study area, the SH-33 Corridor lies primarily in the northern part of the county and traverses from the Rexburg Bench area in the west end of the county, through primarily flat agricultural lands on the north side of the county to the east end of the county and beginning of Teton County.

The county’s lands are owned and managed by various public and private entities. Of the approximately 301,000 total acreage, approximately 20.2 % is federally owned and managed primarily by the BLM and the USFS. 7.4% is state owned and managed by the Department of Lands (IDL), Idaho Department of Fish and Game and Idaho Department of Parks and Recreation (IDPR). Madison County and the County’s municipalities own 6%. The remaining 71.8 % of the County lands is privately owned. See acreage and ownership breakdown in **Table 1 and Exhibit 1.**

Table 1. Madison County Land Ownership / Management

| Land Ownership | Number of Acres | % of County Total |
|---|-----------------------------|--------------------------|
| Federal Lands | Federal Total 60,877 | 20.2% |
| <input type="checkbox"/> BLM | 16,395 | |
| <input type="checkbox"/> US Forest Service | 41,460 | |
| <input type="checkbox"/> Other federal land | 3,022 | |
| State Lands | State Total 22,226 | 7.4% |
| <input type="checkbox"/> Endowment Lands | 22,081 | |



| | | |
|---|-------------------------|-------------|
| <input type="checkbox"/> Fish and Game | 145 | |
| Local Public Lands | Local Public Total 1972 | 0.6% |
| <input type="checkbox"/> County Land | 1,860 | |
| <input type="checkbox"/> Municipal Land | 112 | |
| Private Lands | 216,749 | 71.8% |
| Total County Lands | 301,824 | 100% |

Current Land Uses

Madison County includes a variety of land uses, the largest of which is for agricultural purposes at 206,300 acres or 67.4% of the county total acreage. The balance of the land uses includes, in order of size, forested lands, rangelands, barren lands and small amounts for water and urban areas. See **Table 2** for a complete breakdown of land uses and areas.

Table 2. Land Use and Areas

| Land Use * | Acres | Percent Total |
|----------------|----------------|---------------|
| Urban Land | 1,000 | 0.3% |
| Agricultural | 206,300 | 67.4% |
| Rangeland | 26,400 | |
| Forest | 53,000 | 17.3% |
| Water | 3,200 | 1.0% |
| Wetland | 0 | 0.0% |
| Barren Land | 16,000 | 5.2% |
| Tundra | 0 | 0.0% |
| Perennial Snow | 0 | 0.0% |
| Total | 305,900 | 100.0% |

* U.S.G.S. land use/cover classification system. The water category and the rounding and estimating of satellite-based data usually results in slightly higher totals for land use.

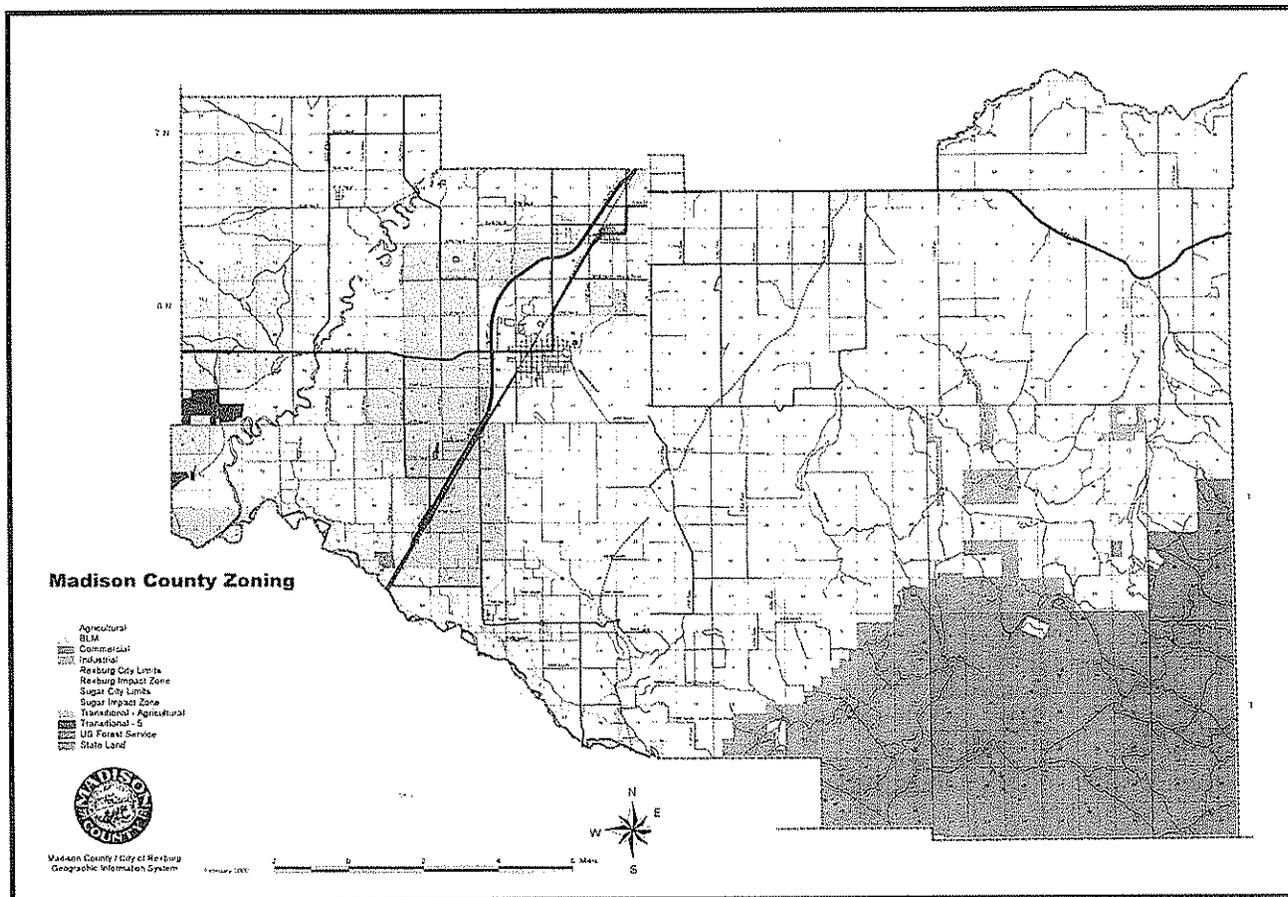
**Madison County
Land Uses**

Madison County's population trends suggest a slow growth rate of less than 1%, which does not suggest that transportation needs will increase. However, due to the anticipated increase in the tourism industry, especially in Teton County, it follows that the number of regional travelers will increase throughout Madison County.

Madison County Zoning/Land Use

Madison County Zoning types include a variety of traditional zoning designations as shown in **Map 1**. Note that other than the cities of Rexburg and Sugar City, the SH-33 corridor is bordered entirely by agricultural zones. The Madison County comprehensive plan places high priority on the preservation of farmland and farming operations, which must be considered in planning for the corridor operation or future improvements.

Map 1. Madison County Zoning Designations



Madison County Land Use Activities

Madison County activities stem from land use and proximity to adjacent resources, sites, facilities and attractions. It is also these activities that determine many of the transportation needs and impacts to the SH-33 Corridor. Specifically, because the county is primarily agriculturally based, there is substantial traffic related to farming activities, movement of farm machinery, service and support of farming activities and facilities and the transport of crops following harvest. These uses suggest the need for wide shoulders to accommodate slow moving and oversize vehicles, good sight distances to allow for early visibility of these same vehicles and in some cases where traffic volumes are highest, acceleration and deceleration lanes may be needed to provide safe conditions for both agricultural and non agricultural vehicle operations.

In addition to the agricultural activities in the corridor, there are two other activities that are significant to the transportation needs and impacts along the SH-33 Corridor in Madison County. One activity is the variety of community-related activities for personal, commercial and business pursuits in Sugar City, Newdale and Rexburg. The pursuit of these activities includes the needs

of vehicles, bicycles and pedestrians, in, to and through these communities. A more detailed description of these activities, and their transportation related desires, is provided in the Sugar City and Newdale City descriptions.

The needs of the travelers in the region for personal, commercial and recreational activities are also important. In particular, Madison County is adjacent to a variety of regional and national sites and attractions including Yellowstone National Park, Craters of the Moon National Monument and the Idaho National Engineering Laboratory. In addition, and of particular importance to the planning for the SH-33 Corridor is the substantial increases in the traffic volumes during the summer months, when tourists are entering the region for the recreational activities available in Teton County and nearby Jackson Hole and Teton National Park. This type of travel suggests the need for the Corridor to provide adequate shoulders to accommodate slow moving recreational vehicles and faster passenger cars, good signage and acceleration and deceleration lanes at intersections with high traffic volumes.

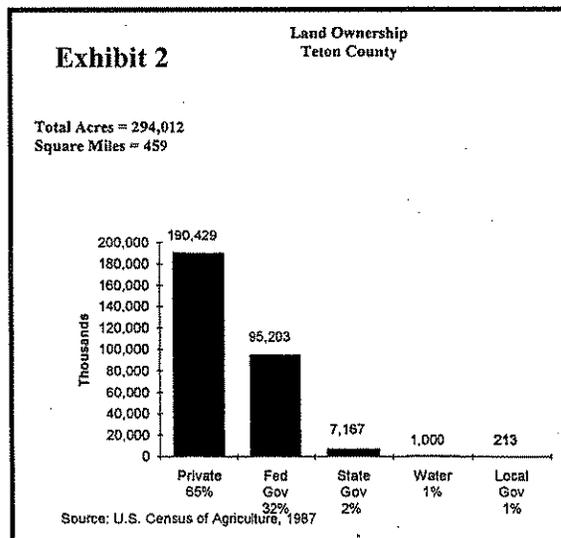
Teton County

General Description

Teton County is the eighth smallest county in Idaho by population, 5,708 in 1999 and the second smallest in area with 294,012 acres. However, in spite of its small size, it is also the fastest growing county in Idaho, growing at a rate of 66% since 1990. Agriculture, recreation and a growing tourism business are the primary industries. The Teton Mountain Range, rising above the valley floor, provides spectacular vistas. The Teton River Valley runs north to south through the county, surrounded by heavily forested areas of Targhee National Forest on the southwest and east sides of the County. The spectacular scenery, small town lifestyle and tremendous recreation opportunities available in the county and surrounding areas make Teton County a very desirable place to live.

Teton County Land Uses and Ownership

As background to Teton County land uses, it is important to understand the land ownership, as shown in the table below. As is evidenced in **Exhibit 2 and Table 3**, the majority of land is privately owned, with the federal government owning and managing about one third of the total acres in the county. The large federal ownership is due to the sizeable portions of Targhee National Forest and BLM lands in the southwest and Targhee Forest lands in the northeast corners of the county. The private land is primarily in the center of the county, running from northwest to southeast and incorporating the Teton River Valley and more level unforested lands.



The non federal land uses account for 68 % of the county's lands and include irrigated croplands – 60,000 acres, dry croplands – 47,218 acres, woodlands – 36,301 acres, pasture and hay – 32,080 acres, rangeland – 19,093 acres, and other uses – 3,054 acres. (Source: Teton County Soil Conservation District Five-Year Resource Conservation Plan - 1988)

Table 3. Teton County Land Ownership / Management

| Land Ownership | Number of Acres | Percent of County Total |
|---|------------------------|--------------------------------|
| Federal Lands | Federal Total 95,203 | 32% |
| <input type="checkbox"/> BLM | | |
| <input type="checkbox"/> US Forest Service | | |
| <input type="checkbox"/> Other federal land | | |
| State Lands | State Total 7,167 | 2.3% |
| <input type="checkbox"/> Endowment Lands | | |
| <input type="checkbox"/> Fish and Game | | |
| Local Public Lands | Local Public Total 213 | 0.07% |
| <input type="checkbox"/> County Land | | |
| <input type="checkbox"/> Municipal Land | | |
| Water | 1,000 | .33% |
| Private Lands | 190,429 | 65% |
| Total County Lands | 294,012 | 100% |

Primary Land Use Categories

The Teton County Comprehensive Plan divides the total county area into five primary land use categories. These include hillsides, wetland areas, small increment agricultural or rural residential, larger increment agricultural areas and national forest areas. Hillsides are primarily used for low density residential while protecting the resource and scenic values. The wetland areas are intended for lower density development, while insuring the protection of the wetland, riparian and flood zones of the Teton River and other valley drainages. The small increment agricultural / rural residential areas are intended for low-density development of residential areas in marginal farming areas and to allow continuation of farming and related activities. The larger increment agricultural areas are intended to function as agricultural areas, with residential development allowed to occur in areas unsuitable for farming and which do not create conflict between farming activities and residential life. The final land use designation is for national forest lands, shown in green on the adjacent map.

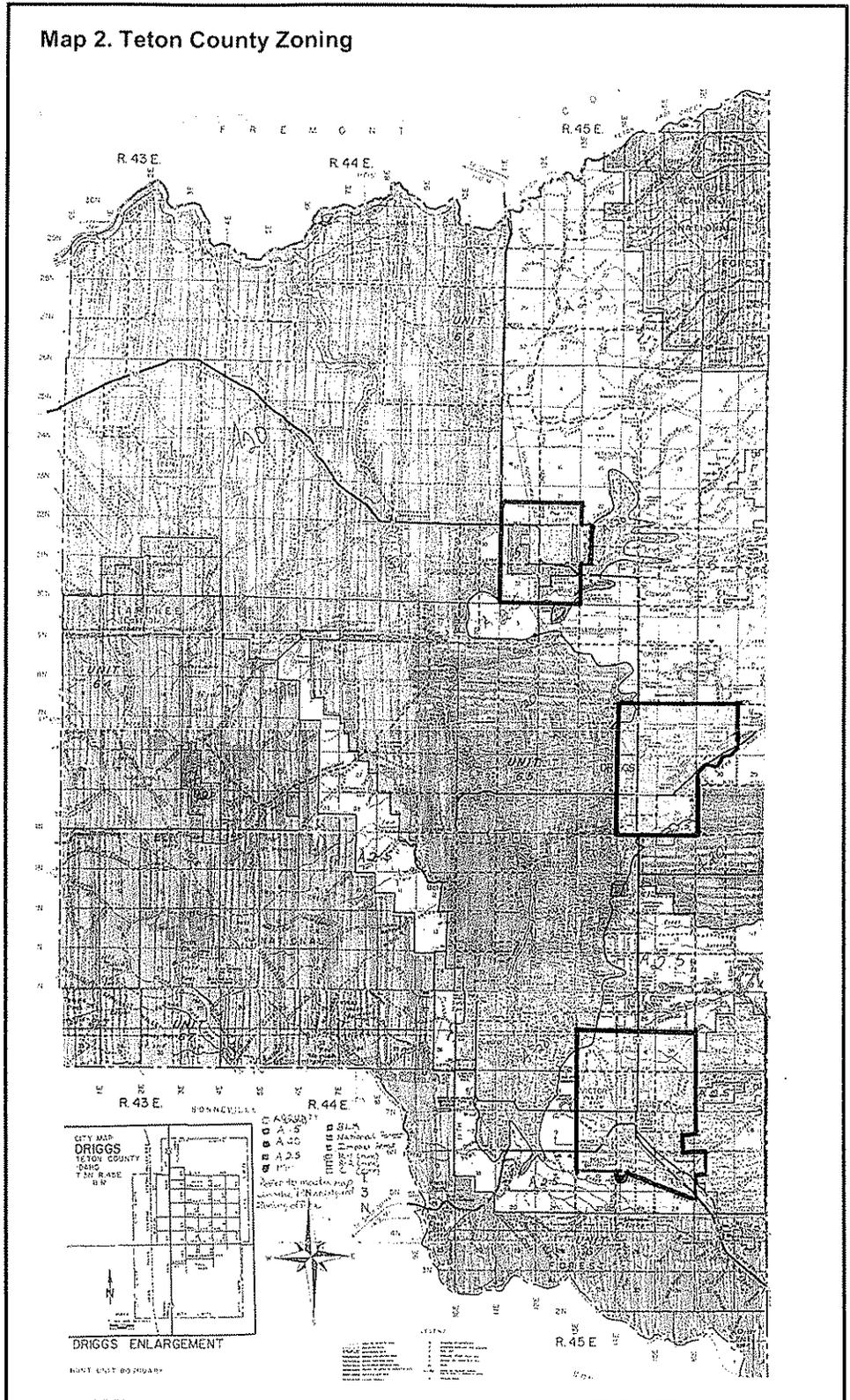
Teton County Zoning

Teton County Zoning designations are shown in **Map 2**. As noted in the land use description above, development is allowed to varying densities in all areas except on federal lands, state lands and in wetlands. The highest densities of development are allowed within the communities of Teton, Driggs and Victor. In general, according to the Teton County Comprehensive Plan, the permitted uses and densities are designed to allow development that supports community growth for both residential and commercial activities, while preserving the County's agricultural activities, high quality natural resources and scenic views, as well as encouraging recreational opportunities throughout the County's public lands.

Teton County Land Use Activities

Teton County land uses on private lands, in addition to existing farming and agricultural related activities include residential, commercial and industrial uses. Residential development, including single family and two family units are proposed to be located in any permitted development area except in existing or proposed commercial or industrial locations. Industrial development is centered in the light industrial park surrounding the Driggs-Reed Memorial Airport. This location is in the Driggs "Area of Impact" and is also recognized in the Driggs Comprehensive Plan. The Commercial land use activities, those located outside the cities area of impact, are designated as highway service commercial uses. These are areas for commercial development designed to provide services that either support highway use such as fuel or restaurants, or retail activities that benefit from the proximity to the traveling public. Each of these land use activities can and does have an impact on the use and function of the SH-33 Corridor and their

Map 2. Teton County Zoning



activities must be considered in planning for the SH-33 Corridor and Teton County's transportation systems.

In addition to these land use activities, it is also important to recognize the increasing number of visitors to Teton County and the region. The Teton County Comprehensive plan estimates that the county population swells by as much as 30% to 50% during the summer months. The activities and needs of travelers point to issues such as the need for clear and accurate signage, roadway configurations such as passing lanes, acceleration and deceleration lanes and wide shoulders that accommodate various types of vehicles including both passenger and slow-moving recreational vehicles, while still providing a safe facility for shared use by agricultural vehicles, bicycles and pedestrians.

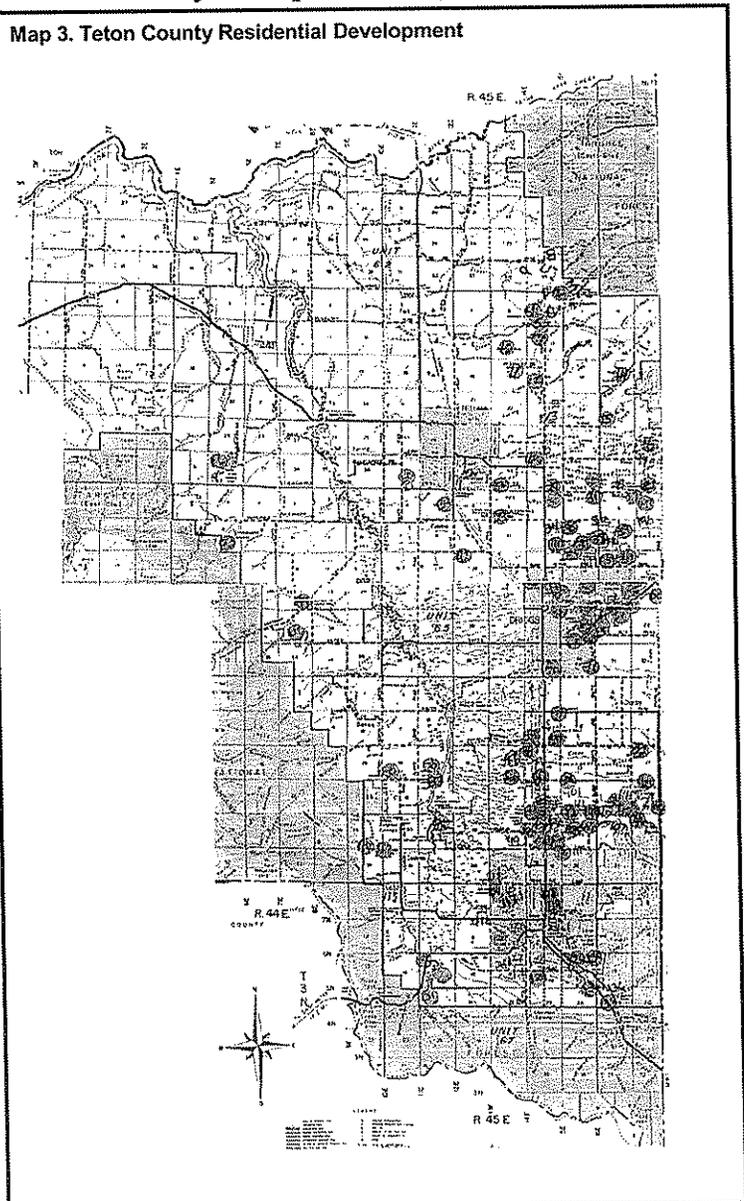
Development Impacts on the Corridor and Teton County Transportation System

According to the Teton County Comprehensive Plan and current population numbers, the population of Teton County is growing rapidly. The increasing population directly causes growth in residential and related commercial development, both of which can and do have substantial impact on the SH-33 Corridor and the roadway systems in Teton County. **Map 3** illustrates the location of existing and planned residential development in Teton County.

The majority of the commercial development is occurring in and along the SH-33 Corridor, both in the cities and between the communities of Victor and Driggs. Issues of concern regarding this development center on maintaining a safe highway facility and providing limited access to SH-33. The Teton County Comprehensive Plan supports full access to SH-33, with controls as needed to help preserve the function of the roadway. This recommendation will impact how commercial developments along the Corridor function and the determination of new access points in the future.

As noted earlier, Teton County is

Map 3. Teton County Residential Development



experiencing significant residential growth, primarily in or near Victor, Driggs and Teton. Reasons for this growth can be attributed to two factors; the desire to live in Teton Valley for the scenic views and recreation opportunities, and residences for previous residents of the Jackson Wyoming area, who can no longer afford to live in that area due to increasing real estate prices.

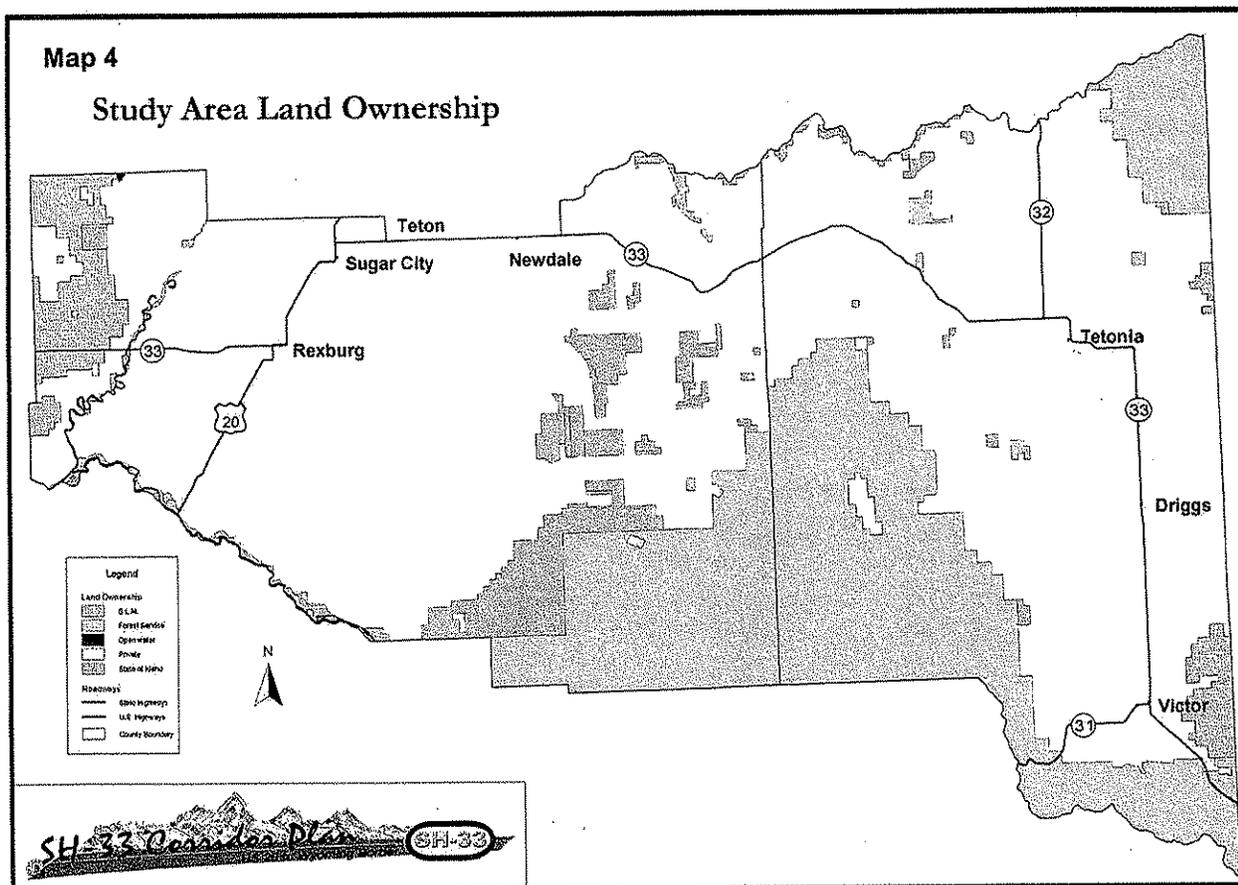
The majority of this new residential development is occurring along and on the east side of the SH-33 Corridor, between the Corridor and the Targhee National Forest boundary on the eastern edge of the County. This extreme amount of development will place significant impacts on the SH-33 Corridor and the roadway systems in Teton County. Consideration in the plan must be given to the issues of planned and shared access, access controls and location and organization of city and county street improvements to appropriately support these new developments, while retaining or enhancing the function of the County's roadway systems.

It is critical that planning for the SH-33 Corridor be done in concert with the cities of Teton, Driggs and Victor, to insure that their local transportation plans accommodate the orderly movement of vehicles to and from these new developments, while preserving the function of the SH-33 Corridor. Issues such as the identification and support of a hierarchy of local streets including arterials, collectors and local roads, shared access, elimination of dangerous or confusing intersections, and provision of needed on and off street parking must all be addressed during the transportation planning process to meet the growing residential and commercial needs.

State and Federal Lands

As noted in the county descriptions, both Madison and Teton Counties include state and federal lands. The state lands include state endowment lands managed by the Idaho Department of Lands and small parcels owned and managed by the Idaho Department of Fish and Game. The federal lands include relatively small amounts of Bureau of Land Management property and more significant amounts of US Forest Service lands as part of the Targhee National Forest (see **Map 4**).

In Madison County, none of the state or federal lands border or are in the SH-33 Corridor and therefore have no impact on the planning for the SH-33 Corridor. In Teton County, the US Forest Service lands included in the Targhee National Forest border the SH-33 Corridor in the southeast corner of the County. Access to these public lands is provided from county and state highways as designated entry points, to camping facilities and backcountry roads. Currently, the Targhee National Forest staff is in the process of developing a road plan, which will define the allowable access and motorized travel within the forest boundaries. In addition, Targhee National Forest staff have participated in the planning of pedestrian and bicycle routes and facilities in Teton County and adjacent to SH-33 from Victor to the Wyoming border and beyond. (See the bicycle and pedestrian section of this chapter for more information on these plans).



Sugar City Comprehensive Plan Summary

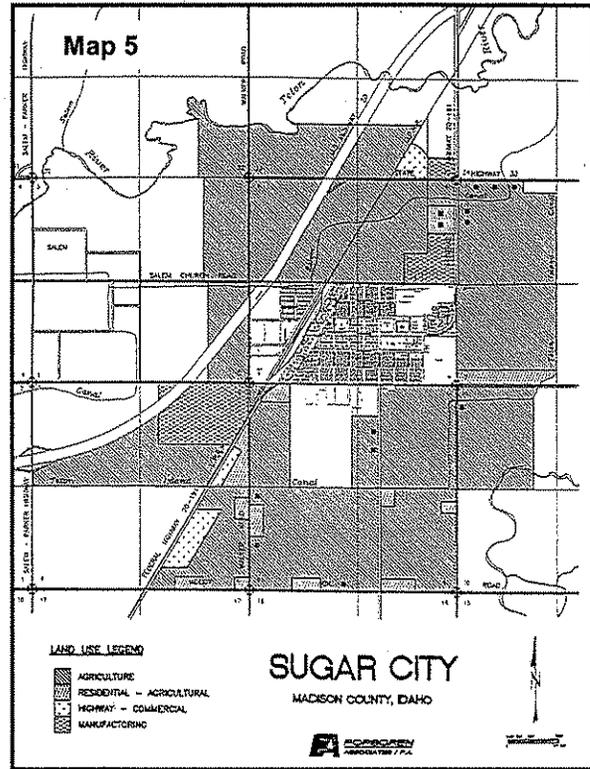
Sugar City is a relatively small community on the west end of the SH-33 Corridor study area. The City's current population stands at approximately 1600 people, with slow but consistent growth. The Sugar City Comprehensive Plan presents the goal of the community "To extend into the future the quality of life now enjoyed, while keeping pace with the demands of change". Efforts to accomplish this goal are reflected in both the land use plan and the recommendations for transportation facilities.

Land Use - The major land use in Sugar City is R-1, Single Family Residential. R-2 zones are located near the railroad tracks and US Highway 20. At this time, there are 32.69 acres designated for commercial or industrial use. Quality residential development will be dependent upon maintaining existing R-1 zones providing areas for single-family dwellings. The City plans to keep a ratio of R-1 to R-2 at 7 to 1.

The City Impact Area is zoned as Agricultural and Residential Agricultural, comprising 94.3% of the total acreage. There are 151.63 acres available in the Impact Area for commercial and manufacturing usage. The Agricultural and Residential Agricultural areas, as development progresses, should adhere to the pattern set by the City, with more land being set aside for Single Family Residential use than other land use categories.

Note that the areas adjacent to the SH-33 Corridor include highway commercial, manufacturing and agriculture. Each of these activities will require access to SH-33 in order to support their use and must be considered in the SH-33 Corridor planning process (see **Map 5**).

Transportation- The Sugar City Comprehensive Plan addresses transportation through a general purpose statement as follows: *“Sugar City seeks a comprehensive transportation network which provides mobility of all segments of the community by encouraging the use of public transit, bicycling and walking as alternative modes of travel. The benefits to the environment, personal health, and small town atmosphere shall be considered in planning an effective and appropriate transportation network”*. The Comprehensive Plan also recognizes the significance of SH-33, as it serves a primary connection to and from the community and even becomes the City’s Main Street as it passes through the downtown area. Due to this relationship, the management of the SH-33 Corridor must also consider the needs, opportunities and limitations of combining through traffic with local downtown activities.



To support the City’s stated transportation purpose, the City’s Comprehensive Plan also outlines the following actions to meet future transportation requirements;

- *Conduct a traffic study to identify heavy, moderate and low traffic routes*
- *Incorporate a Transportation Master Plan specifically identifying future arterial and collector streets*
- *Continue working with the State Highway Department to access US 20 and provide passage across US 20 to the Salem area*
- *Improve known truck routes such as Railroad Avenue*

City of Newdale Comprehensive Plan Summary

Introduction

The City of Newdale is particularly affected or supported by the SH-33 Corridor, as it serves as the City’s southern boundary and primary access route to the City’s businesses, industry and residential areas. The City of Newdale adopted its comprehensive plan and development plan in

1998. The plan outlines policies and actions that are designed to support the purpose of the Plan which is stated as “*promoting the health, safety, and general welfare of the people of Newdale and, specifically, to assure that future land development meets reasonable quality expectations.*” The portions of the plan that specifically apply to the planning for the SH-33 Corridor include population trends, land uses and zoning. The transportation and community design issues, which are directly related to the planning for the SH-33 Corridor, are addressed within the zoning district descriptions and associated permitted uses.

Population Trends

The City of Newdale is not experiencing significant growth, growing at an approximate rate of 1.5% per year between 1970 and 1990, from 250 to 375 people. However, the surrounding area is growing, which causes impact on the City and an increased demand for public services from the City, School District and Emergency Services, including City streets and SH-33. The City recognizes that many of the City’s residents work outside of the community, either in agricultural related endeavors or in neighboring communities, thereby reinforcing the importance of the SH-33 Corridor for access to and from the community.

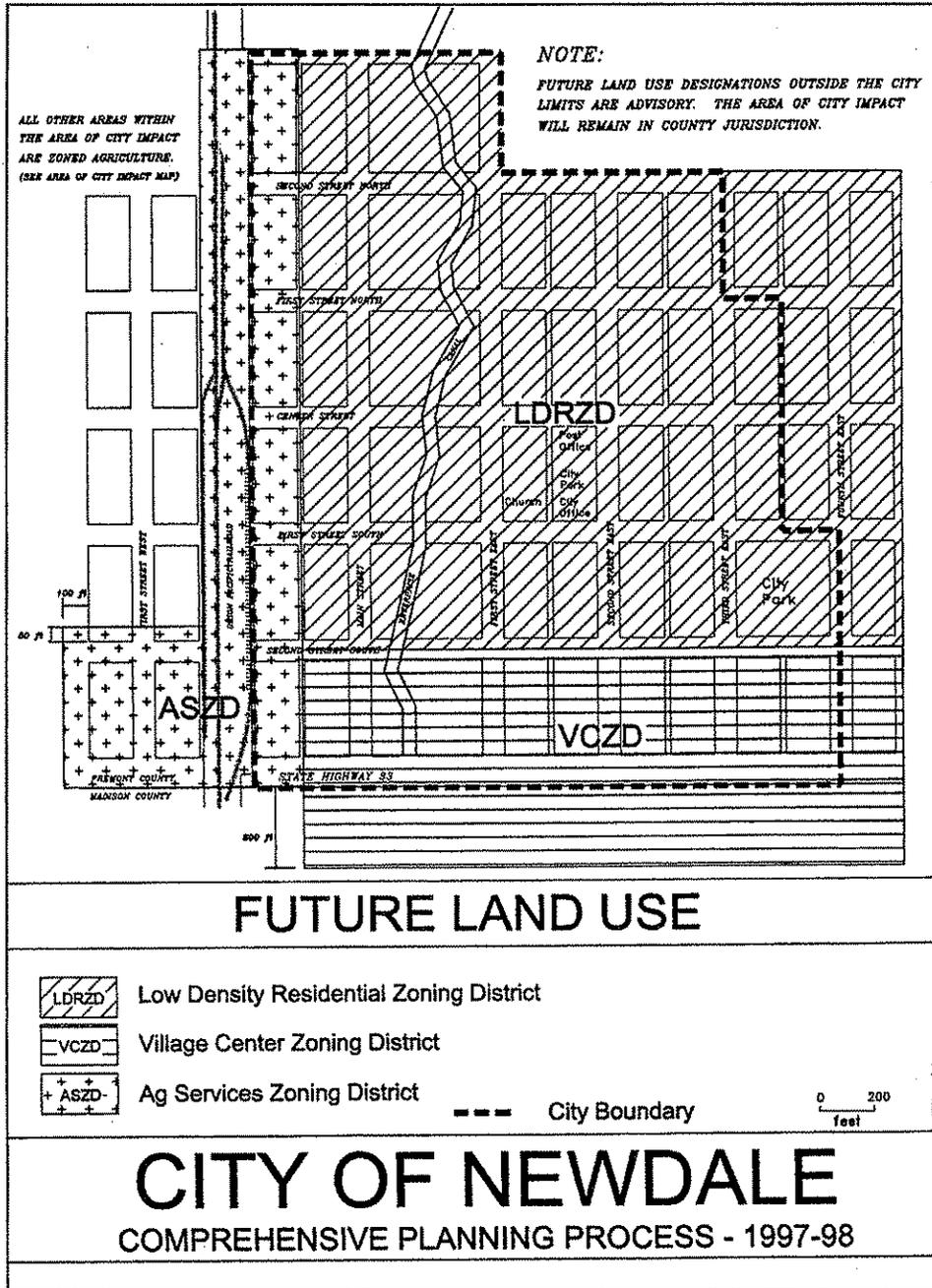
Land Uses and Zoning Designations

The plan presents a variety of current land use areas and proposed zone districts to reflect the current and future community activities (see **Map 6**). The zones are designed and located as needed to meet the needs of Newdale residents as well as to protect property rights. The specific zones and their purpose are as follows:

- ❑ **Low-density Residential Districts;** areas for one and two family dwellings
- ❑ **Village Center District;** an area for traditional small town central business activities, public institutions, small retail activities, service businesses and some one and two family dwellings;
- ❑ **Ag Services District,** an area that contains a mix of industrial, commercial and residential use that reflects Newdale’s role as an agricultural shipping point;
- ❑ **Higher Density Residential District** that is designed for a mix of housing types, but with protection from conflict with commercial and industrial uses.

In general, the community supports the preservation of their agriculture-based economy and related activities, as well as the further enhancement of the downtown businesses and retail area. These land uses are compatible with and cause no negative or unusual impact to the SH-33 Corridor. While each of the City’s zones and land uses activities have impact on the access to and use of SH-33, it is the Village Center District that is most closely related to the corridor. The Village Service District is located along and on the north side of SH-33 and supports activities such as commercial, retail and industrial businesses that benefit from their proximity to SH-33. In addition, the Agricultural Services District adjoins SH-33 on the west end of Newdale at the railroad crossing. The plan stipulates that both of these districts require a minimum setback from SH-33 of 50 feet and maximum building height of 35 feet. No access limitations to SH-33 are defined in addition to the existing Idaho Transportation Department limitations. In general, planning for the SH-33 Corridor through Newdale must consider the safe and appropriate access as needed to properties in these districts by vehicles and pedestrians.

Map 6. Newdale Zoning



The Driggs City Comprehensive Plan was last updated and adopted in 1991. During the development of the plan, the community identified a series of goals to guide the planning process and attempt to achieve through the plan's strategies and recommendations. A summary of the Community's Vision and Goals is as follows:

1. Develop a city that is stable, safe, attractive and reflective of the diverse character of its residents
2. Develop and support a well educated, available and appropriately skilled work force adequate to meet existing and emerging needs
3. Provide leadership committed to city improvement and progress including the expansion of community services and facilities in needed areas
4. Develop and maintain an attractive downtown diversified in its character to meet emerging opportunities and a business and industry leadership that supports the varied needs of the city
5. Nurture a city of residents committed to improvement, through beautification, maintenance, restoration or demolition of structures and surroundings in order to protect and enhance desired lifestyles

Land Use Organization and Activities

Driggs is the Teton County seat, with an estimated population of 950 people, up from the 1990 census of 847. The incorporated area of the city is approximately 350 acres in size and is organized into planning areas with the respective acreages as shown in **Table 4**.

Table 4. City of Driggs – Existing Land Use Characteristics within City Limits
(Source 1990 Comprehensive Plan)

| Land Use Areas | Acreage | Percent of Total Acres (incorporated) |
|---------------------------|---|--|
| Residential | 156.5 | 23.8 |
| Commercial | 20 | 3.1 |
| Industrial | 3 | .5 |
| Public / semi-public | 34 | 5.2 |
| Parks / open space | 8 | 1 |
| Airport | 43 (plus 65 acres in unincorporated area) | 6.6 |
| Streets | 88 | 13.4 |
| Vacant / undeveloped lots | 40 | 6.1 |
| Cropland / pasture | 264 | 40.3 |
| Total Acres | 655 | 100 % |

In addition, the City also identified an Area of City Impact of approximately 2,702 acres surrounding the City, to include in the planning process. The area is defined using factors including the trade area, geographic factors, and areas that can reasonably be expected to be annexed to the City in the future. It is this overall area that the City includes in planning for City services, public facilities and utilities.

Within the total planning area, there are a variety of economic and employment related activities, which create and receive impact from land uses. These employment activities include government services (25% of local jobs), commuting to and from areas outside of the City and County (30% of all Teton County employment), Manufacturing (1.4% of Teton County jobs) and

Tourism (approximately 50% of local employment). In addition, Driggs is bisected by SH 33 and these activities both cause and receive impacts from the operation of the SH 33 Corridor and must be considered in the planning for the SH 33 Corridor and Teton County's transportation plan. Specifically, the City has identified the following goals for these economic activities that pertain to the operation of the SH 33 Corridor and Teton County's transportation system.

Driggs Economic Development / Land Use Related Goals

- To maintain the City as the primary center for concentrated business and industrial activities in Teton County
- To emphasize the industrial park north of the residential areas of the city east of SH 33 as the primary location for light industrial functions in Teton County
- To enhance the central business area as a community center; one that is attractive, provides shopping choices, adequate parking and usable amenities such as walking paths, landscaping diminished sign obtrusions and other improvements
- To limit the commercial and industrial locations to those general areas shown in the comprehensive plan as along the SH 33 Corridor and Ski Hill Road
- Support development of the industrial park north of the City near the Driggs/Reed Memorial Airport and require appropriate design controls to establish the intent of the industrial park and to enhance the frontage on SH 33

Driggs Land Use Analysis

The Driggs Comprehensive Plan organizes land uses into planning areas for residential, commercial, industrial, transportation, recreation, and special areas and sites. These sites, along with the City's Zoning designations are shown on **Map 7**. Within the residential area, there are designations for low-density use, medium and high-density use, manufactured home use and mobile home use. Commercial land use areas are designated for the central business district and for "destination" activities, such as medical, real estate, professional offices and facilities and services to support the growing tourism industry. These may include restaurants, motels, shops, services and additional retail opportunities. The industrial area is located only near the airport as designated on **Map 7** and the Airport Site Map, presented earlier in the plan. The other areas for transportation, recreation and special areas and sites are identified as shown on **Map 7**.

To support the management of the City's lands and support the goals for the individual planning areas as noted in the comprehensive plan, the Comprehensive Plan presents a series of land use and transportation related goals. Those that specifically relate to transportation are as follows:

Driggs Transportation-Related Land Use Goals and Strategies

- Provide adequate and appropriate access, landscaping and off-street parking
- Develop signs and community design aspects in accordance with City and County desires for visual harmony, a reasonable level of conservative advertising, community wide design objectives and other positive community building blocks
- Do not have land uses that reflect a strip or series of unrelated, haphazard land uses, building designs, signs or other facilities on the City's roadway frontages, including SH-33
- Prohibit uncontrolled "strip" commercial and industrial land uses along SH-33, Ski Hill Road and other main thoroughfares.

Victor City Comprehensive Plan Summary

The City of Victor adopted their most recent comprehensive plan in 1994. It is entitled "Planning for a Sense of Place", which gives some insight to the importance Victor residents place on the quality of life in Victor. Population trends in Victor, shown in the environmental section of this plan, clearly indicate dramatic growth for the community, increasing by 309 residents, or 106% between 1990 and 1999, making Victor the fastest growing community in Teton County. This trend shows no signs of decreasing. With this in mind, the City is aggressively addressing the opportunities resulting from this growth and development, as well as their limitations in services and infrastructure improvements that will be needed to meet these growing demands.

The City also places a high value on the appearance and function of the overall community and especially the downtown area. Community residents recognize that their quality of life, sense of place and future economic success is dependent upon their ability to maintain or enhance the visual appeal of the community to compliment the spectacular scenery from and around the community. Strategies in this regard include requirements for screening of storage areas and junkyards, development of a business district theme, clean up of the downtown area and improved and controlled signage that provides clear and appropriate information, while presenting an attractive appearance in keeping with the community's theme.

The community also recognizes the relationship between the downtown area and the SH-33 Corridor, as it serves as the City's Main Street. Issues such as safe traffic flow, access to businesses, clear signage and available on and off street parking are all concerns that must be addressed by the community in concert with the SH 33 Corridor planning process to meet the needs of the community and the traveling public.

Evaluation of current and future land uses, as well as the assessment of necessary supporting transportation systems is critically related in this planning. As development occurs, both in and outside of Victor, access from new commercial and residential development to SH-33 must be planned carefully to maintain the integrity and function of the SH-33 Corridor and the roadway systems of the City and Teton County.

Land Use – According to the Comprehensive Plan, as of 1989, the City of Victor included 289.7 acres of land. These city lands are allocated into five different types of uses: public roads, rural residential, service uses, floodplain / drainage ways and vacant lands. The City supports infill and has space for infill development within the city limits and discourages strip development. However, additional development is limited due to the lack of central sewerage. Residents of Victor and southern Teton County currently rely on individual on-site sewage disposal systems. Surrounding the community are agricultural and rural residential lands to the west and north and forested lands in Targhee National Forest to the south and east. (See Teton County Zoning map in this section of the plan for a display of both land types and zoning around the City of Victor). It is primarily in these agricultural lands, also zoned for rural residential that the bulk of the new residential development is occurring.

Without question, the key issue facing the City of Victor is growth and residential development in the lands adjacent to the City. This development poses substantial demands for increased city services such as City water, and roadways as provided either by the City, Teton County or the

State of Idaho. While annexation is an option that the City supports to generate new funds for infrastructure development, developing the necessary infrastructure remains a challenge, as current Idaho Code limits new property tax collections.

Transportation - Victor is linked with other communities by state highways, which are also the only arterial streets in the City. SH-33 connects Victor to Driggs, Tetonia, Newdale, Teton, Sugar City and Rexburg as well as Jackson Wyoming to the east over Teton Pass. SH-31 connects Victor with the regional trade center of Idaho Falls. Traffic Flows on SH-33 are significant between Victor and Driggs for local and regional personal and commercial activities. Traffic volumes between Victor and Jackson, Wyoming over Teton Pass are very crowded during morning and evening hours due to increased commuter traffic and during the summer months due to visitors and vacation travelers. Significant numbers of travelers also pass through the City on their way to regional attractions including Jackson Hole, Grand Teton National Park, Yellowstone National Park and areas within Teton County such as Grand Targhee Ski area. To accommodate the growing transportation needs of Victor residents and travelers to and through the community, the City recognizes the need to cooperate with Teton County and the Idaho Transportation Department in planning for future facilities and improvements.

Key transportation issues to be addressed in the SH-33 Corridor and Teton County Transportation planning process include:

- Safe, well planned, limited access to SH-33 from businesses and new and existing residential areas
- Development of a coordinated roadway system of arterials, collector and local streets to accommodate new residential development adjacent to the City
- Funding options for the development of new streets and related facilities to support new residential growth
- Provision of ample and safe on and off street parking in downtown Victor to accommodate residents and commuters
- Development of clear and attractive signage to meet the needs of residents and through travelers
- Coordination between the City, Idaho Transportation Department, Teton County and the Targhee National Forest for the planning and provision of transportation facilities to meet the needs of Victor residents and through travelers
- Incorporation of a coordinated system of pedestrian and bicycle facilities to meet local and visitor needs and that is integrated into the planned bicycle and pedestrian system for the entire county.

Sportsmen's Accesses

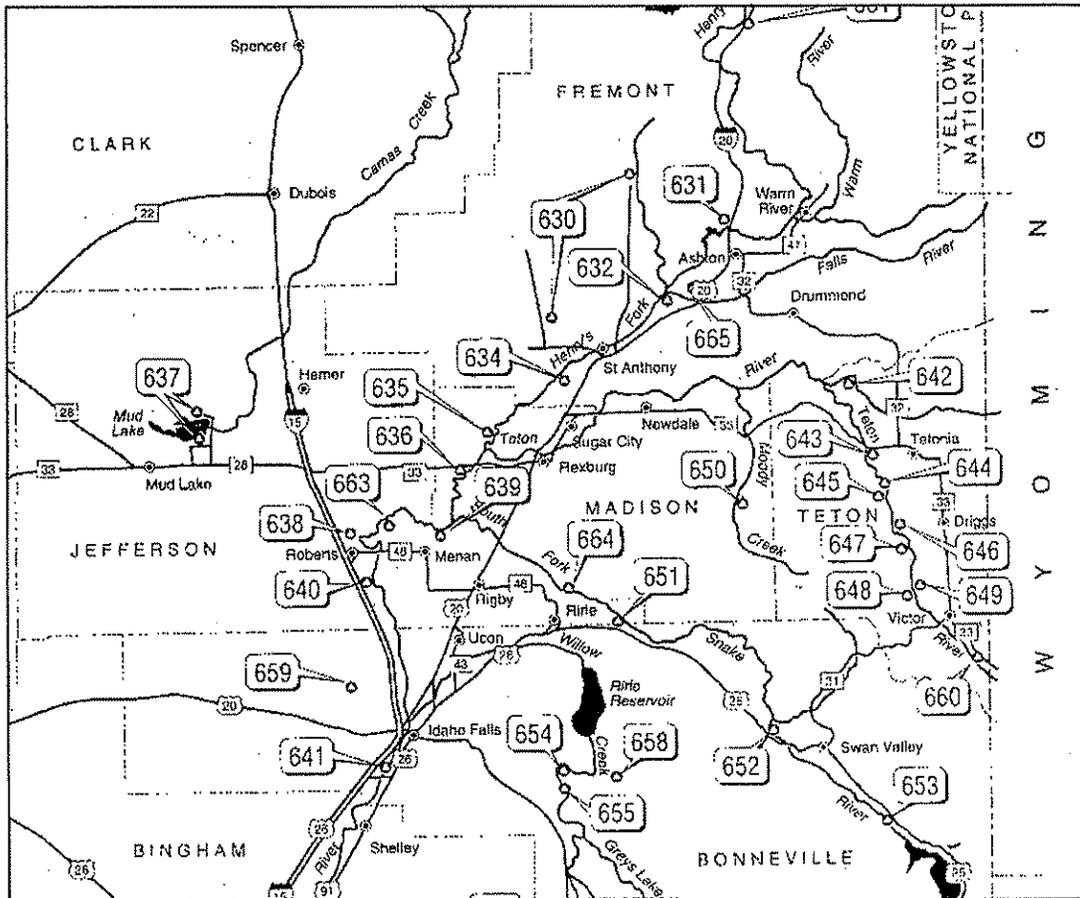
An important aspect of life in Madison and Teton Counties is the opportunity for outdoor recreation, including fishing, hunting, camping and boating. Both counties have a significant percentage of public land, the majority of which is available for recreation and sportsman's related activities. Many of these areas are directly accessible from SH-33 and as a result, should be considered in planning for improvements and future management of the SH-33 Corridor. The general recommendation is to maintain access points, or if modification is needed to implement Corridor improvements, do not eliminate access points without full discussion with local residents and the Idaho Department of Fish and Game (IDFG). **Table 5 and Map 8** represent official access

points along SH-33 or in other locations in Teton County as identified in the current IDFG Sportsman's Access Guide. Activities available at each site are not listed, but descriptions of those activities and facilities are available in the Access Guide.

Table 5. Sportsmen's Accesses and Locations.

| Access Site Name | Approximate Location |
|------------------|--|
| Harrop's Bridge | 10 miles west of Teton - SH 33 - Teton River East Bank |
| Cache Bridge | 10 miles NW of Driggs - SH 33 - Teton River West Bank |
| Raineer | 8 miles NW of Driggs - SH 33 - Teton River both banks |
| Bates Bridge | 4 miles west of Driggs - SH 33 - Teton River East Bank |
| Teton Creek | 5 miles SW of Driggs - SH 33 - Teton River West Bank |
| Fox Creek West | 7 miles NW of Victor - SH 31 - Teton River West Bank |
| Fox Creek East | 5 miles NW of Victor - SH 31 - Teton River East Bank |
| Moody Creek | 15 miles SE of Rexburg - SH 33 - Moody Creek East Bank |
| Trail Creek Pond | 5 miles east of Victor - SH 33 |

Map 8. Sportsmen's Access Points, Madison and Teton Counties.



Prime Farmland

Data Sources

The National Resources Conservation Service (NRCS) provided soil association maps and a list of the soils that are considered prime farmland. There are no soils identified as Prime Farmland within Teton County. Madison County contains approximately 81,000 acres of prime farmland.

Role in Corridor Planning

The SH-33 corridor study area includes prime farmland within Madison County. Estimates of prime farmland areas of impact will be documented as part of the more detailed improvement options evaluation.

Role in Environmental Documentation

Impacts to agriculture will play an important role in the generation of improvement options. This will be performed during the improvement options analysis of the environmental documentation. Selected improvement options should seek to minimize fragmentation of farmland into uneconomic remnant parcels, preserve convenient access to parcels that may be divided, and avoid disturbing farmland that may be more vulnerable to wind and water erosion.

Inventory

Madison County contains approximately 81,000 acres of prime farmland. Ririe silt loams, found in lands stretching from approximately five miles east of Newdale to the Madison/Teton County Line in the corridor area, are always considered prime farmland (without irrigation). There are no soils identified as Prime Farmland within Teton County.

The Madison County comprehensive plan shows that there is substantial land designated and zoned as farmland that borders the SH-33 corridor within Madison County. Specifically, of the total 305,900 acres in Madison County, 206,300 or 67.4 % is identified as agricultural land. The SH-33 Corridor is primarily adjacent to agricultural lands or transitional agricultural zones. As a result, the relationship between the corridor and farmland is critical. However, there appears to be sufficient right-of-way to accommodate potential improvements that may be needed to satisfy corridor needs identified by corridor residents, such as widened shoulders, passing lanes and intersection improvements. In areas where additional right-of-way is needed for these minor improvements, the impact on the adjacent farmland appears to be minor, not requiring significant change in farming operations or a change in the corridor alignment.

Access, Circulation, and Right-of-Way

Data Source

State highway functional classification information was provided by ITD. ITD and Teton County provided a series of traffic volume data on study area highways and roadways, and right-of-way information for state highways was obtained from the Idaho Transportation Department's GRAIL software database (functional classification, traffic volumes, and right-of-way are discussed in the Existing Transportation Conditions section of this Plan.) In addition, the Madison and Teton County comprehensive plans and city comprehensive plans for Sugar City, Victor and Driggs were

reviewed for their recommendations regarding access and traffic circulation. State and federal land use plans were consulted, and with the exception of the Targhee National Forest in Teton County, are not factors, as their lands do not border the SH-33 Corridor. At this time, none of these jurisdictions have specific stand-alone transportation plans, although Teton County is developing a transportation plan in conjunction with the SH-33 Corridor planning effort.

Role in Corridor Planning

Major community disruption and displacement of human activities (residential and agriculture) are not likely to occur due to any of the improvement options identified in this Plan. Improvement options considering widening of highways could affect adjoining land if there is not sufficient public right-of-way. However, in locations where it is possible that widening would be considered, sufficient public right-of-way appears to be present. Review of land uses and socioeconomic factors will be considered in the evaluation of improvement options.

In unincorporated Madison County the primary access issues are safe access to and from farmlands and at primary intersections. Circulation needs are also related to safe access, and suggest the need for occasional passing lanes, and perhaps left and right turn lanes to improve intersection safety. In Sugar City, access and circulation needs call for coordinating the role and management of the SH-33 Corridor to support the City's goals for safe and convenient access to residential and commercial areas, provide safe pedestrian and bicycle access and integrate plans for an enhancement of the City's truck route.

In Victor, Driggs, Newdale, Teton and Tetonia, the issues and concerns for access and circulation relevant to the SH-33 Corridor are similar. Those related issues include:

- Safe, well planned, limited access to and from SH-33 from businesses, commercial and industrial areas and new and existing residential areas
- Development of a coordinated roadway system of arterials, collector and local streets to accommodate new residential development adjacent to the City
- Provision of ample and safe on- and off-street parking in downtown to accommodate residents, visitors and commuters
- Development of clear and attractive signage to meet the needs of residents and through travelers
- Coordination between the Cities, Idaho Transportation Department, Teton County, Madison County and the Targhee National Forest for the planning and provision of transportation facilities to meet the needs of area residents and through travelers
- Incorporation of a coordinated system of pedestrian and bicycle facilities to meet local and visitor needs and that is integrated into the planned bicycle and pedestrian system for both counties
- To emphasize the industrial park north of the residential areas of Driggs and east of SH-33 as the primary location for light industrial functions in Teton County
- To enhance the central business area as a community center; one that is attractive, provides shopping choices, adequate parking and usable amenities such as walking paths, landscaping diminished sign obtrusions and other improvements
- To limit the commercial and industrial locations to those general areas shown in the comprehensive plans as along the SH-33 Corridor and Ski Hill Road near Driggs

- Support development of the industrial park north of Driggs adjacent to the Driggs/Reed Memorial Airport and require appropriate design controls to establish the intent of the industrial park and to enhance the frontage on SH 33

Role in Environmental Documentation

During the improvement options evaluation, as part of the environmental documentation, on-site investigation of land use, property ownership, economic patterns, and socioeconomic characteristics will be performed. Improvement options would seek to minimize the displacement of residents, farms, businesses, utilities, and transportation facilities, to minimize impacts to the people involved and to keep the overall cost of the project down. This information is taken into consideration during the detailed evaluation and selection of improvement options.

Inventory

The following details the transportation policies for Madison and Teton Counties.

Madison County Transportation Policies

The Madison County Comprehensive Plan includes a transportation goal for the County that reads:

To further develop, keep and maintain a transportation system that fulfills the needs of citizens, visitors and economic development, while maintaining rural standards and to recognize in future planning that land use changes bring changes in traffic volume. To further recognize that Madison County's land uses are dependent upon the transportation means available to serve them.

In addition Madison County has also adopted several transportation-related objectives, a summary of which are shown below:

- To support the five-year maintenance and capital improvements schedule for county roads and support the concept that all new development shall provide sufficient transportation means to serve that development, through subdivision and other ordinances.
- To work towards all weather surfacing of all Madison County roads
- To search out funding resources
- Work consistently with the State Transportation Department and the cities of Sugar City and Rexburg in planning, maintenance and construction phases so that all systems will compliment each other
- To discourage building sites that will interfere with the orderly development of the road system
- To assure that right of way requirements are sufficient to meet not only current needs, but also future needs as well.
- To make sure that schools and their transportation needs are taken into account in all transportation decisions
- To require turnarounds sufficient for emergency and county equipment activities
- To provide reasonable but not unlimited access onto county roads, especially those considered arterial, collectors or "farm to market" roads. This may mean the requirement of frontage roads on some of the major thoroughfares in the county.

- To improve highway information signs, heading to communities and throughout the County

Finally, Madison County believes that both the local and state highway systems should support agricultural activities and the function of “farm to market” roads by limiting access.

Teton County Transportation Policies

In addition to the consideration of development impacts, the Teton County Comprehensive Plan has outlined transportation policies that address these issues and guide the development of new roadway systems within the County. A summary of the Teton County Transportation policies follows:

- To develop and maintain a safe and convenient transportation system to meet the needs of individuals, businesses and agriculture.
- To establish and build upon the existing transportation system as an integral part of overall planning.
- To consider street patterns that should remain private or non-dedicated to minimize public street maintenance responsibilities
- To require that, with exceptional conditions, the right-of-way for county roads is 60 feet for collector, residential, industrial and commercial streets. Primary arterials may have from 60 to 80 ft. as needed to support their use
- To require additional right-of-way widths as needed to support greenbelts, walkways, bikeways and other facilities to support pedestrian and other non-vehicle modes of transportation.
- To protect future arterial rights-of-way as identified in the Comprehensive Plan
- To establish a transportation “hub” to support bussing in the county and between Teton County communities and the Jackson Hole area.
- To require the provision of off street parking and loading facilities in conjunction with construction and development projects
- To avoid where possible, and carefully control permitted signs and lighting that may distract drivers
- To identify Teton County roadways where seasonal snow removal will occur
- To protect and enhance the Driggs/Reed Memorial Airport as a general aviation facility, as well as the surrounding area for potential industrial, commercial and residential development

Teton County has also designated SH-33 as a “Highway” classification in the County’s transportation section of the comprehensive plan. This designation defines the primary use of the highway as a main traffic corridor, continuous to other highways, and other parts of the transportation system with connections to both arterials and collector roadways in the system.

Pedestrian and Bicycle Systems

Data Sources

Pedestrian and bicycle facilities were examined as part of the Existing Transportation Conditions portion of this report via site visits and ITD video logs obtained from the ITD Planning Division (SH-33 MP 77 to 155.084; 11/15/00 and 11/16/00). The communities throughout the study area have varying levels of developed pedestrian systems along the SH-33 corridor. In addition to site

visits, Madison County and Teton County comprehensive plans, along with city comprehensive plans for Sugar City, Driggs and Victor were reviewed for information regarding either existing or planned pedestrian and bicycle facilities. (Comprehensive plans for Newdale, Teton and Tetonina were not available and information from those sources will be added when information becomes available.) Beyond comprehensive plans, both the Targhee National Forest and Teton Valley Trails and Pathways Committee were consulted regarding their plans for pedestrian and bicycle facilities along the SH-33 Corridor and in Teton County.

Role in Corridor Planning

Pedestrian and bicycle facilities are incorporated into the comprehensive plans of the two counties and will be included in the improvement options analysis portion of the study. Each of the county and city comprehensive plans reviewed identified the importance of providing safe, integrated bicycle and pedestrian facilities as part of the overall transportation facilities in and along the SH-33 Corridor.

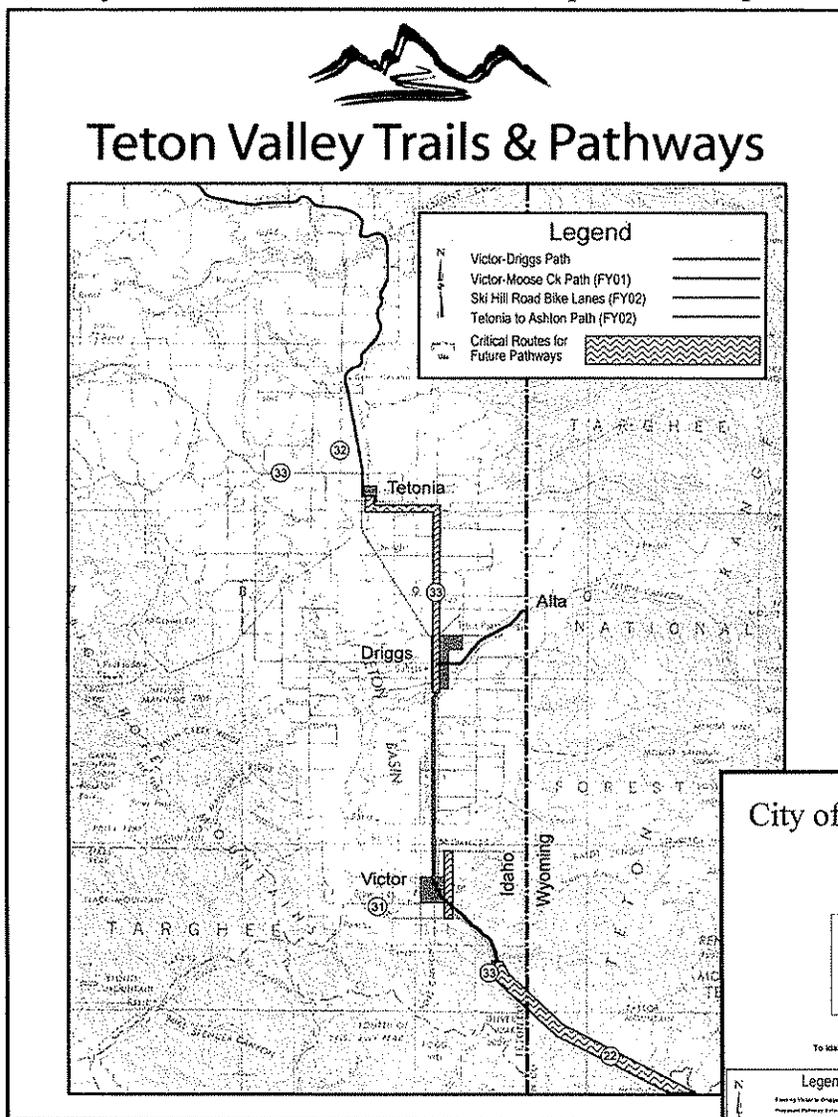
Role in Environmental Documentation

The analysis of pedestrian and bicycle facilities will be incorporated into all of the potential improvement options as part of the environmental documentation.

Inventory

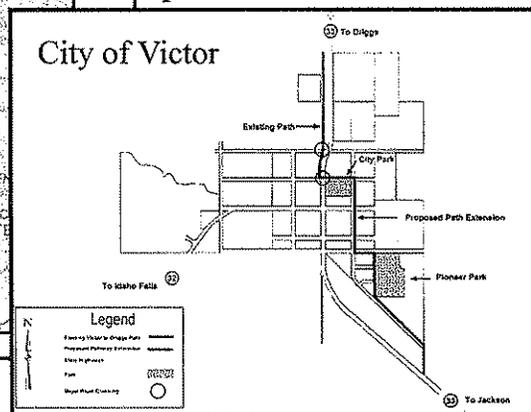
Pedestrian and bicycle facilities in and along the SH-33 Corridor are an important part of both the existing and desired facilities for safe transportation and recreation purposes. These facilities are important for regular use by SH-33 Corridor area and Teton County residents, as well as a substantial number of summer visitors to the region and Teton County. Currently there are few dedicated bike and pedestrian facilities along the corridor, with the majority of facilities consisting of widened shoulder areas in limited sections of the Corridor. In addition, the communities of Victor, Driggs, Sugar City and Newdale have identified needs for improved bicycle and pedestrian facilities, especially in downtown areas to promote improved safety in crossing of SH-33. The exception to the lack of adequate bicycle and pedestrian facilities along the corridor is a 9.5-mile section of separated pathway in an abandoned railroad right-of-way beginning at Victor and ending at the south end of Driggs.

In Madison County, there are plans in place for both a County Bikeway System and a Teton River Greenbelt. The County Bikeway System would provide a variety of bicycle facilities throughout the county to offer alternatives to vehicle transportation and provide cross-country ski routes in the

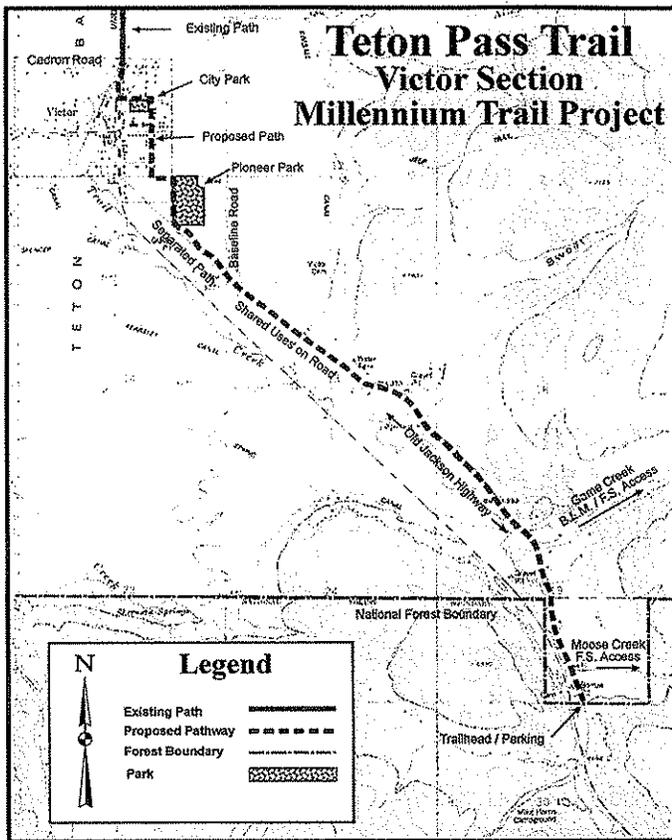


winter. The facilities will be developed as funding is secured. The Teton River Greenbelt is planned for construction along the Teton River to Rexburg and would connect to the County Bikeway System to expand the transportation opportunities to including biking, walking, jogging and even snowmobiling in the winter.

In Teton County, the Teton Valley Trails and Pathways Committee (The Committee) was formed to address the lack of dedicated bicycle and pedestrian facilities. The



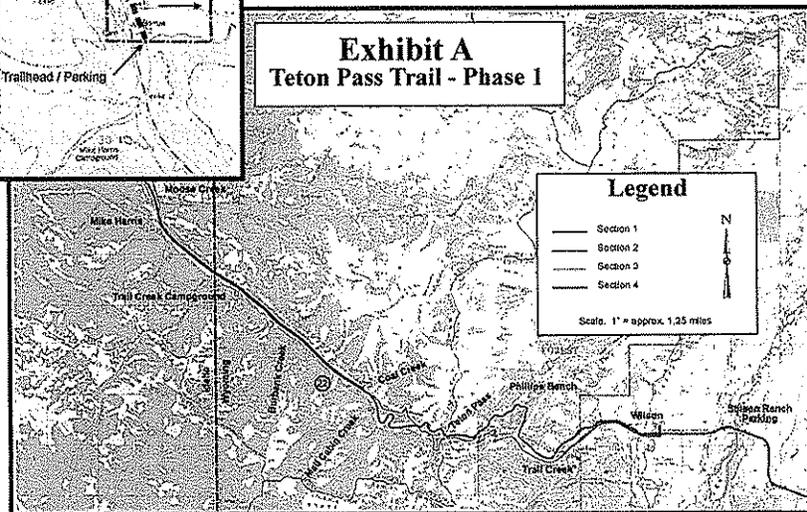
Committee, in collaboration with city, and Teton County officials, the State of Idaho and Wyoming and Targhee National Forest officials, has identified plans for a system of bicycle and pedestrian trails in many areas of Teton County. These include both separated and shoulder pathways, of both hard and soft surface and also include the use of sidewalks in the City of Victor to complete the route. These routes, and their projected dates for development, are shown on **Map 9**, "Teton Valley Trails and Pathways" and provide bike or and pedestrian facilities to connect communities and resources throughout Teton County and across the state line into Jackson Wyoming. Of these routes, it is important to note that the "Ski Hill Road Bikelane" project is already funded and planned for construction in FY 2002. In addition, the Committee has also developed individual trails maps for the Teton Pass Trail, **Map 10**, including the Victor to Moose Creek Path section, **Map 11**. The Committee, working in conjunction with Victor City officials, has identified a specific route through the City of Victor to connect the



overall pathway system with sites and features in Victor, is shown on the Victor Pathways, Map 12.

To supplement these specific pathway plans, the Teton Valley Trails Committee also recommends that bicycle and pedestrian facility improvements be made in the following areas of the SH-33 Corridor:

- SH-33 from Driggs to Teton
- SH-33 from Driggs south to the existing pathway that ends at Teton Creek
- SH-33 from the Wyoming state line towards Victor - needs wider shoulders
- Baseline Road in Teton County from Teton Springs residential development, towards the north to connect the planned residential and commercial developments



It is also important to note that each of the city comprehensive plans reviewed placed a high value on providing safe and adequate pedestrian and bicycle facilities in and through their respective communities. The cities of Victor and Driggs have

already developed a separated paved pathway between Victor and Driggs, parallel to SH-33. It is located in the abandoned railroad right of way and provides safe pedestrian and bicycle access along this highly congested section of SH-33. Finally, there are discussions underway between Teton County, ITD and the cities to evaluate the potential for a countywide pedestrian and bicycle system, linking each of the county's communities. There is clear recognition by all entities involved to cooperate in this planning and to integrate each entity's individual plans and needs into an overall county wide plan.

More information on the Teton Valley Trails and Pathways can be obtained by contacting Committee President Chi Melville at Route 1, P.O. Box 3736, Alta, WY 83422 or by phone at 307-353-8530 or e-mail at chi@tetonvalley.net.

Airports and Airspace

Data Source

Airport locations in the study area were identified based on information from ITD base mapping, the Teton County Comprehensive Plan, and AirNav Airport Information (<http://www.airnav.com/airports/>). In Teton County, the Master Site Plan for the Driggs/Reed Memorial Airport was reviewed for issues and relevant plans that might affect or be affected by the improvement or modification of the SH-33 Corridor. This master plan also makes recommendations to modifications or additions to the Driggs City Comprehensive Plan regarding airport zoning and operations.

Role in Corridor Planning

Because it is important to ensure that no structures (including highway corridors) are constructed in areas that would interfere with aviation practices, plans for the expansion of the Driggs-Reed Memorial Airport were examined and will be considered in relation to potential improvements and management of the corridor. The relationship to planning for the corridor involves several issues. Primary issues include airspace and physical space requirements for the existing facility and its planned expansion. Secondary issues concern the industrial zone designated by the City of Driggs around the airport facility. The industrial area generates traffic activity and requires safe access to and from the area onto SH-33.

Role in Environmental Documentation

Improvement options will not likely be proposed in areas defined by the Federal Aviation Administration (FAA) as inappropriate for corridor improvement due to aviation practices.

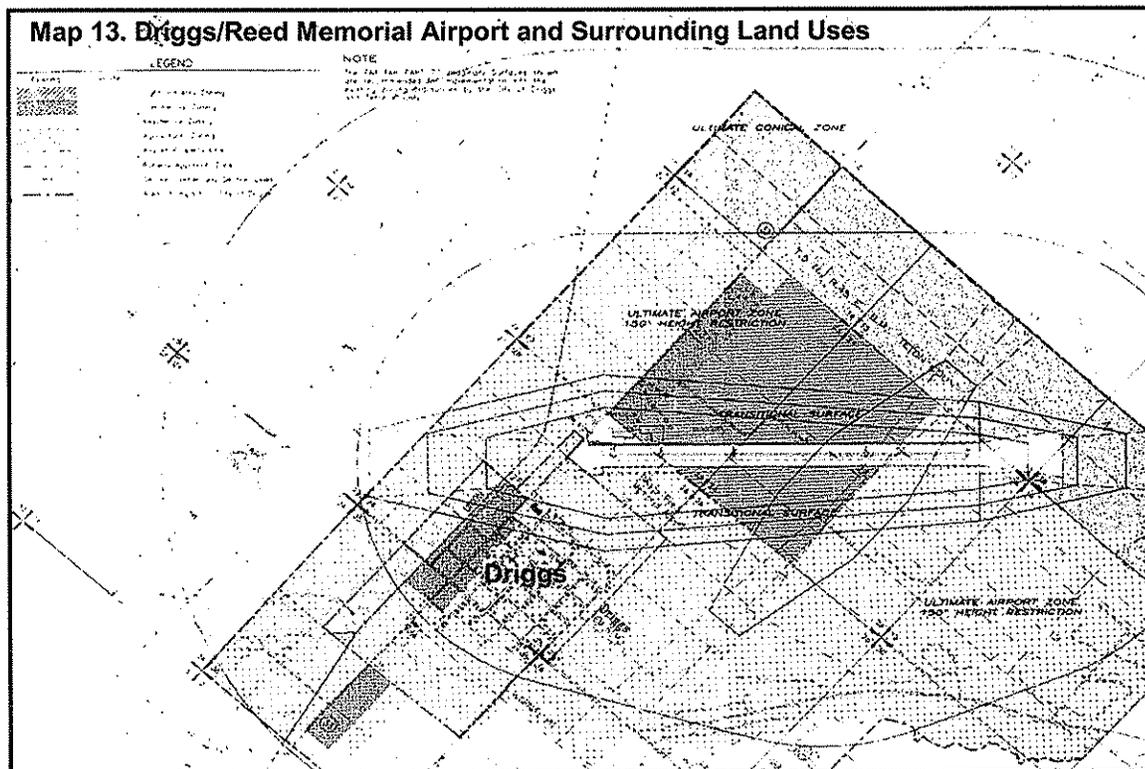
Inventory

Driggs/Reed Memorial Airport

Teton County is served by Driggs / Reed Memorial Airport, located in the industrial area one mile north of, but within the city limits of Driggs (see **Map 13**). This facility is the County's only airport providing primarily local operations, with no commercial passenger service. The Teton AV Center is the sole fixed base operator at the airport, offering fueling, full service jet and prop maintenance, tiedown rental, scenic charters, glider riders and instruction. In recent years, the airport has seen substantial increases in its use by itinerant aircraft including single and multi-engine aircraft, helicopters, gliders, ultralight and large business jets. Aircraft operations were estimated at 18,000 for 1997.

Driggs / Reed Memorial Airport is located within an Airport Overlay Zone, designed to ensure that the uses established in the vicinity of the airport will not be in conflict with the Teton County Comprehensive Plan. The intent of the district is to protect uses from excessive impact caused by airport related activities including noise, hazard and similar conditions, as well as to protect the airport facility and its operation from the encroachment of uses in compatible with operation of the airport. The overlay limits building heights and density. The SH-33 Corridor runs through the airport zone and any modification to the SH-33 Corridor may be limited by airport regulations and must consider the resulting potential impacts on airport operation.

Airport Industrial and Commercial Areas - In addition to the airport facilities specifically, the airport area also includes the industrial and commercial zones for the County and nearby city of Driggs. These are significant to the planning for the SH-33 Corridor and Teton County Transportation Plans, as their development will increase the number and frequency of vehicles accessing SH-33 and Teton County roadways. (Source – Driggs-Reed Memorial Airport Layout Plan Update - 1997)



Rexburg Madison County Airport

The Rexburg Madison County Airport located immediately west of Rexburg along US 20 serves Madison County residents. The airport is capable of handling single engine aircraft and small private jets. The airport offers no commercial passenger service at this time. Expansion of the facility will be somewhat difficult in it's present site and alternatives are being studied currently. The nearest commercial airport is located in Idaho Falls, approximately 25 miles to the south of Rexburg. Passenger service to Boise and Salt Lake City with connections to larger cities is available.

Utilities and Railroads

Data Sources

Local and regional comprehensive plans were reviewed and regional utility providers were contacted regarding utilities information. The railroad system is also reviewed in the Existing Transportation Conditions chapter of this document.

Role in Corridor Planning

Locations of utility and railway corridors will not likely be impacted by improvement options for the SH-33 corridor.

Role in Environmental Documentation

Locations of utility and railway corridors will be examined during the analysis of improvement options as part of the environmental documentation.

Inventory

Madison County Utilities

Electric Power – is the primary power source available to Madison County residents. The County is currently served by Utah Power and the Fall River Rural Electric Corporation, and minimally by Idaho Power. Utah Power serves the majority of the County, with Fall River Rural Electric serving east-end residents.

Cable TV – Teton Telecom currently offers Cable TV service throughout the county. Cable lines are placed on telephone poles or underground as the circumstances dictate within the city limits. Cable is offered via antenna and microwave for those county residents in rural areas.

Telephone – Telephone service is offered by the US West throughout Madison County. Service is provided through overhead telephone lines and underground lines as conditions dictate. The company plans to upgrade systems including fiber optic and digital systems.

Natural Gas – Intermountain Gas Company offers gas service to portions of the county. The 500 pound 8” line runs through Rexburg, Sugar City and Salem. In addition, the cities of Lyman, Hibbard, Thornton and Burton also have access to the service. Future plans include expansion into Teton County. The line has no pressure problems and plenty of capacity for future demands.

Teton County Utilities

Electric Power - Fall River Rural Electric Corporation provides electric service to Teton County residents. Their system includes numerous overhead and underground 15 KV distribution lines within the SH-33 Corridor right of way.

Cable TV – Teton Telecom currently offers Cable TV service throughout the county. Cable lines are placed on telephone poles or underground as the circumstances dictate within the city limits. Cable is offered via antenna and microwave for those county residents in rural areas.

Telephone – Teton Telecom is the primary telephone service provider to residents of Teton County. Service is provided through overhead telephone lines and underground lines as conditions dictate. Copper cables are located parallel to SH-33 in Teton County to the Wyoming border. The company plans to upgrade their services including fiber optic and digital systems.

Natural Gas – Available information showed no available natural gas utility in Teton County. Intermountain Gas Company offers gas service to portions of the Madison County and has plans to expand service into Teton County.

Railroads

Three Union Pacific railroad lines run north and south across Madison County. The West and East Belt Branches are not located in densely populated areas. Moody, Parkinson, Walker and Byrne are railroad stops located along the East Belt Branch. Grain silos are located at each location where farmers bring their grain for storage and transport by rail. The Yellowstone

Branch is located along US 20, which runs through the valley near populated areas. The Eastern Idaho Railroad provides freight service in the County. There is one main line that intersects the county through Rexburg and Sugar City. All railroad lines offer spur line service to industrial and agricultural uses.

Teton County includes no active rail lines. There are however, abandoned rail corridors that parallel the SH-33 Corridor between Victor and Driggs and continue north through the County. Most of the rail corridors have been returned to private ownership, with exception to the section between Victor and Driggs, which was converted to public ownership and now includes an asphalt pedestrian pathway.

Historical & Archaeological Preservation

Data Sources

Lists of historic structures protected under the National Register of Historic Places were obtained (electronically) from the Idaho State Historical Preservation Office (SHPO) Internet site (<http://www.state.id.us/ishs/shpo.html>). Additionally, SHPO provided cultural clearance records for Madison and Teton County sites investigated as required under Section 106 of the National Historic Preservation Act. The National Park Service, National Register Information System (NRIS) was also examined for data verification (<http://www.nr.nps.gov/nrloc1.htm>).

Role in Corridor Planning

According to the SHPO cultural clearance records, there are no sites currently pending Section 106 review. The most recently cleared sites are the abandoned rail corridors running parallel to SH-33 between Victor and Driggs (cleared 10/95). An asphalt pedestrian and bicycle pathway now exists on that corridor. The pathway will be considered in the evaluation and selection of improvement options for the corridor.

Role in Environmental Documentation

Locations of known archaeological sites must be obtained by a licensed archeologist from the Idaho SHPO office. Locations of historically significant structures on the National Register of Historic Places would also be researched through SHPO during the development of improvement options as part of future environmental documentation. Field investigations may be necessary to locate any archaeological or other culturally significant sites within the study area that do not appear on these lists. Historical and archaeological resources will be critical factors in the evaluation of improvement options.

Inventory

There are six historic structures listed on the National Register of Historic Places located within Madison and Teton Counties. The three sites within Madison County are located in Rexburg, outside of the project study area. In Teton County, the three sites are Pierre's Hole 1832 Battle Area Site (south of Driggs), the Teton County Courthouse (on Main Street in Driggs) and the Victor Railroad Depot (on Depot Street in Victor).

The Sugar City Grain Elevator and House are both eligible for the National Register of Historic Places.

Two "Isolated Finds" identified near the Canyon Creek Bridge in Madison County and one identified near Hoopes Creek Rd., may be structures eligible for inclusion on the National Register, although formal determinations have not been made. Proposed construction/alterations within the SH-33 corridor would require additional background research and a field survey under Section 106 of the National Historic Preservation Act.

Viewsheds and Visitor Attractions

Data Sources

The National Park Service's Wild and Scenic Rivers list (<http://www.nps.gov/rivers/wildriverslist.html>) was reviewed for presence of Wild and Scenic Rivers within the study area. The State of Idaho Scenic, Historic, and Back Country Byway Map was reviewed to identify roadways classified as Scenic Byways in the study area (the Teton Scenic Byway was identified). USGS topographical maps and site visits were used to observe key viewsheds within Madison and Teton Counties. Most viewsheds within the study area focus on the Teton Mountains and the Teton River Valley. Visitor attractions were reviewed based on site visits and various agency maps and plans.

Role in Corridor Planning

Corridor improvement options are not likely to be in locations to interrupt viewsheds within the study area. General viewshed factors will be incorporated in the analysis of improvement options. Although there is not a completed Scenic Byway Corridor Management Plan for the Teton Scenic Byway, each of the communities and counties comprehensive plans cite the importance of the scenery and views to the local and regional economy, tourism industry and aesthetics and quality of life for area residents. The plans also provide recommendations that support the preservation of the views and visual resources along the SH-33 Corridor, especially in the areas immediately adjacent to the cities of Victor and Driggs, where development pressure is the highest and the views the most spectacular. These recommendations are evident in the transportation, land use and community design sections of the plans, outlining strategies that address building heights, setbacks from SH-33 and affected county roadways, landscaping requirements, and desired signage design and limitations.

Role in Environmental Documentation

The evaluation and selection of improvement options (as part of the environmental documentation) will need to consider impacts to the Teton and Snake River Valley viewsheds.

Inventory

Scenic Views and View Corridors

The State of Idaho Scenic, Historic, and Back Country Byways Map (1998) identifies the *Teton Scenic Byway*, which runs north-south through Teton County along SH-32, SH-33, and SH-31. The entire byway runs from Ashton, Idaho in Fremont County to Swan Valley, Idaho in Bonneville County and is 69 miles long. The depth of the Scenic Corridor, as defined in the Teton County Comprehensive Plan is 330 ft. on each side of the highway right of way.

Views along the SH-33 corridor include the Teton Mountain Range to the East, Targhee National Forest and Teton Valley east and west of SH-33 and the Grand Targhee Ski Area near Driggs. Although specific viewpoints have not yet been identified through a formal assessment process, the most spectacular views of the Teton Mountains are viewable from SH-33 beginning just north of Victor, through the rest of the SH-33 Corridor to Teton. These spectacular views have caused significant residential development both along the corridor and in the Valley, all of which have potential impact on the SH-33 Corridor.

According to the Teton County Comprehensive Plan, Teton County places a high value on the scenic corridors and has developed detailed design guidelines for its protection and enhancement. It is the intent of Teton County is to protect scenic corridors from undesirable land uses intrusions, incomplete and substandard development, discordant and debilitation signs and other conditions that are out of context with the plan's goals, policies and implementation strategies. In particular, some of the *design review guidelines that apply to the SH-33 Scenic Corridor* include requirements that development within these scenic corridors must have a minimum of 50 ft. setback from the property line, with potential additional limitations for building height, signage will be controlled to compliment and not detract from the views, requirements for driveways and off street parking to protect the integrity of the corridor system, consideration of access needs and controls as needed to accommodate new development, while preserving the function of the roadway, etc.

According to the National Park Service's Wild and Scenic Rivers list there are no designated Wild and Scenic Rivers within the study area.

Teton County Attractions

Teton County includes a variety of tremendous scenic vistas and recreational opportunities afforded by the resources in Grand Targhee National Forest, Teton Valley and Grand Targhee Ski Resort, just over the Wyoming border. The County is also a secondary route to Grand Teton National Park and Yellowstone National Park via SH-33 through Jackson Wyoming. Together these resources create economic opportunities through a growing tourism business and very desirable location for vacation and second homes.

Air quality

Data Sources

The Environmental Protection Agency (EPA) Website (www.epa.gov/oar/oaqps/greenbk/) was reviewed to determine if any federal non-attainment areas exist in the SH-33 Corridor/Teton County region.

Role in Corridor Planning

The entire SH-33 Corridor study area and Teton County are in attainment for air pollutants. Corridor planning could potentially affect the traffic patterns in the region but is not likely to contribute to increases in traffic and concentrations of carbon monoxide, ozone, and nitrogen oxide beyond the No Build scenario.

Role in Environmental Documentation

Traffic studies will likely be needed to evaluate current and expected concentrations of vehicle emission-related pollutants for each improvement option as part of the environmental documentation.

Inventory

Madison and Teton Counties are currently in attainment for all criteria pollutants within the study area, including ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter, and lead.

Noise

Data Source

None at this time.

Role in Corridor Planning

Noise impacts may result from certain improvement options. There may be existing or planned noise-sensitive receptors within the study area that would be subject to general consideration. However, such receptors will not be monitored as part of the corridor planning effort.

Role in Environmental Documentation

During environmental documentation, a full noise study would define existing conditions and evaluate the impacts of future environmental noise associated with each of the options considered. Noise-sensitive receptors and existing noise generators will be identified, monitored, and studied at that time.

Energy Conservation

Data Sources

The analysis and modeling of future traffic conditions will be based on the existing traffic volume and historical growth data in the study area.

Role in Corridor Planning

More direct routes, improvement option routes, and expansions of the capacities of existing transportation facilities between popular destinations reduce time and fuel consumed in travel. The analysis of future traffic conditions will consider the general impacts that each improvement option may have regarding energy conservation.

Role in Environmental Documentation

The improvement options analysis will note improvement options that provide a more direct route between population centers, reducing time and fuel consumed in travel. Energy conservation will likely not be a significant factor in the selection of an improvement option in this study area.

Environmental Elements – Natural

Geology and Soils

Data Sources

Soil descriptions and maps were provided by the USDA Natural Resources Conservation Service (NRCS) District Offices in Driggs and Rexburg. The electronic Idaho Department of Lands (IDL) Mines Database (gis.idl.state.id.us/GIShtm/static/mines.htm) was reviewed for the presence of active or abandoned mines within the corridor. Regional geographical information was obtained from the Idaho Department of Water Resources website (<http://www.idwr.state.id.us/usbr/hydrogeology.htm>) and from the BPA/Lower Valley Transmission Project EIS (June 1998). Information on aquifers is taken from the Idaho Department of Water Resources website (<http://www.idwr.state.id.us/usbr/hydrogeology.htm>), the BPA/Lower Valley Transmission Project EIS (June 1998) and the Environmental Protection Agency (EPA) Watershed Profile website for the Teton Watershed (<http://www.epa.gov/surf2/hucs/17040204/index.html>).

Role in Corridor Planning

Geologic factors, including fault lines, steep slopes and soil types contributing to unstable areas are hazards for potential expansion of road corridors. The hazards should be mapped and avoided wherever possible.

Role in Environmental Documentation

New roadways or roadway improvements will conform to state and federal standards for maximum slope and erosion control. Each improvement concept will be reviewed for proximity to and potential impacts from geologic hazards and poor soil conditions. Soils have characteristics including potential frost action, shrink-swell potential, hydrologic group and erodibility that must be considered in engineering design.

Inventory

Regional Geology

The corridor study area lies within the Henry's Fork Basin, an area diverse and complex in its geology and hydrology. The Teton Mountains, one of the youngest ranges in the Rocky Mountains, abut the Snake River Range near Teton Pass. The Teton Fault parallels the eastern front of the Teton Range and is an integral part of the Intermountain Seismic Belt. The Teton fault is capable of producing an earthquake measuring 7.5 on the Richter scale (BPA/Lower Valley Transmission Project EIS). Major dominant landforms within the study area include the Teton Mountains, Fred's Mountain, Beard Mountain, Commissary Ridge, the Teton Basin and Teton Canyon.

Subsurface Geology

Unconsolidated sediment varies in thickness from a few feet to hundreds of feet within the study area. Sediment overlies variable thicknesses of volcanic rocks, and groundwater yielding zones exist in sediment and volcanic rock units. Regionally, groundwater moves generally southward

to southwestward, but, in localized areas, groundwater can move northwestward or southeastward.

Almost the entire study area, save the southeastern corner of Madison County and the southwestern corner of Teton County, are underlain by aquifers. Generally, the aquifers in the study area are found within interbedded sedimentary and volcanic rocks. These sediments are frequently found in the river and stream valleys between mountains. The westernmost segment of the SH-33 corridor overlays the Eastern Snake River Plain (ESRP), the largest aquifer in Idaho and one of the most productive ground water systems in the western United States.

Alluvial aquifers, the result of erosion, are also found in the area. Rocks are typically eroded from the mountains and deposited by streams and rivers in lowlands such as plains and valleys. The sediments are unconsolidated which means they have not been compacted and cemented into rocks. Alluvial sediments can be only a few feet thick or hundreds of feet in thickness. The sediments may include boulders, cobbles, gravel, sand, and silt. These types of aquifers often contain groundwater that can be withdrawn and used.

Geologic Hazards

The Teton Mountains abut the Snake River Range near Teton Pass approximately 10 miles southeast of the corridor's terminus at the Idaho/Wyoming State Line. The Teton fault parallels the eastern front of the Teton Range and is an integral part of the Intermountain Seismic Belt. Investigations performed within the last five years indicate that the fault is overdue for a moderate-to-large earthquake reaching as high as 7.5 in magnitude (BPA).

Geologic hazards in the study area include landslides, avalanches, seismic risk, steep slopes and erosion. Mass movement is one of the most active erosion processes in this area due to the high relief, steep slopes, deformed weak bedrock, high water-holding capacities of soils, frequent seismic disturbances, and slope undercutting by streams (BPA).

Soils

Within the Madison County portion of the SH-33 corridor, there are three general soil types. Withers-Annis soils characterize the area from Rexburg to the Fremont County line. From Teton to approximately five miles east of Newdale, Rexburg-Ririe soils are common. Tetonia-Ririe soils characterize the remaining stretch of SH-33 to the Teton County Line. From the Teton County Line to Tetonia, the corridor is characterized by Ririe and Tetonia soils. The vicinity surrounding Driggs is characterized by Driggs, Badgerton, Wiggleton and Foxcreek soils. From Victor to the bounds of the Targhee National Forest, Wiggleton and Driggs-Wiggleton soils are prevalent. **Table 6** summarizes characteristics of the soil types that must be considered in engineering design.

Potential Frost Action is the likelihood of upward or lateral expansion of the soil caused by the formation of segregated ice lenses (frost heave) and the subsequent collapse of the soil and loss of strength on thawing. Frost heave and low soil strength during thawing cause damage mainly to pavements and other rigid structures.

Shrink-swell Potential is the potential for volume change in a soil with a loss or gain of moisture. The size of the load on the soil and the magnitude of the change in soil moisture content influence the amount of swelling of soils in place. If the shrink-swell potential is rated moderate to very high, shrinking and swelling can cause damage to buildings, roads, and other structures.

Hydrologic Soil Group refers to soils grouped according to their runoff-producing characteristics. The chief consideration is the inherent capacity of soil bare of vegetation to permit infiltration. Soils are assigned to four groups ranging from A to D. Group A soils have a high infiltration rate when thoroughly wet and having a low runoff potential. They are mainly deep, well drained, and sandy or gravelly. In Group D, at the other extreme, are soils having a very slow infiltration rate and thus a high runoff potential. They have a claypan or clay layer at or near the surface, have a permanent high water table, or are shallow over nearly impervious bedrock or other material.

Wind Erodibility Groups are made up of soils that have similar properties affecting their resistance to wind erosion in cultivated areas. The groups indicate the susceptibility of soil to wind erosion. The following groups are found in the SH-33 corridor:

4. Clays, silty clays, noncalcareous clay loams, and silty clay loams that are more than 35 percent clay. These soils are moderately erodible.
- 4L. Calcareous loams, silt loams, clay loams, and silty clay loams. These soils are erodible.
5. Noncalcareous loams and silt loams that are less than 20 percent clay and sandy clay loams, sandy clays, and hemic soil material. These soils are slightly erodible.
6. Noncalcareous loams and silt loams that are more than 20 percent clay and noncalcareous clay loams that are less than 35 percent clay. These soils are very slightly erodible.
8. Soils that are not subject to wind erosion because of coarse fragments on the surface or because of surface wetness.

Table 6. Characteristics of Soil Types Found in SH-33 Corridor

| Soil name | Hydrologic Group | Potential Frost Action | Shrink-swell Potential | Wind Erodibility Group |
|--------------------------------|------------------|------------------------|------------------------|------------------------|
| Withers-Annis silty clay loam | C | High | Low to Mod. | 4L |
| Rexburg-Ririe silt loam | B | High | Low | 5 |
| Tetonia-Ririe silt loam | B | High | Low | 5 |
| Tetonia silt loam | B | High | Low | 5 |
| Driggs gravelly loam | B | Moderate | Low to Mod. | 5 |
| Badgerton gravelly loam | B | Moderate | Low | 5 |
| Foxcreek gravelly loam | D | High | Low | 4 |
| Driggs-Wiggleton gravelly loam | B | Low to Mod. | Low to Mod. | 6,8 |
| Wiggleton very gravelly loam | B | Low | Low | 8 |

Source: US Department of Agriculture, Soil Conservation Service

Several of the soil types found in the study area have low strength and moderate to rapid permeability, which limit urban uses. Road and streets should be designed to avoid the damage resulting from frost action.

Foxcreek has been classified as a hydric soil. Hydric soils are saturated, flooded or ponded long enough during the growing season to develop anaerobic conditions that favor the growth and regeneration of hydrophytic vegetation (US Department of Agriculture (USDA), Soil Conservation Service (SCS), 1985). This is a likely indicator of the presence of wetlands in the area. Please see the Wetlands Section for an analysis of wetlands in the corridor area.

General Soils Information

The following soil type information was provided by the NRCS:

Withers-Annis silty clay loam (0-1% slopes): These moderately fine textured soils are found on river terraces and flood plains and are formed in mixed alluvium or sandy alluvium. Withers soils are somewhat poorly drained while Annis soils are moderately well drained. These soils are used for irrigated hay, wheat, barley, pasture and potatoes. They provide openland and wetland habitat for wildlife such as small mammals, waterfowl, songbirds and mule deer.

Withers-Annis soils have limitations for urban development mainly because of permeability and low strength. These factors should be considered when choosing sites for buildings, local roads and streets, and sanitary facilities.

Rexburg-Ririe silt loam (4-12% slopes): These well drained soils are found on low dissected plateaus and are formed in silty wind-laid material. Permeability is moderate. Rexburg soils are generally found on north- and east-facing exposures and in concave areas, and Ririe soils are generally on south- and west-facing exposures and along ridges. These soils are mainly used for nonirrigated wheat and barley. They provide openland and rangeland habitat for wildlife, such as small mammals, birds and mule deer.

Rexburg-Ririe soils have limitations for urban development mainly because of permeability, low strength, slope, and potential frost action. These factors should be considered when choosing sites for structures, sanitary facilities, and local roads and streets. Slope and dustiness are the limitations for recreational facilities.

Tetonia-Ririe silt loam (0-20% slopes): These well drained soils are found on high dissected plateaus formed in silty wind-laid material. Permeability is moderate. Tetonia soils are generally found on north- and east-facing exposures and in concave areas, and Ririe soils are generally on south- and west-facing exposures and along ridges. These soils are used for nonirrigated wheat and barley. Small areas along canyon walls and on steep slopes are used for range and wildlife habitat.

Tetonia-Ririe soils have limitations for urban development mainly because of permeability, low strength and slope. These factors should be considered when choosing sites for structures, sanitary facilities, and local roads and streets. Slope and dustiness are the limitations for recreational facilities.

Tetonia Silt Loam (0-4 % slopes): These soils are very deep and well drained. They are on uplands. Surface texture is silt loam. Permeability is moderate. Available water capacity is 18-20 inches.

Driggs gravelly loam (0-4% slopes): These soils are moderately deep to sand and gravel and are well drained. They occur along drainageways and on stream terraces. Permeability is moderate in the upper part and very rapid in the lower part.

Badgerton gravelly loam (0-2% slopes): These soils are moderately close to sand and gravel and are well drained or moderately well drained. They occur along drainageways and on stream terraces. Permeability is moderate in the upper part and very rapid in the lower part.

Foxcreek gravelly loam: These soils are shallow and poorly drained. They are on the eastern edge of wet bottom land. Surface texture is gravelly loam. Permeability is rapid.

Driggs-Wiggleton gravelly loam (0-2% slopes): This is a complex of Driggs and Wiggleton soils. They are on alluvial fans. Driggs is a well-drained soils underlain by gravel at a depth of 20 to 36 in. Surface is gravelly loam. Permeability is moderate in the upper part, very rapid in lower part. Wiggleton is somewhat excessively drained and underlain by loose gravel at a depth of 5 to 20 in. Surface is gravelly loam. Permeability is moderate in the upper part, very rapid in the lower part.

Wiggleton very gravelly loam: These soils are shallow and somewhat excessively drained. They are along stream channels on alluvial fans and bottom lands. Surface texture is loam. Permeability is very rapid.

Mines

According to the IDL database, there are no known mines in the study corridor.

Hazardous Materials

Data Sources

A preliminary list of Superfund sites was obtained from the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) list on the Environmental Protection Agency (EPA) Website (<http://www.epa.gov/superfund/sites/index.htm>). The EPA Enviromapper tool (www.epa.gov/enviro/html/em/index.html) was used to determine the existence of Discharges to Water, Superfund sites, Hazardous Waste, Toxic Releases, Air Releases, and other environmental points of reference.

The Idaho Department of Environmental Quality (Idaho Falls Office) was contacted for a list (year 2001) of Underground Storage Tanks (USTs) and Leaking Underground Storage Tanks (LUSTS), and the IDEQ Website was reviewed for the locations of Above Ground Storage Tanks (ASTs). IDEQ was also contacted for a list of locations of hazardous waste locations within Madison and Teton Counties.

Landfill locations were referenced in the Teton County Comprehensive Plan (1991) and the Madison County Comprehensive Plan (Dec. 16, 1996). The Teton County Planning and Zoning department was contacted to verify the location of the Teton County landfill.

Role in Corridor Planning

Corridor planning could potentially impact locations such as underground storage tanks or other areas of minor contamination. Landfills and other environmentally hazardous areas will be noted as part of the more detailed improvement options analysis. The discharge to water, hazardous waste, and air release locations identified in the corridor by EPA will be examined more rigorously if planning directly affects those areas.

Role in Environmental Documentation

Precise identification of environmentally hazardous locations such as landfills, hazardous waste sites, LUSTs and USTs, and other contaminated areas will influence the location of potential improvement options.

Inventory

There are no Superfund sites located in the study area. The Rexburg-Madison County Airport is listed as a Superfund Site but is located outside of the study area (and it is not on the National Priority List (NPL)). The EPA Enviromapper search resulted in the identification of one hazardous waste location (John C. Berry & Sons, a wholesale lubrication oil business near Tetonia). Other hazardous materials locations were identified by IDEQ (Single Line Handler Report) and are shown in **Table 7**.

Table 7. Hazardous Materials Locations

| Handler ID | Handler Name | Location | City | General Type |
|--------------|----------------------------|-----------------------|---------|--------------|
| IDD984668475 | Hibbert Farms Inc. | 144 S 275 E | Driggs | |
| IDR000200238 | Clean Machine | 29 E Wallace Ave | Driggs | SQG |
| IDD984669820 | Teton Valley Ranches Corp | 445 N Hwy 33 | Driggs | |
| IDSTATE00023 | Grande Body & Paint Shop | 55 S Main | Driggs | |
| IDD000832477 | John C Berry & Sons Inc | 304 1 st S | Tetonia | |
| IDD984667998 | ID UI Tetonia | Hwy 33 900 N 888 W | Tetonia | CEG |
| IDR000002147 | Davis Property Residential | 871 Calderwood | Victor | |

Source: IDEQ

Madison County's landfill is located 12 miles west of Rexburg (construction and demolition material) with a transfer station located near the Rexburg airport (residential waste). The waste is ultimately hauled to a facility in Jefferson County. This site is not located within the study area. Teton County has a landfill for construction refuse only located at the corner of 25 North and 100 East, in Section 30.

All of the USTs and LUSTs in Madison County are located in Rexburg and Sugar City, outside of the study corridor. In Teton County, there are 16 L/USTs in Driggs, five L/USTs in Tetonia, and three L/USTs located in Victor. LUSTs and USTs for Teton County are listed in **Table 8**. The IDEQ Website was reviewed for the locations of Above Ground Storage Tanks (ASTs). ASTs are listed in **Table 9**.

Table 8. Registered UST/LUST Facilities in Teton County, Idaho

| Location Name | Street Address | City |
|---------------------------------|--------------------|---------|
| Basin Travel Stop | 111 N. Main St. | Driggs |
| City of Driggs Shop | 74 W. Little Ave. | Driggs |
| County Shed | 224 N. Main | Driggs |
| Courthouse | 89 N. Main | Driggs |
| Driggs MTCE Yard B61200 | Hwy 33, MP 139.5 | Driggs |
| Driggs Reed Memorial Airport | 623 Airport Rd. | Driggs |
| Elsie's Chevron | 1095 North Main | Driggs |
| Ford Authorized Sales & Service | 37 E. Little Ave. | Driggs |
| Jim's Speedy Lube | 211 N. Main | Driggs |
| Kaufman OK Tire | 80 W. Little Ave. | Driggs |
| Kwik Way Inc. | 10 Harper St. | Driggs |
| Old Livery | 79 North Main St. | Driggs |
| Phillips 66 CO 8 | 10 N. Main | Driggs |
| Ruby S Swainston | 106 N. Main | Driggs |
| Targhee Substation | Little Ave. | Driggs |
| Teton Senior High School | 481 N. Main | Driggs |
| Badger Creek | Rt. 1 | Tetonia |
| Basin Travel Shop | 68 S. Main | Tetonia |
| Tetonia Elementary School | 215 S. Tetonia | Tetonia |
| Tetonia Research and Extension | Hwy 33 900 N 888 W | Tetonia |
| Tetonia Station | MP 30.3 | Tetonia |
| Andy Davis Evergreen 66 | 40 N. Main | Victor |
| Thomas Langston | Main & Center | Victor |
| Victor Section | Victor Section | Victor |

Source: Idaho Department of Environmental Quality, Idaho Falls Regional Office

Table 9. AST Facilities in Teton County, Idaho

| Site Name | Address | City | Status | Capacity (Gal) | Tank Contents | Distance to Water |
|--------------------------|-----------------------|---------|---------|----------------|---------------------|----------------------|
| Chevron Products Co. | 104 Leigh Ave | Tetonia | Unknown | 48900.0 | Petroleum products | Spring Creek, .5 mi. |
| Hartson Oil Incorporated | 105 W. Little Ave | Driggs | Unknown | 70000.0 | Gasoline and Diesel | Unknown |
| Pearson Aircraft | 36 Flying Saddle Road | Driggs | Unknown | 4000.0 | Agri Chemicals | Unknown |

Source: Idaho Department of Environmental Quality

Streams and Floodways

Data Sources

Stream and river locations within the study area were obtained from ITD base mapping and GDT mapping data. Floodway information (100-year floodways and 500-year floodways) was obtained electronically (FEMA Digital Q3 Flood Data) from the ESRI/FEMA Project Impact Hazard Information and Awareness Site (www.esri.com/hazards). The information included on the website was developed by scanning existing hardcopy Flood Insurance Rate Maps (FIRMs) and capturing a thematic overlay of flood risks. According to the Website, the maps should be considered as an advisory tool rather than the legal document; single site flood hazard determinations should use maps obtainable through the FEMA Map Service Center (<http://www.fema.gov/MSC/contact.htm>) or (Map Service Center / P.O. Box 1038 / Jessup, Maryland 20794-1038 / Tel: (800) 358-9616 / Fax: (800) 358-9620).

Role in Corridor Planning

In general, all stream, river and canal crossings will be considered as part of the analysis of improvement options.

Role in Environmental Documentation

Water resources are important in the entire study area and will be a critical factor in the selection of improvement options. Fish and wildlife resources are dependent upon access to water. The environmental documentation of improvement options analysis process will carefully evaluate streams, rivers and floodways with the intent of locating improvement options in areas of lowest-quality habitat, with the minimum impact to streams and floodways, and out of flood-prone areas. Rivers, streams, and floodways are particularly significant, as many of the threatened and endangered species in the study area are associated with streams and wetlands (most of the wetlands in the study area are located near streams and rivers). Specifically, the Yellowstone cutthroat trout, which has been petitioned for federal listing, inhabits rivers and streams within the study area.

Inventory

The most significant 100-year floodways occur in the western portion of the corridor, from the SH-33/US 20 junction to east of Teton, near the Teton River and irrigation canals.

Navigable Waters and Wild and Scenic Rivers

Data Sources

The locations of navigable waters within the study area were obtained from ITD base mapping. The National Park Service (NPS) Website was reviewed for Wild and Scenic River listings (www.nps.gov/rivers/wildriverslist.html).

Role in Corridor Planning

The improvement options defined and evaluated as part of the SH-33 Corridor Plan are not anticipated to affect navigation on navigable waters.

Role in Environmental Documentation

As part of the environmental documentation of improvement options analysis, the improvement option should seek to avoid impacts to significant viewing areas.

Inventory

No rivers within the study area, including the Teton River, have Wild and Scenic River status.

Wetlands

Data Sources

Much of the documentation on wetlands is taken from a report prepared by Mabel Jankovsky-Jones of the Idaho Department of Fish and Game (IDFG) Conservation Data Center (CDC):

Conservation Strategy for Henrys Fork Basin Wetlands (April 1996).

Role in Corridor Planning

The report identifies 13 significant wetlands within the study area, broken down as one Class I site, two Class II sites, five Reference sites and five Habitat sites. Other areas of potentially jurisdictional wetland appear on the National Wetland Inventory mapping for the corridor. The CDC report documents the wetlands of major significance on the project site; however, other potentially jurisdictional wetlands may exist within the study area. Evaluation of non-jurisdictional wetlands, including irrigation facilities and stock watering ponds, may also be included as part of the affected environment. The SH-33 corridor crosses an area that lies in the headwaters of the Teton River. Projects within this reach are likely to encounter small headwater streams and pockets of adjacent wetland.

Role in Environmental Documentation

Wetlands and waterways are regulated through the U.S. Army Corps of Engineers. Several state agencies also have interest in wetlands and their uses as water quality features or habitat areas. Both state and federal entities provide information that helps locate potentially jurisdictional areas. The U.S. Department of Fish and Wildlife Service (USFWS) publishes National Wetlands Inventory (NWI) mapping that can provide general locations of major wetlands in a study area. The state-funded basin study cited herein documents the significant areas within the Henrys Fork River Basin. This source is for planning purposes only; specific sites would require a delineation (and concurrence from the Corps) to determine boundaries and jurisdictional status.

As with streams and rivers, wetlands will be a critical factor in the analysis of improvement options, especially given their association with threatened and endangered species in the study area. Formal wetland delineation would be necessary to determine the exact boundaries of wetlands within a selected improvement option; this wetland delineation is not official or final until concurrence is granted by the US Army Corps of Engineers.

Impacts to jurisdictional wetlands and waters of the State must be avoided and minimized to the extent possible. If impacts are unavoidable, a Section 404 permit is necessary to fill jurisdictional areas. Unavoidable impacts to wetlands and waters of the United States will be mitigated in accordance with federal, state, and local statutes. Impacts to non-jurisdictional wetlands, such as irrigation facilities, will be coordinated with the appropriate irrigation districts and other agencies as necessary. Function of these facilities during and after construction will be preserved and/or mitigated to the extent possible. Impacts to non-jurisdictional wetlands are not regulated by the U.S. Army Corps of Engineers but may be regulated by other entities.

National Wetland Inventory

The United States Department of the Interior produces National Wetland Inventory maps depicting and classifying wetlands on a United States Geological Service base map. Wetlands were plotted on these maps based on aerial photography interpretation with minimal ground truthing. They are intended to provide a planning-level location of wetlands; formal wetland delineation by qualified personnel is necessary to provide exact boundary locations for project designs.

State Inventory

Significant wetlands were identified in the Henry's Fork Basin based on previous work by Moseley et al. (1991), Pfeifer and Toweill (1992) and consultation with agency personnel. Sites were surveyed during the summer of 1995. An objective method was developed to allocate sites into four management categories based on the following four criteria: richness, rarity, condition, and viability (Bursik and Moseley 1995, Grossman et al. 1994). Definitions and indicators of criteria are summarized in **Table 10**.

Table 10. Definitions/Indicators of Criteria - Allocating Wetland Sites into Management Categories

| Criteria | Definition | Indicators |
|-----------|---|---|
| Richness | Habitat diversity within the site | - Assemblage of numerous plant communities within a single unit of Cowardin's classification |
| | | - Assemblage of plant communities or ecological features (beaver ponds, peatlands, lakes...) |
| | | within several units of Cowardin's classification |
| | | (= high structural diversity) |
| Rarity | Presence of state rare plant community, plant or animal species | - High concentrations of state rare plant or animal species |
| | | - High quality occurrences of state rare plant communities |
| | | |
| Condition | Extent which site has been altered from natural conditions | - Exotic species sparse or absent |
| | | - Native species contributing the majority of cover and reproducing |
| Viability | Likelihood of continued existence of biota within the site | - Large size |
| | | - Offsite impacts (including hydrologic alteration, weed infestations, and incompatible land use) |
| | | minimal |

Definitions of site classifications, taken from Conservation Strategy for Henrys Fork Basin Wetlands by Mabel Jankovsky of the CDC, follows:

Class I Sites

Class I Sites represent examples of plant communities in near pristine condition and often provide habitat for high concentrations of state rare plant or animal species. The high quality condition of the plant community is an indicator of intact site features such as hydrology and water quality. Impacts to Class I sites should be avoided as these sites are not mitigable and alteration or enhancement of these sites will result in significant degradation. Conservation efforts should focus on full protection including maintenance of hydrologic regimes. Class I federal lands should be designated as Research Natural Areas or Special Interest Areas. Private lands should be acquired by a conservation organization, or be secured by the establishment of conservation easements to protect biological features.

Class II Sites

Class II wetlands are differentiated from Class I sites based on condition or biological significance. Class II sites may provide habitat for state rare plant or animal species. However, human influences are apparent (i.e. portions of wetland in excellent condition, however drier, accessible sites are impacted). Good to excellent assemblages of common plant community types or the occurrence of a rare community type qualifies a site as Class II. Wetlands with unique biological, geological, or other features may be included here. Impacts and modification to Class II sites should be avoided. Where impacts such as grazing are present they should be managed intensively or removed. Class II federal lands should be designated as Research Natural Areas, Areas of Critical Environmental Concern, or Special Interest Areas. Private lands should be acquired by conservation organizations or have voluntary or legal protection.

Reference Sites

Reference sites represent high quality assemblages of common community types in the basin or areas where changes in management practices can be documented. The use of a reference area as a model for restoration or enhancement projects is the best way to replicate wetland functions and the distribution and composition of native plant communities. Reference areas may also serve as donor sites for plant material. Application of Best Management Practices by the current community types should be the priority for reference sites.

Habitat Sites

Habitat sites have moderate to outstanding wildlife values, such as food chain support or maintenance of water quality, and may have high potential for designation as or expansion of existing wildlife refuges or managed areas. Human influences are often present and management may be necessary to maintain natural communities. For the sites listed here livestock and human access may be the only actions necessary. Voluntary protection and incentives for private landowners to apply Best Management Practices may be used on private lands.

Class I, Class II, Habitat and Reference sites are present in the Henry's Fork Basin. **Table 11** identifies wetland sites in Teton and Madison Counties. The Teton County sites are concentrated in the Teton River Basin along the corridor (on the west side stretching from Driggs to Victor. This area is also identified as palustrine wetland habitat on the National Wetlands Inventory.

Table 11. Identified Wetland Sites

| Wetland Site | Category | Protection Status | Ownership | Latitude/Longitude | County |
|-----------------------------|-----------|----------------------|--------------------|--------------------|---------|
| Woods Creek Fen | Class I | none | Private | 434315N 1110840W | Teton |
| Game Creek | Class II | Full Protection* | BLM | 433235N 1110503W | Teton |
| South Leigh Creek | Class II | none | Private | 434810N 1110350W | Teton |
| Canyon Creek | Reference | none | BLM, Private | 434920N 1112617W | Madison |
| Horseshoe Creek | Reference | none | USFS | 434315N 1111725W | Teton |
| Spring Creek Seeps | Reference | none | Private | 435030N 1110720W | Teton |
| Teton Creek Spring | Reference | none | Private | 434232N 1110716W | Teton |
| Trail Creek | Reference | none | USFS | 433257N 1110328W | Teton |
| Fox Creek/Foster Slough | Habitat | Full Protection* | IDFG | 433915N 1111020W | Teton |
| Lower Henrys Fork | Habitat | Partial Protection** | BLM, IDFG, Private | 435045N 1115315W | Madison |
| Rainer Fish and Game Access | Habitat | Full Protection* | IDFG | 434500N 1111210W | Teton |
| Teton Creek Mitigation Site | Habitat | Full Protection* | CPT | 434153N 1110830W | Teton |
| Teton Creek/Bates Bridge | Habitat | Full Protection* | IDFG | 434143N 1110954W | Teton |

* E.g., Designated Research Natural Area or Special Interest Area, Nature Conservancy Preserve, Wildlife Management Area or Refuge

** E.g., Potential Research Natural or Special Interest Area recognized in the Forest Plan, partly within a Wildlife Management Area, Privately owned with conservation easement in place

Water Quality

Data Sources

The Section 303(d) list for water quality limited water bodies was downloaded from the Environmental Protection Agency web site (http://www.epa.gov/r10earth/maps/d303_id.html). Teton Watershed information was taken from the EPA "Locate Your Watershed" website (http://www.epa.gov/iwi/303d/17040204_303d.html).

Role in Corridor Planning

Rivers, streams, and other waterways within the study area lie within the affected environment of any improvement option defined and evaluated as part of the study. The Clean Water Act (CWA) Section 303(d) addresses these waters that are not "fishable, swimmable" by requiring Idaho to identify the waters and to develop total maximum daily loads (TMDLs) for them, with oversight from the U.S. Environmental Protection Agency (EPA). Exceeding federal standards for a given pollutant result in listing of that reach on the Section 303 list for that criterion.

Role in Environmental Documentation

The analysis of improvement options will consider impacts to water quality limited waterbodies, as well as potential impacts that could cause waterbodies to become listed.

Inventory

Surface Water

DEQ is required by the federal Clean Water Act to maintain a list of stream segments that do not meet water quality standards (the 303(d) List).

The EPA has listed several waterbodies within the Teton Watershed as Section 303(d), including the Teton River from the North Fork south to the Victor area, Moody Creek, Badger Creek, Spring Creek, South Leigh Creek, Packsaddle Creek, Horseshoe Creek, Darby Creek, Fox Creek and North Leigh Creek. The water quality parameters in the Teton River basin that do not meet CWA standards include temperature, sediment, habitat and flow alterations, and nutrient loading. Agriculture and "urbanization" affect most of these parameters. Removal of tree and shrub vegetation reduces the bank stability and shading over waterways, increasing sedimentation and temperature. Agricultural and urban water withdrawals (flow alteration) from surface water features cause the depletion of available water. This allows the remaining water to become hotter than if more water were there, plus whatever water remains may be insufficient to sustain fish and other organisms.

Groundwater

Groundwater quality is generally good to excellent throughout the area. Potential pathways of contaminant movement to ground-water zones include downward flushing of contaminants by infiltration of precipitation, floodwater, or applied irrigation water; flushing from soil and unsaturated rocks by seasonal variations in groundwater levels; leakage around or into well casings or boreholes (especially important in areas with thin layers of soil and sediment overlying volcanic

rock); dumping into wells; backflushing to wells through water supply systems; and transport from upgradient groundwater zones.

Contamination from land and water uses can be localized (point source) or widespread (nonpoint source). One of the most widespread contaminants in the Henry's Fork Basin is nitrate (NO₃-N or nitrate-N). Nitrate-N in groundwater is a potential transportation/land use issue. In areas where high Nitrate-N discharge would be subject to stringent EPA standards, particularly those sites on the 303d List. From 1995 through 1999, water samples were collected by the USGS or DEQ from 319 wells or springs in the Henry's Fork Basin and analyzed for nitrate-N concentrations. The maximum EPA (1996) limit for nitrate-N concentration in public water supplies is 10 mg/L. Concentrations in water samples taken in the corridor study area, however, are relatively small (less than 5 mg/L). One sample taken approximately 3 miles northwest of Teton indicated nitrate-N levels between 5 to 9.9 mg/L.

Wildlife / Fish Habitat

Data Sources

The Idaho Fish and Game's (IDFG) Website (<http://www2.state.id.us/fishgame/fishery.htm>, <http://www2.state.id.us/fishgame/statewma.htm>) was reviewed to obtain locations of designated wildlife use areas and hatcheries in the corridor region. In addition, IDFG, the US Department of Agriculture (USDA) Forest Service, and US Fish and Wildlife Service (USFWS) were contacted regarding locations of critical habitat, species migration corridors, and other potential fish and wildlife impact concerns.

Role in Corridor Planning

Impacts to wildlife and fish habitat and migration corridors will be incorporated into the analysis of improvement concepts.

Role in Environmental Documentation

Impacts to waterways are regulated by a variety of state and federal agencies, especially when the waterways are considered critical habitat for protected species, and will play a significant role in the selection of an improvement option. Additional information regarding fish and wildlife species in the area will likely be gathered during the environmental documentation analysis. The more detailed improvement options analysis process will evaluate habitat quality with the intent of locating the improvement option project in areas of lesser-quality habitat, and away from critical habitat for threatened and endangered species, and species of concern.

Inventory

There are two major concerns regarding wildlife, fish and plant resources in the study area: (1) fish and wildlife uses of streams, rivers and wetlands along the corridor; and (2) displacement of big game from winter range along the corridor. In addition, several threatened and endangered species are known to exist within the study area.

There are no State Parks, hatcheries, or Wildlife Management Areas (WMAs) listed within Madison and Teton Counties. However, the Targhee National Forest covers the western and southern portions and the northeast corner of Teton County. The primary vegetation coverages in

the study area are sagebrush steppe (most of Madison and Teton Counties) and Douglas fir forest (Targhee National Forest), which supports several types of rare plant and animal species.

Wildlife

Several threatened and endangered animals are known to exist within the study area. Lynx are federally listed (Threatened) and are of particular concern in the eastern portion of the study area, as they are believed to sometimes cross SH-33 to travel between the Teton River Valley and the Teton Mountains (Alford pers. communication). Road width can sometimes be a barrier to species migration, particularly mid-sized predators such as lynx, coyotes, foxes, as well as bears (Alford pers. communication).

There are several big game (moose, elk, and deer) migration corridors as identified by IDFG. Although crossings can and do occur at any given point along SH-33, the migration corridors shown on a map in the Land Use and Environmental Chapter. The majority of migration corridors crossing SH-33 are located within Teton County.

According to IDFG, widening the highway and/or flattening curves could increase vehicle speeds in some areas, increasing the potential for collisions with big game animals. IDFG provided several recommendations regarding big game animals and the SH-33 corridor: (1) Use of warning signs in the high-frequency migration corridor areas; (2) Careful location of future fences, berms, and ditches; (3) minimization of concrete barriers.

Fish

Within this study area, fish are of great concern, particularly in Trail Creek in the southeastern portion of the study area. Trail Creek is designated as a native trout watershed. According to the Draft Environmental Impact Statement (DEIS) for the Targhee National Forest Open Road and Open Motorized Trail Analysis, the land area immediately surrounding Trail Creek is referred to as the aquatic influence zone (AIZ); human disturbances within this zone can disrupt natural processes and functions.

The SH-33 Corridor crosses and parallels several rivers and creeks between the US 20 Junction and the Idaho/Wyoming border. The USDA Forest Service has asked for precaution regarding elements of improvement options, such as stream channelization, that could have potential negative impacts on fish such as Yellowstone Cutthroat Trout, a federal Species of Special Concern (Ovard, pers. communication). IDFG also provided several recommendations regarding fish habitat and wetlands: (1) Construct crossings of perennial and intermittent streams to provide adequate fish passage; (2) Avoid installation of culverts with bottoms when possible; (3) Construct in and near streams only between August 15 and the beginning of winter; (4) Include sediment control structures and monitor through all phases of construction; (5) Re-vegetate all exposed soils as each phase of construction project is completed.

According to Lee Mabey of the USDA Forest Service (Caribou-Targhee), there have been some negative responses and continuing impacts from past construction where streams (particularly Trail Creek) have been straightened along SH-33. In addition, road fills on the Wyoming side of SH-33 (near the S-curves) are eroding into the stream, which has led to sediment levels that are impairing spawning success of Yellowstone Cutthroat Trout. There is concern that any future

projects avoid such impacts (Mabey, pers. communication). To prevent future impacts, improvement options should incorporate fish passage and sediment delivery systems at each bridge or culvert of natural streams (Darby, Fox, Teton Creek, Game, Spring, Leigh, and Teton River) where it may be warranted. The USDA Forest Service is planning to conduct a fish habitat and stream condition survey for the portion of Trail Creek that occurs on federal forestland during 2001.

Threatened and Endangered Species

Data Sources

Stephanie Mitchell, of the Idaho Department of Fish and Game (IDFG) Conservation Data Center (CDC) provided listings of species of special concern for both Teton County and the SH-33 corridor study area (through Madison and Teton Counties). The US Fish and Wildlife Service (USFWS) also provided a list of rare species that may occur within the SH-33 Corridor Plan and Teton County TSP study areas.

Lists of Special Status Vertebrates, Special Status Invertebrates, and Special Status Plants (by county) were also obtained from the Idaho Department of Fish and Game (IDFG) Idaho Conservation Data Center (CDC) Website (<http://www2.state.id.us/fishgame/vert.htm>; <http://www2.state.id.us/fishgame/invert.htm>, <http://www2.state.id.us/fishgame/county1.htm>).

Role in Corridor Planning

The study area supports several threatened or endangered species, and any improvement option will need to address the presence of rare species or rare species habitat or migration corridors.

Role in Environmental Documentation

As part of the options analysis in future environmental documentation, detailed information pertaining to threatened or endangered species and habitat critical to their survival will be collected. An updated list of threatened and endangered species will be required during the improvement options analysis to include any species that have been listed since the environmental scan document. A Biological Assessment may need to be prepared for those species to determine whether the improvement option is likely to negatively impact the survival of those species.

Inventory

The CDC provides two types of species listings: a listing of special status species based on occurrences (observations) and a listing of special status species based on potential habitat (based on the Idaho Gap Analysis Project's (GAP) vertebrate distribution models). There are no listed state Special Status Invertebrates or Mollusks within Madison or Teton County. According to the USFWS Website, there are no federally Proposed or Candidate Species in either county. The information obtained from the CDC is shown in **Tables 12 - 14**. (Note: Definitions of rare species designations are located at the end of this section).

IDFG Listings Based on Occurrences

Table 12. Teton County Species List (Based on Occurrences)

| Species | Type | Status |
|---------------------|--------|--------------------------|
| Bald Eagle | Bird | USFWS Listed Threatened |
| Boreal Owl | Bird | USFWS Species of Concern |
| Flammulated Owl | Bird | USFWS Watch |
| Great Gray Owl | Bird | USFWS Watch |
| Harlequin Duck | Bird | USFWS Watch |
| Northern Goshawk | Bird | USFWS Watch |
| Trumpeter Swan | Bird | USFWS Species of Concern |
| Fisher | Mammal | USFWS Watch |
| Grizzly Bear | Mammal | USFWS Listed Threatened |
| Long-legged Myotis | Mammal | USFWS Watch |
| Lynx | Mammal | USFWS Listed Threatened |
| Small-footed Myotis | Mammal | USFWS Watch |
| Yuma Myotis | Mammal | USFWS Watch |

Table 13. SH-33 Corridor Study Area Species List (Based on Occurrences)

| Species | Type | Status | Notes |
|-----------------------------|--------|------------------------------------|--|
| Bald Eagle | Bird | USFWS Listed Threatened | Wintering Area in T6N R44E S26 (southern side of SH-33) |
| Flammulated Owl | Bird | USFWS Watch | Probably nesting territory in T3N R46E S20 |
| Harlequin Duck | Bird | USFWS Species of Concern | Breeding Stream (Darby Creek Drainage) in T4N R46E Sections 13,14,17,18. Breeding Stream (Teton Creek Drainage) in T5N R46E Sections 25, 35, and 36, and T4N R46E S2 |
| Great Gray Owl | Bird | USFWS Watch | Wintering area in T4N R46E Sections 1,2,3,10,11,14,15,22, and 23, T5N R46E Sections 22,23,24,25,26,27,28,33,34, T6N R46E Sections 27,28,33,34. |
| Lynx | Mammal | USFWS Listed Threatened | 1874 confirmed specimen T4 R46E S29 |
| Northern Goshawk | Bird | USFWS Watch | Nesting territory in T7N R46E S23, T6N R43E S25, T5N R43E S6, T5S R44E S17, T5S R43E S4. |
| Trumpeter Swan | Bird | USFWS Species of Concern | Wintering area in T4N R46E Sections 2,3,10,11. T5N R46E Sections 22,26,27,34,35. T6N R44E Sections 10,15,22,23,26. |
| Whooping Crane | Bird | USFWS Experimental
Nonessential | Experimental nonessential population in T4N R46E Sections 2,3,10,11,14,15,22,23,26,27,34,35. T5N R46E Sections 22,23,26,27,34,35. |
| North American
Wolverine | Mammal | USFWS Watch | Sighting in T7N R43E S19 |

*This information is based on known species occurrences in the SH-33 corridor, defined as one-half mile on each side of centerline (one mile total width) from Jct. US 20 to the Idaho/Wyoming border.

IDFG Listings Based on Potential Habitat (GAP Analysis) – SH-33 Corridor Study Area

The following species are listed based on GAP analysis, and should be considered in addition to the species listed in previous tables (based on known occurrences).

Table 14. SH-33 Corridor Study Area Species List (Based on Potential Habitat)

| Common Name | Scientific Name | Type | State Status | Federal Status |
|--------------------------|--------------------------------------|-----------|--|--------------------------|
| Bald Eagle | <i>Haliaeetus leucocephalus</i> | Bird | Endangered | Listed Threatened |
| Western Burrowing Owl | <i>Speotyto cunicularia hypugaea</i> | Bird | Protected Nongame Species | Species of Concern |
| Northern Leopard Frog | <i>Rana pipiens</i> | Amphibian | Species of Special Concern | Species of Concern |
| Harlequin Duck | <i>Histrionicus histrionicus</i> | Bird | Species of Special Concern (info needed) | Watch |
| Northern Goshawk | <i>Accipiter gentilis</i> | Bird | Species of Special Concern | Watch |
| Yellow-billed Cuckoo | <i>Coccyzus americanus</i> | Bird | Species of Special Concern | Watch |
| Flammulated Owl | <i>Otus flammeolus</i> | Bird | Species of Special Concern | Watch |
| Northern Pygmy-owl | <i>Glaucidium gnoma</i> | Bird | Species of Special Concern | Watch |
| Great Gray Owl | <i>Strix nebulosa</i> | Bird | Species of Special Concern | Watch |
| Townsend's Big-eared Bat | <i>Plecotus townsendii</i> | Mammal | Species of Special Concern | Watch |
| Yuma Motis | <i>Myotis yumanensis</i> | Mammal | | Watch |
| Long-eared Myotis | <i>Myotis evotis</i> | Mammal | | Watch |
| Long-legged Myotis | <i>Myotis volans</i> | Mammal | | Watch |
| Western Toad | <i>Bufo boreas</i> | Amphibian | Species of Special Concern | Watch/Species of Concern |
| Whooping Crane | <i>Grus americana</i> | Bird | Endangered | Watch/Species of Concern |
| Peregrine Falcon | <i>Falco peregrinus</i> | Bird | Endangered | Watch/Species of Concern |
| Common Grackle | <i>Quiscalus quiscula</i> | Bird | Protected Nongame Species | Watch/Species of Concern |
| Scotts Oriole | <i>Icterus parisorum</i> | Bird | Protected Nongame Species | Watch/Species of Concern |

Note: The Federal Highway Administration (FHWA) requested that the Idaho Conservation Data Center (CDC) provide species lists based on habitat in addition to the standard species lists based on known occurrences. It is not possible for CDC to produce lists based strictly on habitat. However, the Idaho Gap Analysis Project's (GAP) vertebrate distribution models are a reasonable substitute, and the species listed here are based on those models. It is important to understand that Idaho GAP includes only vertebrate species that breed in Idaho, and fishes are not included. Additionally, Idaho GAP does not include rare plants of invertebrates. The vertebrate distributions are considered "predicted" because (1) they are Geographic Information System representations based on intersections of known occurrences, cover type and other habitat layers, and (2) they have not been ground truthed.

Fish

According to a StreamNet data request, furnished by the CDC, Yellowstone Cutthroat Trout is present in both Teton County and the SH-33 Corridor study area. This fish is designated as a USFWS Species of Concern.

Special Status Plants

According to the IDFG Website, the following plants (see **Table 15**) are listed as special status in Madison and Teton Counties.

Table 15. Special Status Plants (vascular and nonvascular)

| Madison County | |
|---------------------------|------------------------------------|
| <i>Common Name</i> | <i>Scientific Name</i> |
| Giant Helleborne | <i>Epipactis gigantea</i> |
| Ute Ladies' Tresses | <i>Spiranthes diluvialis</i> |
| James' Saxifrage | <i>Telesonix jamesii</i> |
| Teton County | |
| <i>Common Name</i> | <i>Scientific Name</i> |
| Rush Aster | <i>Aster junciformis</i> |
| Buxbaum's Sedge | <i>Carex buxbaumii</i> |
| Pale Sedge | <i>Carex livida</i> |
| Swamp Willow-weed | <i>Epilobium palustre</i> |
| Green Keeled Cotton-grass | <i>Eriophorium viridicarinatum</i> |
| Simple Kobresia | <i>Kobresia simpliciuscul</i> |
| Green Muhly | <i>Muhlenbergia racemosa</i> |
| Jones' Primrose | <i>Primula incana</i> |
| Hoary Willow | <i>Salix candida</i> |

USFWS listed species

The USFWS provided a list of rare species within the study area. For the most part, the list corroborates with the list provided by CDC (the list includes Canada lynx (LT), Bald eagle (LT), and Ute ladies'-tresses (LT)). The list also includes gray wolf, which is considered an experimental/nonessential population (XN) in this area.

Rare species designations

The following details rare species designations as listed in the US Fish and Wildlife Service website (www2.state.id.us/fishgame/usfws.htm) and the Idaho Department of Fish and Game website (www2.state.id.us/fishgame/idfg.htm).

U.S. Fish and Wildlife Service:

LISTED SPECIES

Listed Endangered (LE). Taxa in danger of Extinction throughout all or a Significant portion of their range.

Listed Threatened (LT). Taxa likely to be classified as Endangered within the foreseeable future throughout all or a significant portion of their range.

Proposed Endangered (PE). Taxa proposed to be listed as Threatened (formal rulemaking in progress).

Proposed Threatened (PT). Taxa proposed to be listed as Threatened (formal rulemaking in progress).

CANDIDATE SPECIES

Candidate (C) species. Taxa for which the USFWS has on file sufficient information on biological vulnerability and threats to support issuance of a proposed rule to list, but issuance of the proposed rule is precluded.

Currently, none of the anadromous fish species in Idaho are considered Candidates for listing.

SPECIES OF CONCERN and WATCH species. The USFWS Snake River Basin Field Office, Boise, has further designated SPECIES OF CONCERN and WATCH categories based on the criteria given below. It should be noted that the following criteria are subject to change.

Species of Concern (SC). Available information supports tracking the status and threats to species because of one or more of the following factors:

- A. Negative population trends have been documented.
- B. Habitat is declining or threats to the habitat are known.
- C. Subpopulations or closely related taxa have been documented to be declining.
- D. Habitats for life phases outside of Idaho (i.e., migratory habitat) are known to be threatened.
- E. Competition or genetic implications from introduction/stocking of exotic species.
- F. Identified as a species of concern by agencies or professional societies.
- G. In combination with any other criteria, information is needed on status or threats to the species.

Watch (W) Species.

- A. Species that are stable but with Idaho populations that are on the periphery of the range.
- B. Idaho population is disjunct but appears stable.
- C. Unique habitat, or the species is indicator of a specific habitat type.
- D. The status of the species is poorly understood.

Experimental, Nonessential Population (XN).

Experimental, Nonessential Population is currently applied to two reintroduced species – gray wolf (south of Interstate 90) and whooping crane.

Idaho Department of Fish and Game:

SPECIES OF SPECIAL CONCERN (SC). Native species that are either low in numbers, limited in distribution, or have suffered significant habitat losses. The list includes three categories:

PRIORITY SPECIES – species which meet one or more of the criteria above AND for which Idaho presently contains or formerly constituted a significant portion of their range;

PERIPHERAL SPECIES – species which meet one or more of the criteria Above but whose populations in Idaho are on the edge of a breeding range That falls largely outside the state; and

UNDETERMINED STATUS SPECIES – species that might be rare in the State but for which there is little information on their population status, Distribution, and/or habitat requirements.

THREATENED (T). Any species likely to be classified as Endangered within the foreseeable future throughout all or a significant portion of its Idaho range.

ENDANGERED (E). Any species in danger of extinction throughout all or a significant portion of its Idaho range.

PROTECTED NONGAME SPECIES (P). All bird species except: feral pigeon (*Columbia livia*), English sparrow (*Passer domesticus*), crow (*Corvus brachyrhynchos*), starling (*Sturnis vulgaris*), game birds, Threatened and Endangered species. Mammals: pika (*Ochotona princeps*), least chipmunk (*Tamias minimus*), yellow-pine chipmunk (*Tamias amoenus*), red-tailed chipmunk (*Tamias ruficaudus*), golden-mantled chipmunk (*Spermophilus lateralis*), red squirrel (*Tamiasciurus hudsonicus*), northern flying squirrel (*Glaucomys sabrinus*), kit fox (*Vulpes macrotis*), wolverine (*Gulo gulo luscus*), and bison (*Bos bison*).

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Appendix C - Travel Model Development and Forecasts

Overview

In preparation of the Teton County Transportation Plan, the study effort required estimating future travel conditions within Teton County, Idaho and corridor-specific traffic forecasts. The study team sought a model that would adjust existing counted traffic volumes by expected growth in households and employment for transportation analysis zones (TAZ) within Teton County. The County and State Highway 33 play strategic roles as a destination and gateway corridor for recreational travel. Teton, Driggs, and Victor are three towns in the County in which residents provide seasonal employment to surrounding areas. Growth in surrounding counties will play an important part in determining future countywide travel demand and transportation system performance. With Census Bureau data and roadway layers available in Geographical Information Systems (GIS), the study team increased the study area to include surrounding Counties, as shown in **Figure 1**. This Greater Teton County Area captures significant nearby population, employment, and recreational centers. Cordon stations at the outer edges of the study area are used to capture external traffic flows. Traffic analysis zones (TAZs) within the six-county area are composed of block group boundaries established by the Bureau of Census for 1990. The need for a reasonable number and distribution of traffic load points on the roadway network required the study team to disaggregate the four block groups designated in Teton County into 23 TAZs. In all other counties, the TAZs are the designated Census block groups. **Figure 2** illustrates the TAZ system for Teton County, Idaho and **Figure 3** illustrates the TAZs for the entire study area.

Figure 1

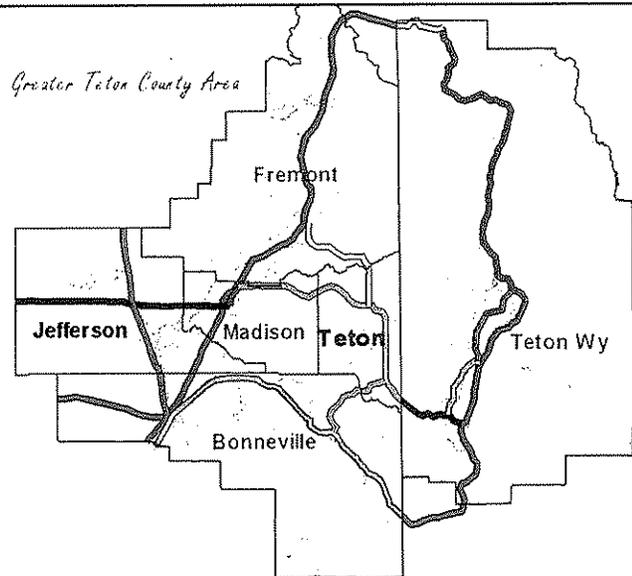


Figure 2 – Teton County, Idaho Transportation Analysis Zones

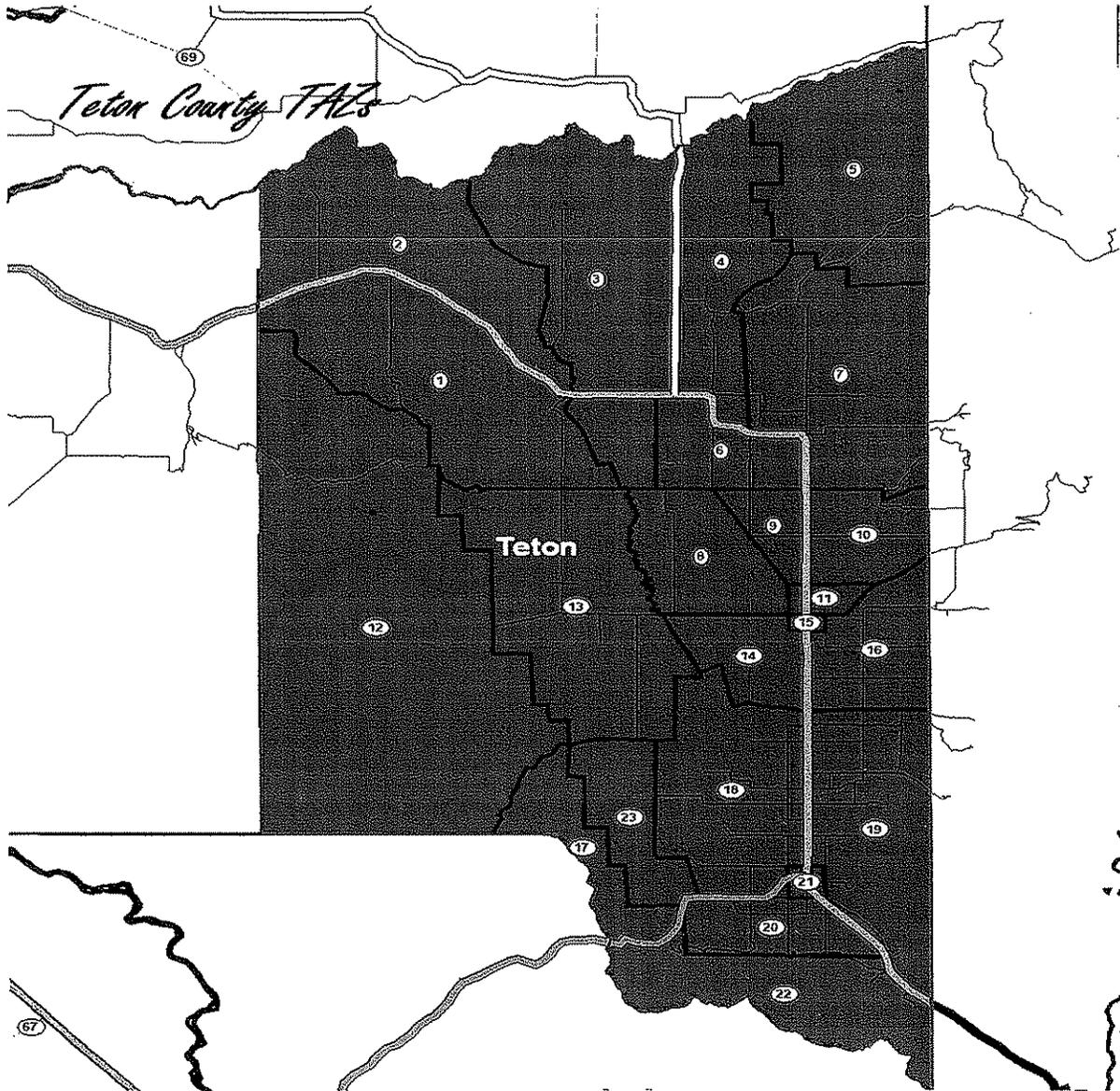
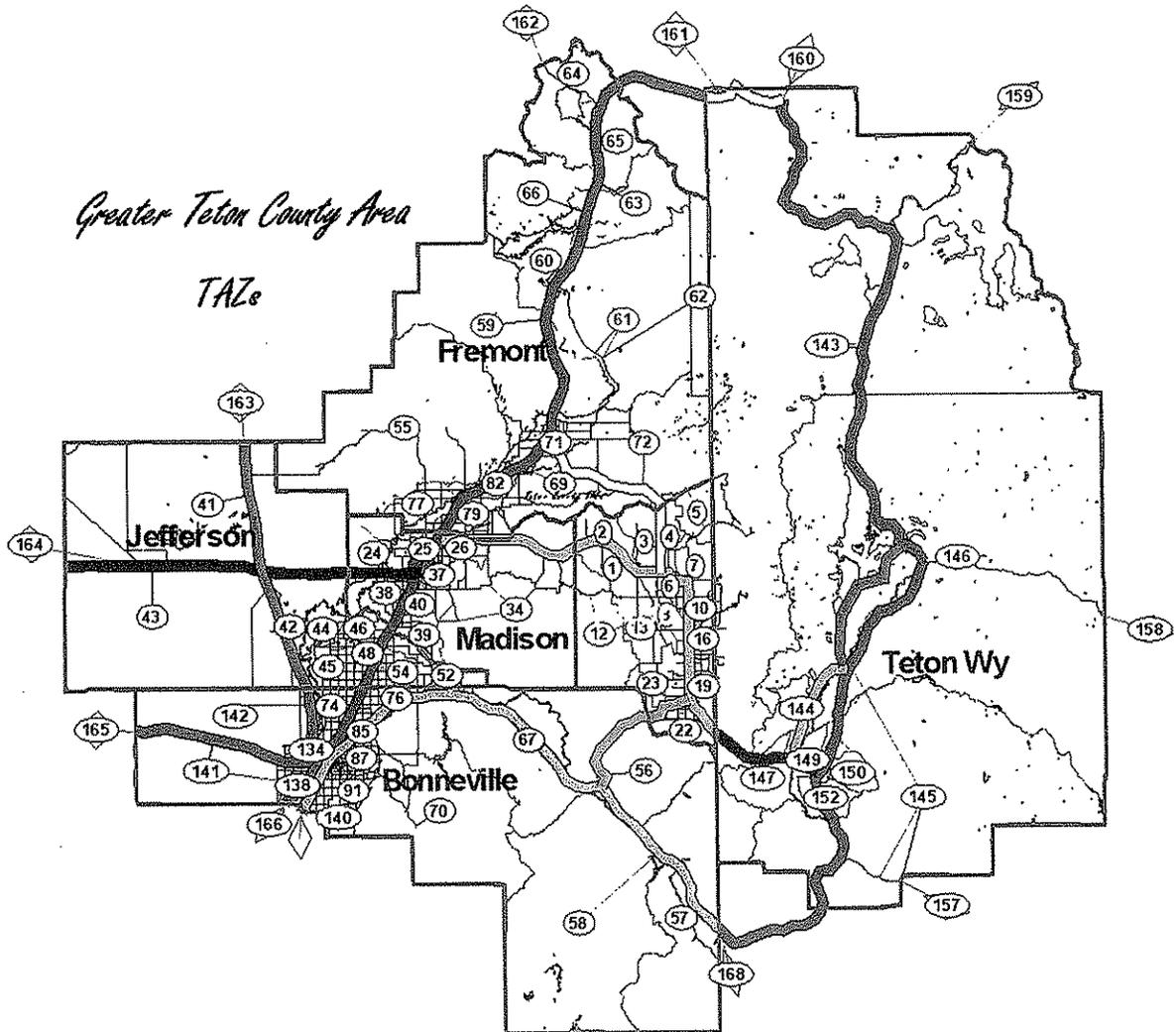


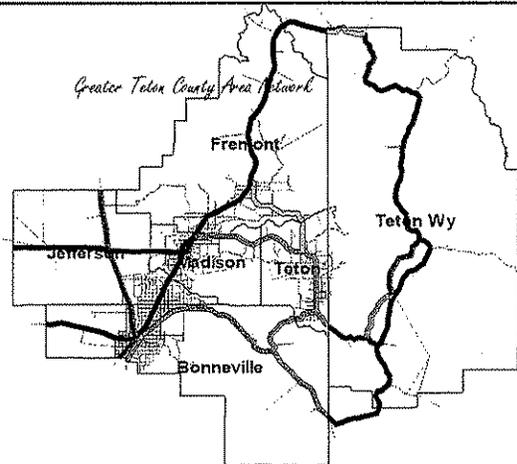
Figure 3 – Study Area Transportation Analysis Zones



Data Capture

The highway network, as illustrated in **Figure 4**, includes the major State Highway corridors and select local streets to provide sufficient load points. The load points are determined by the density of

Figure 4 – Highway Network



TAZs, which in turn are closely related to density of population and employment. The greatest level of network detail is in the area of Idaho Falls, followed by the Rexburg area and then within Teton County. Socio-economic activity in the Jackson Hole, Wyoming area produced a high number of TAZs, but a limited GIS roadway layer lead to a less accommodating network detail. Network attributes of lanes, lane capacity, and free flow speed were extracted from the ITD database and study area field reconnaissance.

County wide socio-economic landuse forecasts from the State of Idaho, Division of Financial Management (DOFM), January 2000 Annual Tables were used for 2000 and horizon year 2020. The

forecasts are for each county and are allocated to TAZs within each county. The allocation and TAZ estimation processes differed for households and employment.

Year 2000 household estimates start with the 1990 Census block counts for each TAZ and within Teton County a disaggregation based upon field and aerial reconnaissance. Based on what the Census Tiger maps show for the incorporated/unincorporated portions of six Counties, 2000 population estimates are based on the growth rate of the city the block groups bound or are at least partially incorporated in. The household density (people per household) rate in 1990 was used to estimate 2000 households. Year 2020 Households for each TAZ were increased at the same rate as DOFM countywide forecasts.

Employment by TAZ is more difficult to estimate as Census data is collected from place of residence. Model requirements are employment by place of work and by type of work. The place of work is used to estimate destination points of travel demand and type of employment aids in the estimation of number of trips. The number of trips going to a particular site per factory employee is typically significantly less than the number of trips per employee going to a shopping center. The DOFM tracks historical and existing counts of employment activity by types identified in the Standard Industrial Classifications (SIC). The January 2000 Annual Tables were used for existing and horizon year employment estimate. The DOFM countywide employment totals were allocated to each TAZ based upon individual firm employment estimates placed in each zone by their reported address. The firm's addresses and average size classifications were extracted from a private database and address matched to TAZs. The distribution of the firms identified in this process was used to allocate the DOFM countywide employees by SIC.

A general flow of the process was as follows:

- Starting with each firm by address, county, and state and size of firm (nine classifications).
- Overlay address data to get block groups (TAZs) assigned to each firm.

Estimate employment (EE) for allocation of DOFM Data.

Estimated by taking mid range of size category:

- Size A = 1-4 employees EE = 2
- Size B = 5-9 employees EE = 6.5
- Size C = 10-19 employees EE = 14
- Size D = 20-49 employees EE = 34
- Size E = 50-99 employees EE = 74
- Size F = 100-249 employees EE = 174
- Size G = 250-499 employees EE = 374
- Size H = 500-999 employees EE = 749
- Size I = 1000-4999 employees EE = 2999

The above estimated employees are summed to TAZ and single-digit SIC categories

| | | |
|-----|------------|--|
| SIC | 0 | Agriculture, Forestry, etc. |
| SIC | 1 | Mining and Construction |
| SIC | 2 and 3 | Manufacturing |
| SIC | 4 | TCPU (Transportation, Communication, Public Utilities) |
| SIC | 5.0-to-5.2 | Wholesale |
| SIC | 5.2-to-6 | Retail Trade |
| SIC | 6 | FIRE (Finance, Insurance, and Real Estate) |
| SIC | 7 and 8 | Services |
| SIC | 7999 | Recreation (Guide Services, Skiing, etc.) |
| SIC | 9 | Government |

This independent estimate of employees by SIC was used to allocate the 2000 DOFM employment. These categories were further aggregated for input to the travel demand model:

- Households
- Retail
- Service (SIC 6,7,8,7999,9)
- Other (SIC 0,1,2,3,4,5-5.2)

Table 1 summarizes the year 2000 land use and socio-economic data for each study area TSAZ, and Table 2 summarizes the 2020 forecast data.

Travel Demand Model

The Model was developed using the above data as input. The roadway networks provide travel time and capacity for alternative routes. The points of trip origin and destination are determined by the center of activity mass (centroid) within each TAZ. The “centroids” linked to the roadway network by centroid connectors. The land use is used to generate average weekday trips produced by households and attracted to activities for the purpose of work (**Home-Based Work**) and non-work (**Home-Based Other**). Estimates of activity to activity (**Non-Home Based**) and pass through (external-to-external) trips are included in the model. The three standard practice steps of the model are trip generation, trip distribution, and roadway network assignment. The first two, estimate demand and the last, route choice. The coefficients for the model were taken from NCHRP Report 365, Travel Estimation Techniques for Urban Planning.

Trip Generation

The total trip generation of the study area was segmented into trip “productions” and “attractions” depending on the background, local land use activity. Trip “production” rates were estimated using based on the NCHRP Report 365 (Table 9 - for small/medium-sized communities) as follows:

| Vehicle trips per Household | Percent of Trips by Purpose | | |
|-----------------------------|-----------------------------|-----|-----|
| | HBW | HBO | NHB |
| 8.1 | 21 | 56 | 23 |

Trip “attraction” rates were also estimated from the NCHRP Reports 365 (Table 8) as follows:

| Trip Purpose | Trips per Employee and Household | | | |
|--------------|----------------------------------|---------|-------|----|
| | Retail | Service | Other | HH |
| HBW | 1.45 | 1.45 | 1.45 | .0 |
| HBO | 9.00 | 1.70 | 0.50 | .5 |
| NHB | 4.10 | 1.20 | 0.50 | .5 |

A gravity model estimation process to distribute the trip “productions” amongst the various trip “attractions” was also used based on the NCHRP Reports 365 as follows:

| Trip Distribution | | | |
|---|-----|-------|-------|
| Gravity Model from NCHRP Report 365 (Table 14) Gamma Coefficients | | | |
| Trip Purpose | A | B | C |
| HBW | 100 | 0.020 | 0.125 |
| HBO | 100 | 1.300 | 0.100 |
| NHB | 100 | 1.350 | 0.100 |

Table 3 summarizes the various travel model adjustments for the trip generation estimates.

Network Assignments

Travel demand was assigned to the roadway networks using an equilibrium procedure.

Forecasts

The Model was run for year 2000 where technical choices of trip rate and coefficients were determined during the phase of calibration. The model was validated by comparison to counted traffic. The future land use was run through the model process to produce 2020 forecast volumes. A ratio of horizon year 2020 forecasts and year 2000 model estimates was applied to actual counted traffic to maintain a count-based estimate of traffic using SH-33 in Teton County.

Table 1: Year 2000 Land Use Data

| Year 2000 Land Use | | | | | | | | | | | | | | |
|--------------------|-----|------|-----|-----|-----|------|-------|--------|------|---------|------|------|---------|-------|
| TAZ | HH | POP | AG | M&C | Mfg | TCPU | Whsle | Retail | Fire | Service | Govt | Recr | Service | Other |
| 1 | 24 | 80 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 2 |
| 2 | 24 | 80 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 7 | 2 |
| 3 | 24 | 80 | 2 | 5 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 7 | 7 |
| 4 | 60 | 201 | 2 | 5 | 10 | 7 | 5 | 26 | 0 | 26 | 2 | 0 | 26 | 30 |
| 5 | 3 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6 | 121 | 402 | 2 | 9 | 10 | 23 | 7 | 108 | 0 | 103 | 5 | 2 | 104 | 56 |
| 7 | 45 | 151 | 0 | 5 | 0 | 7 | 0 | 26 | 0 | 26 | 0 | 0 | 26 | 12 |
| 8 | 18 | 49 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 2 |
| 9 | 18 | 49 | 2 | 2 | 2 | 0 | 0 | 5 | 9 | 21 | 28 | 0 | 30 | 35 |
| 10 | 324 | 876 | 0 | 2 | 2 | 0 | 0 | 5 | 9 | 21 | 28 | 0 | 30 | 33 |
| 11 | 360 | 973 | 0 | 5 | 10 | 2 | 2 | 14 | 30 | 84 | 166 | 2 | 117 | 185 |
| 12 | 1 | 4 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 19 |
| 13 | 37 | 111 | 2 | 0 | 0 | 7 | 0 | 0 | 16 | 23 | 14 | 0 | 40 | 23 |
| 14 | 6 | 17 | 12 | 9 | 2 | 0 | 2 | 23 | 0 | 5 | 7 | 0 | 5 | 33 |
| 15 | 111 | 329 | 7 | 26 | 5 | 26 | 14 | 49 | 54 | 89 | 180 | 3 | 145 | 257 |
| 16 | 67 | 197 | 12 | 19 | 2 | 9 | 2 | 26 | 19 | 23 | 30 | 0 | 42 | 75 |
| 17 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 0 |
| 18 | 99 | 316 | 2 | 37 | 10 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 49 |
| 19 | 131 | 420 | 2 | 61 | 5 | 2 | 0 | 30 | 2 | 12 | 0 | 0 | 14 | 70 |
| 20 | 66 | 210 | 0 | 23 | 7 | 2 | 0 | 30 | 0 | 12 | 0 | 0 | 12 | 33 |
| 21 | 197 | 629 | 5 | 63 | 10 | 5 | 5 | 124 | 2 | 51 | 7 | 2 | 56 | 94 |
| 22 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| 23 | 156 | 500 | 0 | 23 | 0 | 0 | 0 | 9 | 0 | 2 | 0 | 0 | 2 | 23 |
| 24 | 443 | 1707 | 8 | 72 | 199 | 7 | 91 | 35 | 0 | 19 | 25 | 0 | 19 | 403 |
| 25 | 335 | 1280 | 15 | 117 | 43 | 128 | 317 | 162 | 25 | 122 | 0 | 0 | 147 | 620 |
| 26 | 428 | 1773 | 12 | 38 | 7 | 3 | 7 | 76 | 0 | 58 | 6 | 0 | 58 | 74 |
| 27 | 185 | 725 | 0 | 26 | 0 | 3 | 7 | 2 | 0 | 10 | 19 | 0 | 10 | 56 |
| 28 | 271 | 991 | 0 | 0 | 16 | 0 | 4 | 83 | 12 | 27 | 0 | 0 | 39 | 20 |
| 29 | 484 | 1299 | 2 | 106 | 103 | 33 | 130 | 1054 | 403 | 826 | 1262 | 0 | 1230 | 1637 |
| 30 | 740 | 3401 | 20 | 4 | 5 | 15 | 93 | 354 | 98 | 2781 | 102 | 0 | 2879 | 238 |
| 31 | 299 | 1171 | 24 | 32 | 41 | 7 | 11 | 37 | 0 | 86 | 0 | 0 | 86 | 115 |
| 32 | 366 | 2630 | 0 | 0 | 848 | 59 | 0 | 21 | 77 | 23 | 0 | 0 | 100 | 908 |
| 33 | 581 | 2586 | 0 | 0 | 0 | 3 | 2 | 54 | 88 | 34 | 0 | 0 | 122 | 6 |
| 34 | 79 | 402 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 35 | 481 | 1926 | 0 | 17 | 0 | 0 | 0 | 4 | 12 | 5 | 0 | 0 | 16 | 17 |
| 36 | 183 | 780 | 8 | 0 | 0 | 0 | 0 | 31 | 0 | 32 | 0 | 0 | 32 | 8 |
| 37 | 436 | 1332 | 2 | 8 | 7 | 0 | 90 | 306 | 58 | 738 | 229 | 19 | 815 | 336 |
| 38 | 329 | 1086 | 7 | 25 | 30 | 74 | 396 | 77 | 6 | 43 | 0 | 0 | 49 | 532 |
| 39 | 372 | 1336 | 5 | 32 | 39 | 3 | 16 | 15 | 6 | 12 | 0 | 0 | 18 | 94 |
| 40 | 391 | 1584 | 207 | 113 | 14 | 11 | 52 | 142 | 0 | 43 | 0 | 0 | 43 | 398 |
| 41 | 488 | 1849 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 42 | 507 | 1825 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 43 | 330 | 1102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 44 | 337 | 1148 | 14 | 108 | 582 | 30 | 196 | 4 | 0 | 116 | 618 | 0 | 116 | 1548 |
| 45 | 332 | 1125 | 244 | 30 | 53 | 30 | 0 | 8 | 9 | 13 | 0 | 0 | 21 | 357 |
| 46 | 458 | 1650 | 75 | 27 | 0 | 7 | 0 | 20 | 0 | 12 | 11 | 0 | 12 | 120 |
| 47 | 430 | 1724 | 0 | 97 | 16 | 0 | 61 | 16 | 9 | 140 | 0 | 0 | 149 | 174 |
| 48 | 536 | 1838 | 0 | 15 | 0 | 0 | 0 | 12 | 0 | 211 | 0 | 0 | 211 | 15 |
| 49 | 424 | 1086 | 47 | 112 | 16 | 0 | 6 | 195 | 79 | 132 | 78 | 38 | 249 | 258 |
| 50 | 343 | 950 | 61 | 43 | 6 | 73 | 143 | 669 | 188 | 232 | 138 | 0 | 419 | 464 |

| Year 2000 Land Use | | | | | | | | | | | | | | |
|--------------------|-----|------|-----|-----|-----|------|-------|--------|------|---------|------|------|---------|-------|
| TAZ | HH | POP | AG | M&C | Mfg | TCPU | Whsle | Retail | Fire | Service | Govt | Recr | Service | Other |
| 51 | 395 | 1527 | 0 | 135 | 19 | 14 | 65 | 39 | 9 | 92 | 3 | 19 | 120 | 236 |
| 52 | 465 | 1393 | 0 | 27 | 0 | 7 | 2 | 74 | 0 | 72 | 0 | 19 | 92 | 36 |
| 53 | 384 | 1313 | 215 | 154 | 30 | 78 | 3 | 77 | 9 | 122 | 361 | 0 | 131 | 841 |
| 54 | 433 | 1561 | 14 | 84 | 3 | 23 | 13 | 4 | 0 | 19 | 0 | 19 | 38 | 137 |
| 55 | 71 | 286 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 56 | 123 | 311 | 161 | 22 | 2 | 38 | 0 | 59 | 5 | 68 | 165 | 4 | 77 | 388 |
| 57 | 52 | 143 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 58 | 21 | 61 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 85 | 6 | 0 | 85 | 10 |
| 59 | 23 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 0 |
| 60 | 45 | 104 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 61 | 52 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 63 | 40 | 102 | 62 | 86 | 10 | 12 | 0 | 213 | 122 | 180 | 66 | 17 | 319 | 236 |
| 64 | 46 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65 | 58 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 66 | 32 | 79 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 67 | 132 | 415 | 61 | 15 | 110 | 67 | 58 | 163 | 28 | 235 | 69 | 22 | 285 | 382 |
| 68 | 395 | 1354 | 62 | 53 | 70 | 160 | 147 | 102 | 0 | 87 | 55 | 1 | 87 | 548 |
| 69 | 298 | 945 | 41 | 53 | 0 | 12 | 6 | 86 | 0 | 137 | 0 | 6 | 143 | 113 |
| 70 | 388 | 1465 | 9 | 24 | 2 | 4 | 59 | 20 | 19 | 131 | 118 | 1 | 151 | 217 |
| 71 | 282 | 751 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 72 | 296 | 863 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 73 | 272 | 920 | 14 | 7 | 34 | 34 | 185 | 56 | 5 | 45 | 6 | 0 | 50 | 279 |
| 74 | 452 | 1546 | 9 | 72 | 2 | 38 | 46 | 50 | 38 | 147 | 47 | 0 | 185 | 215 |
| 75 | 394 | 1379 | 0 | 19 | 5 | 13 | 43 | 76 | 5 | 65 | 0 | 1 | 70 | 80 |
| 76 | 365 | 1243 | 9 | 74 | 5 | 21 | 26 | 67 | 28 | 80 | 391 | 0 | 108 | 527 |
| 77 | 294 | 1002 | 0 | 180 | 10 | 217 | 16 | 47 | 49 | 83 | 7 | 0 | 132 | 430 |
| 78 | 308 | 1069 | 21 | 33 | 10 | 0 | 20 | 221 | 0 | 69 | 0 | 0 | 69 | 84 |
| 79 | 269 | 915 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 80 | 365 | 1192 | 187 | 16 | 0 | 0 | 1 | 145 | 0 | 351 | 909 | 0 | 351 | 1113 |
| 81 | 222 | 611 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 82 | 301 | 992 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 83 | 402 | 1225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 84 | 749 | 2312 | 5 | 303 | 126 | 13 | 160 | 304 | 14 | 204 | 218 | 4 | 222 | 824 |
| 85 | 491 | 1307 | 88 | 332 | 29 | 78 | 168 | 42 | 46 | 257 | 41 | 0 | 303 | 736 |
| 86 | 450 | 1514 | 42 | 149 | 2 | 14 | 15 | 44 | 5 | 156 | 0 | 0 | 161 | 221 |
| 87 | 509 | 1980 | 0 | 12 | 2 | 0 | 129 | 4 | 0 | 50 | 0 | 0 | 50 | 142 |
| 88 | 642 | 1787 | 0 | 4 | 1 | 2 | 7 | 0 | 0 | 18 | 0 | 0 | 18 | 14 |
| 89 | 519 | 1816 | 18 | 0 | 2 | 6 | 3 | 10 | 0 | 50 | 25 | 0 | 50 | 55 |
| 90 | 412 | 1389 | 0 | 46 | 0 | 2 | 0 | 193 | 14 | 179 | 0 | 9 | 202 | 49 |
| 91 | 588 | 1974 | 20 | 116 | 31 | 4 | 7 | 22 | 5 | 36 | 0 | 7 | 47 | 177 |
| 92 | 576 | 2098 | 9 | 23 | 0 | 2 | 7 | 207 | 24 | 320 | 0 | 0 | 344 | 42 |
| 93 | 271 | 1001 | 0 | 9 | 1 | 0 | 7 | 580 | 36 | 95 | 0 | 0 | 131 | 17 |
| 94 | 363 | 1515 | 0 | 16 | 14 | 0 | 7 | 10 | 0 | 18 | 6 | 0 | 18 | 43 |
| 95 | 224 | 599 | 5 | 18 | 2 | 110 | 43 | 95 | 50 | 202 | 82 | 0 | 253 | 260 |
| 96 | 773 | 2139 | 0 | 7 | 6 | 21 | 11 | 702 | 352 | 877 | 6 | 0 | 1228 | 51 |
| 97 | 971 | 2915 | 37 | 18 | 14 | 17 | 141 | 1848 | 198 | 5213 | 104 | 24 | 5435 | 332 |
| 98 | 335 | 796 | 5 | 0 | 0 | 15 | 0 | 33 | 60 | 286 | 0 | 0 | 347 | 19 |
| 99 | 572 | 1899 | 9 | 2 | 0 | 0 | 66 | 21 | 5 | 39 | 0 | 0 | 44 | 78 |
| 100 | 405 | 1388 | 0 | 0 | 0 | 7 | 11 | 6 | 18 | 54 | 0 | 1 | 73 | 18 |
| 101 | 360 | 1343 | 0 | 7 | 5 | 0 | 28 | 37 | 0 | 104 | 0 | 0 | 104 | 39 |
| 102 | 431 | 1262 | 5 | 0 | 3 | 17 | 3 | 83 | 0 | 31 | 0 | 0 | 31 | 28 |
| 103 | 677 | 1592 | 48 | 200 | 106 | 266 | 734 | 1206 | 106 | 588 | 530 | 4 | 697 | 1883 |

| Year 2000 Land Use | | | | | | | | | | | | | | |
|--------------------|------|------|-----|------|------|------|-------|--------|------|---------|------|------|---------|-------|
| TAZ | HH | POP | AG | M&C | Mfg | TCPU | Whsle | Retail | Fire | Service | Govt | Recr | Service | Other |
| 104 | 171 | 329 | 9 | 120 | 92 | 9 | 220 | 943 | 101 | 286 | 0 | 0 | 388 | 450 |
| 105 | 406 | 999 | 0 | 2 | 0 | 2 | 0 | 0 | 18 | 283 | 6 | 0 | 301 | 10 |
| 106 | 444 | 1431 | 5 | 9 | 0 | 17 | 3 | 19 | 0 | 317 | 38 | 3 | 320 | 73 |
| 107 | 347 | 853 | 0 | 2 | 0 | 2 | 15 | 12 | 50 | 38 | 0 | 0 | 88 | 19 |
| 108 | 294 | 719 | 0 | 2 | 0 | 0 | 0 | 10 | 0 | 34 | 0 | 0 | 34 | 2 |
| 109 | 394 | 1018 | 0 | 2 | 0 | 0 | 0 | 0 | 28 | 262 | 0 | 1 | 291 | 2 |
| 110 | 345 | 898 | 20 | 40 | 1 | 0 | 0 | 2 | 5 | 35 | 0 | 0 | 40 | 60 |
| 111 | 376 | 1023 | 0 | 20 | 5 | 2 | 3 | 14 | 120 | 178 | 0 | 0 | 297 | 31 |
| 112 | 722 | 2283 | 5 | 9 | 1 | 15 | 63 | 827 | 122 | 136 | 6 | 0 | 258 | 98 |
| 113 | 320 | 905 | 5 | 12 | 0 | 78 | 0 | 26 | 138 | 85 | 0 | 0 | 223 | 94 |
| 114 | 406 | 1080 | 111 | 521 | 1297 | 47 | 442 | 132 | 91 | 697 | 346 | 4 | 792 | 2764 |
| 115 | 274 | 586 | 9 | 29 | 1 | 0 | 39 | 16 | 5 | 55 | 0 | 0 | 60 | 79 |
| 116 | 252 | 581 | 0 | 200 | 1 | 0 | 0 | 14 | 14 | 113 | 6 | 0 | 126 | 206 |
| 117 | 300 | 810 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 4 | 0 | 0 | 4 | 3 |
| 118 | 601 | 1936 | 0 | 2 | 0 | 0 | 3 | 2 | 0 | 90 | 0 | 0 | 90 | 6 |
| 119 | 280 | 611 | 0 | 2 | 0 | 7 | 0 | 12 | 9 | 11 | 0 | 0 | 21 | 9 |
| 120 | 346 | 650 | 0 | 18 | 3 | 0 | 75 | 36 | 5 | 284 | 0 | 0 | 289 | 95 |
| 121 | 410 | 917 | 5 | 4 | 11 | 0 | 87 | 14 | 24 | 147 | 0 | 21 | 192 | 107 |
| 122 | 322 | 766 | 0 | 2 | 0 | 2 | 0 | 8 | 0 | 4 | 0 | 1 | 6 | 4 |
| 123 | 243 | 603 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 303 | 6 | 0 | 303 | 9 |
| 124 | 361 | 873 | 5 | 0 | 11 | 187 | 133 | 335 | 83 | 536 | 100 | 0 | 619 | 436 |
| 125 | 198 | 522 | 44 | 658 | 178 | 313 | 708 | 1471 | 608 | 1850 | 1421 | 4 | 2462 | 3322 |
| 126 | 324 | 804 | 5 | 0 | 1 | 0 | 131 | 14 | 0 | 167 | 41 | 0 | 167 | 177 |
| 127 | 309 | 747 | 0 | 2 | 1 | 0 | 0 | 4 | 5 | 62 | 218 | 0 | 66 | 221 |
| 128 | 169 | 262 | 0 | 40 | 5 | 43 | 11 | 141 | 18 | 348 | 719 | 0 | 366 | 818 |
| 129 | 333 | 652 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 14 | 0 | 0 | 18 | 2 |
| 130 | 424 | 1358 | 5 | 0 | 1 | 0 | 0 | 6 | 0 | 90 | 0 | 0 | 90 | 5 |
| 131 | 836 | 2718 | 0 | 42 | 29 | 4 | 24 | 29 | 0 | 96 | 119 | 0 | 96 | 219 |
| 132 | 1010 | 3868 | 24 | 20 | 0 | 15 | 3 | 55 | 0 | 409 | 0 | 0 | 409 | 62 |
| 133 | 336 | 999 | 0 | 2 | 3 | 0 | 23 | 250 | 9 | 154 | 19 | 0 | 163 | 47 |
| 134 | 528 | 1610 | 78 | 137 | 14 | 91 | 136 | 35 | 118 | 164 | 753 | 0 | 283 | 1210 |
| 135 | 342 | 816 | 0 | 0 | 0 | 183 | 7 | 77 | 24 | 245 | 0 | 0 | 269 | 190 |
| 136 | 404 | 940 | 0 | 15 | 0 | 0 | 0 | 65 | 28 | 132 | 0 | 0 | 161 | 15 |
| 137 | 422 | 959 | 9 | 96 | 13 | 7 | 36 | 143 | 28 | 76 | 100 | 0 | 104 | 261 |
| 138 | 471 | 1580 | 20 | 31 | 36 | 225 | 41 | 50 | 5 | 152 | 0 | 3 | 159 | 353 |
| 139 | 609 | 1783 | 48 | 229 | 64 | 18 | 357 | 100 | 19 | 372 | 6 | 4 | 395 | 722 |
| 140 | 566 | 1900 | 0 | 18 | 0 | 0 | 3 | 10 | 0 | 46 | 0 | 0 | 46 | 22 |
| 141 | 329 | 1009 | 5 | 2 | 0 | 2 | 0 | 6 | 0 | 7 | 0 | 3 | 9 | 9 |
| 142 | 307 | 1046 | 78 | 0 | 0 | 0 | 24 | 8 | 0 | 18 | 6 | 0 | 18 | 109 |
| 143 | 133 | 352 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 330 | 751 | 0 | 57 | 45 | 1 | 2 | 110 | 20 | 90 | 419 | 11 | 121 | 525 |
| 145 | 663 | 1837 | 5 | 717 | 41 | 139 | 43 | 391 | 20 | 199 | 497 | 67 | 286 | 1441 |
| 146 | 200 | 477 | 14 | 0 | 0 | 29 | 0 | 57 | 0 | 3232 | 48 | 57 | 3289 | 90 |
| 147 | 262 | 588 | 36 | 16 | 3 | 3 | 0 | 41 | 0 | 7 | 0 | 0 | 7 | 58 |
| 148 | 349 | 912 | 36 | 101 | 3 | 28 | 2 | 592 | 375 | 1516 | 277 | 409 | 2300 | 448 |
| 149 | 251 | 655 | 0 | 24 | 3 | 1 | 4 | 2 | 0 | 11 | 11 | 0 | 11 | 43 |
| 150 | 534 | 1345 | 174 | 1368 | 275 | 317 | 111 | 2049 | 1201 | 2431 | 0 | 611 | 4243 | 2245 |
| 151 | 682 | 1639 | 32 | 251 | 186 | 36 | 7 | 630 | 207 | 427 | 286 | 215 | 849 | 798 |
| 152 | 1549 | 3763 | 58 | 234 | 51 | 12 | 21 | 103 | 107 | 358 | 84 | 86 | 551 | 460 |
| 153 | 236 | 534 | 5 | 27 | 0 | 26 | 0 | 20 | 43 | 46 | 27 | 0 | 90 | 84 |
| 154 | 482 | 1151 | 15 | 39 | 0 | 17 | 0 | 215 | 105 | 140 | 341 | 35 | 279 | 412 |
| 155 | 199 | 458 | 0 | 25 | 0 | 6 | 0 | 92 | 20 | 49 | 11 | 11 | 81 | 42 |
| 156 | 144 | 280 | 15 | 11 | 5 | 22 | 9 | 78 | 112 | 192 | 85 | 0 | 304 | 148 |

| Year 2000 Land Use | | | | | | | | | | | | | | |
|--------------------|--------|---------|------|------|------|------|-------|--------|------|---------|-------|------|---------|--------|
| TAZ | HH | POP | AG | M&C | Mfg | TCPU | Whsle | Retail | Fire | Service | Govt | Recr | Service | Other |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 166 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 52,028 | 162,085 | 2846 | 8808 | 5135 | 3798 | 6697 | 20,108 | 6353 | 34,100 | 12175 | 1768 | 42,221 | 39,459 |

Table 2: Year 2020 Land Use

| Year 2020 Land Use | | | | | | | | | | | | | | | |
|--------------------|-----|------|-----|-----|------|------|-------|--------|------|---------|------|------|---------|-------|--|
| TAZ | HH | POP | AG | M&C | Mfg | TCPU | Whsle | Retail | Fire | Service | Govt | Recr | Service | Other | |
| 1 | 47 | 155 | 4 | 0 | 0 | 0 | 0 | 9 | 0 | 10 | 0 | 0 | 10 | 4 | |
| 2 | 47 | 155 | 4 | 0 | 0 | 0 | 0 | 13 | 0 | 16 | 0 | 0 | 16 | 4 | |
| 3 | 47 | 155 | 4 | 10 | 0 | 0 | 0 | 13 | 0 | 16 | 0 | 0 | 16 | 14 | |
| 4 | 88 | 388 | 4 | 10 | 10 | 21 | 12 | 48 | 0 | 57 | 4 | 0 | 57 | 61 | |
| 5 | 7 | 22 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | |
| 6 | 175 | 583 | 4 | 21 | 10 | 69 | 17 | 201 | 0 | 230 | 8 | 3 | 232 | 129 | |
| 7 | 87 | 291 | 0 | 10 | 0 | 21 | 0 | 48 | 0 | 57 | 0 | 0 | 57 | 31 | |
| 8 | 35 | 94 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 4 | |
| 9 | 35 | 94 | 4 | 5 | 3 | 0 | 0 | 9 | 22 | 47 | 51 | 0 | 69 | 62 | |
| 10 | 625 | 1688 | 0 | 5 | 3 | 0 | 0 | 9 | 22 | 47 | 51 | 0 | 69 | 58 | |
| 11 | 695 | 1876 | 0 | 10 | 10 | 7 | 6 | 26 | 70 | 188 | 300 | 4 | 262 | 333 | |
| 12 | 3 | 9 | 4 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 37 | |
| 13 | 72 | 213 | 4 | 0 | 0 | 21 | 0 | 0 | 38 | 52 | 25 | 0 | 90 | 50 | |
| 14 | 11 | 32 | 20 | 21 | 3 | 0 | 6 | 44 | 0 | 10 | 13 | 0 | 10 | 61 | |
| 15 | 215 | 633 | 12 | 57 | 5 | 76 | 35 | 92 | 124 | 198 | 325 | 5 | 328 | 509 | |
| 16 | 129 | 380 | 20 | 41 | 3 | 28 | 6 | 48 | 43 | 52 | 55 | 0 | 95 | 152 | |
| 17 | 7 | 23 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 0 | 10 | 0 | |
| 18 | 190 | 609 | 4 | 83 | 10 | 0 | 0 | 13 | 0 | 5 | 0 | 0 | 5 | 97 | |
| 19 | 253 | 809 | 4 | 135 | 5 | 7 | 0 | 57 | 5 | 26 | 0 | 0 | 31 | 151 | |
| 20 | 127 | 405 | 0 | 52 | 8 | 7 | 0 | 57 | 0 | 26 | 0 | 0 | 26 | 66 | |
| 21 | 379 | 1214 | 8 | 140 | 10 | 14 | 12 | 232 | 5 | 115 | 13 | 4 | 124 | 196 | |
| 22 | 7 | 21 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 0 | |
| 23 | 301 | 964 | 0 | 52 | 0 | 0 | 0 | 17 | 0 | 5 | 0 | 0 | 5 | 52 | |
| 24 | 479 | 1845 | 18 | 129 | 248 | 11 | 186 | 44 | 0 | 30 | 34 | 0 | 30 | 626 | |
| 25 | 362 | 1384 | 34 | 209 | 54 | 199 | 646 | 201 | 52 | 193 | 0 | 0 | 244 | 1142 | |
| 26 | 463 | 1917 | 28 | 67 | 9 | 5 | 14 | 95 | 0 | 91 | 8 | 0 | 91 | 132 | |
| 27 | 200 | 784 | 0 | 46 | 0 | 5 | 14 | 2 | 0 | 15 | 26 | 0 | 15 | 91 | |
| 28 | 293 | 1071 | 0 | 0 | 20 | 0 | 9 | 103 | 24 | 43 | 0 | 0 | 67 | 28 | |
| 29 | 523 | 1404 | 5 | 190 | 128 | 51 | 266 | 1309 | 847 | 1300 | 1684 | 0 | 2147 | 2325 | |
| 30 | 800 | 3677 | 46 | 7 | 6 | 23 | 189 | 439 | 207 | 4374 | 136 | 0 | 4581 | 406 | |
| 31 | 323 | 1266 | 55 | 57 | 51 | 11 | 22 | 46 | 0 | 136 | 0 | 0 | 136 | 196 | |
| 32 | 396 | 2843 | 0 | 0 | 1057 | 92 | 0 | 26 | 161 | 37 | 0 | 0 | 197 | 1150 | |
| 33 | 628 | 2795 | 0 | 0 | 0 | 5 | 4 | 67 | 185 | 53 | 0 | 0 | 238 | 10 | |
| 34 | 85 | 435 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 35 | 520 | 2082 | 0 | 30 | 0 | 0 | 0 | 5 | 24 | 8 | 0 | 0 | 32 | 30 | |
| 36 | 198 | 843 | 18 | 0 | 0 | 0 | 0 | 39 | 0 | 50 | 0 | 0 | 50 | 18 | |
| 37 | 471 | 1440 | 5 | 14 | 8 | 0 | 183 | 380 | 121 | 1161 | 306 | 45 | 1327 | 517 | |
| 38 | 356 | 1174 | 16 | 44 | 37 | 115 | 806 | 95 | 12 | 67 | 0 | 0 | 80 | 1019 | |
| 39 | 402 | 1444 | 11 | 57 | 48 | 5 | 32 | 18 | 12 | 19 | 0 | 0 | 31 | 153 | |
| 40 | 423 | 1712 | 474 | 202 | 18 | 18 | 107 | 177 | 0 | 68 | 0 | 0 | 68 | 818 | |
| 41 | 658 | 2494 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 42 | 684 | 2461 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 43 | 445 | 1486 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 44 | 455 | 1548 | 17 | 217 | 710 | 47 | 312 | 6 | 0 | 187 | 755 | 0 | 187 | 2057 | |
| 45 | 448 | 1517 | 295 | 61 | 65 | 47 | 0 | 12 | 16 | 20 | 0 | 0 | 36 | 468 | |
| 46 | 618 | 2225 | 91 | 54 | 0 | 11 | 0 | 31 | 0 | 19 | 13 | 0 | 19 | 169 | |
| 47 | 580 | 2325 | 0 | 194 | 20 | 0 | 98 | 25 | 16 | 225 | 0 | 0 | 241 | 311 | |
| 48 | 723 | 2479 | 0 | 31 | 0 | 0 | 0 | 19 | 0 | 339 | 0 | 0 | 339 | 31 | |
| 49 | 572 | 1465 | 56 | 224 | 20 | 0 | 9 | 297 | 145 | 212 | 95 | 74 | 431 | 405 | |
| 50 | 463 | 1281 | 74 | 87 | 8 | 113 | 229 | 1017 | 346 | 372 | 168 | 0 | 717 | 679 | |
| 51 | 533 | 2059 | 0 | 270 | 24 | 22 | 103 | 59 | 16 | 147 | 4 | 37 | 201 | 423 | |

| Year 2020 Land Use | | | | | | | | | | | | | | | |
|--------------------|------|------|-----|-----|-----|------|-------|--------|------|---------|------|------|---------|-------|--|
| TAZ | HH | POP | AG | M&C | Mfg | TCPU | Whsle | Retail | Fire | Service | Govt | Recr | Service | Other | |
| 52 | 627 | 1879 | 0 | 54 | 0 | 11 | 3 | 112 | 0 | 116 | 0 | 37 | 153 | 67 | |
| 53 | 518 | 1771 | 260 | 308 | 36 | 122 | 6 | 117 | 16 | 197 | 441 | 0 | 213 | 1173 | |
| 54 | 584 | 2105 | 17 | 168 | 4 | 36 | 21 | 6 | 0 | 30 | 0 | 37 | 67 | 246 | |
| 55 | 83 | 334 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 56 | 154 | 389 | 347 | 29 | 2 | 76 | 0 | 80 | 6 | 104 | 203 | 4 | 114 | 656 | |
| 57 | 65 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 58 | 26 | 76 | 0 | 3 | 0 | 4 | 0 | 5 | 0 | 130 | 7 | 0 | 130 | 14 | |
| 59 | 27 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 13 | 0 | |
| 60 | 53 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 61 | 61 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 63 | 47 | 119 | 136 | 206 | 10 | 27 | 0 | 302 | 226 | 307 | 67 | 21 | 554 | 446 | |
| 64 | 54 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 65 | 68 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 66 | 37 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 67 | 165 | 519 | 131 | 20 | 118 | 135 | 115 | 222 | 39 | 359 | 85 | 22 | 420 | 603 | |
| 68 | 462 | 1583 | 136 | 128 | 70 | 362 | 108 | 145 | 0 | 147 | 56 | 1 | 148 | 860 | |
| 69 | 348 | 1105 | 90 | 128 | 0 | 27 | 4 | 122 | 0 | 234 | 0 | 7 | 241 | 250 | |
| 70 | 485 | 1833 | 20 | 32 | 2 | 8 | 116 | 27 | 27 | 200 | 145 | 1 | 228 | 324 | |
| 71 | 330 | 878 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 72 | 346 | 1009 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 73 | 340 | 1151 | 30 | 9 | 36 | 67 | 363 | 77 | 6 | 69 | 7 | 0 | 76 | 512 | |
| 74 | 565 | 1934 | 20 | 93 | 2 | 76 | 91 | 68 | 52 | 225 | 58 | 0 | 276 | 340 | |
| 75 | 493 | 1725 | 0 | 24 | 6 | 26 | 84 | 103 | 6 | 99 | 0 | 1 | 106 | 140 | |
| 76 | 457 | 1555 | 20 | 96 | 5 | 42 | 51 | 92 | 39 | 122 | 482 | 0 | 161 | 697 | |
| 77 | 344 | 1172 | 0 | 432 | 10 | 492 | 12 | 67 | 90 | 142 | 7 | 0 | 232 | 953 | |
| 78 | 360 | 1250 | 45 | 79 | 10 | 0 | 15 | 314 | 0 | 117 | 0 | 0 | 117 | 149 | |
| 79 | 315 | 1070 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 80 | 427 | 1394 | 407 | 39 | 0 | 0 | 1 | 205 | 0 | 599 | 929 | 0 | 599 | 1376 | |
| 81 | 260 | 714 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 82 | 352 | 1160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 83 | 470 | 1432 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 84 | 937 | 2893 | 10 | 394 | 135 | 26 | 313 | 415 | 19 | 311 | 268 | 4 | 334 | 1146 | |
| 85 | 614 | 1635 | 188 | 432 | 31 | 156 | 328 | 58 | 63 | 392 | 51 | 0 | 455 | 1187 | |
| 86 | 563 | 1894 | 89 | 193 | 2 | 27 | 29 | 60 | 6 | 238 | 0 | 0 | 244 | 342 | |
| 87 | 637 | 2477 | 0 | 15 | 2 | 0 | 253 | 5 | 0 | 77 | 0 | 0 | 77 | 270 | |
| 88 | 803 | 2236 | 0 | 6 | 1 | 4 | 14 | 0 | 0 | 27 | 0 | 0 | 27 | 24 | |
| 89 | 649 | 2272 | 40 | 0 | 2 | 13 | 7 | 13 | 0 | 77 | 31 | 0 | 77 | 92 | |
| 90 | 515 | 1738 | 0 | 60 | 0 | 4 | 0 | 263 | 19 | 274 | 0 | 9 | 301 | 65 | |
| 91 | 736 | 2470 | 42 | 150 | 33 | 8 | 14 | 30 | 6 | 54 | 0 | 7 | 67 | 248 | |
| 92 | 721 | 2625 | 20 | 30 | 0 | 4 | 14 | 282 | 33 | 488 | 0 | 0 | 521 | 68 | |
| 93 | 339 | 1252 | 0 | 12 | 1 | 0 | 14 | 792 | 50 | 144 | 0 | 0 | 195 | 27 | |
| 94 | 454 | 1895 | 0 | 21 | 15 | 0 | 14 | 14 | 0 | 27 | 7 | 0 | 27 | 57 | |
| 95 | 280 | 749 | 10 | 23 | 2 | 220 | 84 | 129 | 69 | 309 | 101 | 0 | 378 | 440 | |
| 96 | 967 | 2676 | 0 | 9 | 7 | 42 | 22 | 957 | 486 | 1338 | 7 | 0 | 1823 | 87 | |
| 97 | 1215 | 3647 | 79 | 23 | 15 | 35 | 277 | 2520 | 274 | 7953 | 129 | 24 | 8251 | 558 | |
| 98 | 419 | 996 | 10 | 0 | 0 | 29 | 0 | 45 | 83 | 437 | 0 | 0 | 520 | 39 | |
| 99 | 716 | 2376 | 20 | 3 | 0 | 0 | 130 | 29 | 6 | 60 | 0 | 0 | 66 | 153 | |
| 100 | 507 | 1737 | 0 | 0 | 0 | 14 | 22 | 8 | 25 | 82 | 0 | 1 | 108 | 36 | |
| 101 | 450 | 1680 | 0 | 9 | 5 | 0 | 55 | 51 | 0 | 159 | 0 | 0 | 159 | 69 | |
| 102 | 539 | 1579 | 10 | 0 | 4 | 34 | 7 | 113 | 0 | 48 | 0 | 0 | 48 | 54 | |
| 103 | 847 | 1992 | 104 | 260 | 113 | 532 | 1439 | 1645 | 146 | 897 | 652 | 4 | 1047 | 3099 | |
| 104 | 214 | 412 | 20 | 156 | 98 | 18 | 431 | 1286 | 140 | 437 | 0 | 0 | 577 | 723 | |

| Year 2020 Land Use | | | | | | | | | | | | | | | |
|--------------------|------|------|-----|------|------|------|-------|--------|------|---------|------|------|---------|-------|--|
| TAZ | HH | POP | AG | M&C | Mfg | TCPU | Whsle | Retail | Fire | Service | Govt | Recr | Service | Other | |
| 105 | 508 | 1250 | 0 | 3 | 0 | 4 | 0 | 0 | 25 | 432 | 7 | 0 | 457 | 14 | |
| 106 | 555 | 1790 | 10 | 12 | 0 | 34 | 7 | 26 | 0 | 484 | 47 | 3 | 487 | 110 | |
| 107 | 434 | 1067 | 0 | 3 | 0 | 4 | 29 | 16 | 69 | 58 | 0 | 0 | 127 | 36 | |
| 108 | 368 | 900 | 0 | 3 | 0 | 0 | 0 | 14 | 0 | 53 | 0 | 0 | 53 | 3 | |
| 109 | 493 | 1274 | 0 | 3 | 0 | 0 | 0 | 0 | 39 | 399 | 0 | 1 | 440 | 3 | |
| 110 | 432 | 1123 | 42 | 52 | 1 | 0 | 0 | 3 | 6 | 53 | 0 | 0 | 60 | 95 | |
| 111 | 470 | 1280 | 0 | 26 | 6 | 4 | 7 | 19 | 165 | 271 | 0 | 0 | 436 | 43 | |
| 112 | 903 | 2856 | 10 | 12 | 1 | 29 | 123 | 1127 | 168 | 207 | 7 | 0 | 375 | 182 | |
| 113 | 400 | 1132 | 10 | 15 | 0 | 156 | 0 | 35 | 190 | 129 | 0 | 0 | 320 | 181 | |
| 114 | 508 | 1351 | 238 | 678 | 1382 | 94 | 867 | 180 | 126 | 1063 | 426 | 4 | 1193 | 3684 | |
| 115 | 343 | 733 | 20 | 38 | 1 | 0 | 77 | 22 | 6 | 84 | 0 | 0 | 91 | 136 | |
| 116 | 315 | 727 | 0 | 260 | 1 | 0 | 0 | 19 | 19 | 172 | 7 | 0 | 191 | 268 | |
| 117 | 375 | 1013 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 7 | 0 | 0 | 7 | 7 | |
| 118 | 752 | 2422 | 0 | 3 | 0 | 0 | 7 | 3 | 0 | 137 | 0 | 0 | 137 | 10 | |
| 119 | 350 | 764 | 0 | 3 | 0 | 14 | 0 | 16 | 13 | 18 | 0 | 0 | 30 | 17 | |
| 120 | 433 | 813 | 0 | 23 | 3 | 0 | 147 | 49 | 6 | 433 | 0 | 0 | 440 | 173 | |
| 121 | 513 | 1147 | 10 | 6 | 12 | 0 | 171 | 19 | 33 | 224 | 0 | 21 | 278 | 198 | |
| 122 | 403 | 958 | 0 | 3 | 0 | 4 | 0 | 11 | 0 | 7 | 0 | 1 | 8 | 7 | |
| 123 | 304 | 754 | 0 | 0 | 0 | 0 | 7 | 11 | 0 | 463 | 7 | 0 | 463 | 14 | |
| 124 | 452 | 1092 | 10 | 0 | 12 | 374 | 262 | 457 | 115 | 818 | 123 | 0 | 933 | 781 | |
| 125 | 248 | 653 | 94 | 856 | 189 | 627 | 1389 | 2007 | 840 | 2823 | 1750 | 4 | 3666 | 4905 | |
| 126 | 405 | 1006 | 10 | 0 | 1 | 0 | 257 | 20 | 0 | 255 | 51 | 0 | 255 | 318 | |
| 127 | 387 | 935 | 0 | 3 | 1 | 0 | 0 | 5 | 6 | 94 | 268 | 0 | 101 | 272 | |
| 128 | 211 | 328 | 0 | 52 | 6 | 85 | 22 | 192 | 25 | 530 | 886 | 0 | 555 | 1051 | |
| 129 | 417 | 816 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 21 | 0 | 0 | 27 | 3 | |
| 130 | 530 | 1699 | 10 | 0 | 1 | 0 | 0 | 8 | 0 | 138 | 0 | 0 | 138 | 11 | |
| 131 | 1046 | 3400 | 0 | 55 | 31 | 8 | 48 | 40 | 0 | 147 | 147 | 0 | 147 | 289 | |
| 132 | 1264 | 4839 | 52 | 26 | 0 | 29 | 7 | 75 | 0 | 624 | 0 | 0 | 624 | 114 | |
| 133 | 420 | 1250 | 0 | 3 | 3 | 0 | 44 | 341 | 13 | 235 | 24 | 0 | 247 | 74 | |
| 134 | 661 | 2014 | 168 | 178 | 15 | 183 | 267 | 47 | 164 | 250 | 928 | 0 | 414 | 1739 | |
| 135 | 428 | 1021 | 0 | 0 | 0 | 366 | 14 | 104 | 33 | 374 | 0 | 0 | 407 | 380 | |
| 136 | 505 | 1176 | 0 | 20 | 0 | 0 | 0 | 88 | 39 | 202 | 0 | 0 | 241 | 20 | |
| 137 | 528 | 1200 | 20 | 124 | 14 | 14 | 70 | 194 | 39 | 115 | 123 | 0 | 155 | 365 | |
| 138 | 589 | 1977 | 42 | 40 | 39 | 450 | 80 | 68 | 6 | 231 | 0 | 3 | 240 | 651 | |
| 139 | 762 | 2231 | 104 | 298 | 68 | 36 | 700 | 137 | 27 | 568 | 7 | 4 | 598 | 1213 | |
| 140 | 708 | 2377 | 0 | 24 | 0 | 0 | 7 | 13 | 0 | 70 | 0 | 0 | 70 | 31 | |
| 141 | 412 | 1262 | 10 | 3 | 0 | 4 | 0 | 8 | 0 | 10 | 0 | 3 | 13 | 17 | |
| 142 | 384 | 1309 | 168 | 0 | 0 | 0 | 48 | 11 | 0 | 27 | 7 | 0 | 27 | 224 | |
| 143 | 197 | 522 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 144 | 490 | 1114 | 0 | 121 | 84 | 2 | 1 | 154 | 42 | 153 | 682 | 16 | 211 | 890 | |
| 145 | 984 | 2726 | 10 | 1522 | 75 | 229 | 16 | 548 | 42 | 338 | 810 | 100 | 480 | 2663 | |
| 146 | 297 | 708 | 30 | 0 | 0 | 47 | 0 | 80 | 0 | 5506 | 77 | 84 | 5590 | 155 | |
| 147 | 389 | 872 | 81 | 34 | 5 | 5 | 0 | 57 | 0 | 12 | 0 | 0 | 12 | 125 | |
| 148 | 518 | 1353 | 81 | 215 | 5 | 47 | 1 | 831 | 774 | 2583 | 451 | 605 | 3962 | 800 | |
| 149 | 372 | 972 | 0 | 50 | 5 | 2 | 2 | 3 | 0 | 18 | 18 | 0 | 18 | 78 | |
| 150 | 792 | 1996 | 388 | 2904 | 506 | 523 | 43 | 2877 | 2481 | 4141 | 0 | 904 | 7526 | 4365 | |
| 151 | 1012 | 2432 | 71 | 534 | 343 | 58 | 3 | 884 | 427 | 728 | 466 | 319 | 1473 | 1475 | |
| 152 | 2298 | 5584 | 129 | 497 | 93 | 20 | 8 | 145 | 221 | 610 | 137 | 127 | 959 | 884 | |
| 153 | 350 | 792 | 10 | 56 | 0 | 42 | 0 | 28 | 90 | 79 | 44 | 0 | 169 | 153 | |
| 154 | 715 | 1708 | 33 | 83 | 0 | 29 | 0 | 301 | 216 | 238 | 556 | 52 | 505 | 700 | |
| 155 | 295 | 680 | 0 | 52 | 0 | 10 | 0 | 130 | 42 | 84 | 18 | 16 | 142 | 81 | |
| 156 | 214 | 415 | 33 | 24 | 10 | 36 | 4 | 110 | 232 | 327 | 138 | 0 | 559 | 245 | |
| 157 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

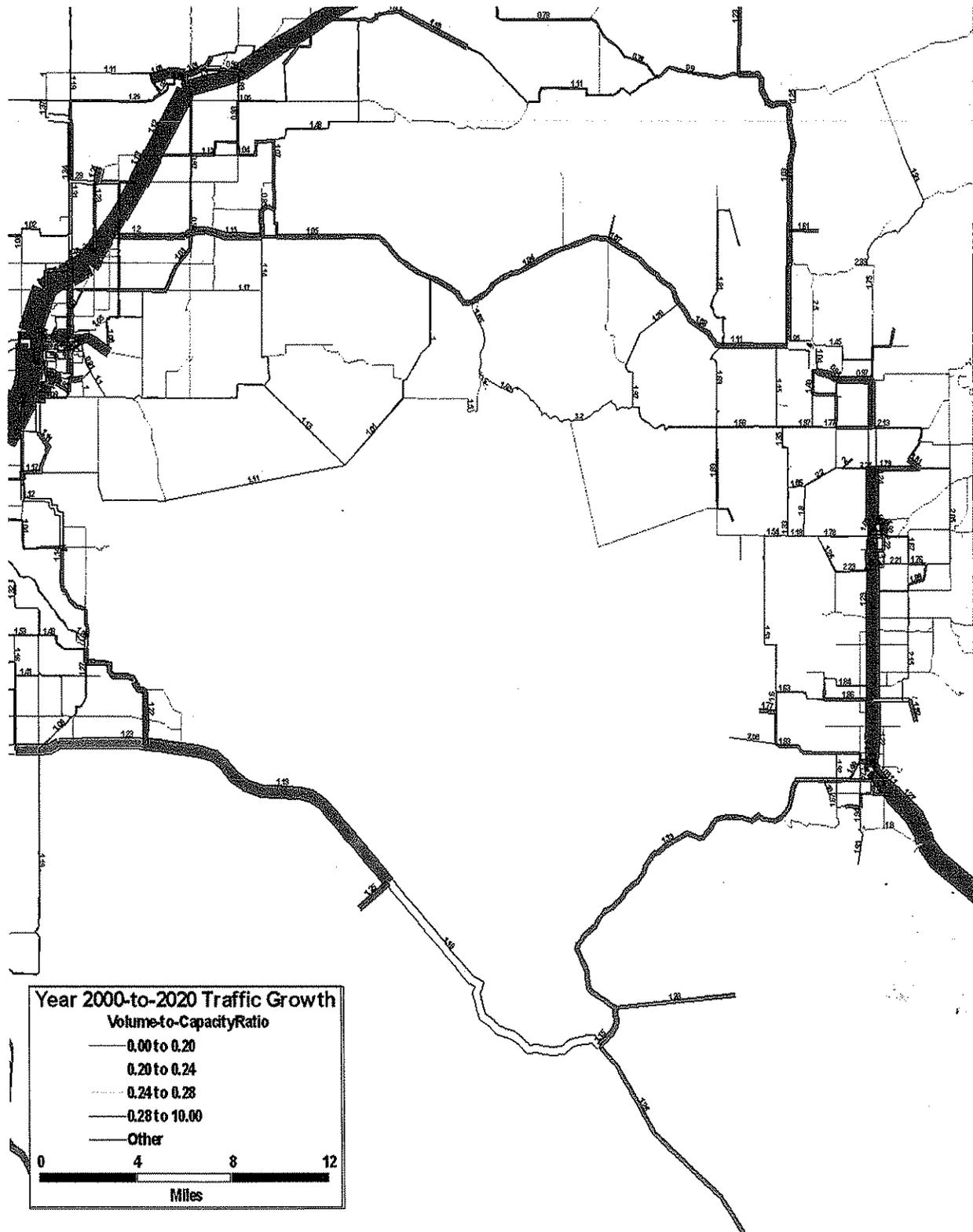
| Year 2020 Land Use | | | | | | | | | | | | | | |
|--------------------|--------|---------|------|--------|------|------|--------|--------|--------|---------|--------|------|----------|--------|
| TAZ | HH | POP | AG | M&C | Mfg | TCPU | Whsle | Retail | Fire | Service | Govt | Recr | Service* | Other* |
| 158 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 164 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 165 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 166 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 167 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 168 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 66,864 | 206,441 | 5543 | 15,436 | 6294 | 7298 | 12,514 | 27,776 | 11,209 | 54,436 | 16,035 | 2617 | 68,262 | 63,120 |

* Highlighted categories are used for trip generation. Service and Other categories combine non-retail employment categories; the combinations are documented in the text

Table 3 – Trip Generation Model – Balancing Trip Productions and Attractions

| Year 2000 Balanced Trip Productions and Attraction | | | | | | | |
|--|------------|---------|---------|---------|---------|---------|---------|
| State | County | HBWP | HBOP | NHBP | HBWA | HBOA | NHBA |
| Idaho | Teton | 3,235 | 8,625 | 3,543 | 2,785 | 7,334 | 2,966 |
| | Madison | 10,892 | 29,044 | 11,929 | 12,050 | 30,651 | 12,509 |
| | Jefferson | 9,971 | 26,590 | 10,921 | 8,559 | 19,901 | 8,690 |
| | Fremont | 6,462 | 17,232 | 7,078 | 5,546 | 13,472 | 5,716 |
| | Bonneville | 47,710 | 127,226 | 52,253 | 49,860 | 131,272 | 52,382 |
| Wyoming | Teton | 10,230 | 27,280 | 11,204 | 13,531 | 36,239 | 14,499 |
| | Study Area | 88,499 | 235,997 | 96,927 | 92,331 | 238,869 | 96,762 |
| | SA+XIIIX | 96,018 | 245,720 | 100,949 | 96,018 | 245,720 | 100,949 |
| P/A BALANCE | | | | | | | |
| Idaho | Teton | 1.16 | 1.18 | 1.19 | | | |
| | Madison | 0.90 | 0.95 | 0.95 | | | |
| | Jefferson | 1.16 | 1.34 | 1.26 | | | |
| | Fremont | 1.17 | 1.28 | 1.24 | | | |
| | Bonneville | 0.96 | 0.97 | 1.00 | | | |
| Wyoming | Teton | 0.76 | 0.75 | 0.77 | | | |
| | Study Area | 0.96 | 0.99 | 1.00 | | | |
| | SA+XIIIX | 1.0 | 1.0 | 1.0 | | | |
| Year 2020 Balanced Productions and Attractions | | | | | | | |
| State | County | HBWP | HBOP | NHBP | HBWA | HBOA | NHBA |
| Idaho | Teton | 6,090 | 16,241 | 6,670 | 5,088 | 13,308 | 5,400 |
| | Madison | 11,774 | 31,397 | 12,895 | 13,619 | 34,466 | 14,168 |
| | Jefferson | 13,448 | 35,861 | 14,729 | 11,362 | 27,139 | 11,536 |
| | Fremont | 7,555 | 20,148 | 8,275 | 6,981 | 16,786 | 7,007 |
| | Bonneville | 59,689 | 159,172 | 65,374 | 61,989 | 163,258 | 64,854 |
| Wyoming | Teton | 15,179 | 40,478 | 16,625 | 19,321 | 51,487 | 20,771 |
| | Study Area | 113,736 | 303,296 | 124,568 | 118,359 | 306,443 | 123,737 |
| | SA+XIIIX | 123,385 | 315,772 | 129,729 | 123,385 | 315,772 | 129,729 |
| P/A BALANCE | | | | | | | |
| Change in P/A Ratio | | | | | | | |
| Idaho | Teton | 1.20 | 1.22 | 1.24 | 1.031 | 1.038 | 1.034 |
| | Madison | 0.86 | 0.91 | 0.91 | 0.956 | 0.961 | 0.954 |
| | Jefferson | 1.18 | 1.32 | 1.28 | 1.016 | 0.989 | 1.016 |
| | Fremont | 1.08 | 1.20 | 1.18 | 0.929 | 0.938 | 0.954 |
| | Bonneville | 0.96 | 0.97 | 1.01 | 1.006 | 1.006 | 1.011 |
| Wyoming | Teton | 0.79 | 0.79 | 0.80 | 1.039 | 1.044 | 1.036 |
| | Study Area | 0.961 | 0.990 | 1.007 | | | |
| 2000 to 2020 Growth | | | | | | | |
| State | County | HBWP | HBOP | NHBP | HBWA | HBOA | NHBA |
| Idaho | Teton | 1.88 | 1.88 | 1.88 | 1.83 | 1.81 | 1.82 |
| | Madison | 1.08 | 1.08 | 1.08 | 1.13 | 1.12 | 1.13 |
| | Jefferson | 1.35 | 1.35 | 1.35 | 1.33 | 1.36 | 1.33 |
| | Fremont | 1.17 | 1.17 | 1.17 | 1.26 | 1.25 | 1.23 |
| | Bonneville | 1.25 | 1.25 | 1.25 | 1.24 | 1.24 | 1.24 |
| Wyoming | Teton | 1.48 | 1.48 | 1.48 | 1.43 | 1.42 | 1.43 |
| | Study Area | 1.29 | 1.29 | 1.29 | 1.28 | 1.28 | 1.28 |

Figure 5 Forecast Growth Factors Applied to Year 2000 Ground Counts and Year 2020 Volume-To-capacity Ratios



Appendix D - Teton County Improvement Option Assumptions

Road Work Cost Estimates

Surfacing Depth:

- Asphalt Concrete - 8 inches
- Aggregate Base - 10 inches

Costs used on City of Salem, Oregon, Northgate Avenue Project

Surfacing Costs

- Asphalt Concrete - \$36.50 per ton
- Aggregate Base - \$10.00 per ton

Specific Gravity: 2.85

Costs from ODOT average 3 low bids - Region 1, Jan 2000 through March 22, 2001

Earthwork Cost

- Emb in Place - Small Quantities - \$35.00 per cubic yard
- Larger Quantities - \$12.00 per cubic yard

Materials Calculations

A.C. - 8 inches x 10 feet x 100 feet x 0.00646 = 51.68 tons/1,000 sq ft = 0.05168 tons/sq ft.
0.05168 x \$36.50 = \$1.89 sq ft

Agg. Base - 0.83 feet x 10 feet x 100/27 = 30.86 x 2 = 61.73 tons/1,000 sq ft = 0.06173 tons/sq ft
0.06173 x \$10.00 = \$0.62 sq ft

Assume 6 Feet of Fill Needed to widen existing county roadways (Teton Canyon Road and State Line Rd)
Assume Fill Cost at \$30 per cubic yard or \$1.11 per cub foot
Cost = 6 feet depth x \$1.11/cubic foot = \$6.67 per square foot surface area

Materials cost per square foot = A.C. + Agg. Base
Materials Cost = \$1.89 + \$0.62 = \$2.51

Mobilization - 10% of bid items

Traffic Control - 5% of bid items

Engineering and Contingencies - 40% of bid items

Total Cost per Square Foot

Cost = Materials + Mobilization + Traffic Control + Engineering and Contingencies
Cost = \$2.51 x 1.55 = \$3.89 sq ft (PLUS FILL COSTS)

Roadway Area Assumptions (to calculate sq ft or sq yrds)

Chip Seal:

Assumed all roads to be chip sealed are 28 feet wide

Asphalt:

- Assumed Teton Canyon Road and State Line Road to be 28 feet wide
- Assumed Teton Canyon Road and State Line Road would be widened to 32 feet
- Assumed fill needed for Teton Canyon Road and State Line Road: 4 foot widening at 6 foot depth

Multi-Use Path Assumptions

- Assumed same base requirements as roadways (see above)
- Assumed 3 inches of asphalt

Bridge Costs

Bridge Replacement

This item originated for the US-95 Corridor Plan in a report dated July 1999 and prepared by ITD. The purpose of the report was to determine the expenses involved with upgrading US-95 to a controlled access facility. The estimate was increased to reflect inflation. Minor bridge replacement = \$63/square ft. Major bridge replacement = \$177/square foot.

Assumed Minor Bridge Replacement Costs = Bridge Rehabilitation Costs (\$63/square foot)

Assumed Bridge Replacement Costs = \$177/square foot

Assume all bridges have 300 foot span

Assume all bridges have 2 - 12 foot travel lanes

Assume all bridges have 2 - 8 foot shoulders

Total Deck Width = 40 feet

Bridge Area = 12,000 square feet

Total Bridge Rehabilitation Costs = \$756,000

Total Bridge Replacement Costs = \$2,124,000

Chip Seal

Aggregate in chip seal = \$0.43/sq yd per lift

Asphalt in chip seal = \$0.41/sq yd per lift

Number of lifts assumed to equal 3

Total Cost = \$2.52 per square yard