# REGIONAL COMPREHENSIVE SAFETY ACTION PLAN

## FOR THE CITY OF AMMON & GREATER BONNEVILLE COUNTY

**October 2024**

CITY OF Ammon
WHERE TOMORROW BEGINS

BONNEVILLE COUNTY IDAHO

BURGESS & NIPLE

**CITY OF AMMON**
**BONNEVILLE COUNTY, IDAHO**

**RESOLUTION 2024-016**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF AMMON, IDAHO ADOPTING THE REGIONAL COMPREHENSIVE SAFETY ACTION PLAN (CSAP)**

WHEREAS, the City of Ammon, Bonneville County, Idaho is a municipal corporation operating and existing under and pursuant to the provisions of the Constitution and laws of the State of Idaho;

WHEREAS, in 2024 the City of Ammon, with input from the community and public and private stakeholders, developed a Comprehensive Safety Action Plan following the format specified by the Safe Streets and Roads for All (SS4A) grant Notice of Funding Opportunity, known as the Regional Comprehensive Safety Action Plan for the City of Ammon and Greater Bonneville County, which identifies strategies to be implemented with the goal to eliminate severe injury and fatal crashes in the City of Ammon and Greater Bonneville County by 2050;

WHEREAS, based on collection of safety data and input from the community, the Regional Comprehensive Safety Action Plan for the City of Ammon and Greater Bonneville County focuses on the following emphasis areas: intersections, distracted driving, and pedestrians and bicyclists;

NOW, THEREFORE, BE IT RESOLVED that the Mayor and the City Council of Ammon, Idaho hereby adopts the Regional Comprehensive Safety Action Plan for the City of Ammon and Greater Bonneville County to reduce and ultimately eliminate roadway fatalities and serious injuries.

Adopted by the Ammon City Council on the 5 day of September, 2024.

Mayor Sean Coletti

Kristina Buchan, City Clerk

CITY OF AMMON, INC. CORPORATE SEAL 1961 IDAHO

# Table of Contents

# List of Figures

# List of Tables



# Appendices

# Introduction

This Comprehensive Safety Action Plan is inclusive of the City of Ammon as well as greater Bonneville County (aside from Idaho Falls). The streets and sidewalks in the region are an essential resource – they enable people to travel freely to and from their destinations. A priority for the area is to make sure residents and visitors can use this network without the risk of a severe crash.

The City of Ammon and Bonneville County, in coordination with stakeholders, developed a traffic safety plan for the region. This document establishes strategies with the purpose of eliminating fatal and serious injury crashes. Between the years 2018 and 2022, approximately 200 people in the City of Ammon and Bonneville County were involved in fatal and serious injury crashes, with devastating consequences for the individuals and their families. In the City of Ammon, 12 people had their lives forever altered due to serious injuries as a result of a traffic crash. In Bonneville County, 38 people lost their lives, and 129 experienced life-altering injuries as a result of crashes.

This plan looks at the critical factors causing crashes and lays out recommended countermeasures to address these issues. These countermeasures were created with safety as the number one priority. In addition, potential projects and grants have been identified to further the action plan and help the City of Ammon and Bonneville County achieve its vision and goals.

# Comprehensive Safety Action Plan Components

The following sections are outlined in the plan to lay the foundation for safety discussions and decisions in the region and provide a roadmap for advancing the safety priorities throughout Ammon and greater Bonneville County.

### Safe System Approach

The Safe System Approach (SSA) is a methodology adopted by the US Department of Transportation (USDOT) intended to build redundancies and protections to prevent crashes and minimize harm when crashes occur. The SSA is centered around five elements - Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. The SSA and its key principles were considered in the development of this plan.

### Vision and Goals

The vision and goals were created in collaboration with community and regional stakeholders.

*Vision Statement: "Protecting Everyone's Tomorrow – Collaborating to eliminate roadway fatalities and serious injuries by 2050."*

*Goal: Reduce fatalities and serious injuries by 4 percent annually.*

### Current Plans

Programs, plans, and studies potentially affecting the Ammon and Bonneville County area were researched. These plans were the 2018 City of Ammon Comprehensive Plan, Bonneville Metropolitan Planning Organization 2050 Long Range Transportation Plan, Bonneville Metropolitan Planning Organization Connecting Our Communities Plan, Bonneville Metropolitan Planning Organization TIP (FY 2023-2020), and Idaho Transportation Department Strategic

Highway Safety Plan (2021-2025). Key takeaways from each plan and how each applies to the City of Ammon and Bonneville County are documented herein.

### Existing Safety Performance

In order to identify adequate safety recommendations, existing data must be gathered and analyzed. Crash data was evaluated and turned into maps, charts, and graphs to depict critical areas in the region and why the chosen recommendations were made in this plan.

### Equity Analysis

Equity factors evaluated included the population over 65 years of age, households with no vehicle access, and the population below the poverty line to ascertain if there was a relationship between crashes and disadvantaged communities and to determine where investments will help vulnerable populations.

### Public and Stakeholder Engagement

This safety plan gathered input from stakeholders and the public in order determine the biggest safety needs and concerns in Ammon and greater Bonneville County. A stakeholder group was formed to guide the planning process and a public survey was distributed collecting 136 responses.

### Emphasis Areas

Emphasis areas help direct resources and guide safety improvements where they are needed the most and have the greatest potential impact. Through data analysis and stakeholder engagement, three emphasis areas were selected: Intersections, Distracted Driving, and Pedestrians/Bicyclists.

### Action Plan

Strategies and countermeasures were developed based on the emphasis areas and the SSA Hierarchy as applicable to the City of Ammon and Bonneville County.

### Project Identification

To support the action plan, specific projects and associated funding opportunities were identified for the region. The specific projects and associated funding opportunities are identified in **Appendix F**.

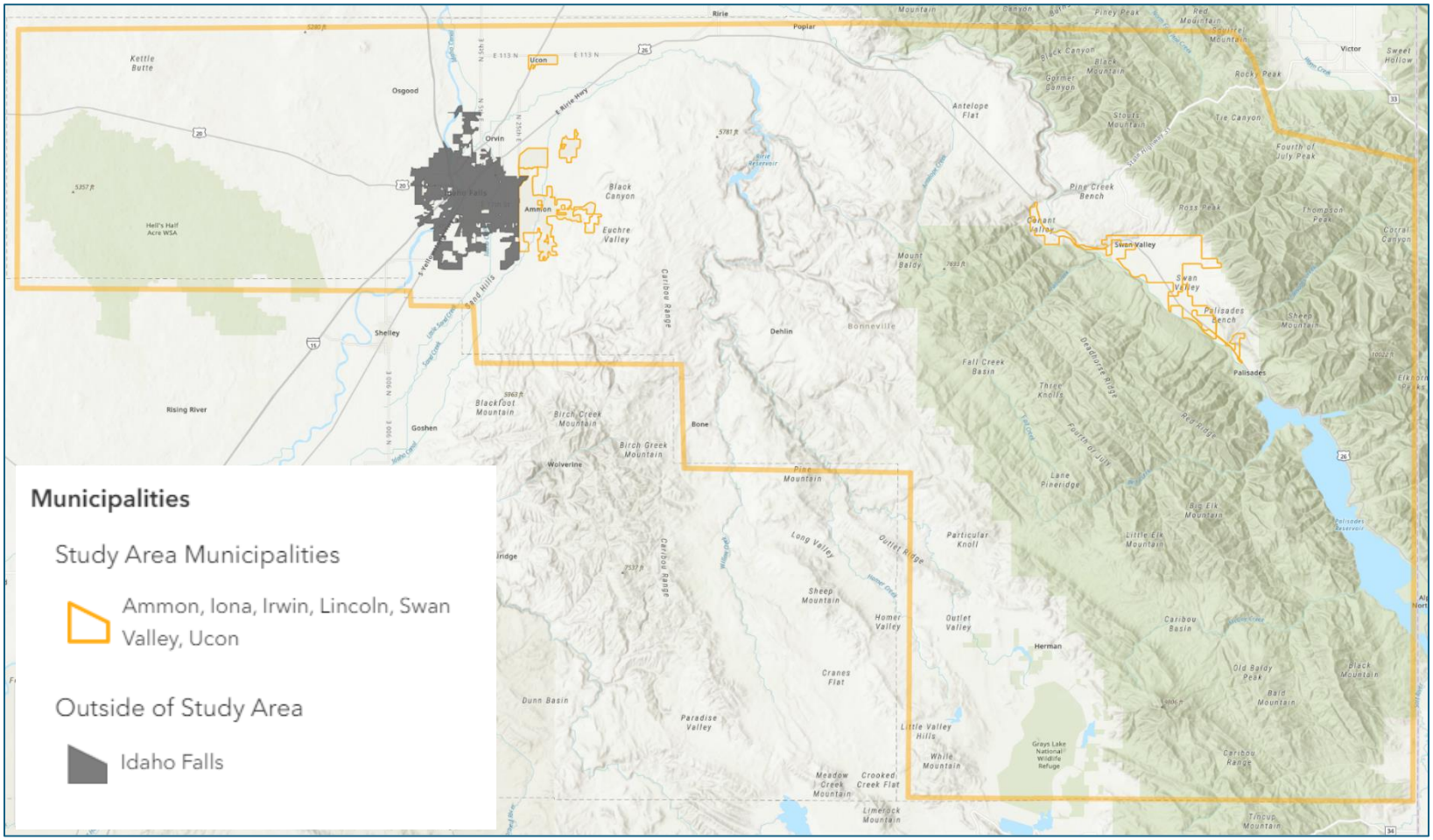
### Next Steps

Next steps were outlined for stakeholders and partners to continue to advance traffic safety in Ammon and Bonneville County.

# Study Area

The planning area for this study consists of the City of Ammon and Bonneville County, aside from Idaho Falls (see **Figure 1**). It is important to note that Idaho Falls was excluded from this study and when referring to “Bonneville County,” it consists of everything outside of the City of Ammon and Idaho Falls.

Figure 1: Study Area



# Safe System Approach

The US Department of Transportation (USDOT)'s Safe System Approach (SSA) is a comprehensive and proactive framework to reduce the number of fatalities and serious injuries on roadways. The SSA is based on the fundamental concept that fatal and serious injury traffic crash outcomes are preventable. Instead of blaming road users for crashes, this approach recognizes that the responsibility for road safety lies with multiple stakeholders including road designers, vehicle manufacturers, law enforcement, and policymakers. By designing a forgiving road system that accommodates human error, the SSA aims to prevent fatal crashes and minimize the severity of injuries.

The Regional Comprehensive Safety Action Plan was developed with SSA as the foundation. The SSA is used as a tool to frame stakeholder conversations and data analysis to identify solutions that more intentionally address safe roads, safe road users, safe speeds, post-crash care, and safe vehicles. The five elements (inner ring) and six principles (outer ring) of the SSA were considered throughout the development of this plan (**Figure 2**).

Figure 2: Safe System Approach (USDOT)


Transportation and safety stakeholders have already begun to implement important safety programs and projects which have proven to be successful. The region experienced 328 days in 2022 without a fatality or serious injury. Furthermore, no one died or was seriously injured in a traffic crash for 60 consecutive days between January 22, 2019, and March 23, 2019. These trends indicate that a goal of zero roadway deaths and serious injuries is not only attainable for Ammon and greater Bonneville County, but that there is momentum building that can be capitalized for implementing future projects and programs to advance safety in the region.

**328 DAYS**
in 2022 had
**ZERO**
**FATALITIES OR SERIOUS INJURIES**

In 2019, there were
**zero fatalities** or **serious injuries** for
**60 CONSECUTIVE DAYS**
(January 22, 2019 – March 23, 2019)

# Vision and Goals

The following vision expresses the ideal safety conditions for the City of Ammon and Bonneville County.

**PROTECTING EVERYONE'S TOMORROW-**
**COLLABORATING TO ELIMINATE ROADWAY FATALITIES AND SERIOUS INJURIES BY 2050.**

The following goal emphasizes where investments and resources will be directed to achieve the vision.

**REDUCE FATALITIES AND SERIOUS INJURIES BY 4% ANNUALLY WITH A FOCUS ON:**

**INTERSECTIONS**

**DISTRACTED DRIVING**

**PEDESTRIANS/BICYCLISTS**

# Current Plans

There are a number of plans and programs that have been adopted to support the transportation needs of Ammon and greater Bonneville County. These plans and programs were reviewed to determine how their findings and recommendations may be applicable to this safety plan. A summary is provided below.

| Title | Agency | Key Findings | Application to Ammon and Bonneville County |
|---|---|---|---|
| 2018 City of Ammon Comprehensive Plan | City of Ammon | First Street,17th Street, Sunnyside Road and Ammon Road are the City's top priorities for roadway improvements. The improvements include pavement resurfacing, and new curb, gutter and walkways. Sunnyside Road and Ammon Road is currently a four-way stop-controlled intersection but a traffic signal is being considered. Bike and walking trails are also being considered due to community demands. | The identified facilities and their improvements will help inform the analysis process and recommendations. |
| 2050 Long Range Transportation Plan | Bonneville MPO | This plan highlights long-term strategies to improve roadway capacity and safety at several priority roadway locations. Locations include Ammon Road, Holmes Avenue, Memorial Drive, Sunnyside Road, Woodruff Avenue and US-20. The plan prepares the region's roadway network for population growth up to 2050. | The identified facilities and their improvements will help inform the analysis process and recommendations. |
| Connecting Our Communities Plan | Bonneville MPO | This document visualizes a comprehensive plan to improve pedestrian, trail, and on-street bicycle infrastructure in the Bonneville County region. Ammon Road, John Adams Parkway and Lincoln Road were cited as important connections to bridge neighborhoods and other municipalities. | Knowing where pedestrian and bicycle facility improvements are being considered will aid in the assessment of bicycle and pedestrian crashes and tailor solutions based on pedestrian safety |

| Title | Agency | Key Findings | Application to Ammon and Bonneville County |
|---|---|---|---|
| Transportation Improvement Plan (TIP) FY 2023-2029 | Bonneville MPO | The TIP primarily discusses funding opportunities and pursuits for proposed projects. Projects include the widening of First Street and Ammon Road, 17th Street pavement rehabilitation, 17th Street and Curlew Drive intersection improvements, and 49th Street Community Trail/transportation alternatives. | The projects mentioned in the TIP will help guide decision making in the analysis process and safety improvement recommendations. |
| Strategic Highway Safety Plan (2021-2025) | Idaho Transportation Department | Reduce 5-year crash averages related to factors such as Intersections, Distracted Driving, and Pedestrians | Statewide goals can serve as safety improvement benchmarks for Ammon and Bonneville County. Additionally, strategies being employed at the state level with success can be implemented in the region to support both the state and regional goals and to drive down crash frequencies. |

# Existing Safety Performance

A comprehensive examination of the regional crash data was conducted to identify patterns and trends, determine the causes of crashes, and develop strategies to reduce the frequency and severity of crashes. Conducting a crash analysis is a critical step in improving roadway safety as it enables stakeholders to identify problem areas and develop targeted strategies to address them.

## Regional Crash Analysis

Crash data for years 2018 through 2022 was obtained through Idaho Transportation Department (ITD) and Local Highway Technical Assistance Council (LHTAC). In addition to the data presented herein, additional crash information is provided in **Appendix A**.

**Figure 3** through **Figure 5** represent the number of crashes that occurred during this five-year period. In this time, there were 2,284 total crashes in greater Bonneville County and 531 total crashes in the City of Ammon. Of these crashes, 170 were severe in greater Bonneville County while 12 were severe in Ammon. A crash is considered severe when a fatality or serious injury occurs as a result of the crash.

As a region, total crashes were relatively trending upward, with the exception of 2020. Nationally, as a result of the COVID-19 pandemic, there were fewer total crashes in 2020 than in previous years. However, fewer vehicles on the road generally led to higher travel speeds which resulted in more severe outcomes when a crash did occur. The region followed this trend with fewer overall crashes in 2020 (574 total crashes, 38 severe crashes) with nearly seven percent resulting in severe injury. This severe injury percentage is the highest of any of the five years.

In the City of Ammon, total crashes generally trended downward while severe crash frequencies remained relatively constant over the five-year period. Similarly to the regional results, 2020 saw the highest percentage of severe crashes than any other year.

In greater Bonneville County, both total crashes and severe crashes trended upward. The highest severe injury percentages were in both 2020 and 2021 at nearly seven percent in each year.

Overall, the data suggests that the number of total crashes and severe injury crashes have been fluctuating over the years, with a general upward trend in recent years.

Figure 3: Ammon and Bonneville County - Crash Trends 2018-2022

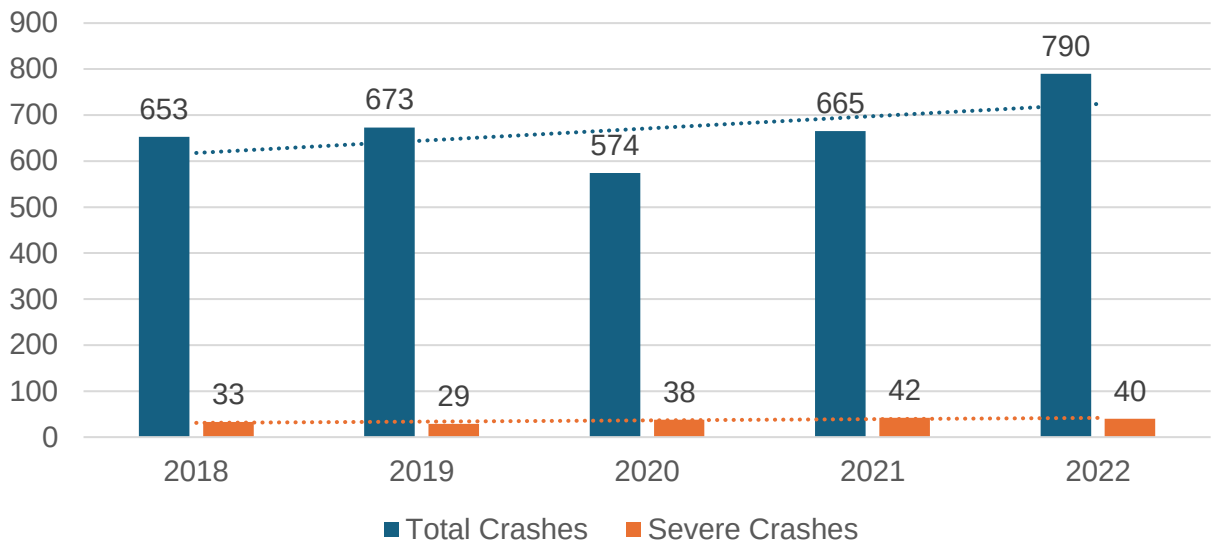



Figure 4: Ammon - Crash Trends 2018-2022

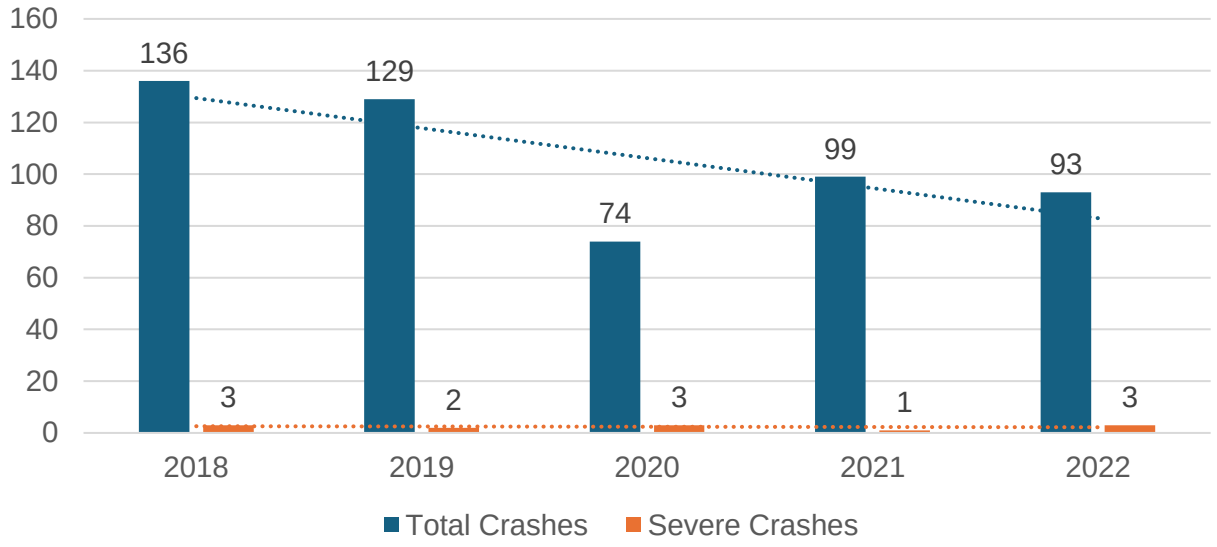
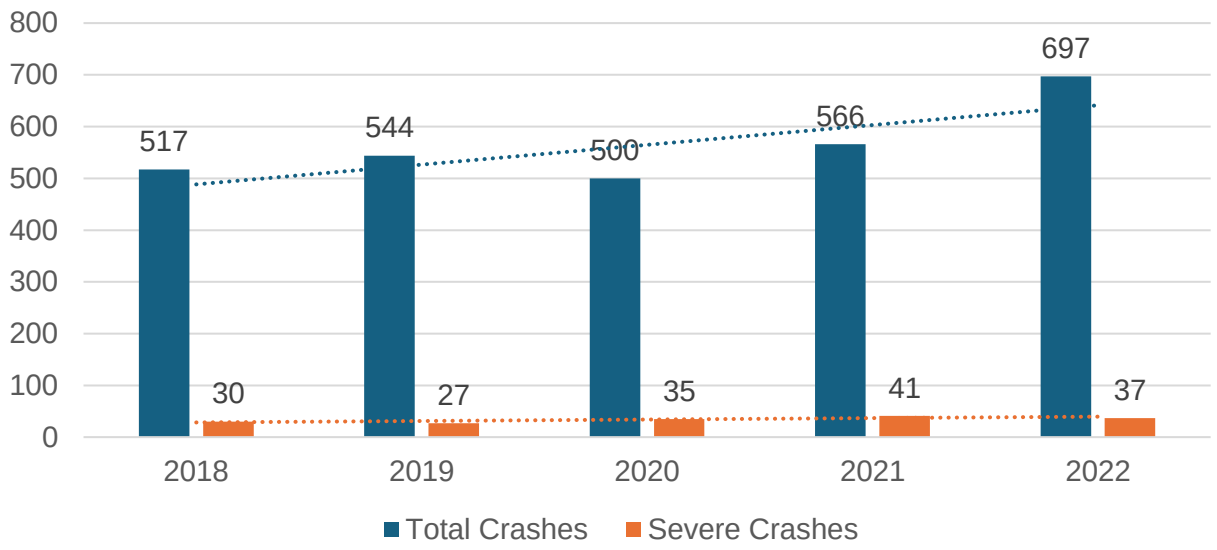


Figure 5: Greater Bonneville County - Crash Trends 2018-2022




## Roadway Type

**Table 1** summarizes the crashes in the City of Ammon and greater Bonneville County by roadway type. While vehicles are generally traveling at higher speeds on the interstate, only five percent of the crashes within the region occurred on the interstate (exclusive of interstate segments within Idaho Falls). Severe crashes are primarily occurring on the US Highway system and local roads within greater Bonneville County.

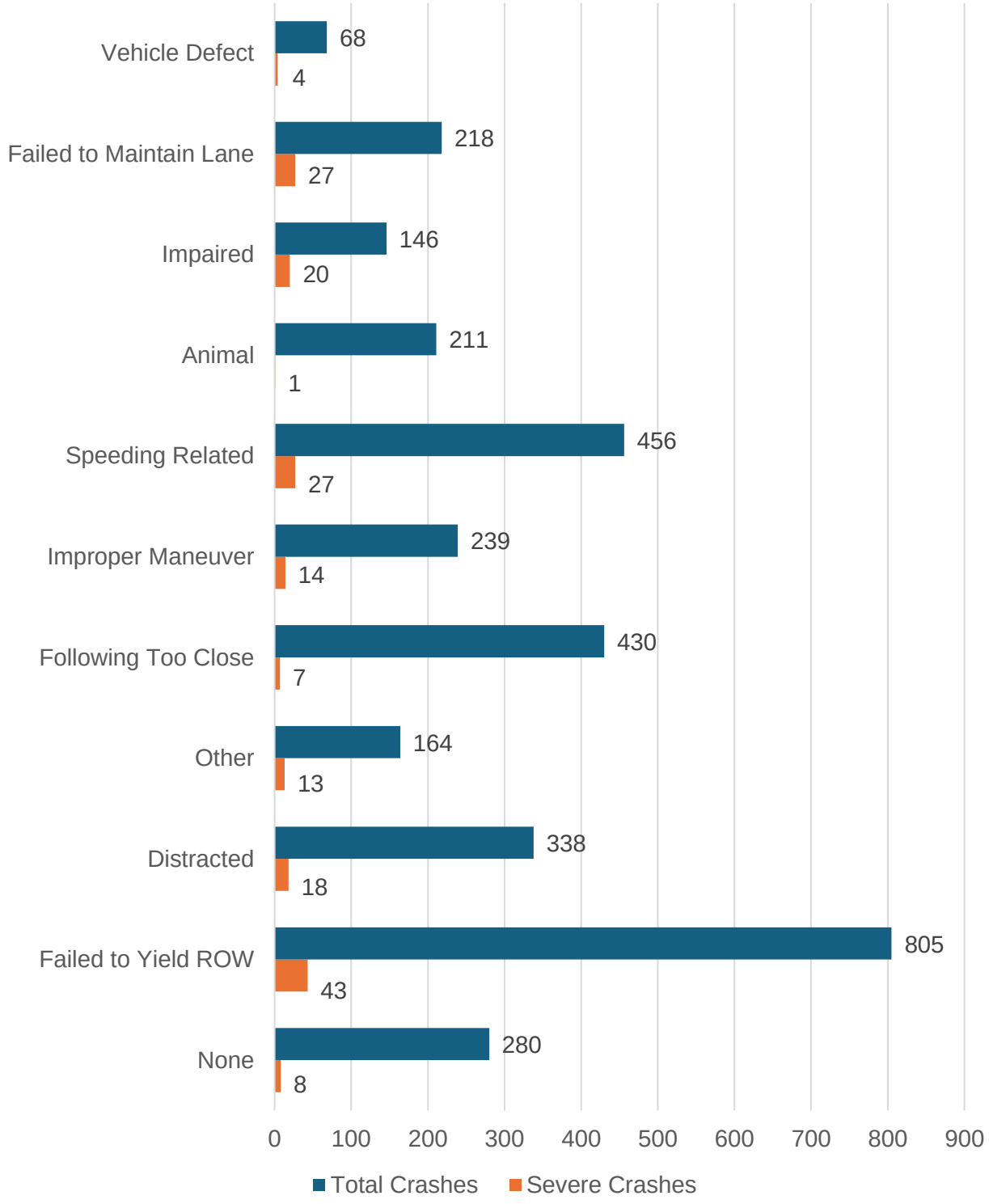
Table 1: Crashes by Roadway Type

| Roadway Type | Total Crashes | Severe Crashes | Percent of Total Crashes | Percent of Severe Crashes |
|---|---|---|---|---|
| Interstate | 162 | 9 | 5% | 5% |
| US Highway | 969 | 56 | 29% | 31% |
| State Highway | 115 | 6 | 3% | 3% |
| Local (Bonneville County) | 1,578 | 99 | 47% | 54% |
| Local (City of Ammon) | 531 | 12 | 16% | 7% |

## Contributing Factors

The contributing factors to the crashes in the City of Ammon and greater Bonneville County were evaluated. **Figure 6** shows all contributing factors in the region. For total crashes, the leading contributing factor is a driver who failed to yield right-of-way (ROW) with 805 crashes. Speeding and following too close were also contributing factors in 456 crashes and 430 crashes, respectfully. Of the crashes caused by failure to maintain lane and impairment, nearly 12 percent and 14 percent, respectively, resulted in severe injuries. The percentage of severe injuries were higher on these two contributing factors than any other.

Figure 6: Ammon and Greater Bonneville County – Crashes by Contributing Factor



## Month of Year and Day of Week

Severe crashes in the region were evaluated based on the month and day of week in which they occurred. Severe crashes are most likely to occur on a Saturday in August. Given the recreational nature of the region, this pattern could be attributed to tourists frequenting the roadways in this area for recreational purposes.

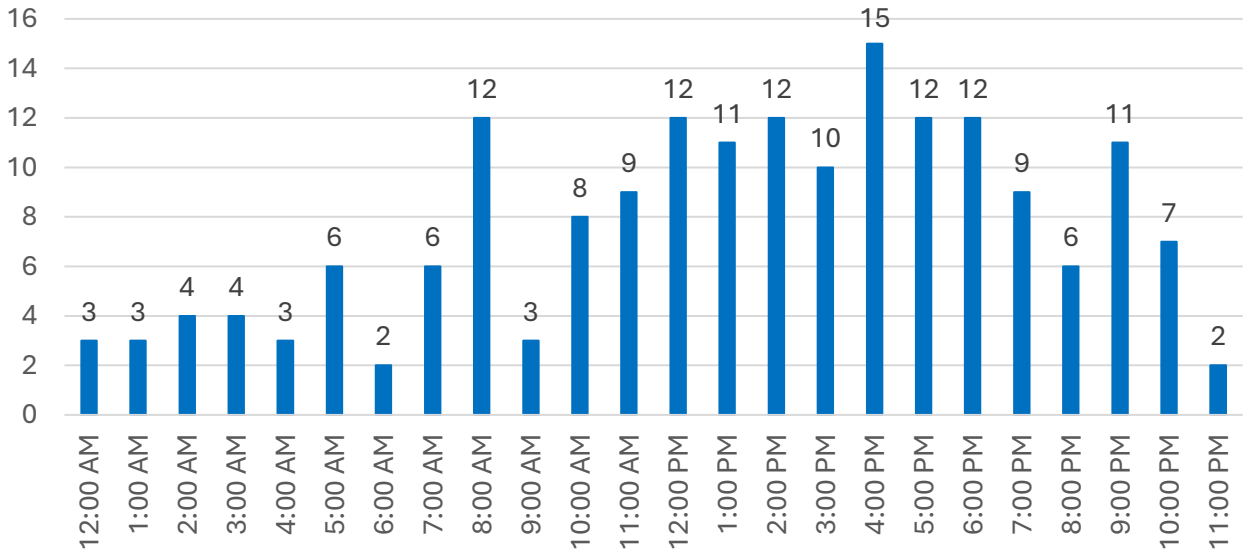
Figure 7: Ammon and Greater Bonneville County - Severe Crashes by Month and Day

| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | |
|---|---|---|---|---|---|---|---|---|
| JAN | 0 | 0 | 3 | 1 | 1 | 1 | 1 | 7 |
| FEB | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 |
| MAR | 1 | 2 | 5 | 1 | 3 | 1 | 3 | 16 |
| APR | 2 | 0 | 1 | 3 | 1 | 2 | 4 | 13 |
| MAY | 1 | 1 | 1 | 0 | 1 | 1 | 3 | 8 |
| JUN | 3 | 1 | 1 | 3 | 2 | 3 | 3 | 16 |
| JUL | 2 | 4 | 0 | 2 | 3 | 1 | 3 | 15 |
| AUG | 3 | 1 | 4 | 1 | 3 | 4 | 7 | 23 |
| SEP | 1 | 4 | 4 | 5 | 2 | 3 | 3 | 22 |
| OCT | 4 | 3 | 3 | 3 | 2 | 5 | 1 | 21 |
| NOV | 4 | 2 | 1 | 4 | 3 | 2 | 1 | 17 |
| DEC | 4 | 3 | 5 | 2 | 4 | 1 | 1 | 20 |
| | 25 | 23 | 28 | 25 | 27 | 24 | 30 | |

## Time of Day

Severe crashes for the region were evaluated based on the time of day in which they occurred. While relatively evenly distributed, severe crashes occurred the most between 8:00 AM and 9:00 AM, 12:00 PM to 3:00 PM and 4:00 PM and 7:00 PM. These times likely also correspond to when traffic volumes are the highest in the region.

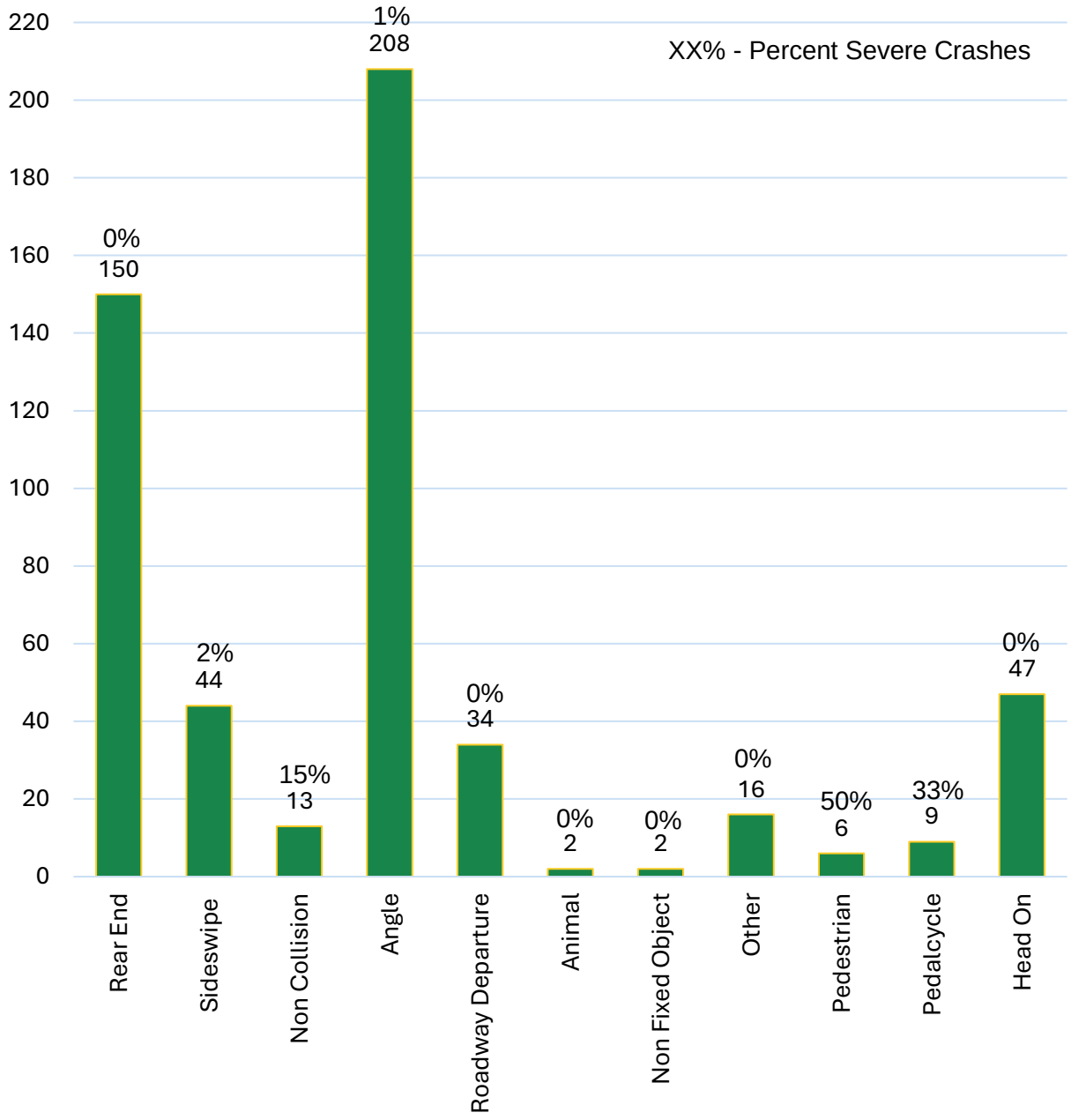
Figure 8: Ammon and Greater Bonneville County - Severe Crashes by Time of Day



## Crash Types

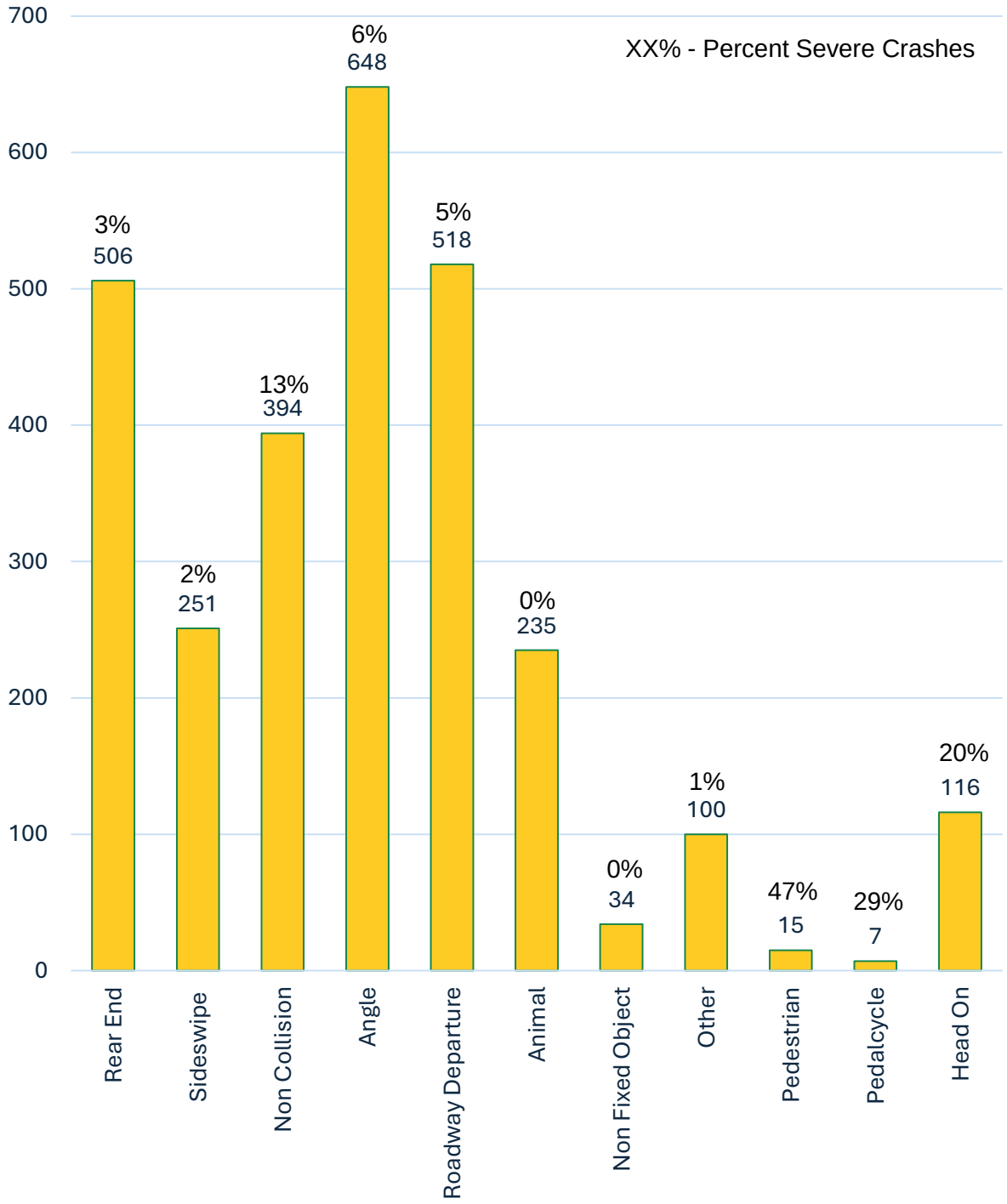
Crashes in the region were evaluated based on crash types. The leading crash type for both Ammon and greater Bonneville County were angle crashes. Given the urban characteristics of Ammon, the next leading crash type in the City of Ammon were rear end collisions. **Figure 9** summarizes the crashes in Ammon by type and indicates the percentage of these crashes that were severe. In Ammon, while there were significantly more angle and rear end crashes than any other type, crashes involving vulnerable road users like bicyclists and pedestrians were more likely to result in injury. Of the 15 bicycle and pedestrian crashes, six resulted in a severe injury.

Figure 9: Ammon – Crashes by Crash Types



In the greater Bonneville County area, the second most prominent crash type was roadway departure crashes followed closely by rear end crashes. Roadway departure crashes are more frequent in rural areas where speeds, narrower roadways, and various roadside conditions. Similar to crashes in Ammon, bicycle and pedestrian crashes were more often severe than other crashes. Additionally, 20 percent of the head on crashes resulted in severe injuries.

Figure 10: Greater Bonneville County – Crashes by Crash Types



# Crash Hot Spot Identification

Heat maps for all crashes, injury crashes, and fatal and serious injury crashes were created to illustrate locations where most crashes are occurring in the region. The heat maps for Ammon and greater Bonneville County are located in **Appendix B**.

To define priority crash locations within the City of Ammon and Bonneville County, intersections were evaluated using Equivalent Property Damage Only (EPDO) factors. The EPDO factor weights injury crashes in terms of an equivalent number of property damage crashes. The weighting factors are determined using the economic crash costs determined and used by Idaho Transportation Department. **Table 2** summarizes the weights of each level of injury severity.

Table 2: EPDO Crash Weights by Severity

| | Costs | Weight |
|---|---|---|
| Fatal Crash (K) | $12,626,000 | 3392.262 |
| Serious Injury Crash (A) | $528,228 | 141.920 |
| Minor Injury Crash (B) | $143,873 | 38.655 |
| Possible Injury Crash (C) | $73,466 | 19.738 |
| Property Damage Only (O) | $3,722 | 1.000 |

Each intersection was given two EPDO scores. The EPDO (total) takes both the crash frequency and the severity of the crashes into account, while EPDO (per crash) looks at the weighted average of each crash.

Equivalent Property Damage Only (total) = (3392.262 * Fatal Crashes) + (141.920 * Serious Injury Crashes) + (38.655 * Minor Injury Crashes) + (19.738 * Possible Injury Crashes) + (PDO Crashes)

Equivalent Property Damage Only (per crash) = ((3392.262 * Fatal Crashes) + (141.920 * Serious Injury Crashes) + (38.655 * Minor Injury Crashes) + (19.738 * Possible Injury Crashes) + (PDO Crashes)) / Crash Frequency

Crash Frequency = Total number of crashes occurring at intersection

Composite Score = Crash Frequency Rank + EPDO (total) Rank + EPDO (per crash) Rank

The intersection's rank based on the total EPDO and the EPDO per crash and the rank of crash frequency were summed to determine the intersection composite score. The lower the composite score, the higher the intersection priority. The top intersections for the City of Ammon and Bonneville County include:

**City of Ammon Intersection Priorities**

| Intersection | Rank |
|---|---|
| E 17th St & S 45th E | 22 |
| E 17th St & Curlew Dr | 23 |
| E 17th St & S Ammon Rd | 24 |
| E 17th St & Falcon Dr | 24 |
| S Ammon Rd & E Sunnyside Rd | 29 |
| E 49th S & S Ammon Rd | 32 |
| Bittern Dr & Teton St | 46 |

**Bonneville County Intersection Priorities**

| Intersection | Rank |
|---|---|
| N 45th St E & US 26 | 1 |
| Hitt Road/N 25th E & US 26 | 1 |
| W 65th S & US 91 | 3 |
| E 49th S & S Holmes Ave | 4 |
| N 15th E & E 65th N | 5 |
| E 113 S & S 1st E | 6 |
| Rigby Hwy N & US-20 E | 7 |
| State Highway 31 & Tie Canyon | 7 |
| E 113 S & S 15th E | 9 |
| S 1st E & W 97th S | 10 |

The list of intersections in its entirety is provided in **Appendix C**.

In total, 51 percent of the severe intersection crashes occur at the top 20 intersections identified in this analysis. These 20 intersections represent less than five percent of the total intersections evaluated in the region. In other words, 51 percent of the severe intersection crashes occur at five percent of the intersections.

## Systemic Analysis

A systemic analysis was conducted to determine where risk factors may be present on segments with the most severe crashes in the region. These factors may not be the inherent cause of the crashes, but segments having these characteristics have a higher percentage of the fatal and serious injury crashes than other segments. Separate analyses were conducted for both the City of Ammon and greater Bonneville County. Data provided from Idaho Transportation Department were used in the analysis and roadways were segmented based on these characteristics. The following factors were evaluated in this analysis:

- Traffic volumes in the form of annual average daily traffic (AADT) volumes
- Percent of heavy vehicles
- Functional classification
- Intersection count
- Intersection density

**Table 3** summarizes the percentage of fatal and serious injury crashes that occur on segments with those characteristics compared to the percentage of roadway miles in the region with those characteristics for Ammon while **Table 4** summarizes the results for greater Bonneville County. Looking at the Ammon characteristics, 21 percent of the roadway miles in Ammon have over 2,000 vehicles per day. However, 83 percent of the severe crashes occur on roadways with

more than 2,000 vehicles per day. In this case, severe crashes are overrepresented on segments with those volume characteristics.

Table 3: Risk Factors for City of Ammon

| Factor | Characteristic | % Fatal and Serious Injury Crashes | % of Roadway Miles |
|---|---|---|---|
| Traffic Volumes (AADT) | >2,000 vehicles per day | 83% | 21% |
| Heavy Vehicle Percentages | 0-3% and 4-5% heavy vehicle % | 91% | 56% |
| Functional Classification | Major Arterial, Minor Arterial, Major Collector | 92% | 31% |
| Intersection Count | Segments with 1 or 4 intersections | 50% | 34% |
| Intersection Density | Segments with 0-3 or 6-9 intersections per mile | 50% | 32% |
| Total Risk Factors | Segments with 2 or more risk factors | 92% | 27% |

Table 4: Risk Factors for Greater Bonneville County

| Factor | Characteristic | % Fatal and Serious Injury Crashes | % of Roadway Miles |
|---|---|---|---|
| Traffic Volumes (AADT) | >3,000 vehicles per day | 57% | 20% |
| Heavy Vehicle Percentages | 3-9% and 15-18% heavy vehicle % | 60% | 48% |
| Functional Classification | Major Arterial, Minor Arterial | 52% | 35% |
| Intersection Count | Segments with 0, 2, or 3 intersections | 80% | 73% |
| Intersection Density | Segments with 0-4 intersections per mile | 95% | 87% |
| Total Risk Factors | Segments with 3 or more risk factors | 67% | 35% |

Using this information segments can be identified as being prone to severe crashes proactively before a crash occurs. The more risk factors along a segment, the higher the potential for severe crashes, even if no crashes have occurred in the past. Segments can be prioritized for improvement based on the number of risk factors it has, irrespective of the crashes that have occurred previously.

# Equity Analysis

In analyzing safety conditions, it is essential to study equity factors to determine if there is a relationship between crashes and a disadvantaged community and where investments will help vulnerable populations. For this equity analysis, 5-Year American Community Survey (ACS) data was used at the census tract level. The equity measures used in this analysis were population over 65 years of age, households with no vehicle access, and the population below the poverty line.

The Census tract that stands out the most is in Ammon north of East 17th Street where 23 percent of the population is 65 or over, which is above the national and state average of 17 percent. Between 2018 and 2022, 176 crashes occurred in this tract, a majority of which were property damage only crashes, for a population of about 4,700 residents. Other than this Census tract, the rest of the county has an elderly population at or below 17 percent.

This same Census tract has a high proportion of households without access to a vehicle. About 18 percent of the population living in this area does not have access to a vehicle in their household, much higher than the national average of 8 percent and the state average of about 4 percent. A Census tract partially in Ammon, south of Sunnyside Road also has a higher than state and national average proportion of households without a vehicle at 11 percent. There is also a portion of a Census tract north of Idaho Falls where about 10 percent of households do not have a vehicle.

In the Census tract northeast of Ammon, 20.6 percent of the population has an income level below the federal poverty level. In portions of tracts north of Idaho Falls, 21 to 24 percent of the population is experiencing poverty. The national proportion of the population below the poverty level is 11.5 percent and the proportion in Idaho is 10.7 percent, so these communities have close to double the poverty rate than state and national statistics. A large tract southwest of Idaho Falls has about 14 percent of the population below the poverty level. Of the equity factors studied, the poverty level in Bonneville County differs the greatest from state and national statistics.

Figure 11: Census Data: Percent of Population 65 and Over

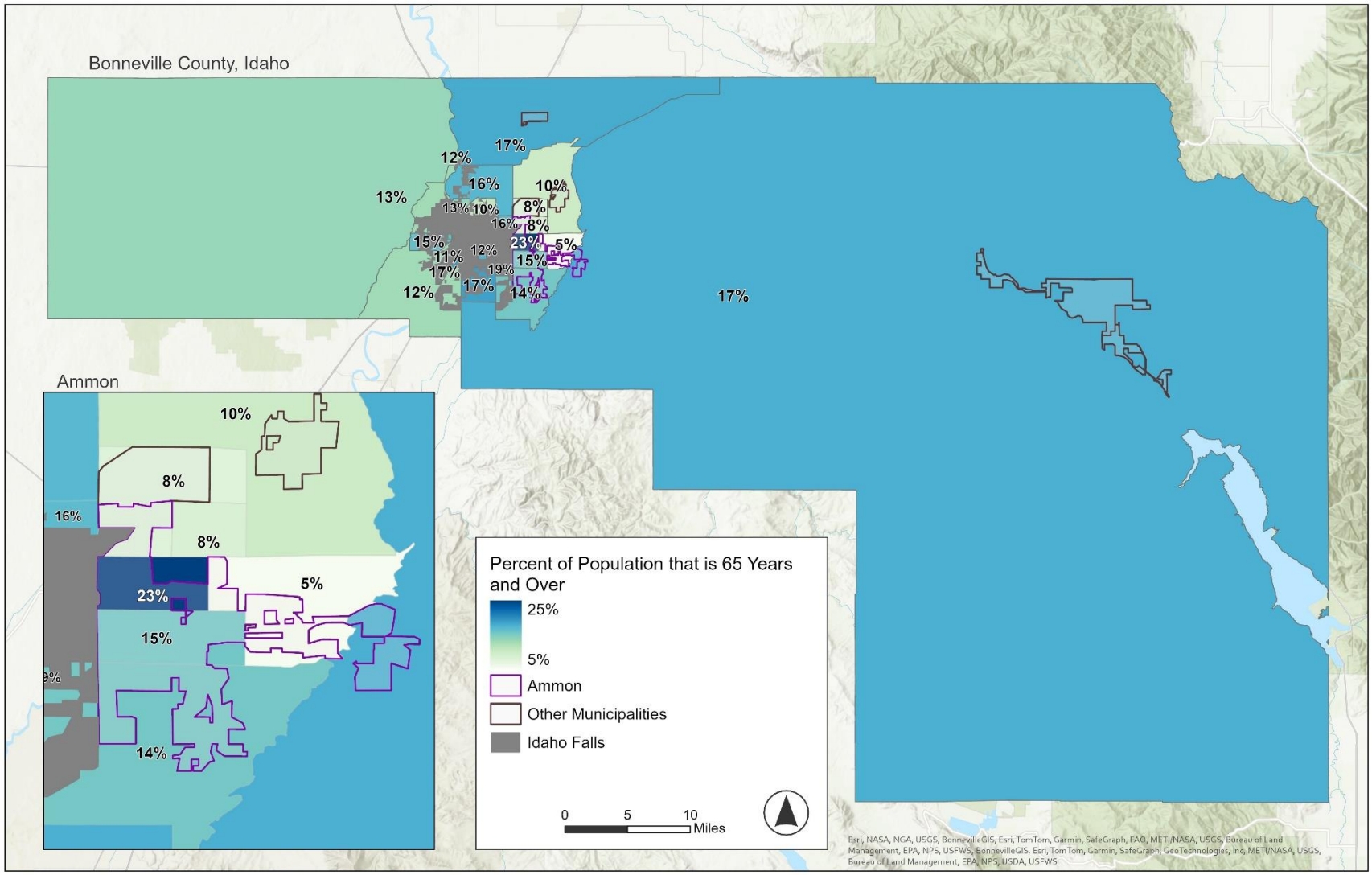


Figure 12: Census Data: Percent of Households with No Vehicle

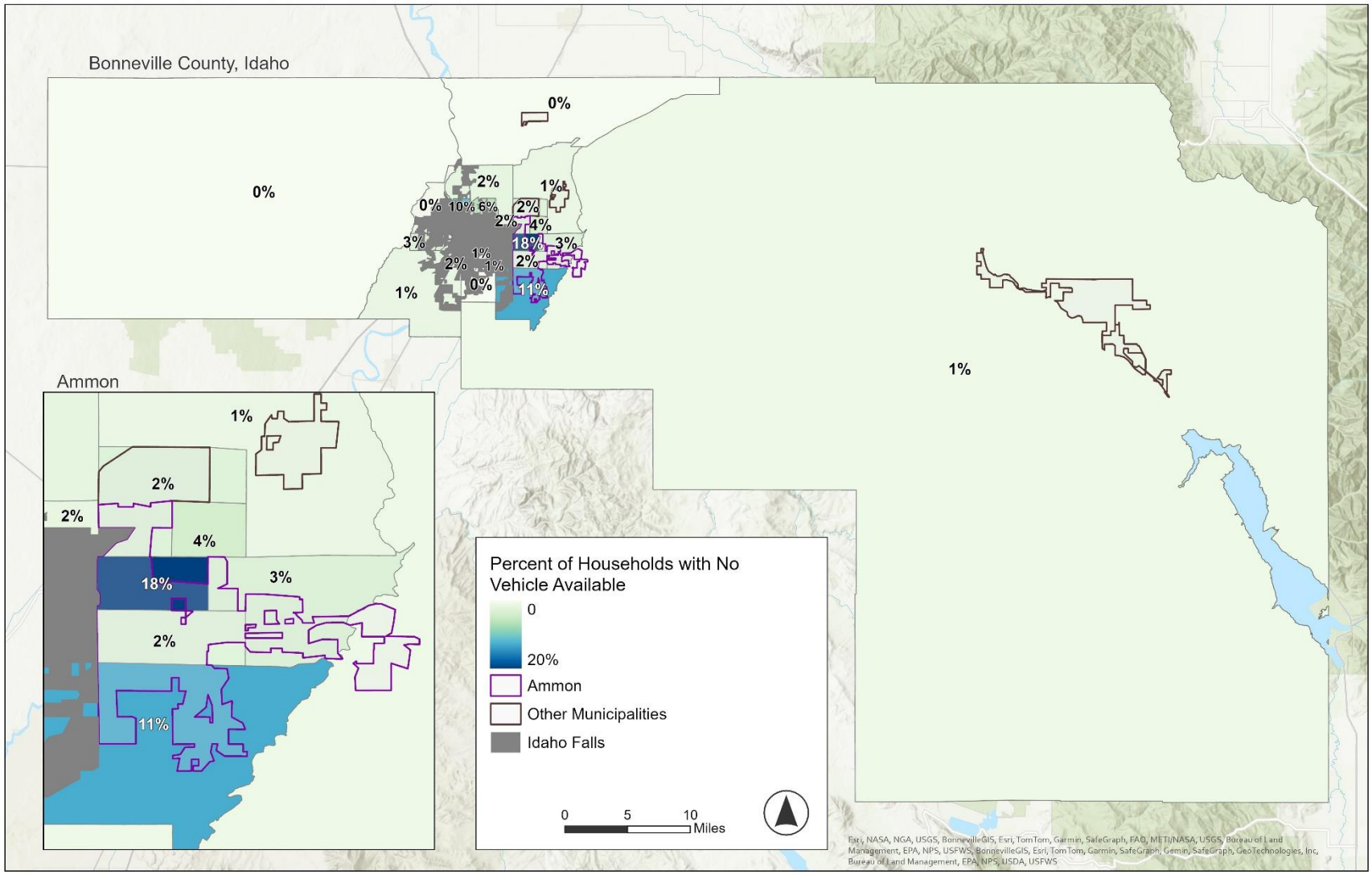
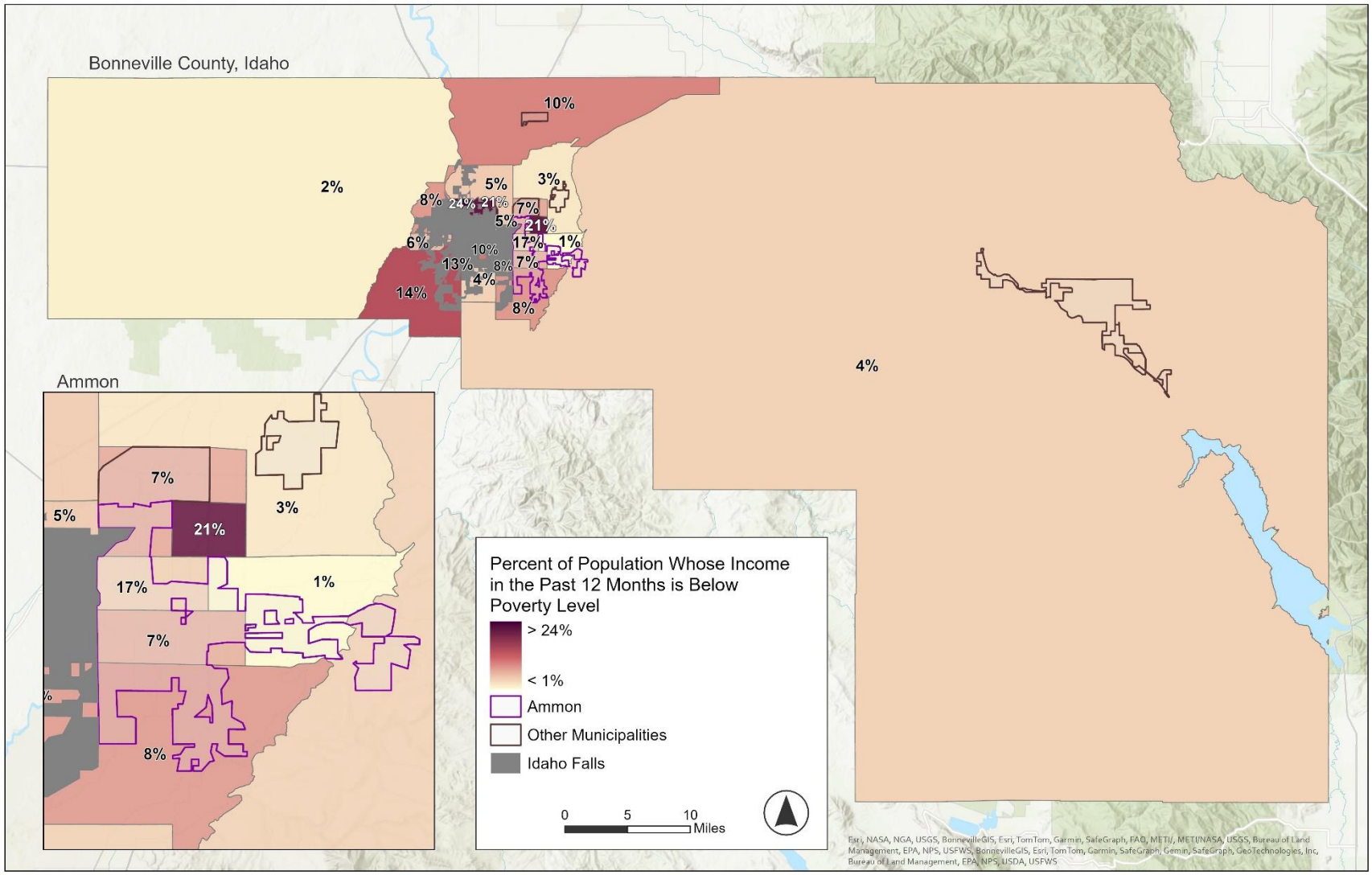


Figure 13: Census Data: Percent of Population Below Poverty Line



# Public and Stakeholder Engagement

This planning process solicited input from several sources to better get an idea of priority safety needs and concerns in the City of Ammon and Bonneville County. Input was solicited through two methods:

- An online public engagement survey and comment map
- Two in-person Stakeholder engagement workshops

## Public Survey

To gather public opinion and concerns on road safety in the City of Ammon and Bonneville County, an online survey was conducted. The first portion of the survey included questions about behaviors of road users, general safety concerns, and what type(s) of improvements would best serve the community. The second part of the survey included an interactive map-based comment option where participants could add a point to a map and explain their safety concerns at that location.

The survey took place between December 15th, 2023 – January 19th, 2024. In total, the survey received results from 136 respondents and 68 location-based comments. Key survey responses are summarized in **Figure 14** through **Figure 16**. The results of the interactive map highlighting respondents' concerns are shown in **Figure 17** to highlight areas of concern from survey results. Additional results are provided in **Appendix D**.

Figure 14: Public Survey Results - Safety Issues

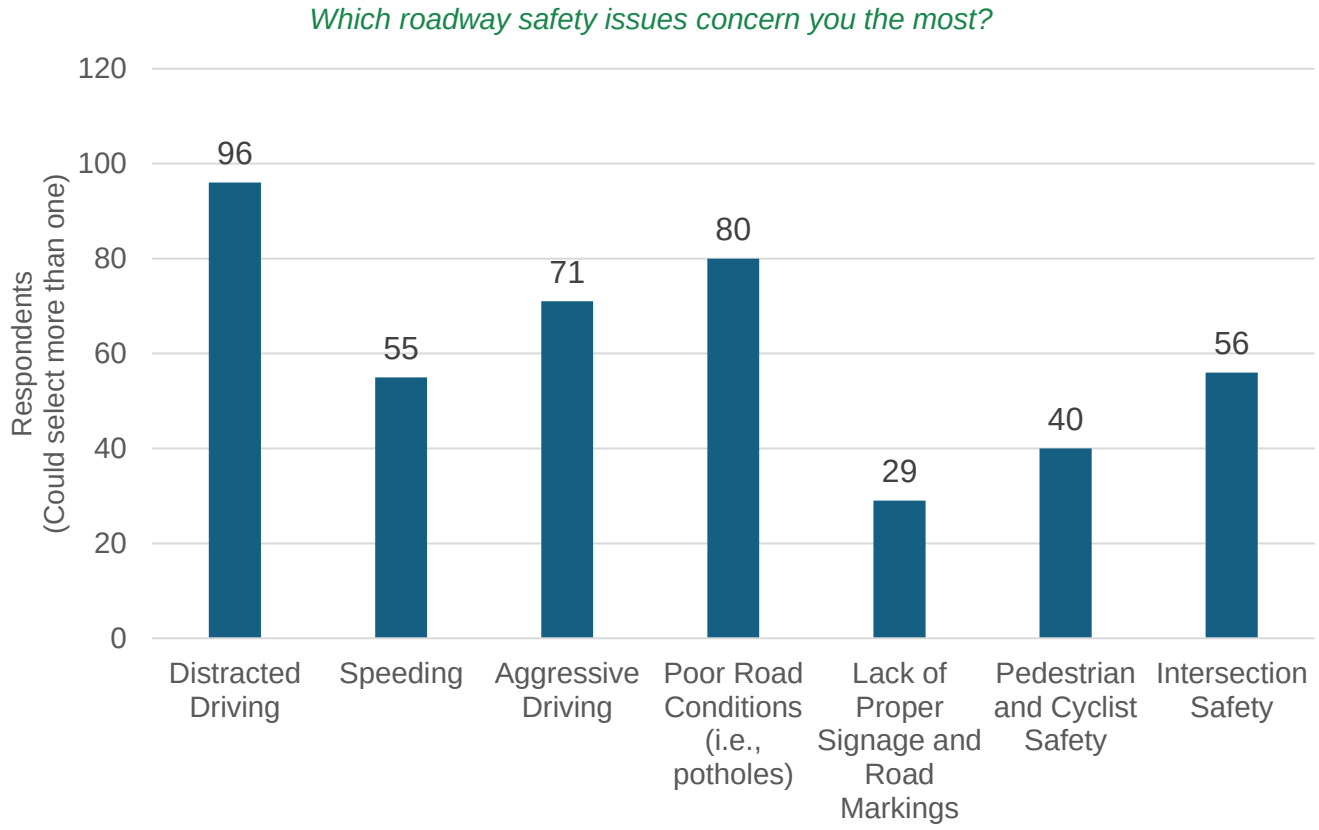
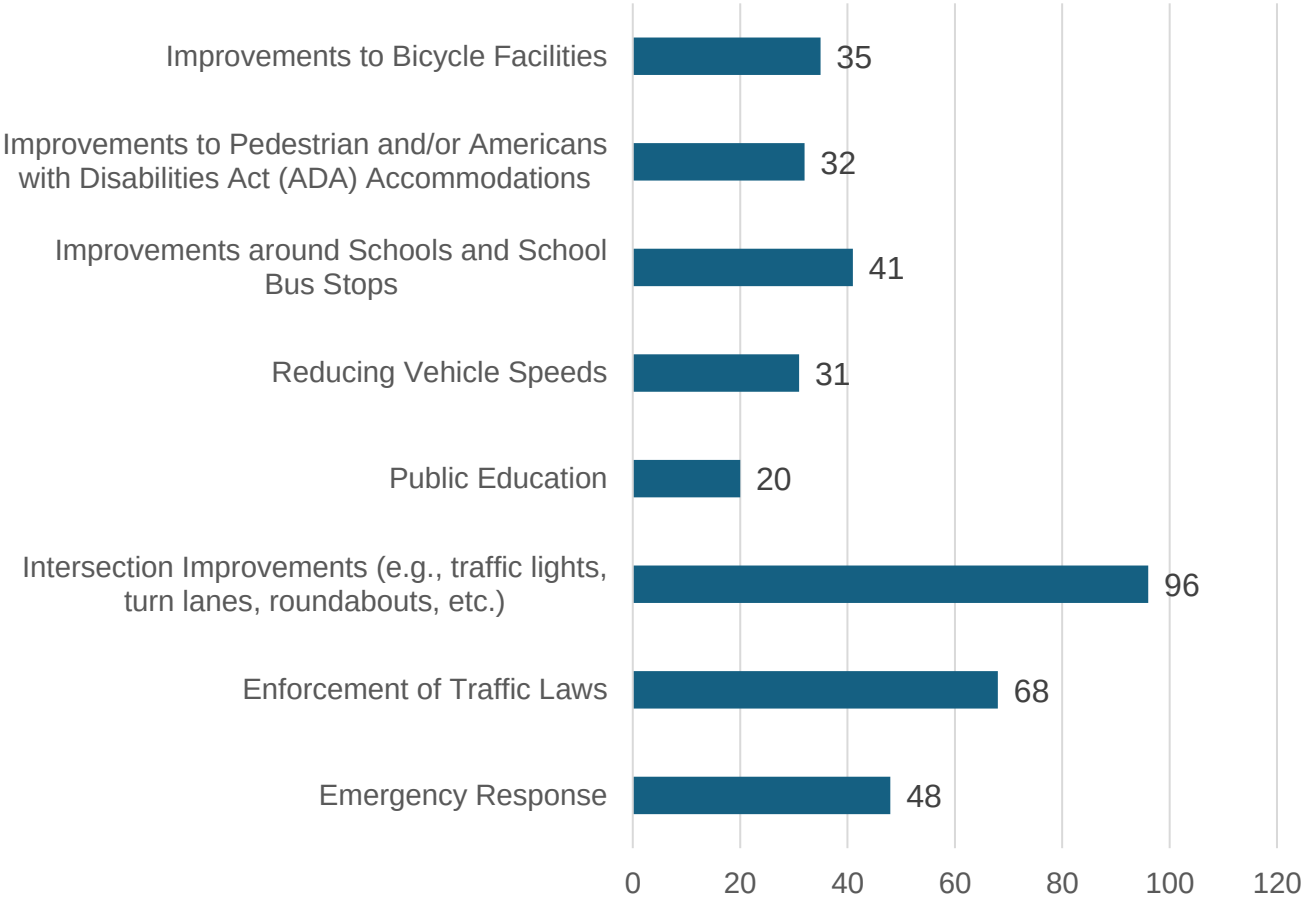


Figure 15: Public Survey Results – Road User Behavior

*When driving, how would you rate the behavior of:*


Figure 16: Public Survey Results – Top Priorities for Investment

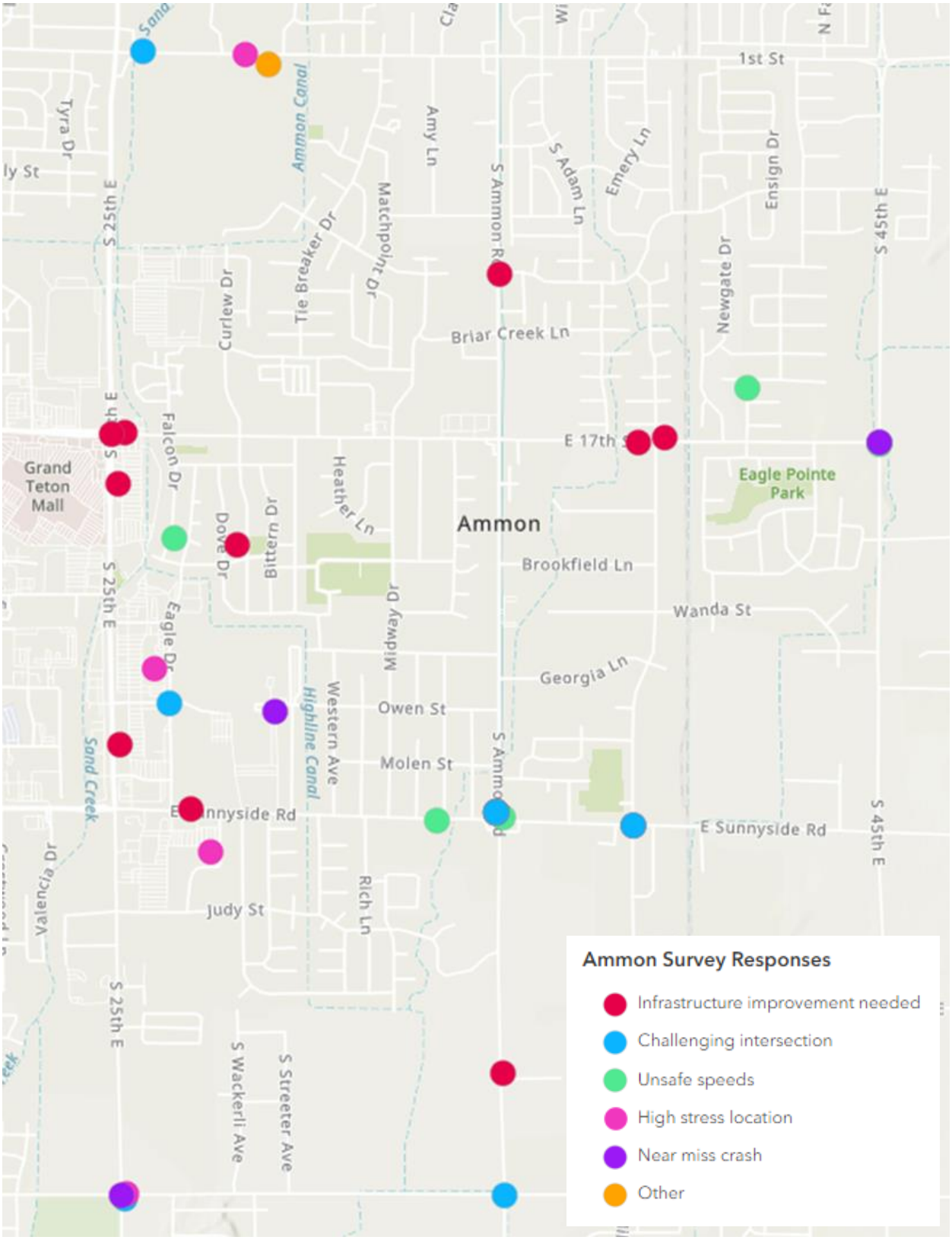
*Choose your 3 top priorities for investment for the City of Ammon and the Greater Bonneville County.*



Respondents were also asked to provide additional information about their concerns and desires for improvements. Responses included:

- **Lack of sidewalks, crosswalks, and bike paths** making it difficult and unsafe for pedestrians and cyclists to navigate the city.
- **Intersection improvements** are needed along major roadways including Ammon Road and 17th Street.
- **Poor road conditions** including potholes and snow removal are causing drivers to swerve and leave their lane.
- **Widening of Roads** is needed to mitigate road congestion and allow for sidewalks and intersection improvements.
- **Speeding** in residential areas and roadways such as E Sunnyside Road.
- **Distracted driving** is causing dangerous situations for other drivers and non-motorists.

Figure 17: Interactive Map Public Survey Results



# Stakeholder Engagement

A multi-disciplinary group of stakeholders was established to offer feedback on the formation of the CSAP and provide guidance and recommendations throughout the process, ultimately ensuring the successful development of the plan. This group of professionals with knowledge from the area was invited to share insight, feedback, and solutions. Participants in this stakeholder group included individuals from various organizations:

- City of Ammon
- Bonneville County
- Bonneville Metropolitan Planning Organization
- Idaho Transportation Department
- Bonneville County Sheriff's Office
- Bonneville County Fire District 1
- Idaho State Police
- Bonneville Emergency Management
- Bonneville School District 93
- Rockwell Homes
- Horrocks Engineering
- Eastern Idaho Public Health

Two meetings took place to help inform plan development. Over the course of the meetings, the team was provided relevant data and informational materials to identify the safety challenges and needs within the area. Stakeholders discussed safety opportunities, challenges, and problems, directly leading to plan focus and formation. Meetings ensured the strategies and implementation efforts aligned with the vision and goals of the region. Presentations were given to provide context and resources for the planning process. Summaries of these meetings as well as materials provided for discussion are included in **Appendix E**.

## Stakeholder Meeting #1

Held in January of 2024, the purpose of this first meeting was to introduce the concept of a Comprehensive Safety Action Plan, the SSA, and the goal of getting everyone home safely. High-level crash data was provided to start initial conversations. Meeting participants were asked to share safety efforts in progress in the region to understand what effective solutions are already being implemented to address Safe System priorities. This included law enforcement mobilizations, flashing LED stop signs, lane narrowing, bike lanes, and speed bumps. Discussion continued identifying challenges to overcome and specific location problem areas. The top crash locations identified by stakeholders included areas on Ammon Road, 17$^{th}$ Street, and Iona Road. Public survey results were presented, and comprehensive data was reviewed to set the stage for discussions. The stakeholders also identified focus safety areas to address with the Regional Comprehensive Safety Action Plan.

## Stakeholder Meeting #2

In the second stakeholder meeting held in April of 2024, Vision and Goals were set for the plan. Stakeholders reviewed priority crash locations based on both reactive and proactive data and provided additional anecdotal feedback on the locations. Intersections were evaluated using Equivalent Property Damage Only (EPDO) factors and ranked using these factors. Stakeholders provided comments about the identified intersections. The Systemic Analysis was also presented and the segments with the characteristics identified in this analysis have a higher percentage of fatal and serious injury crashes than other segments. Additional crash information was provided along with strategies for each focus safety area. The stakeholders prioritized countermeasures to use in this safety plan.

# Emphasis Areas

Emphasis Areas focus on specific types of crashes or contributing factors to help direct resources and guide safety improvements where it is needed most. The Emphasis Areas identified in Idaho's Strategic Highway Safety Plan (SHSP) were used as a foundation for determining the focus for the Ammon and greater Bonneville County region.

**Figure 18** summarizes the number of fatal and serious injury crashes by emphasis area. Most of the fatal and serious injury crashes in the region involved an occupant not wearing a seat belt or helmet, occurred when a driver left their travel lane, or occurred at an intersection. The fewest severe crashes involved commercial motor vehicles (CMV) like tractor trailers or other large trucks. In some cases, there may be overlaps between these factors. For example, an impaired driver may not have been wearing a seat belt when a crash occurred at an intersection.

Figure 18: Ammon and Bonneville County - Severe Crashes by Emphasis Area

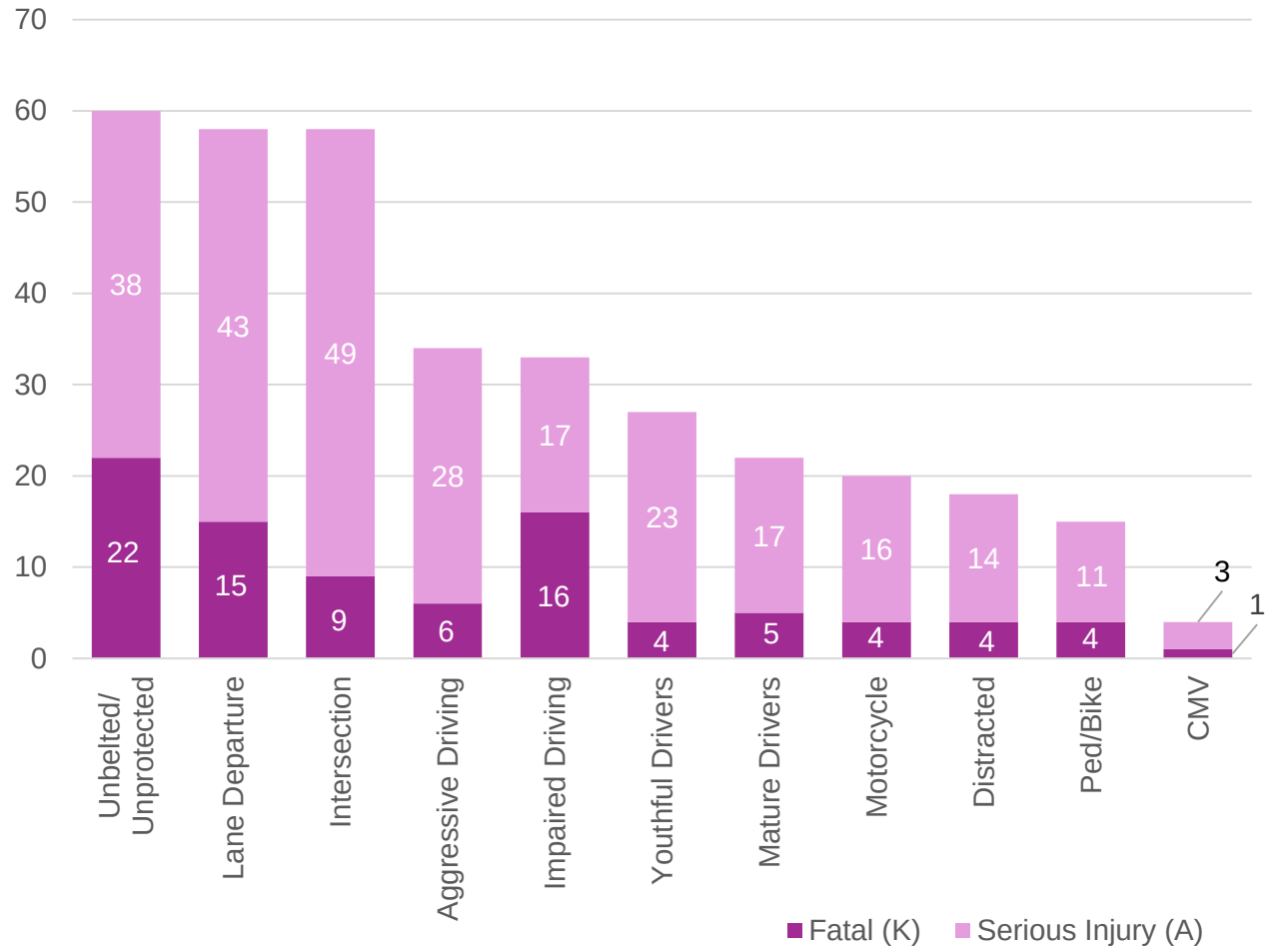


**Table 5** summarizes the fatal and serious injury crashes in the region as compared to the statewide averages. It is important to note that the methodology for defining an aggressive driving crash is not clearly defined. Therefore, classification of aggressive driving in the Ammon and Bonneville County region may differ than the classification statewide. Furthermore, distracted driving crashes are often vastly underreported and the levels of reporting can vary by law enforcement agency. Therefore, the frequency of distracted driving related severe crashes may not differ from statewide averages as vastly as the data analyzed for this plan shows.

Table 5: Percentage of Fatal and Serious Injury Crashes by Emphasis Area

| | Statewide | Bonneville County + Ammon Region | Ammon | Bonneville County |
|---|---|---|---|---|
| Unbelted/Unprotected | 28.0% | **33.0%** | 8.3% | **34.7%** |
| Lane Departure | 28.8% | **31.9%** | 16.7% | **32.9%** |
| Intersection | 34.6% | 31.9% | **66.7%** | 29.4% |
| Aggressive Driving | 44.1% | 18.7% | 16.7% | 18.8% |
| Impaired Driving | 21.4% | 18.1% | 0.0% | 19.4% |
| Youthful Drivers | 16.3% | 14.8% | **16.7%** | 14.7% |
| Mature Drivers | 22.1% | 12.1% | 8.3% | 12.4% |
| Motorcycle | 14.5% | 11.0% | 0.0% | 11.8% |
| Distracted | 21.2% | 9.9% | 16.7% | 9.4% |
| Ped/Bike | 9.2% | 8.2% | **50.0%** | 5.3% |
| CMV | 11.0% | 2.2% | 0.0% | 2.4% |

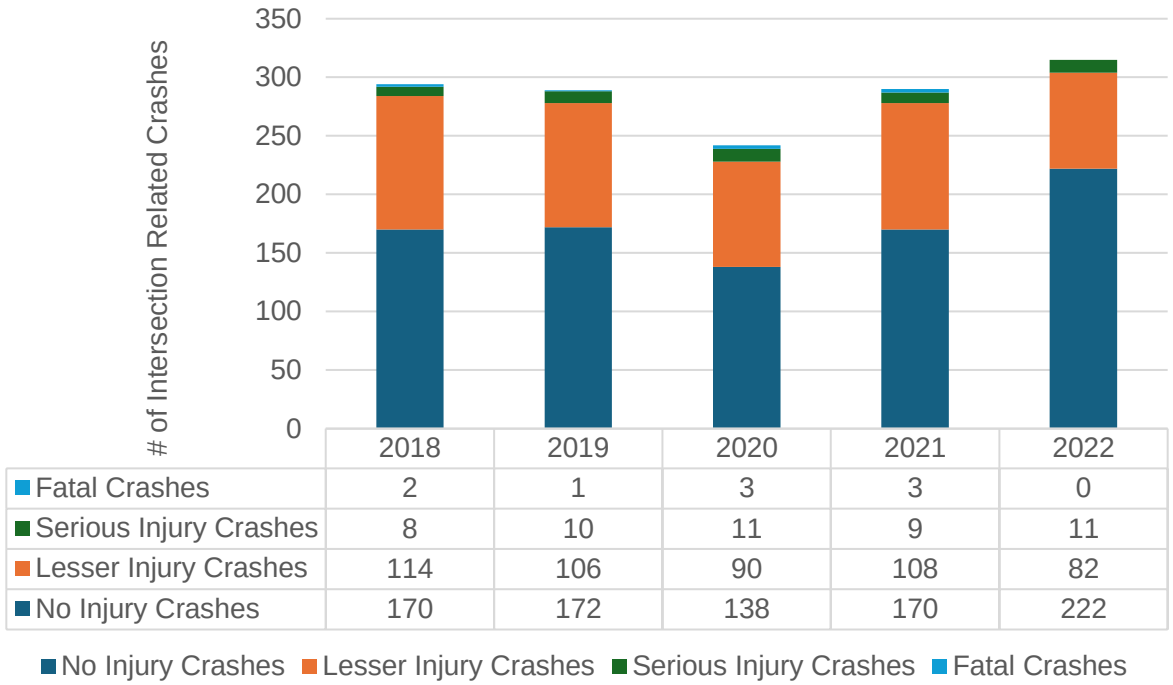
The analysis indicates that regionally and in greater Bonneville County severe crashes involving unbelted or unprotected occupants and lane departures are overrepresented compared to the statewide averages. In Ammon, intersection crashes, youthful drivers, and pedestrian and bicyclist-related crashes have a higher severe occurrence than the statewide frequences.

Based on the data analysis and stakeholder engagement processes, three emphasis areas were prioritized for the region: Intersections, Distracted driving, and Pedestrians and Bicyclists. Solutions and countermeasures addressing each of the emphasis areas will often overlap and be complimentary. Additionally, even though the three emphasis areas have been chosen to be the focus of the plan, other potential emphasis areas are being considered.

## Intersections

At intersections, motorist interactions are all but guaranteed. Intersections are also places where different modes of travel interact, as non-motorized travelers often must traverse across vehicle travel lanes. Due to the increased interactions that come with intersections, they can be a focal point for crashes. Intersections were selected to be an emphasis area in part because of the frequency of crashes that occurred at intersections, including nine fatal crashes and 49 severe injury crashes (**19**).

Figure 19: Intersection-Related Annual Crashes by Severity

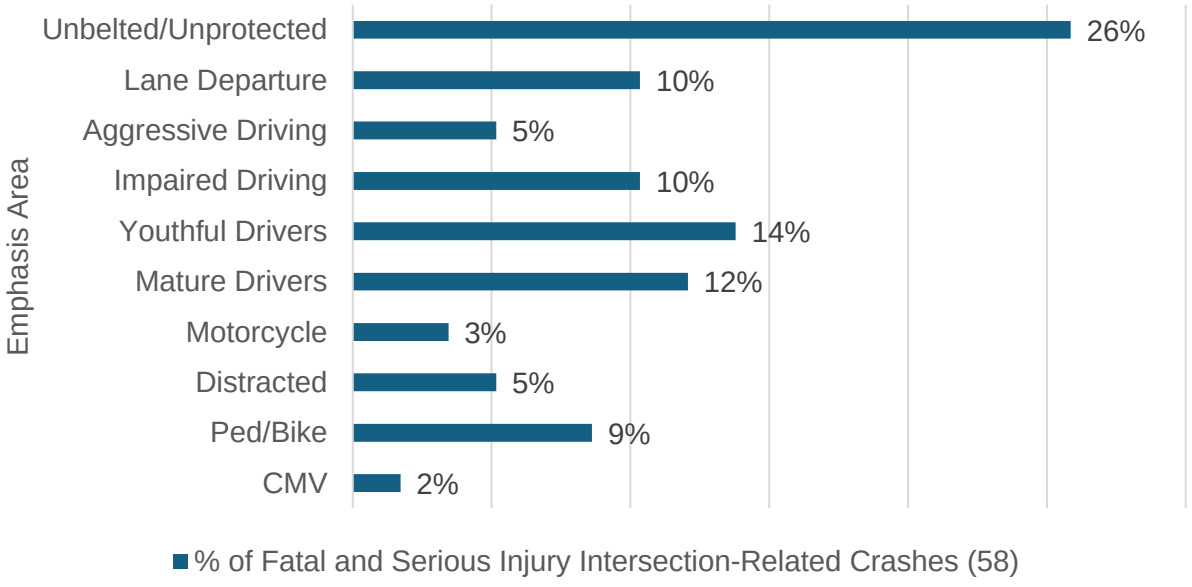



| | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|---|---|---|---|---|
| Fatal Crashes | 2 | 1 | 3 | 3 | 0 |
| Serious Injury Crashes | 8 | 10 | 11 | 9 | 11 |
| Lesser Injury Crashes | 114 | 106 | 90 | 108 | 82 |
| No Injury Crashes | 170 | 172 | 138 | 170 | 222 |



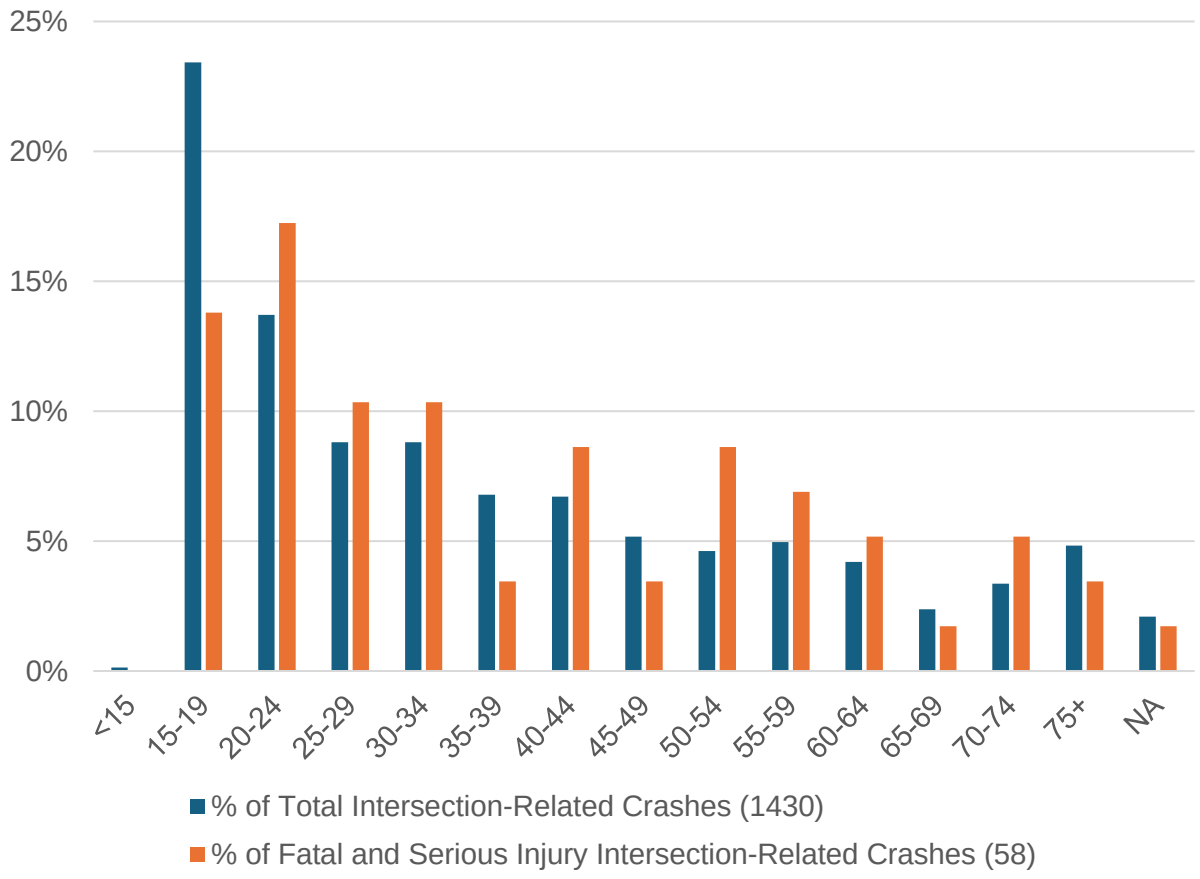
Through data analysis, overlaps in emphasis areas can be determined (see **Figure 20**). Intersection-related severe crashes show overlap with the other emphasis areas, particularly with unbelted/unprotected involved individuals. Other areas included youthful drivers, mature drivers, lane departure, and impaired driving. Intersection related severe crashes make up 33 percent of severe pedestrian/bike crashes.

Figure 20: Intersection-Related Fatal and Serious Injury Crashes by Emphasis Area



**WHO?** Of the 58 severe intersection-related crashes, 52 percent involved an individual (presumed to be "at-fault" in the crash) less than 35 years old. However, this same age group was involved in 55 percent of the total intersection-related crashes. Individuals aged 31 to 35, 44 to 49, and 51 to 59 are generally overrepresented in severe intersection-related crashes than other age groups (see **Figure 21** - the orange bar is higher than the blue bar).

Figure 21: Intersection-Related Crashes by Age Range



**WHEN?** Most intersection-related severe crashes occur from September to December with a spike of crashes in March. Severe crashes often occurred during the middle of the week, Tuesday through Thursday. A spike of severe intersection-related crashes occurs off-peak travel times (i.e., 5:00 AM to 6:00 AM, between 1:00 PM and 3:00 PM).

Figure 22: Intersection-Related Crashes by Month

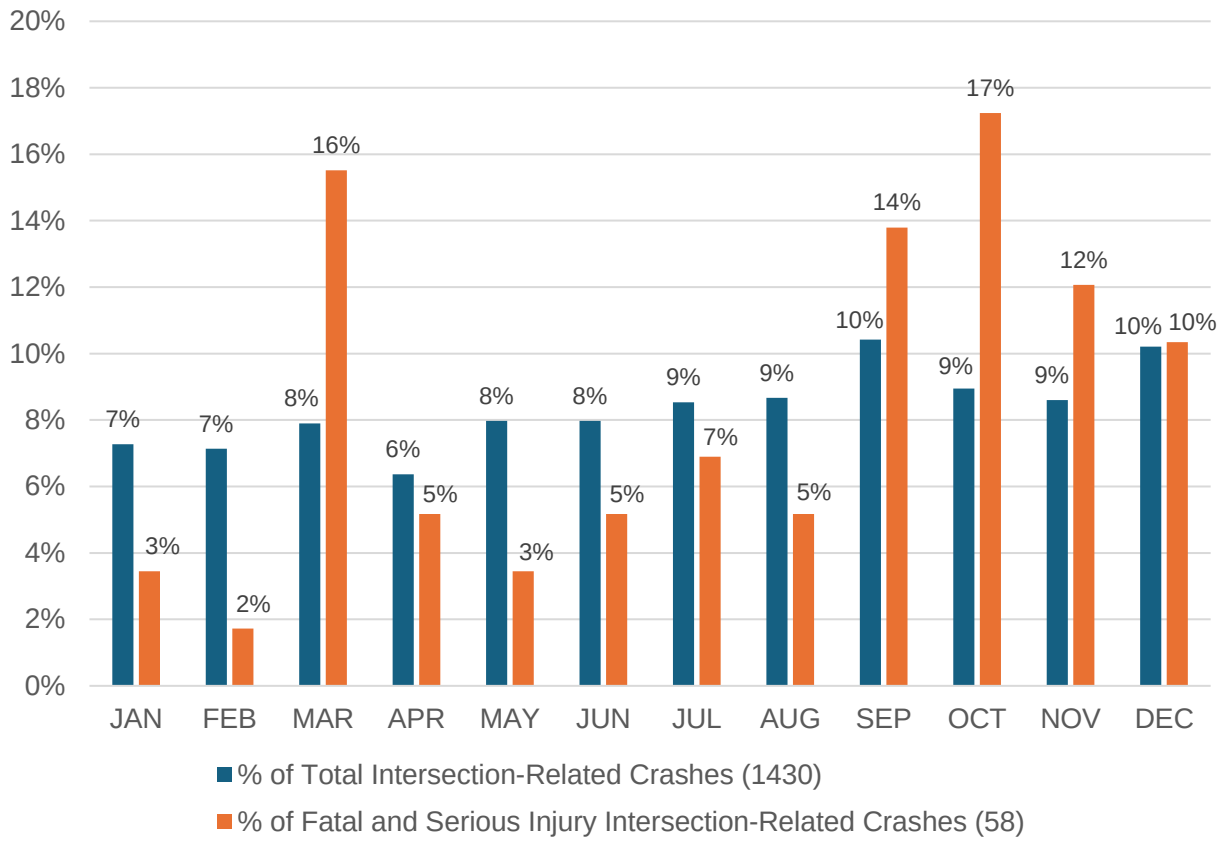


Figure 23: Intersection-Related Crashes by Day of Week

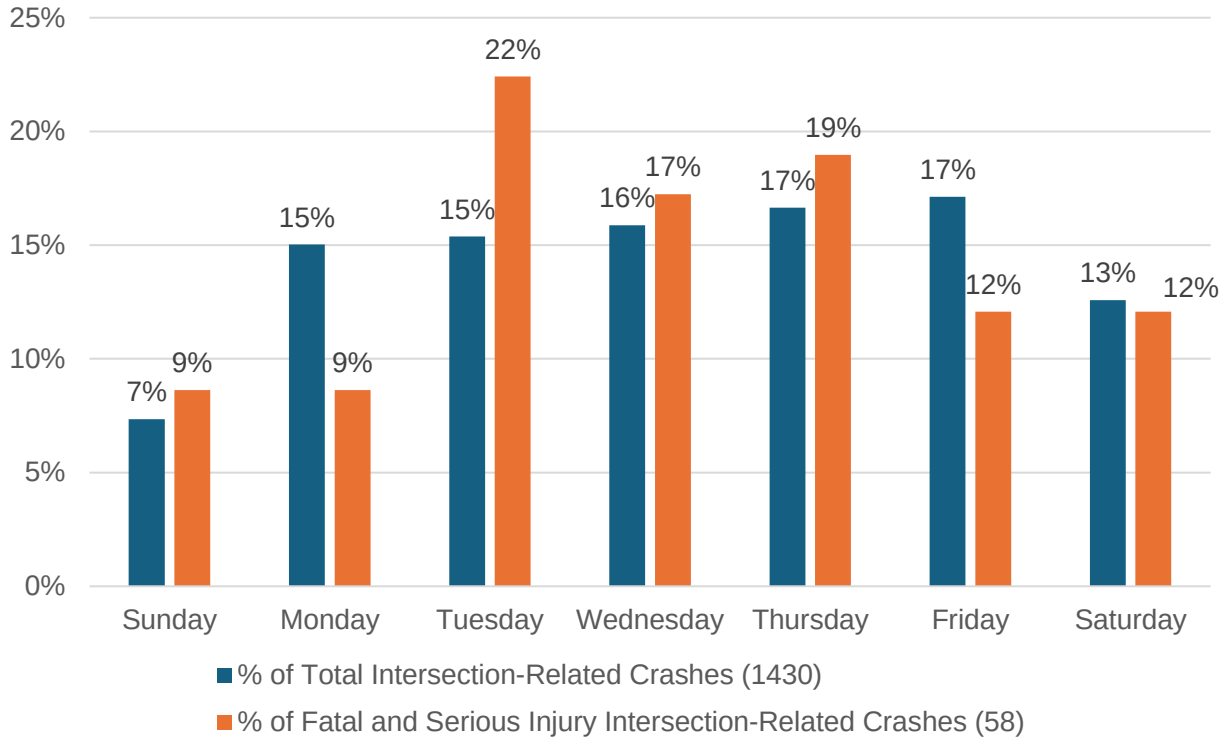
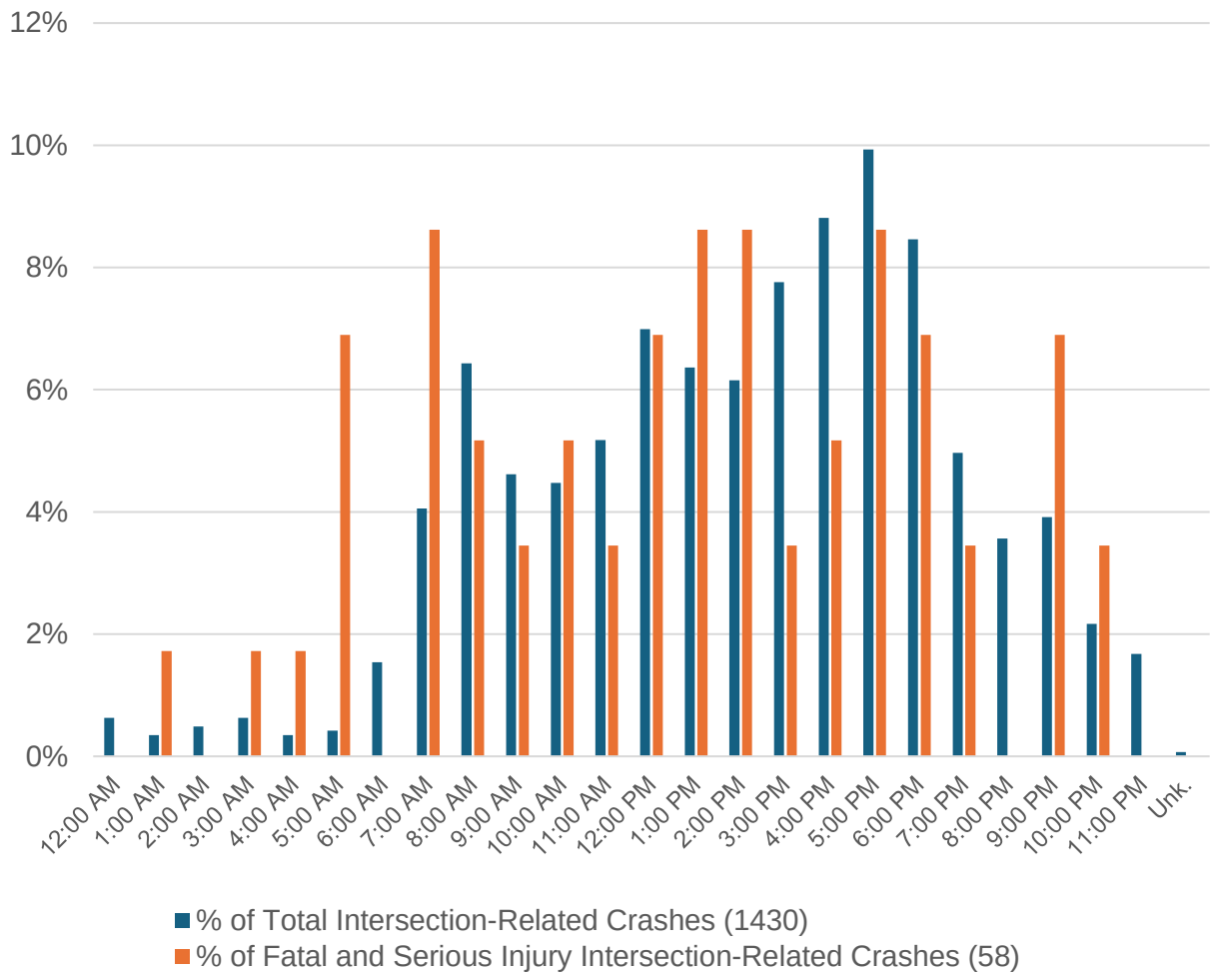


Figure 24: Intersection-Related Crashes by Hour



**WHY?** The vast majority (67 percent) of intersection-related fatal and serious injury crashes occurred due to the driver(s) failing to yield right of way. Other contributing factors to note are impaired driving and distracted driving. Of the total intersection-related crashes, 51 percent were angle collisions and 23 percent were rear end collisions. However, focusing on the severe intersection-related crashes, 69 percent were angle collisions, and seven percent involved a pedestrian.

Figure 25: Intersection-Related Crashes by Contributing Factor

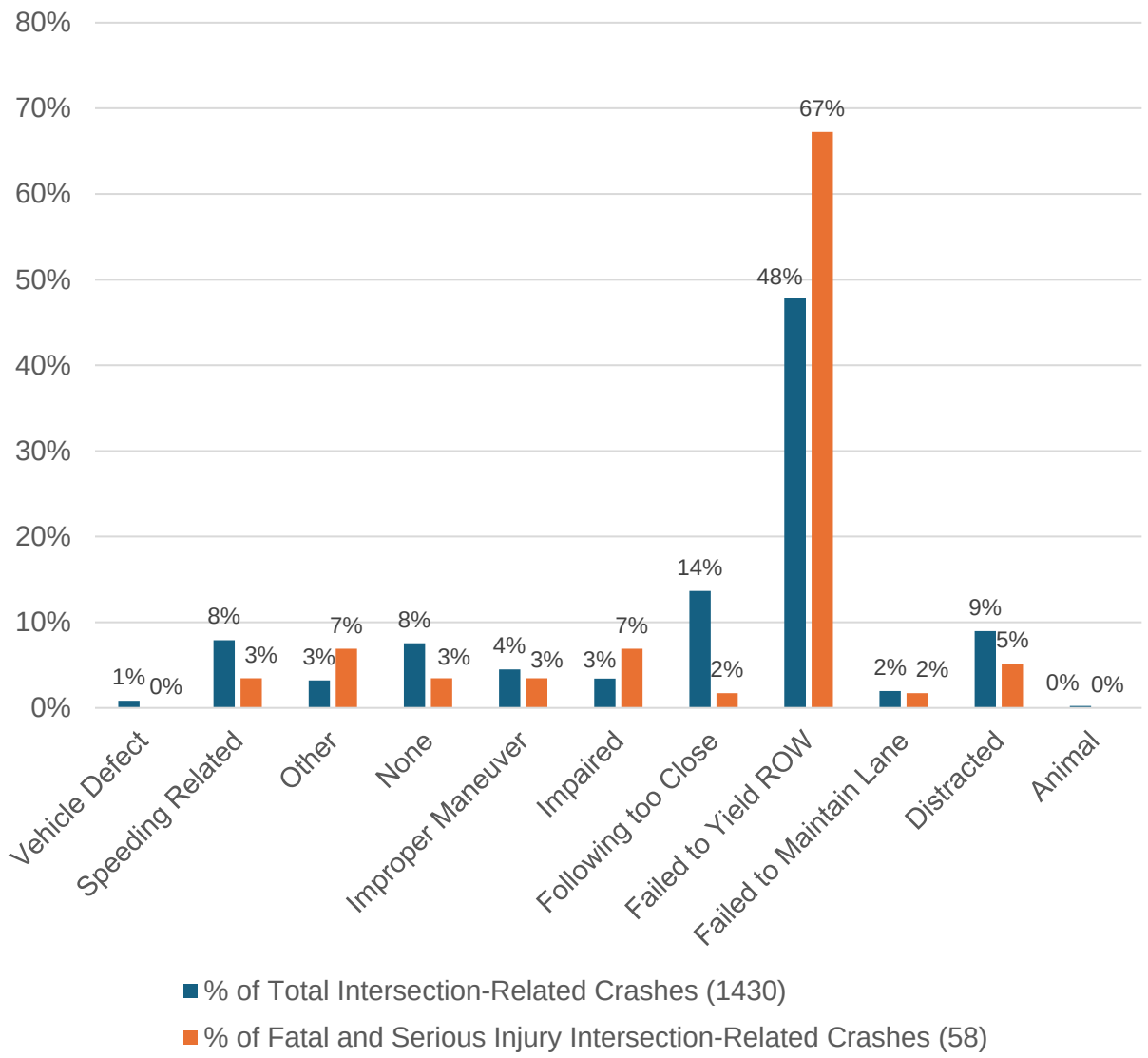
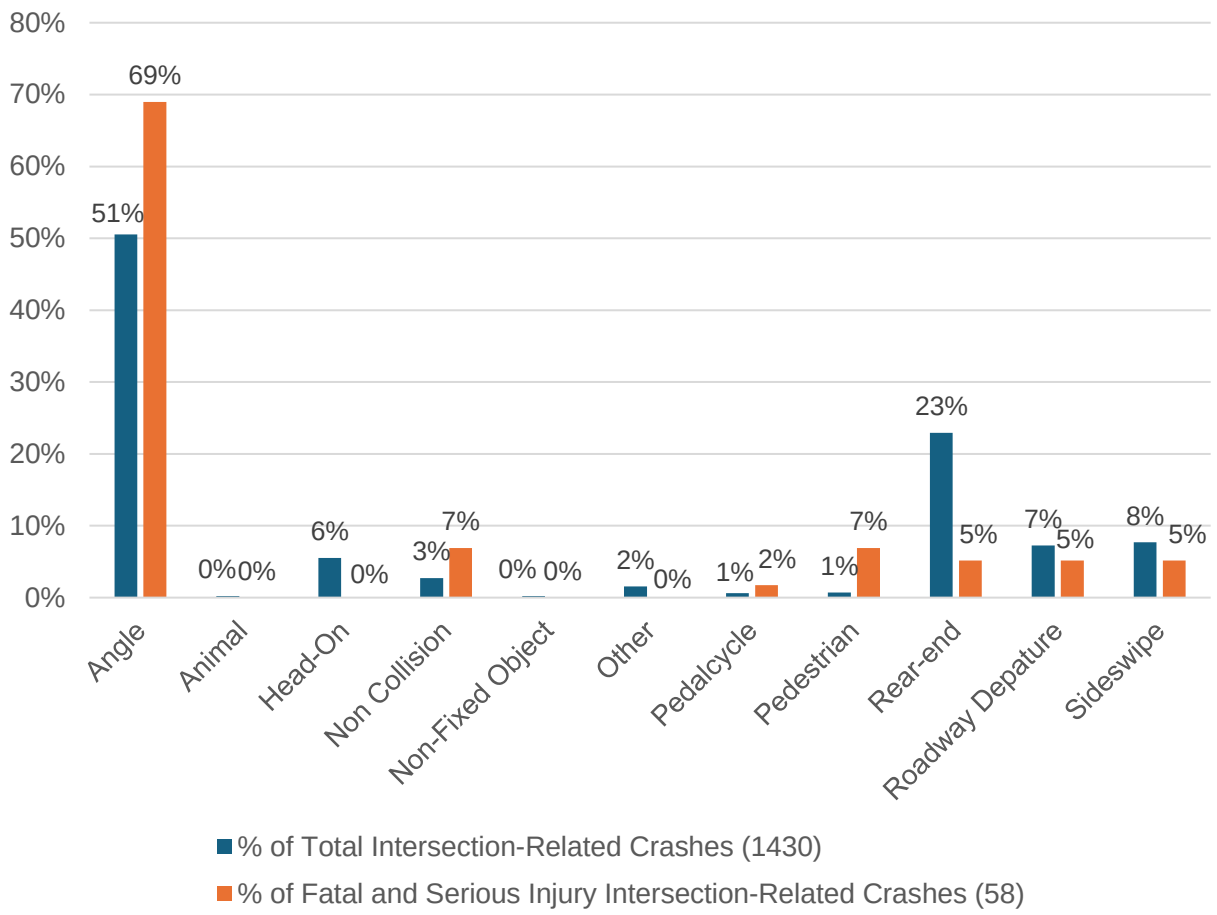


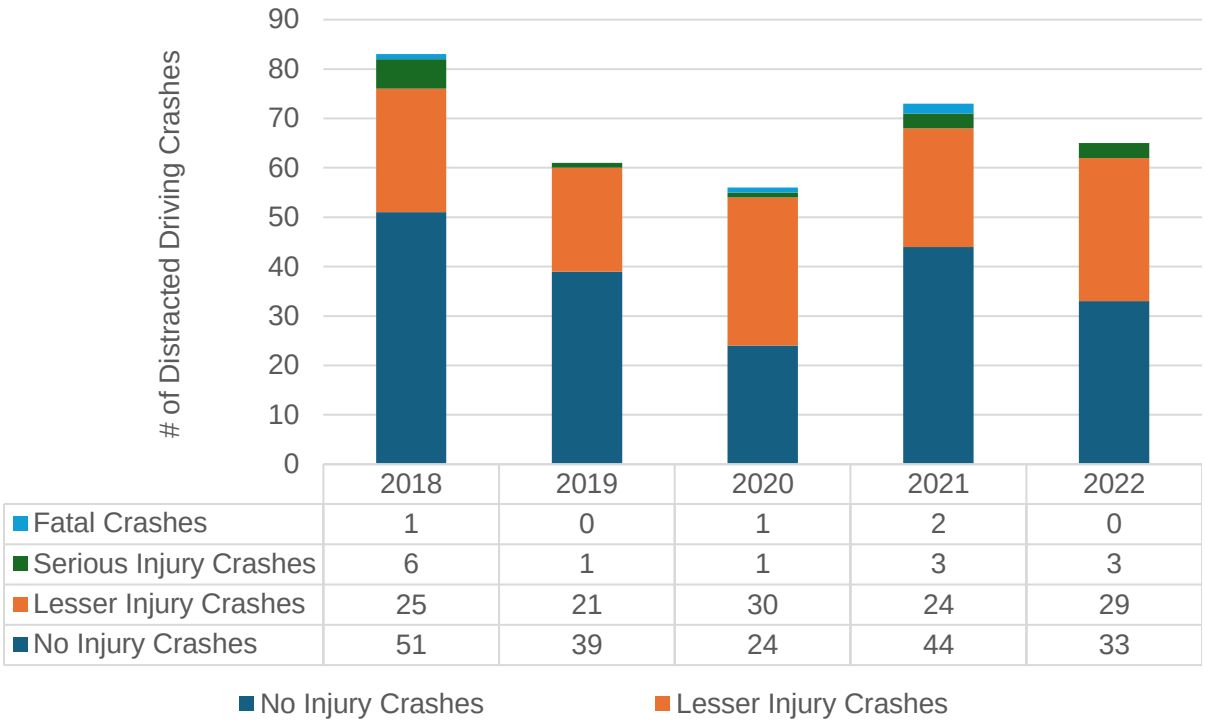
Figure 26: Intersection-Related Crashes by Crash Type




## Distracted Driving

Distracted driving includes any activity that diverts attention from driving, including looking at a cellphone, eating and drinking, or focusing on objects outside the vehicle. Distracted driving can be categorized into three types: visual, manual, and cognitive. Visual distraction causes a driver to take their eyes off the road. Manual distractions result in the driver taking their hands off the steering wheel. Finally, cognitive distractions reduce the focus and concentration on the task of driving. Distracted driving has contributed to 338 crashes with 18 fatal and serious injury crashes in the five-year study period.

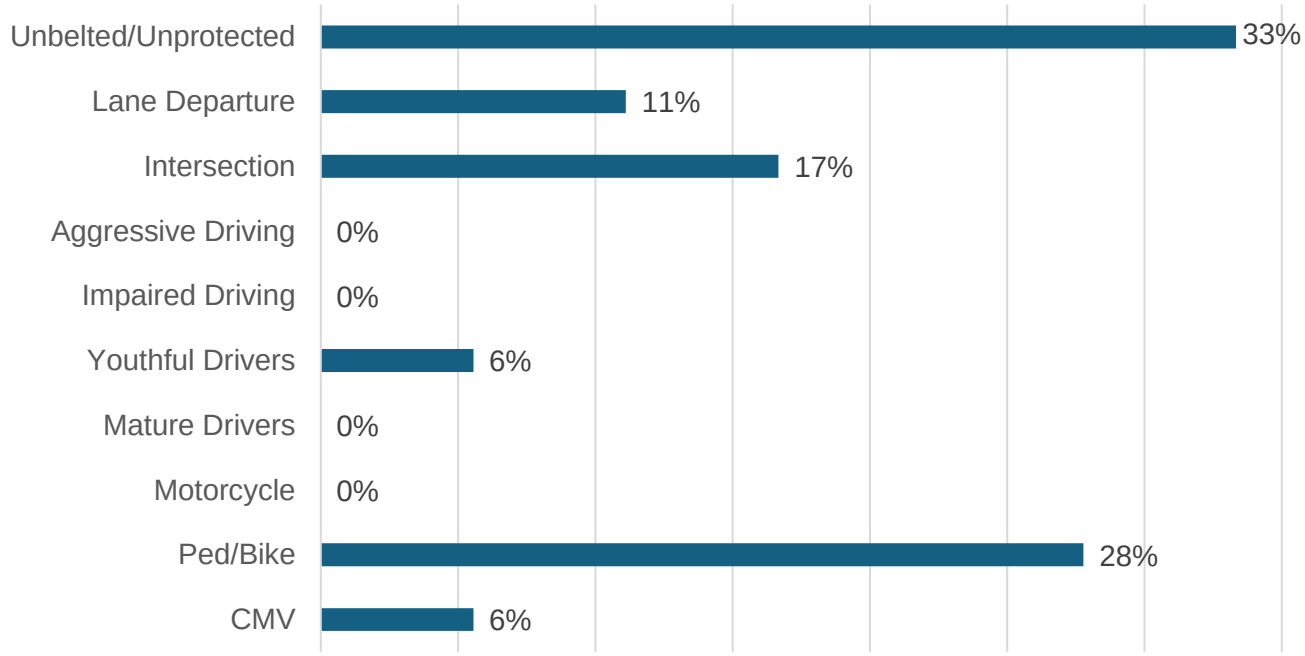
Figure 27: Distracted Driving Annual Crashes by Severity




| | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|---|---|---|---|---|
| Fatal Crashes | 1 | 0 | 1 | 2 | 0 |
| Serious Injury Crashes | 6 | 1 | 1 | 3 | 3 |
| Lesser Injury Crashes | 25 | 21 | 30 | 24 | 29 |
| No Injury Crashes | 51 | 39 | 24 | 44 | 33 |

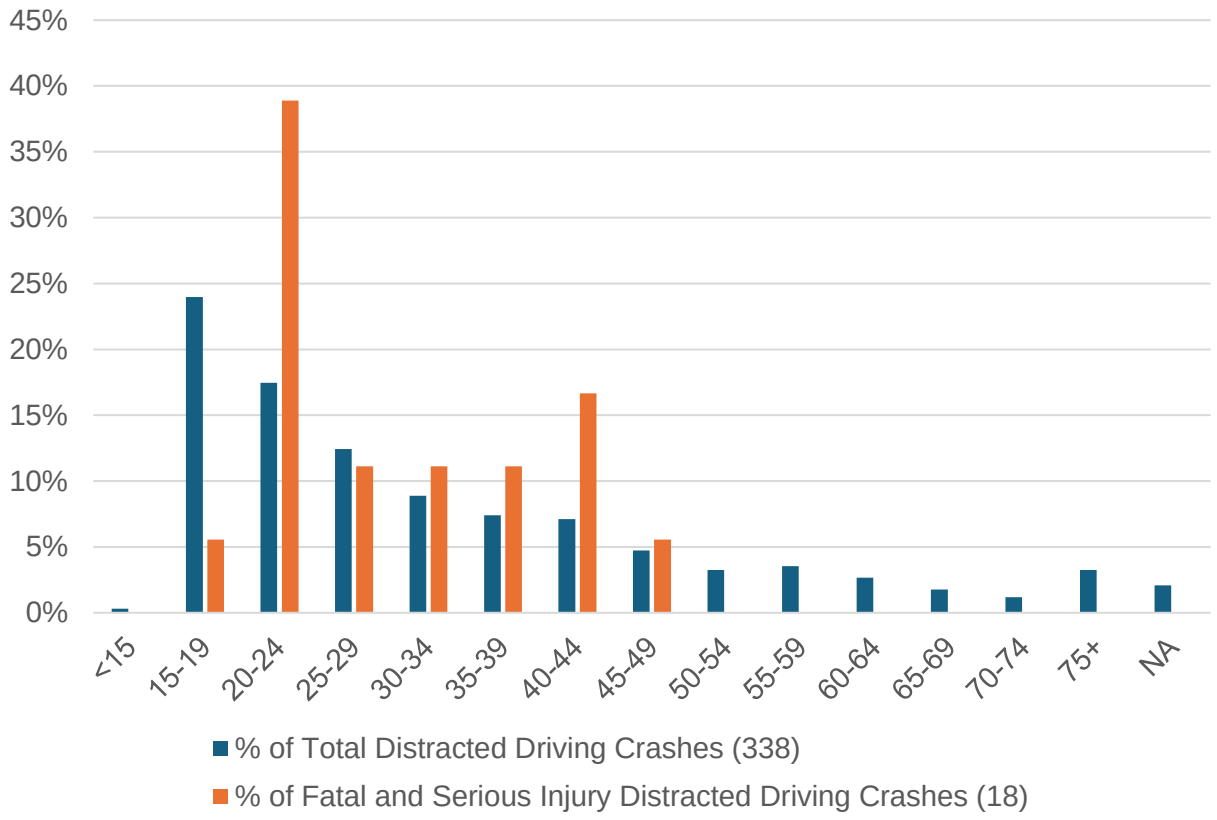
The most common contributing factor in distracted driving-related severe crashes was unbelted/protected occupants. Additionally, 28 percent of severe distracted driving crashes involved a pedestrian or bicyclist. Other factors included intersections and lane departure.

Figure 28: Distracted Driving Fatal and Serious Injury Crashes by Emphasis Area



**WHO?** Most crashes resulting in a severe injury due to distracted driving have involved individuals (presumed to be “at-fault” in the crash) in the 20 to 24 age range. With the exception of the 40 to 44 age range, the number of individuals involved in distracted driving severe crashes decline as the individual gets older.

Figure 29: Distracted Driving-Related Crashes by Age Range



**WHEN?** Most of the severe distracted driving crashes occurred between the months of July and September. The severe crashes tend to occur at the beginning of the week, Sunday through Tuesday. in the afternoon between 11:00 AM and 6:00 PM.

Figure 30: Distracted Driving Crashes by Month

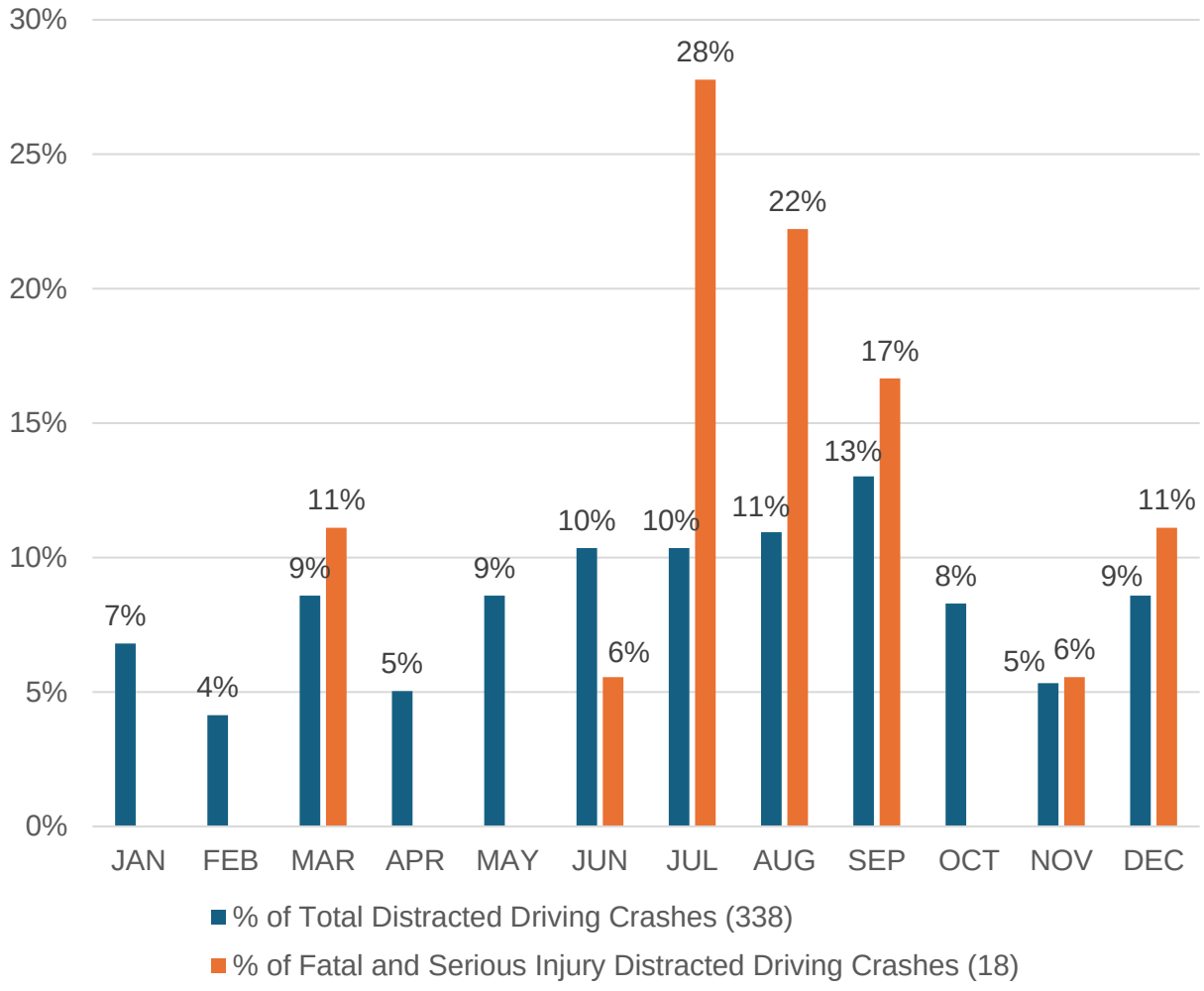


Figure 31: Distracted Driving Crashes by Day of Week

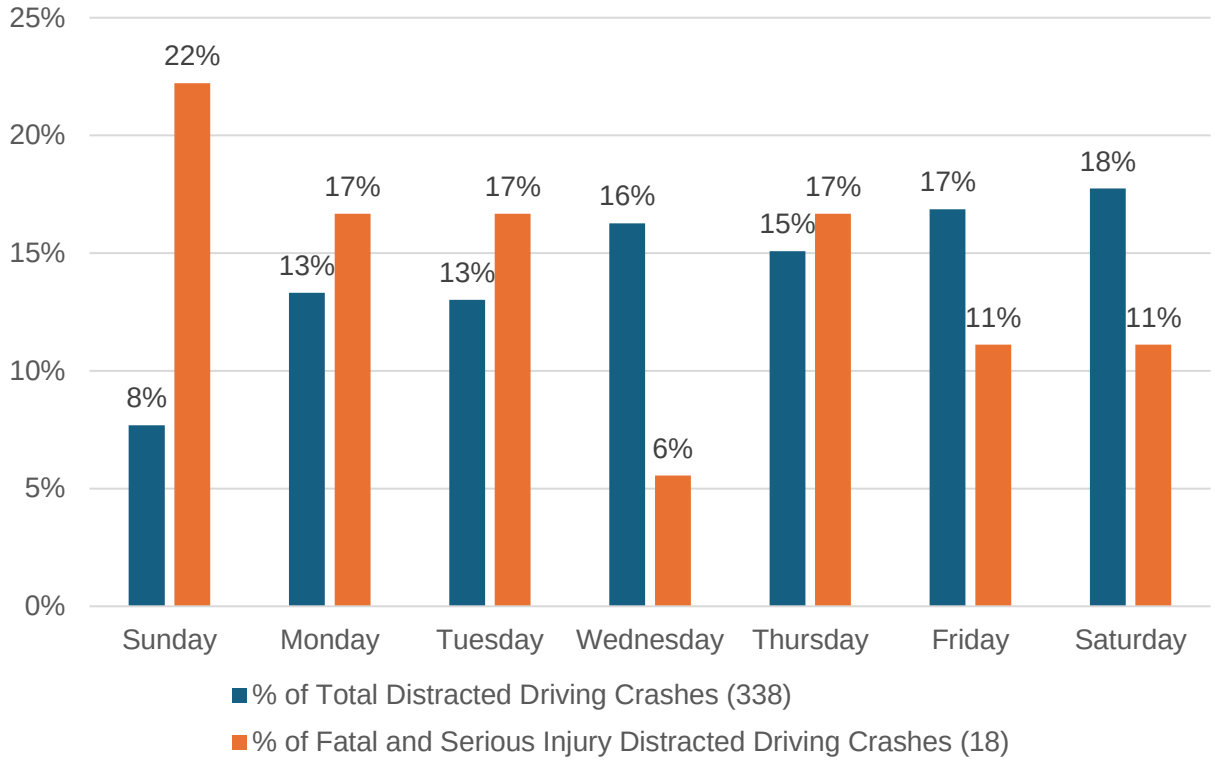
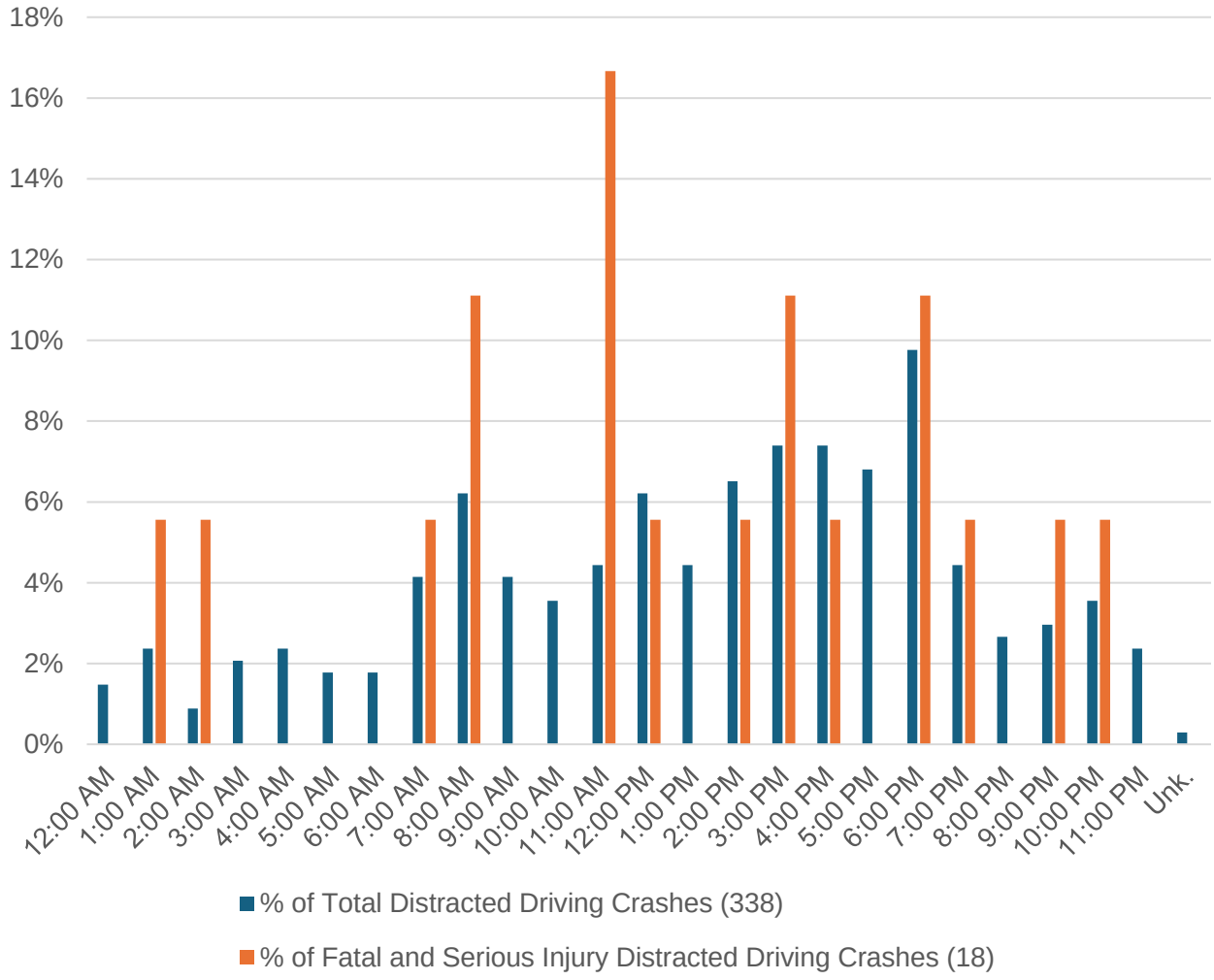


Figure 32: Distracted Driving Crashes by Hour



**WHY?** Nearly 80 percent of distracted driving-related severe crashes were caused by inattention or distraction in the vehicle. Distracted driving severe crashes were mostly rear end collisions, non-collisions, or involved bicyclists or pedestrians.

Figure 33: Distracted Driving Crashes by Contributing Factor

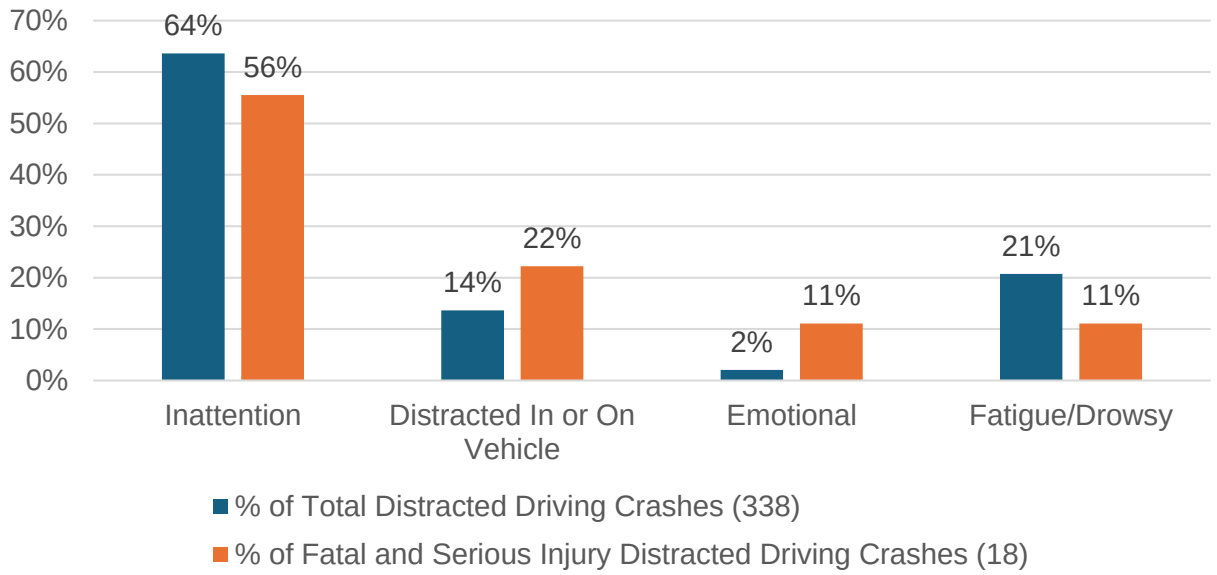
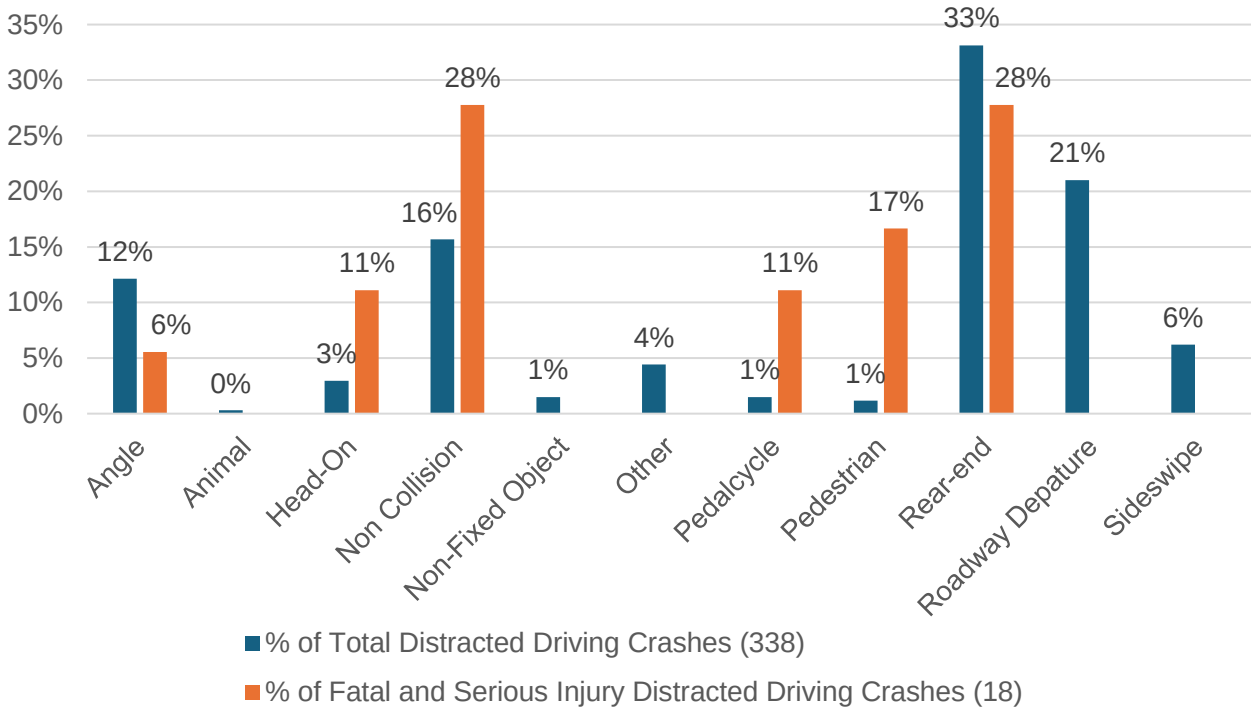


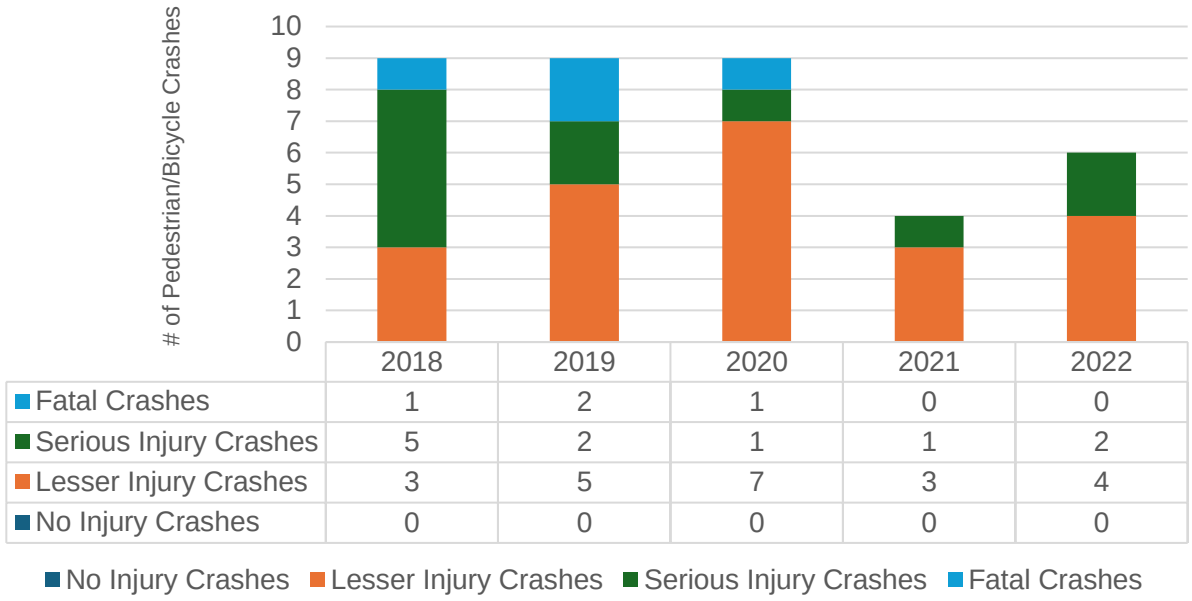

Figure 34: Distracted Driving Crashes by Crash Type



## Pedestrians & Bicyclists

Pedestrians and bicyclists are road users who are more vulnerable to severe crashes because they do not have the protection like occupants in motor vehicles do. In Ammon and Bonneville County, there were 37 pedestrian and bicyclist crashes with 15 of these crashes resulting in a fatality or serious injury.

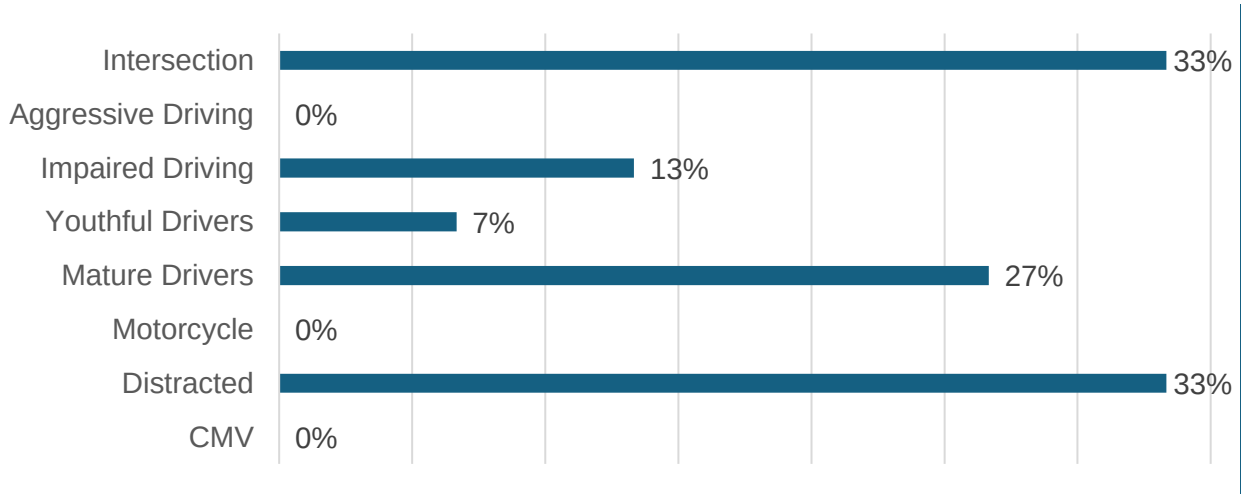
Figure 35: Pedestrian & Bicycle Annual Crashes by Severity




| | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|---|---|---|---|---|
| Fatal Crashes | 1 | 2 | 1 | 0 | 0 |
| Serious Injury Crashes | 5 | 2 | 1 | 1 | 2 |
| Lesser Injury Crashes | 3 | 5 | 7 | 3 | 4 |
| No Injury Crashes | 0 | 0 | 0 | 0 | 0 |

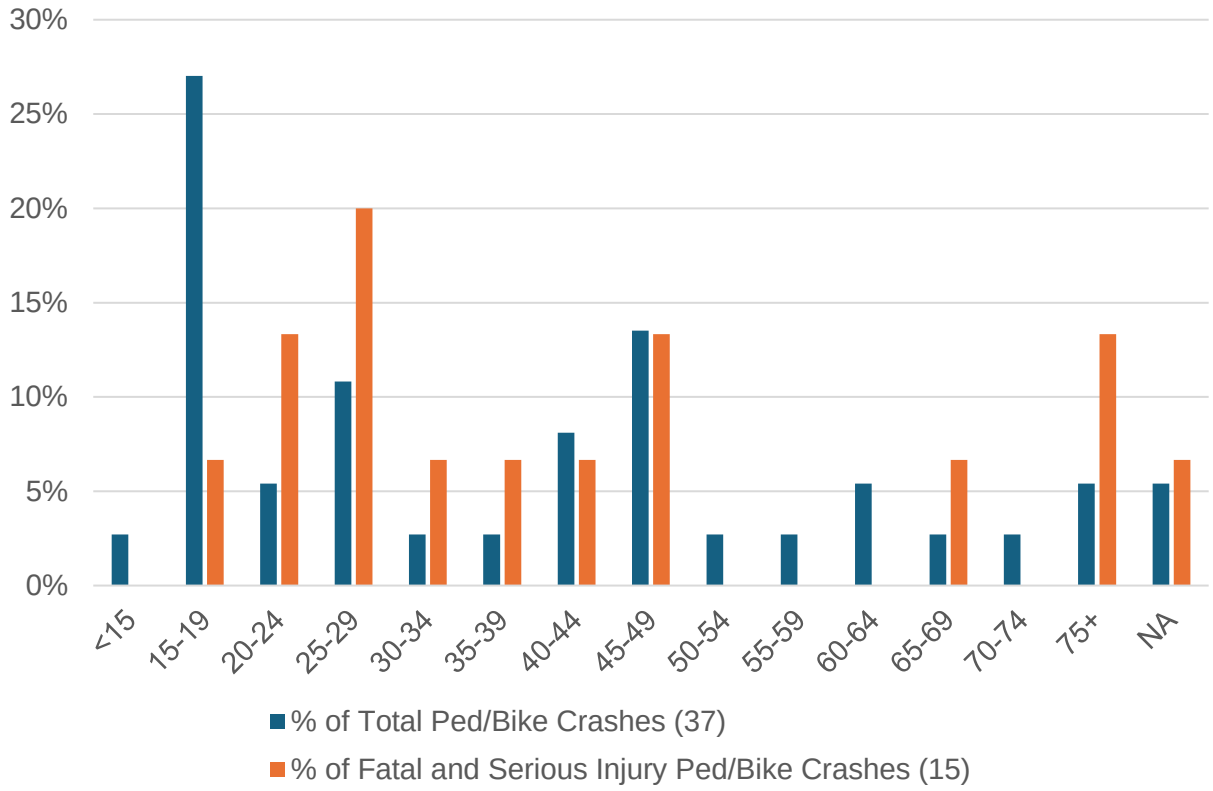
The most common contributing factors related to pedestrian and bicycle crashes were intersection and distracted driving-related. It is also important to note that 27 percent of pedestrian and bicyclist severe crashes involved a mature driver.

Figure 36: Pedestrian & Bicyclist Fatal and Serious Injury Crashes by Emphasis Area



**WHO?** Severe pedestrian and bicycle severe crashes mainly involved individuals (presumed to be “at-fault” in the crash) less than 47 years old with the most drivers being between the ages of 20 and 29. There was a spike in drivers over the age of 75.

Figure 37: Pedestrian & Bicycle Crashes by Age Range



**WHEN?** The highest number of severe pedestrian and bicycle crashes occurred during the months of September and December. The high frequency of severe crashes in December is likely because many drivers are not expecting to see bicyclists and pedestrians during a cold month. Severe pedestrian and bicycle crashes tend to occur at the beginning of the week between Sunday and Tuesday. Most of the severe pedestrian and bicycle crashes occurred in the afternoon and evening between 11:00 AM and 11:00 PM.

Figure 38: Pedestrian & Bicycle Crashes by Month

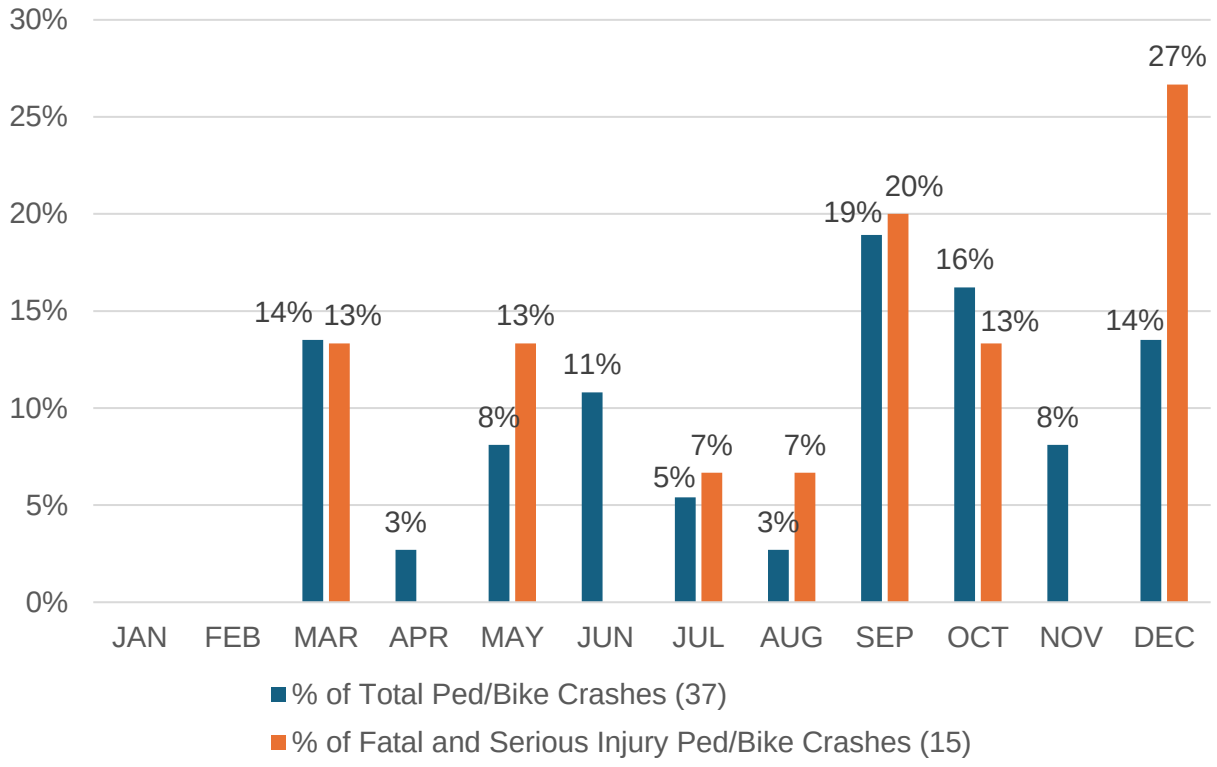


Figure 39: Pedestrian & Bicycle Crashes by Day of Week

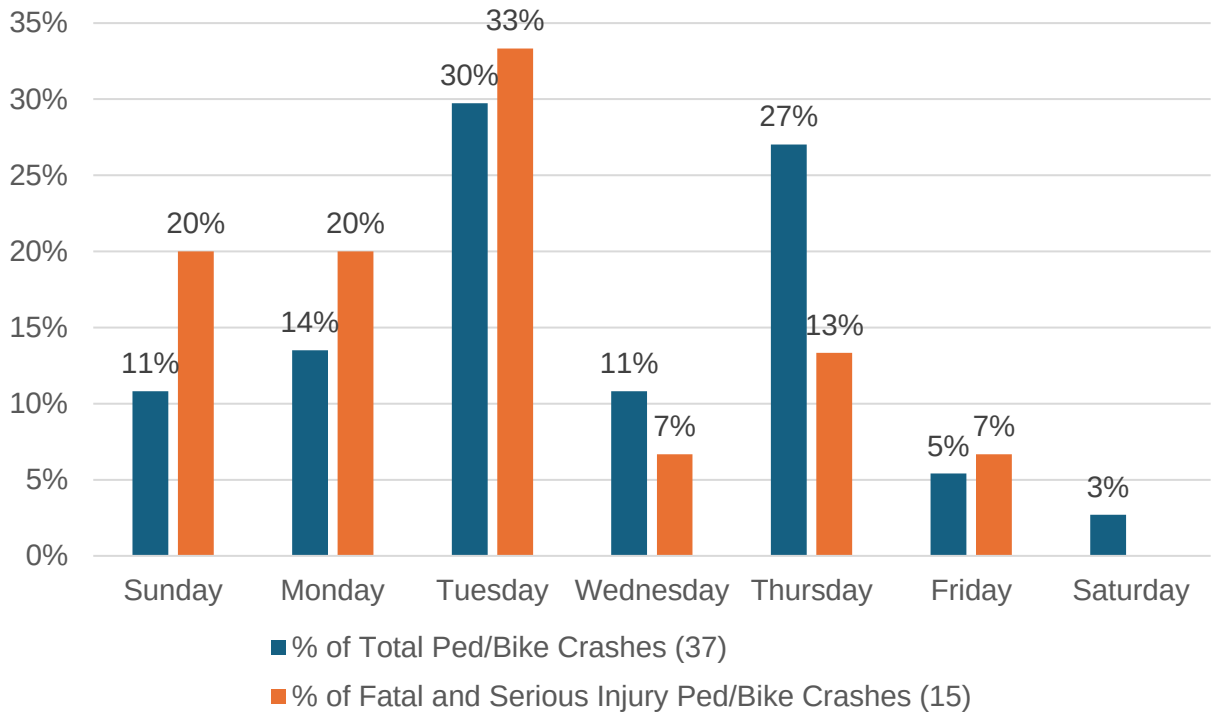
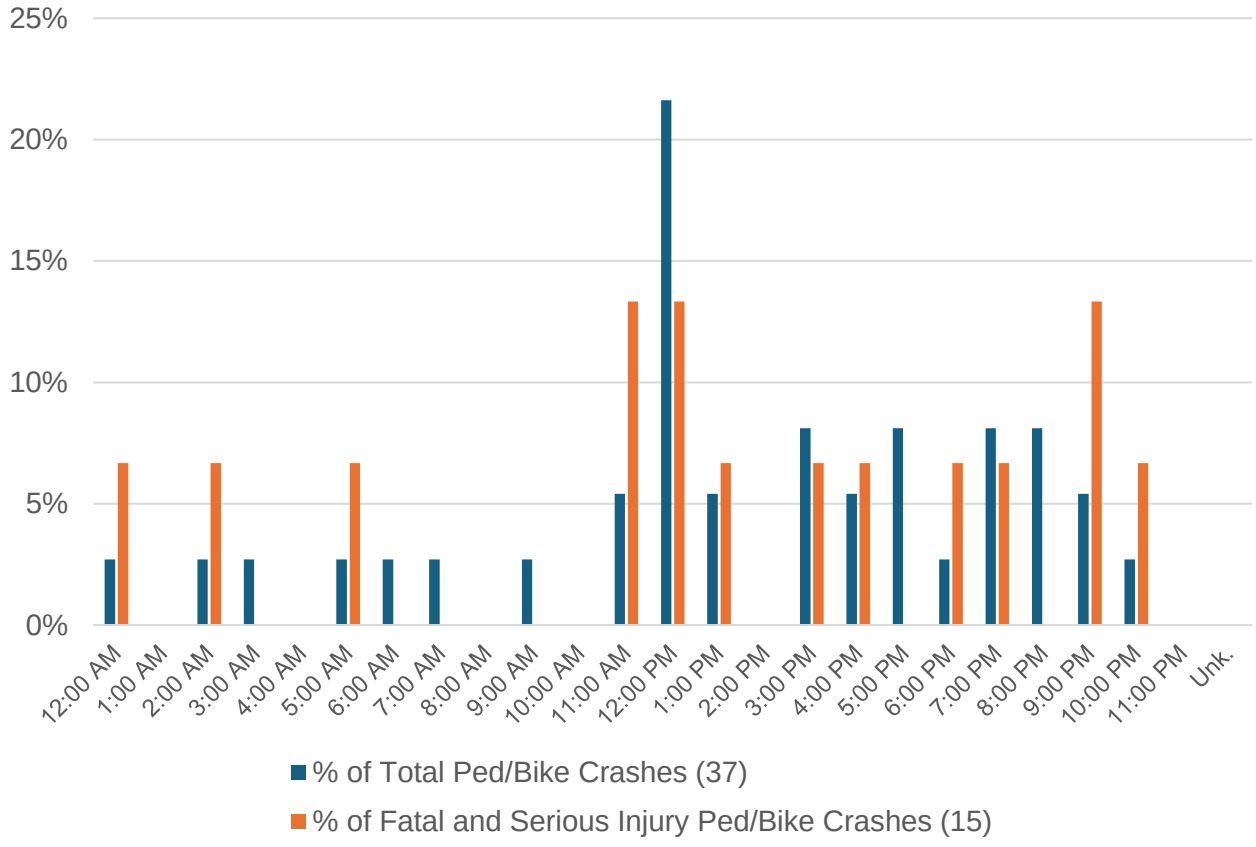
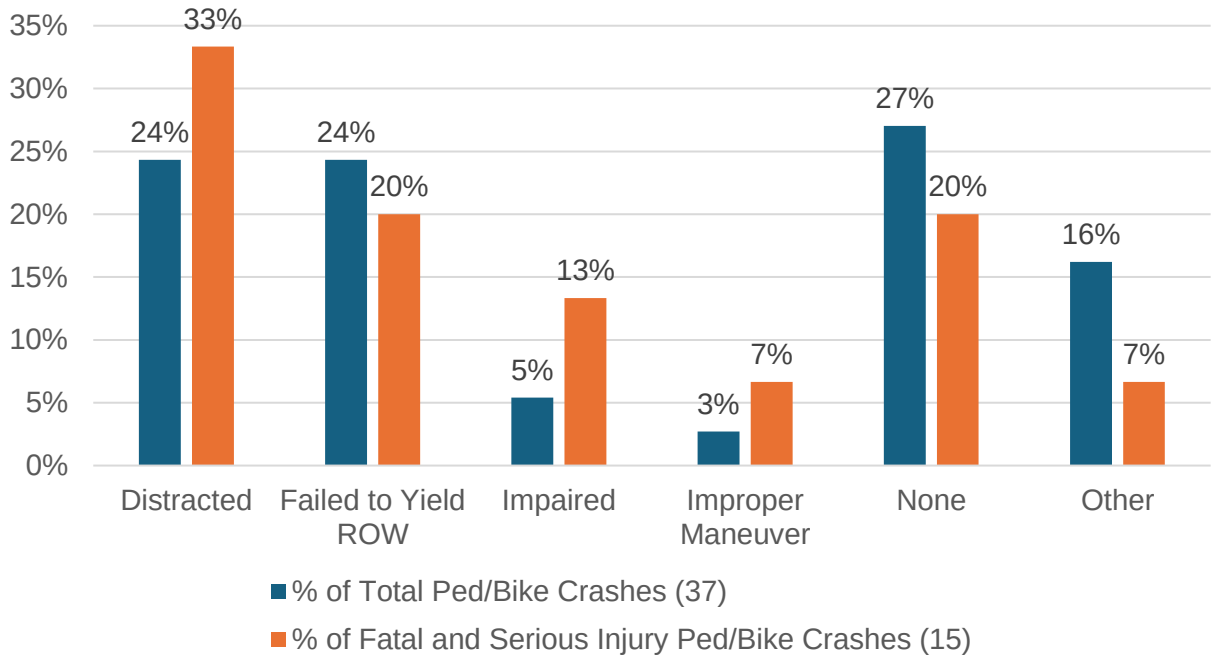



Figure 40: Pedestrian & Bicycle Crashes by Hour



**WHY?** Most (33 percent) of the severe pedestrian and bicycle crashes were distracted driving-related. Another contributing factor of severe pedestrian and bicycle crashes resulted from a road user failing to yield ROW. In 47 percent of pedestrian and bicyclist severe crashes, the driver was going straight.

Figure 41: Pedestrian & Bicycle Crashes by Contributing Factor



# Ammon and Bonneville County Implementation Strategies

In early 2024, the Federal Highway Administration published the *Safe System Roadway Design Hierarchy* which is a tool that characterizes engineering and infrastructure-based countermeasures relative to their alignment with the SSA (see **Figure 42**). This hierarchy can be used to help transportation agencies and practitioners prioritize countermeasures that have the largest potential to eliminate fatalities and serious injuries. The four tiers in the hierarchy are arranged from most to least aligned with the Safe System principles. While those in the higher tiers are more aligned with the SSA, it is still important to consider improvements at all tiers, especially when some of the higher tiers are more costly and may take more time to implement.

The actions and strategies for the Ammon and Bonneville County Comprehensive Safety Action Plan have been aligned into these tiers. A fifth tier has been added centered around education and enforcement strategies that increase awareness, inform roadway users, and overall enhance communication about traffic safety in the region.

Implementation of the strategies should take into account prioritizing locations based on equity and crash data. The intended timeframes for the actions and strategies listed below include the following:

- Short-term: Within a year of this plan adoption
- Medium-term: Two to five years after this plan adoption
- Long-term: Five or more years after this plan adoption

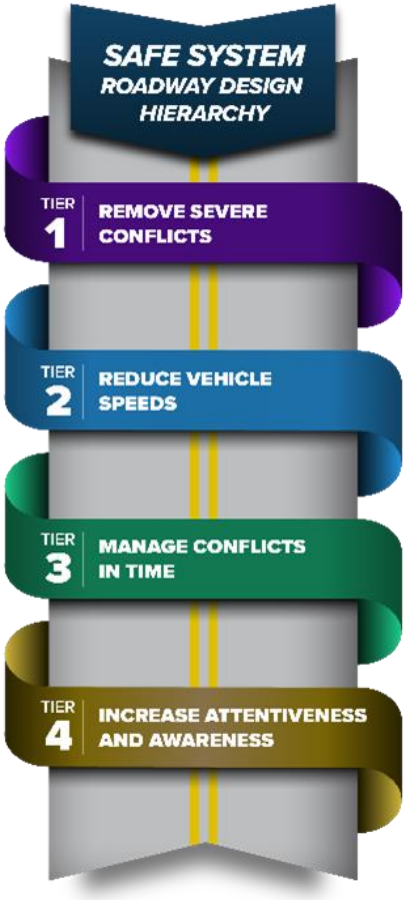



Figure 42: Safe System Roadway Design Hierarchy (Source – FHWA)

## Remove Severe Conflicts

This tier involves the elimination of specific high-risk conditions, typically by separating road users moving at different speeds or different directions in space to minimize conflicts with other road users. These countermeasures support both the Safe Roads and Safe Road Users elements of the SSA.

| Strategy | Outcome | Lead Agency | Timeframe | Ped/Bike | Ints. | Distracted Driving |
|---|---|---|---|---|---|---|
| Determine locations where existing bicycle infrastructure can be upgraded to be protected or separated from traffic. Develop a plan for locations of future bicycle facilities prioritizing key connections and separated facilities. | New bicycle-exclusive lanes alongside vehicle travel lanes | Street Management Authority | Medium Term - identify locations, install future years |  | | |
| Develop a database of existing walkways and prioritize filling gaps in locations connecting to points of interest and locations based on public input. | New sidewalks, shared use paths and roadway shoulders | Street Management Authority | Medium Term – develop database, install future years |  | | |
| Reduce intersection crossing conflicts | Identify and reconfigure priority intersections | Street Management Authority | Medium Term - identify locations, install future years | |  | |
| Identify and create Pedestrian Safety Zones | Identify high-crash zones and implement safety improvements in these areas | Street Management Authority | Long Term |  | | |
| Improve access management | Reducing or removing access points (such as driveways) or adding medians near an intersection decreases vehicle conflicts. | Street Management Authority | Long Term | |  | |

| Strategy | Outcome | Lead Agency | Timeframe | Ped/Bike | Ints. | Distracted Driving |
|---|---|---|---|---|---|---|
| Improve intersection geometry | Identify and reconfigure priority intersections for realignment (positively offsetting turn lanes, aligning off-set T-intersections, or improving skewed intersections). | Street Management Authority | Long Term | | + | |
| Determine locations for exclusive left and right turn lanes | Separate turning traffic from through traffic | Street Management Authority | Long Term | | + | |
| Roundabouts | Rebuild priority intersections as roundabouts | Street Management Authority | Long Term | | + | |

## Reduce Vehicle Speeds

The strategies in this tier involve actions to effectively reduce vehicular speeds, thus limiting the potential for injury to occur. These strategies support the Safe Roads, Safe Speeds, and Safe Road Users elements of the SSA.

| Strategy | Outcome | Lead Agency | Timeframe | Ped/Bike | Ints. | Distracted Driving |
|---|---|---|---|---|---|---|
| Install traffic calming measures | Slow down traffic using signage and self-enforcing roadways which involve the use of road and roadside design elements to prompt lower travel speeds of motor vehicles along the roadway. | Street Management Authority | Medium Term |  | | |
| Determine locations where pedestrian refuge islands or medians can be implemented. | New concrete medians and refuge islands between opposing vehicle travel lanes | Street Management Authority | Medium Term |  | | |

## Manage Conflicts in Time

At some points along the roadway network, users will need to occupy the same physical space on the roadway. These strategies create a safer environment by separating users in time by using traffic control devices to minimize conflicts. These solutions support the Safe Roads, Safe Speeds, and Safe Road Users elements of the SSA.

| Strategy | Outcome | Lead Agency | Timeframe | Ped/Bike | Ints. | Distracted Driving |
|---|---|---|---|---|---|---|
| Evaluate yellow and red vehicle clearance intervals | Retime intersection signals | Street Management Authority | Short Term | | + | |
| Implement Leading Pedestrian Intervals (LPI) and optimize pedestrian signal timings | Reduce vehicle - pedestrian conflicts | Street Management Authority | Short Term |  | | |
| Restrict right turn on red at intersections with higher pedestrian activity | Reduce vehicle - pedestrian conflicts | Street Management Authority | Short Term |  | + | |
| Identify key locations to install Rectangular Rapid Flashing Beacons (RRFB), Pedestrian Hybrid Beacons (PHBs), improve crosswalk visibility based on community outreach, pedestrian generators, pedestrian volumes, and roadway characteristics and volumes | New Rectangular Rapid Flashing Beacons (RRFB), Pedestrian Hybrid Beacons, and other new or upgraded crosswalks with high-visibility paint and supporting signage | Street Management Authority | Medium Term |  | | |

## Increase Attentiveness and Awareness- Engineering Strategies

The strategies in this tier alert roadway users to certain types of conflicts so that appropriate action can be taken to avoid a conflict. The Safe Roads, Safe Speeds, and Safe Road Users elements of the SSA are supported by these countermeasures.

| Strategy | Outcome | Lead Agency | Timeframe | Ped/Bike | Ints. | Distracted Driving |
|---|---|---|---|---|---|---|
| Install advance warning devices (Intersection Ahead warning signs, Stop Sign Ahead signs, flashing warning beacons, and supplemental signal heads) before intersection approaches | Improve Driver Awareness of Intersections Ahead | Street Management Authority | Short Term | | + | |
| Modify intersection traffic control | Applying the latest signage and pavement marking standards, and evaluating an intersection for all-way stop control, traffic signal, or updating the existing signal phasing. | Street Management Authority | Medium Term | | + | |
| Installation of longitudinal rumble strips/stripes | Engraved rumble strips/stripes in new or existing roadway surfaces | Street Management Authority | Medium Term | | | |
| Improve lighting at priority pedestrian crossing locations | Improve vulnerable road user visibility at priority crossing locations | Street Management Authority | Short Term: year one identify locations, install future years | | + | |
| Install Backplates with Retroreflective Borders on Signal Heads | Improved traffic signal visibility and compliance | Street Management Authority | Short Term: identify locations year one, install year two | | + | |

## Cross-Cutting Engineering Strategies

These strategies are cross-cutting across multiple of the engineering tiers listed above.

| Strategy | Outcome | Lead Agency | Timeframe | Ped/Bike | Ints. | Distracted Driving |
|---|---|---|---|---|---|---|
| Conduct Road Safety Audits on priority intersections and corridors | Form assessment teams to study and report on priority intersections and corridors and determine the best course of action for safety improvements. | Street Management Authority | Short Term, Ongoing |  | + | |
| Increase sight distance & reduce sight triangle obstructions | Remove objects or redesign approaches that affect sight distance | Street Management Authority | Long Term | | + | |

## Increase Attentiveness and Awareness- Education & Outreach Strategies

These strategies focus on education and enforcement strategies that increase awareness, inform roadway users, and overall enhance communication about traffic safety in the region. They support the Safe Road Users and Post Crash Care elements of the SSA.

| Strategy | Outcome | Lead Agency | Timeframe | Ped/Bike | Ints. | Distracted Driving |
|---|---|---|---|---|---|---|
| Create and implement public awareness and education campaign | Campaign messaging can be tailored to different traffic safety concerns but should be tailored to awareness for people walking and biking, and another for distracted driving. | City of Ammon | Short Term, then ongoing |  | + |  |
| Promote distracted driving education in schools | Integrated safe driving lessons in school curriculum | Local School District | Short Term, then annually | | |  |

| Strategy | Outcome | Lead Agency | Timeframe | Ped/Bike | Ints. | Distracted Driving |
|---|---|---|---|---|---|---|
| Inform out-of-state drivers on distracted laws | Signs and informational materials about safe driving at state points of entry | Bonneville County | Short Term | | |  |
| Collaborate with law enforcement agencies to increase enforcement activities through:<br>• Establishing distracted driving safety corridors with high visibility enforcement.<br>• Renewed focus on improving driver compliance to traffic control devices at intersections and yielding to pedestrians. | Improve driver awareness and compliance to traffic laws regarding distraction and pedestrian safety and traffic control devices | Law Enforcement | Ongoing |  |  |  |
| Utilize NHTSA traffic safety distracted driving research and guidance to take a research-based approach to combatting distracted driving. More Information Here | Improved outreach efforts and engineering techniques | Local University, Bonneville County, City of Ammon, Local School District | Medium term | | |  |
| Increase the number of public staff that attend free National Incident Management training (street maintenance, EMS, Fire, Police, 911 operators, etc.) More Information Here | Receiving this free training optimizes safety for the first responders, minimizes secondary crashes, and helps provide the best post-crash care for crash victims | Street Management Authority, Fire, EMS, Police | Ongoing, Annually |  |  |  |

# Next Steps

The Regional Comprehensive Safety Action Plan is a dynamic document, intended to be used by stakeholders and partners to continually advance safety via the countermeasures and actions listed herein.

**PLAN LEADERSHIP:** A leadership team will be formed consisting of representatives from the City of Ammon and greater Bonneville County. This team assumes the direction of this plan and will support implementation. In this role, they are responsible for identifying engineering improvements on city roads to address safety needs, but also convening stakeholders involved in this plan on a regular basis to discuss all implementation activities.

**IMPLEMENTATION MEETINGS:** The leadership team will convene stakeholders, either in person or virtually at a minimum of one time a year to discuss progress and associated challenges with implementing the Action Plan. The meeting will focus on the "outcomes" for each action. Upon conclusion of the meeting(s), progress will be documented, and the Action Plan updated, as needed.

**STAKEHOLDERS/CHAMPIONS:** The key stakeholders for this plan reviewed the data, discussed other known challenges, and collectively agreed to the strategies found within. And while they each take responsibility for traffic safety in different ways, crashes occur for a multitude of reasons. So, they committed to implementing the policies, programs, and projects that pertain to them as well as supporting the efforts of others. They will do this by:

- Being champions for safety in job responsibilities
- Participating in events and campaigns relevant to this plan
- Sharing information about transportation safety within our agencies and to peers
- Meeting annually to share progress on safety activities

**ANNUAL EVALUATION:** When the previous year's crash data are available, the leadership team will evaluate progress toward the goal of toward zero deaths by assessing region-wide fatal and serious injury crashes as well as crashes for each of the three emphasis areas.

**OTHER PLANNING EFFORTS:** The leadership team will remain informed of current and new local and statewide safety programs, policies, plans, guidelines, and/or standards. Based on this information, the City of Ammon and Bonneville County can continue to identify opportunities to build upon the current Action Plan.

**REFRESHING THE PLAN:** From the date of adoption, the Regional Comprehensive Safety Action Plan will be refreshed or fully updated every five years. This will ensure the crash and other data are up to date and solutions are revised to meet evolving implementation of policies, programs, and projects.

# SS4A Compliance

The process to inform the **Regional Comprehensive Safety Action Plan** followed the format specified by the Safe Streets and Roads for All (SS4A) grant Notice of Funding Opportunity. The table below describes the planning process and how the criteria were met.

| SS4A Component | How Achieved for Ammon and Bonneville County |
|---|---|
| **Leadership Commitment and Goal Setting**<br>An official public commitment (e.g., resolution, policy, ordinance) by a high ranking official and/or governing body (e.g., Mayor, City Council, Tribal Council, metropolitan planning organization (MPO), Policy Board) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following:<br>(1) the target date for achieving zero roadway fatalities and serious injuries, OR<br>(2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries. | The plan was approved by City Council on September 5th, 2024.<br><br>The Plan commits to work toward zero deaths and serious injuries by 2050. An annual reduction of four percent has been set as an interim target for the region. |
| **Planning Structure**<br>A committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring. | A stakeholder/implementation group was convened for plan development and will implement the strategies and actions within. Stakeholders included the City of Ammon, Bonneville County, Bonneville MPO, Idaho Transportation Department, Bonneville County Sheriff's Office, Bonneville County Fire District 1, Idaho State Police, Bonneville Emergency Management, Bonneville School District 93, Rockwell Homes, Horrocks Engineering, and Eastern Idaho Public Health. |

| SS4A Component | How Achieved for Ammon and Bonneville County |
|---|---|
| **Safety Analysis**<br>Analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. Includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (motorists, pedestrians, transit users, etc.). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographics, and structural issues). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a High-Injury Network or equivalent). | Documented in the Existing Safety Performance section. In addition to regional trends, high-crash intersection locations were identified. Additionally, risk factors were determined that can be used to prioritize segments for proactive improvements. |
| **Engagement and Collaboration**<br>Robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practicable. | Documented in Public and Stakeholder Engagement section of Plan. The Action Plan strategies and activities are a direct result of the stakeholder/public input survey and stakeholder engagement meeting |
| **Equity Consideration**<br>Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies. | Documented in Equity Analysis section of the plan |
| **Policy and Process Changes**<br>Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate. | Documented in Current Plans section. Both existing and new safety programs/projects were identified through the planning process. The implementation of these efforts is documented in the Action Plan. |

| SS4A Component | How Achieved for Ammon and Bonneville County |
|---|---|
| **Strategy and Project Selections**<br>Identification of a comprehensive set of projects and strategies—shaped by data, the best available evidence and noteworthy practices, and stakeholder input and equity considerations—that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a SSA and effective interventions and consider multidisciplinary activities. To the extent practicable, data limitations are identified and mitigated. Once identified, the projects and strategies are prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety. | The results of the crash data analysis and stakeholder/public input helped identify locations and strategies to address the region's top safety needs. The Action Plan describes a potential timeframe of when to prioritize each improvement. The Action Plan lists countermeasures in compliance with the SSA. |
| **Progress and Transparency**<br>Method to measure progress over time after an Action Plan is developed or updated, including outcome data. A means to ensure ongoing transparency is established with residents and other relevant stakeholders. The approach must include, at a minimum, annual public, and accessible reporting on progress toward reducing roadway fatalities and serious injuries and public posting of the Action Plan online. | Documented in Next Steps section of plan. The Final Plan is posted on the City of Ammon's website. |

# Appendix

Appendix A: Additional Crash Information

Appendix B: Crash Heat Maps

Appendix C: Priority Intersections

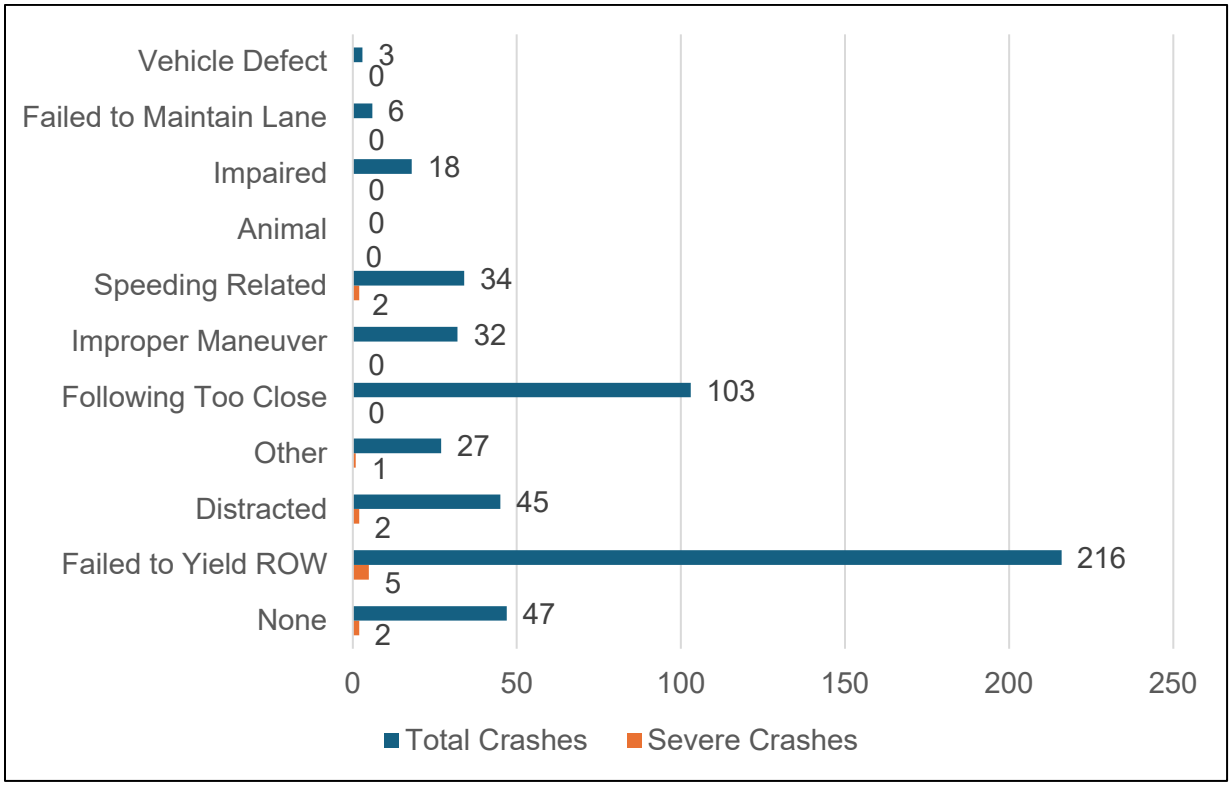
Appendix D: Public Survey Results

Appendix E: Stakeholder Meeting Summaries

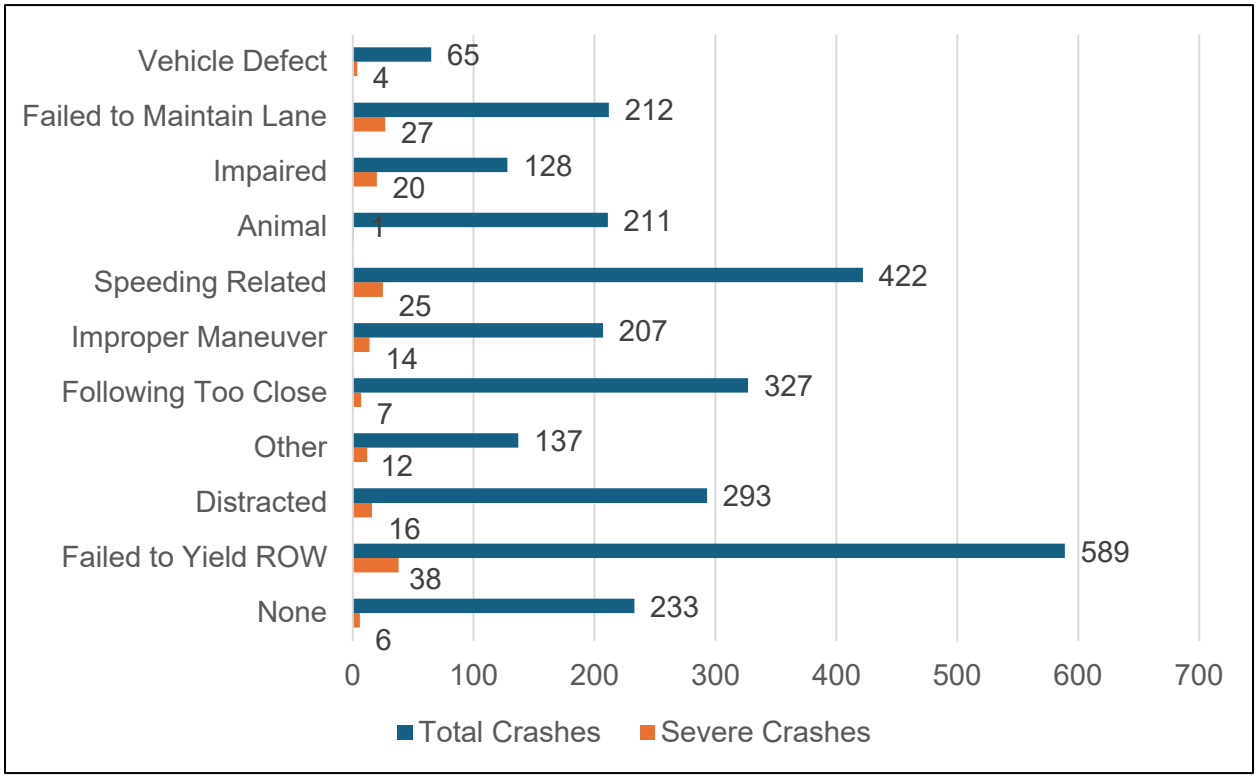
Appendix F: Project and Grant Identification

# Appendix A: Additional Crash Information

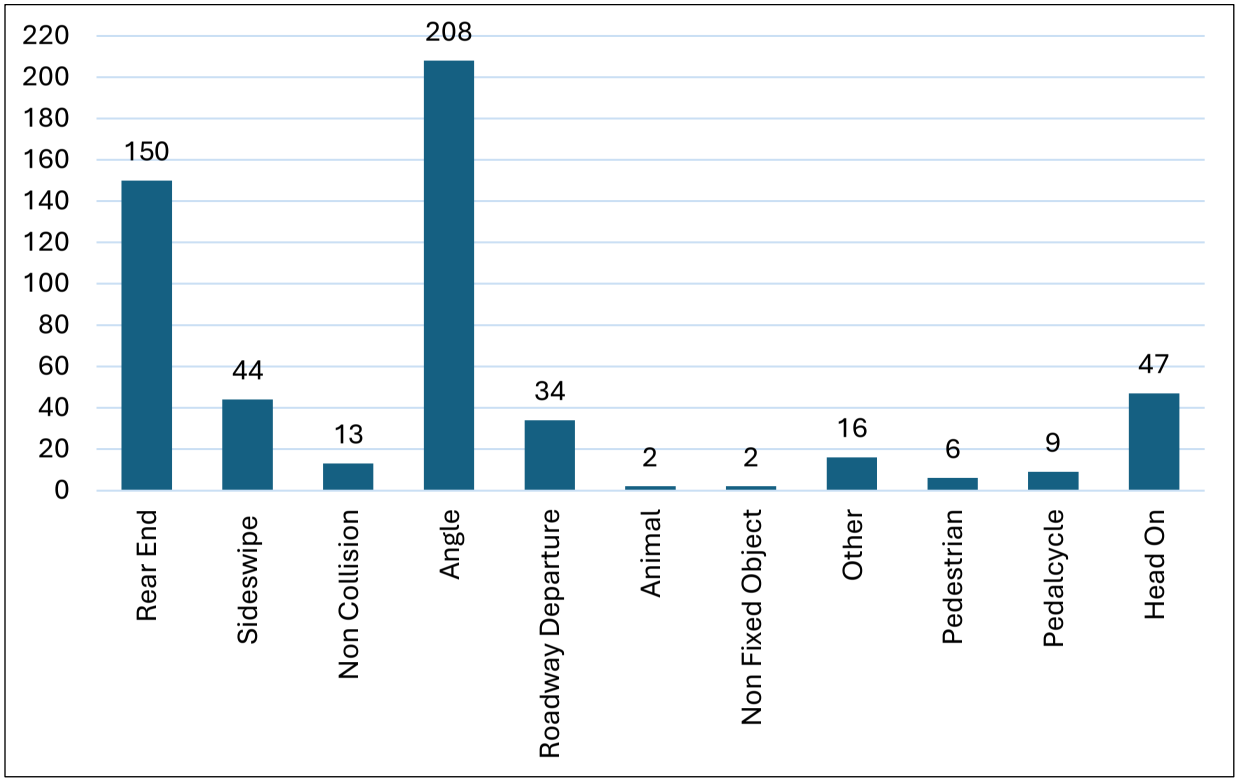
## Ammon – Crashes by Contributing Factor



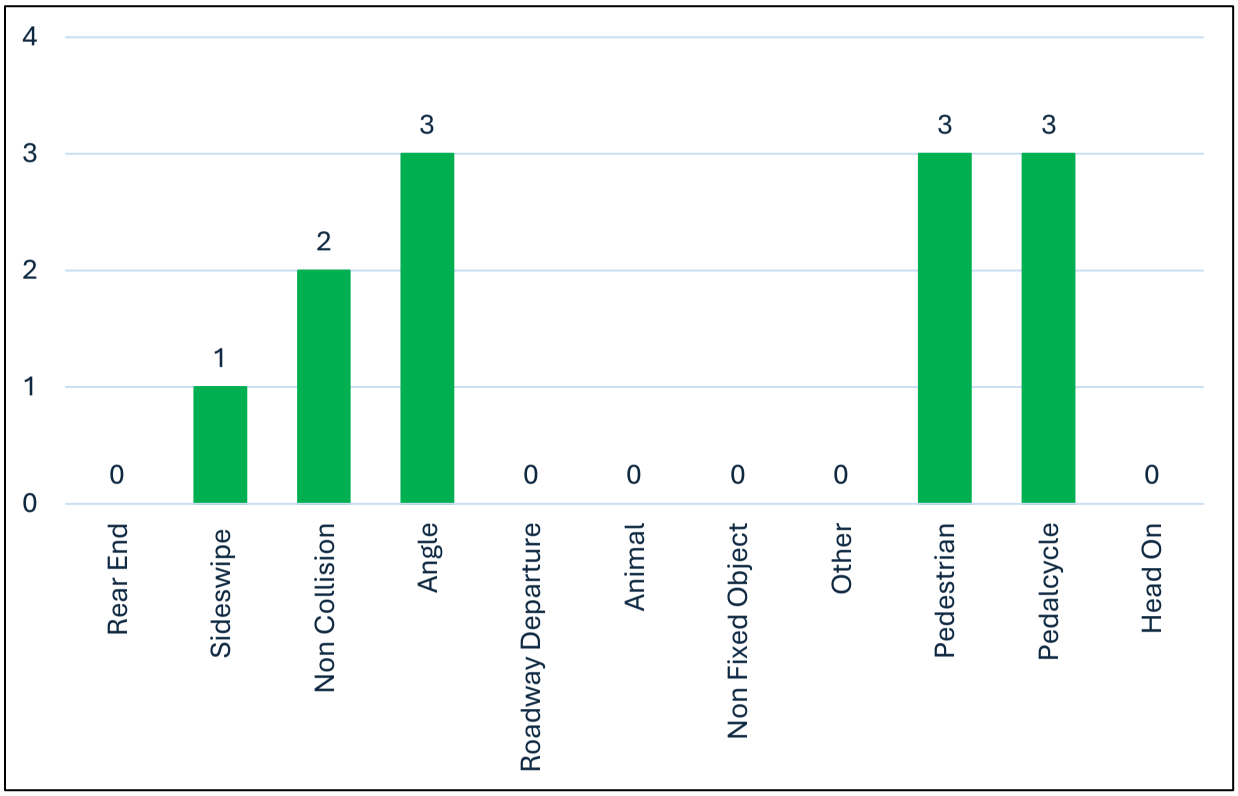

## Greater Bonneville County – Crashes by Contributing Factor



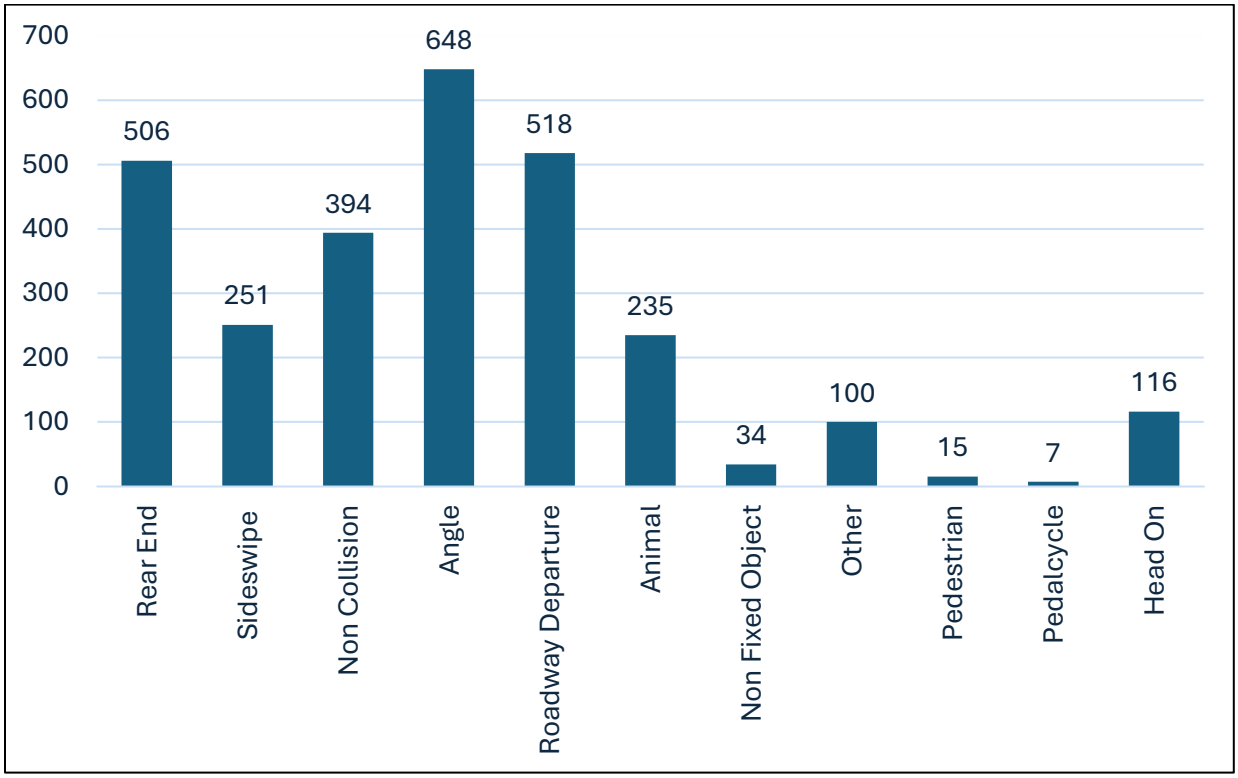
## Ammon – Crashes by Crash Types



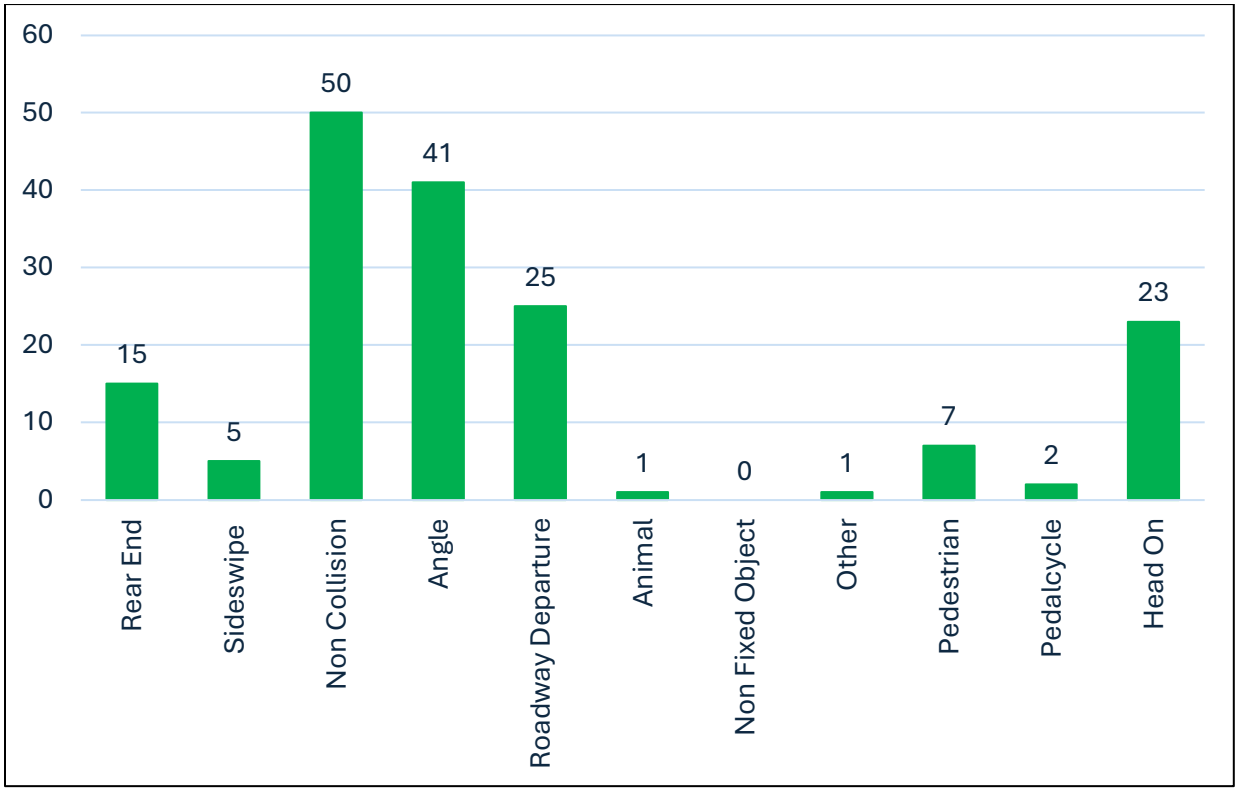

## Ammon – Severe Crashes by Crash Types



## Greater Bonneville County – Crashes by Crash Types




## Greater Bonneville County – Severe Crashes by Crash Types



# Appendix B: Crash Heat Maps

## Heat Maps

In order to determine high-crash locations, GIS was used to create heat maps of:

- All Crashes – Ammon and Bonneville County (Figure 3 and Figure 4),
- Injury Crashes – Ammon and Bonneville County (6),
- Fatal and Serious Injury Crashes – Ammon and Bonneville County (Figure 7 and Figure 8)

These maps were created using a Kernel Density analysis which creates density or heat maps based on the number of points in a location. Crashes in the City of Ammon and the rest of Bonneville County, excluding Idaho Falls were analyzed for this plan.

**All Crashes**

This included an analysis of all types of crashes including property damage only, injury, and fatal crashes. Hot spots, or locations with proportionately larger numbers of crashes for all crash types, include the following for Ammon and Bonneville County:

Ammon:

- South Ammon Road (97th Street) and 1st Street
- East 17th Street and South Ammon Road (97th Street)
- Lincoln Road and South Ammon Road (97th Street)

Bonneville County:

- East Iona Road and US 26
- East Iona Road and North 15th East
- US 26 and North 25th East/Hitt Road

**Injury Crashes**

Crashes that resulted in possible or minor injury were included in this analysis. There is a large overlap between all crash and injury crash hot spots, but includes a few other high crash locations:

Ammon:

- East 17th Street and South Ammon Road (97th Street)
- South Ammon Road (97th Street) and 1st Street
- 17th Street from Falcon Drive to South Curlew Drive

Bonneville County:

- East Iona Road and US 26
- East Iona Road and North 15th East
- US 26 and North 25th East

**Fatal and Serious Injury Crashes**

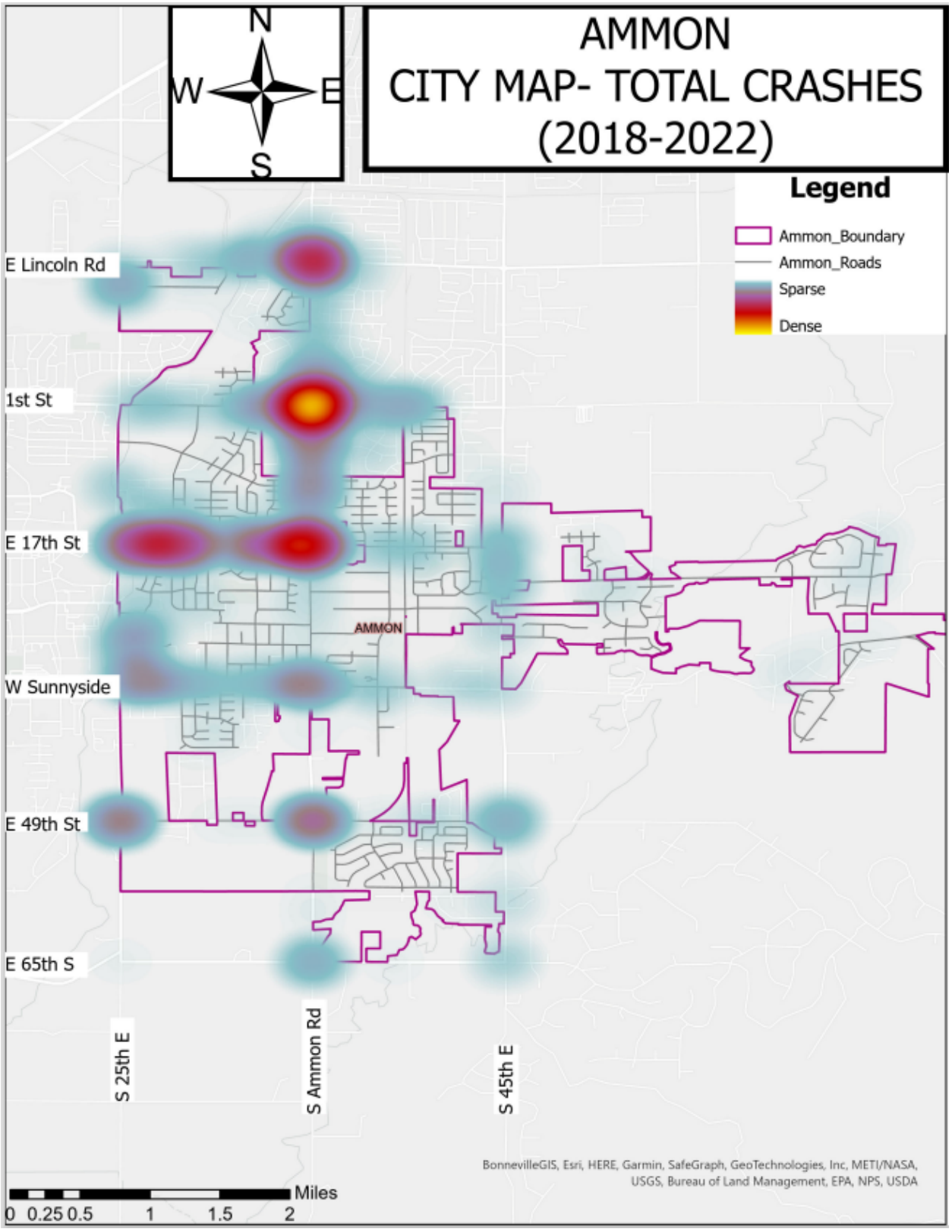
Crash hot spot analysis for fatal and serious injury crashes returned the following hot spots:

Ammon:

- South Ammon Road (97th Street) and 1st Street
- East 17th Street and South 45th East
- North Ammon Road (97th Street) from Ruby Circle to East Garnet Street

Bonneville County:

- US 26 and North 25th East
- US 91 and West 65th South
- US 26 and North 45th East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BonnevilleGIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA
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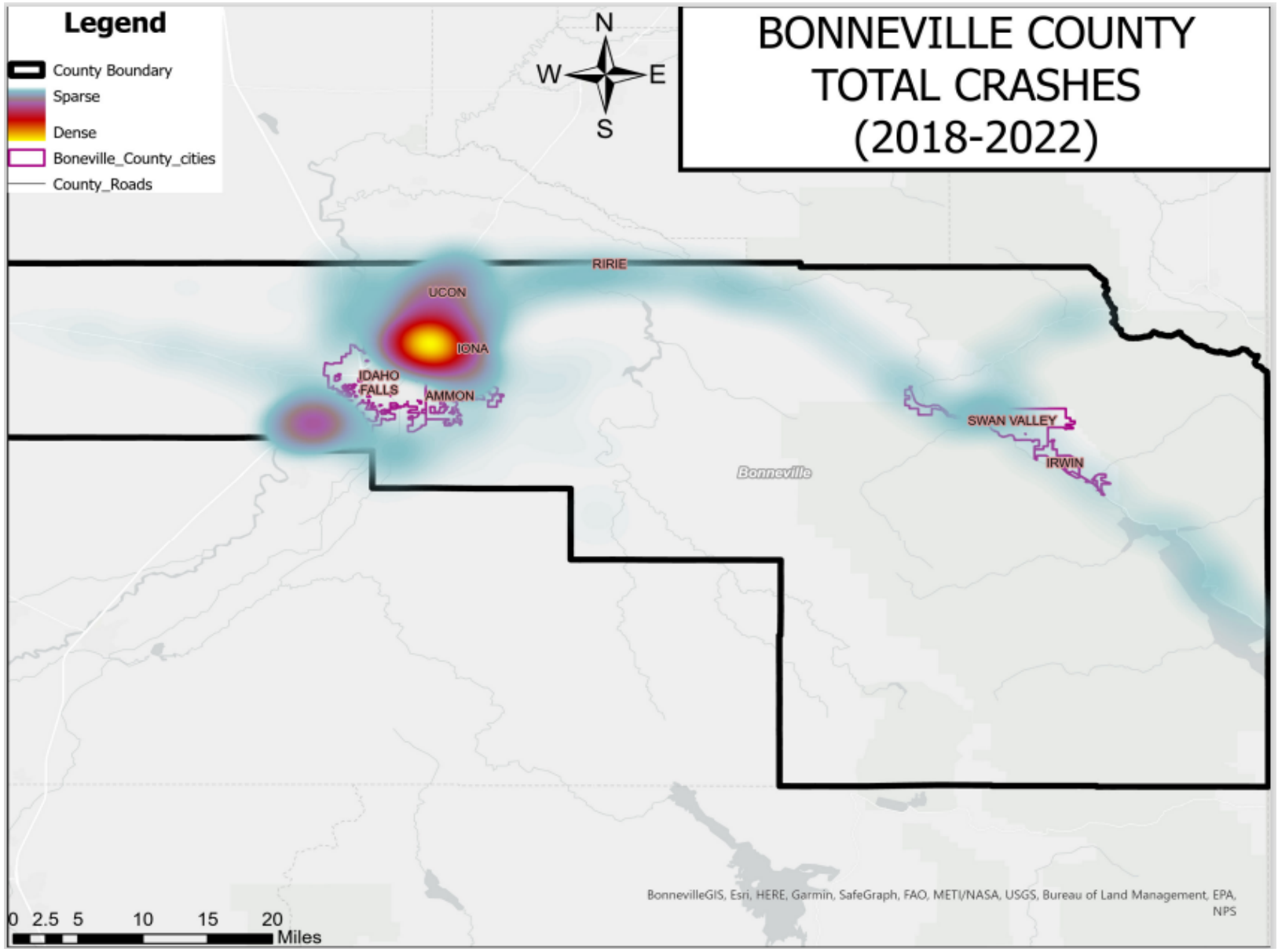
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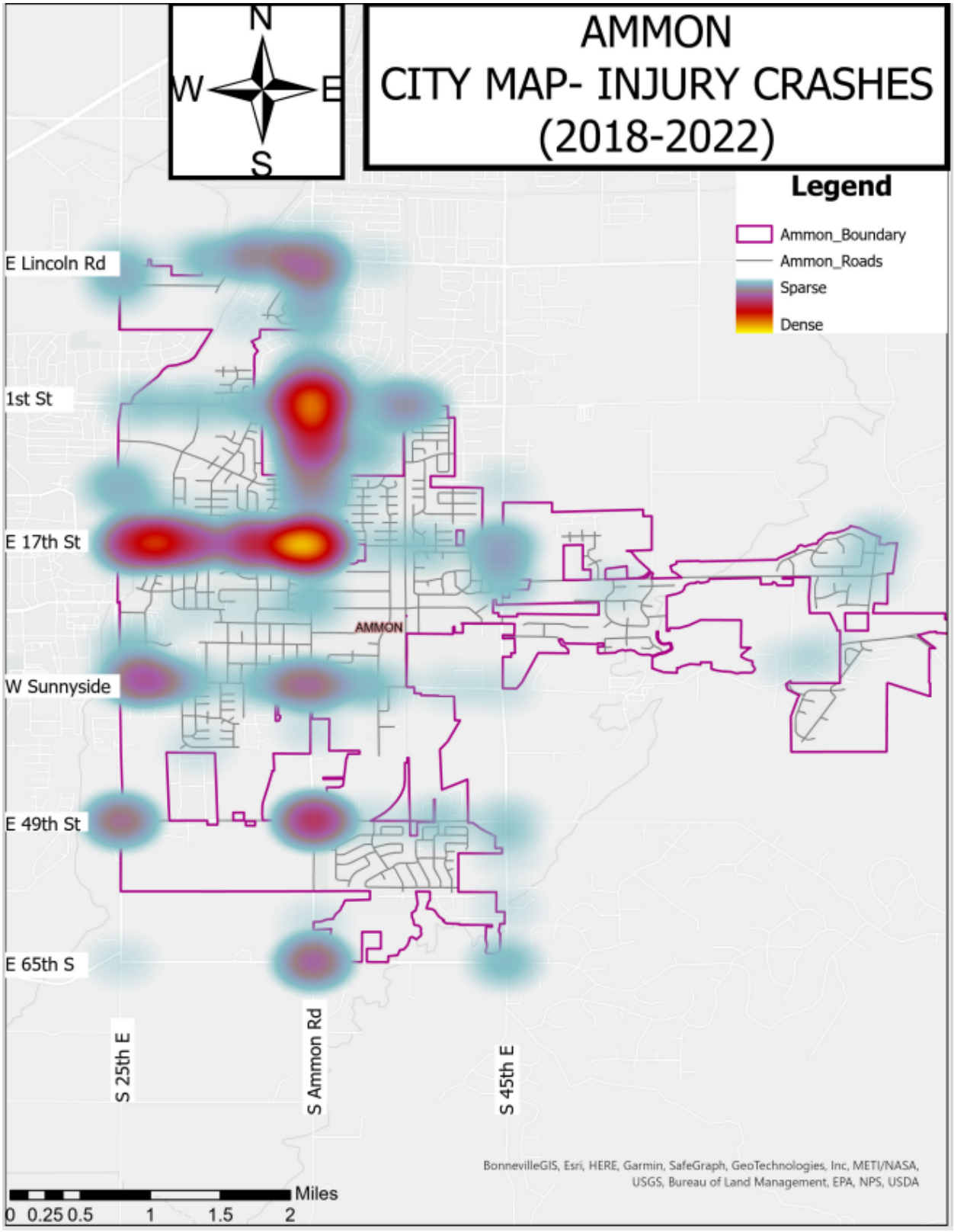
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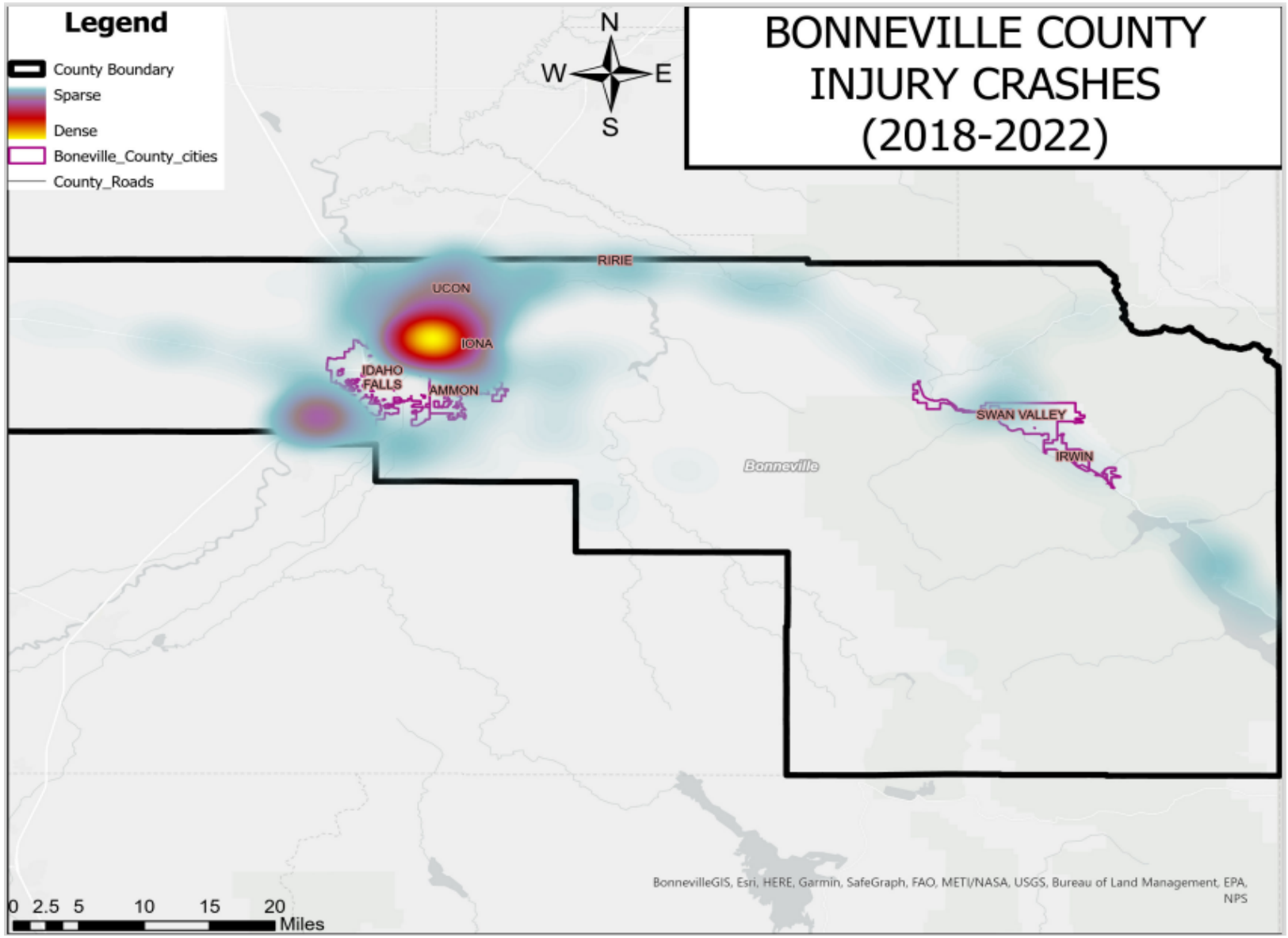
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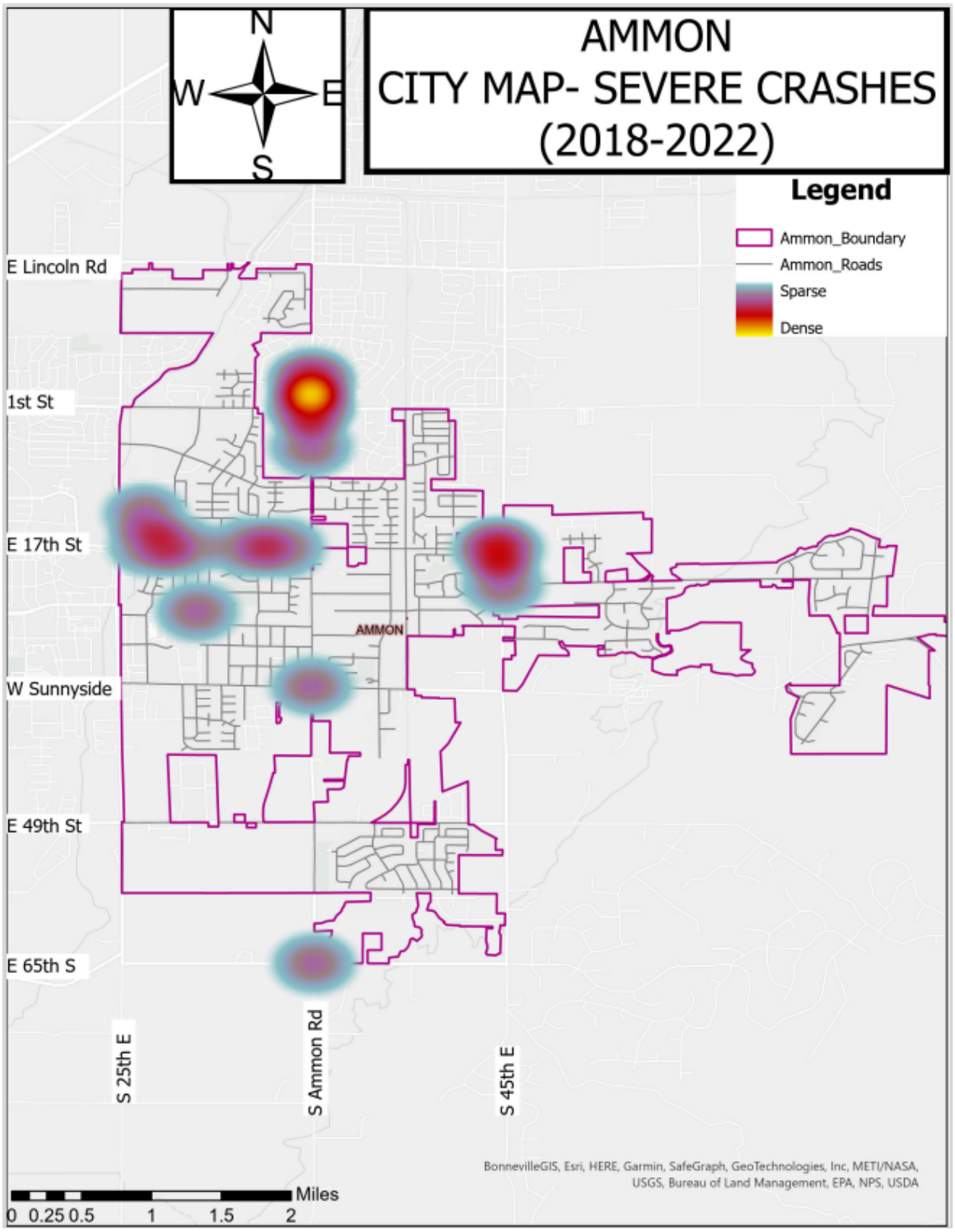
AMMON
CITY MAP- SEVERE CRASHES
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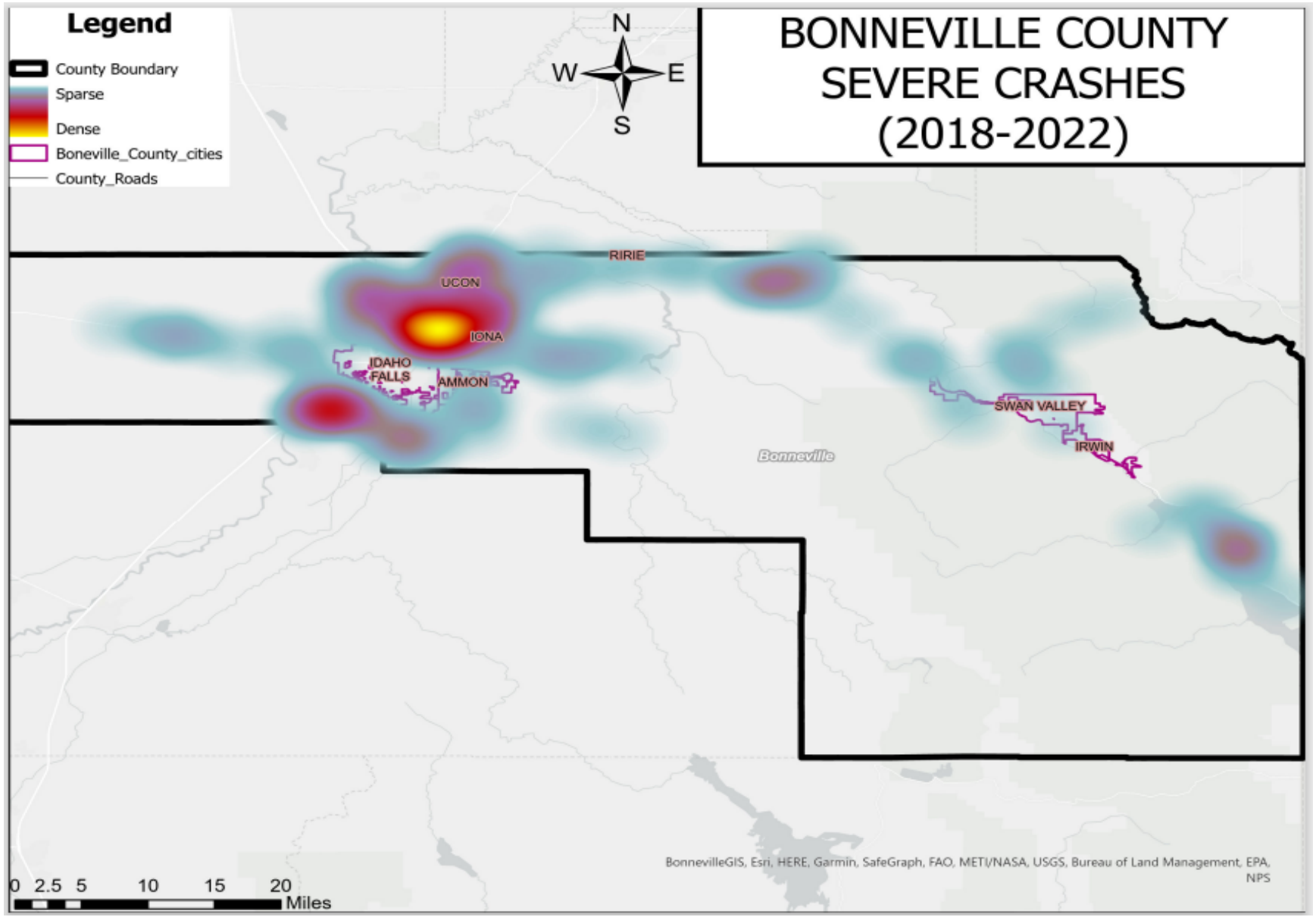
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# Appendix C: Priority Intersections

Top 50 Priority Intersections

| Rank | Intersection | Jurisdiction Name | Fatal | Serious Injury | Injury | Possible Injury | Property Damage | Frequency | EPDO Weight | EPDO per Crash | Crash Frequency Rank | EPDO Total Rank | EPDO per Crash Rank | Priority Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | N 25th E & N Yellowstone Hwy (US-26) | Bonneville County | 1 | 4 | 4 | 13 | 23 | 45 | 4394.16 | 97.648 | 3 | 2 | 12 | 17 |
| 1 | N 45th E & E Ririe Hwy (US-26) | Bonneville County | 2 | 2 | 2 | 10 | 17 | 33 | 7360.056 | 223.032 | 8 | 1 | 8 | 17 |
| 3 | W 65th S & S Yellowstone Hwy (US-91) | Bonneville County | 1 | 2 | 2 | 4 | 13 | 22 | 3845.366 | 174.7893636 | 12 | 3 | 10 | 25 |
| 4 | E 49th S & S Holmes Ave | Bonneville County | 1 | 0 | 2 | 2 | 11 | 16 | 3520.048 | 220.003 | 16 | 6 | 9 | 31 |
| 5 | N 15th E & E 65th N | Bonneville County | 1 | 1 | 2 | 3 | 1 | 8 | 3671.707 | 458.963375 | 24 | 4 | 7 | 35 |
| 6 | E 113 S & S 1st E | Bonneville County | 1 | 1 | 1 | 0 | 2 | 5 | 3574.838 | 714.9676 | 27 | 5 | 5 | 37 |
| 7 | Rigby Hwy N - N 5th On-Ramp | Bonneville County | 1 | 0 | 1 | 0 | 2 | 4 | 3432.917 | 858.22925 | 28 | 7 | 4 | 39 |
| 7 | State Highway 31 & Tie Cyn | Bonneville County | 1 | 0 | 1 | 0 | 2 | 4 | 3432.917 | 858.22925 | 28 | 7 | 4 | 39 |
| 9 | E 113 S & S 15th E | Bonneville County | 1 | 0 | 1 | 0 | 0 | 2 | 3430.917 | 1715.4585 | 30 | 8 | 2 | 40 |
| 10 | S 1st E & W 97th S | Bonneville County | 1 | 0 | 0 | 0 | 5 | 6 | 3397.262 | 566.2103333 | 26 | 9 | 6 | 41 |
| 11 | E 113 S & S Country Club Dr | Bonneville County | 1 | 0 | 0 | 0 | 0 | 1 | 3392.262 | 3392.262 | 31 | 11 | 1 | 43 |
| 11 | Little Elk Creek Rd & US-26 E | Bonneville County | 1 | 0 | 0 | 0 | 0 | 1 | 3392.262 | 3392.262 | 31 | 11 | 1 | 43 |
| 11 | Exit 311 & Rigby Hwy S | Bonneville County | 1 | 0 | 0 | 0 | 1 | 2 | 3393.262 | 1696.631 | 30 | 10 | 3 | 43 |
| 14 | N 15th E & E Iona Rd | Bonneville County | 0 | 4 | 10 | 16 | 21 | 51 | 1291.042 | 25.31454902 | 2 | 13 | 35 | 50 |

| Rank | Intersection | Jurisdiction Name | Fatal | Serious Injury | Injury | Possible Injury | Property Damage | Frequency | EPDO Weight | EPDO per Crash | Crash Frequency Rank | EPDO Total Rank | EPDO per Crash Rank | Priority Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | N 25th E & E 49th N | Bonneville County | 0 | 3 | 9 | 6 | 22 | 40 | 914.086 | 22.85215 | 5 | 14 | 38 | 57 |
| 15 | E 65th S & S Ammon Rd | Bonneville County | 0 | 1 | 6 | 3 | 3 | 13 | 436.065 | 33.54346154 | 19 | 17 | 21 | 57 |
| 17 | N 45th E & E 49th N | Bonneville County | 0 | 2 | 1 | 3 | 4 | 10 | 385.711 | 38.5711 | 22 | 21 | 20 | 63 |
| 18 | E Iona Rd & N Yellowstone Hwy (US-26) | Bonneville County | 0 | 3 | 15 | 14 | 38 | 70 | 1319.92 | 18.856 | 1 | 12 | 51 | 64 |
| 19 | S 35th W & W 65th S | Bonneville County | 0 | 2 | 1 | 0 | 1 | 4 | 323.497 | 80.87425 | 28 | 26 | 14 | 68 |
| 20 | W 33 S & S 35th W | Bonneville County | 0 | 1 | 2 | 2 | 1 | 6 | 259.707 | 43.2845 | 26 | 29 | 17 | 72 |
| 21 | N 55th E & E Ririe Hwy (US-26) | Bonneville County | 0 | 1 | 4 | 3 | 8 | 16 | 363.755 | 22.7346875 | 16 | 22 | 39 | 77 |
| 22 | E 17th St & S 45th E | Ammon | 0 | 1 | 2 | 1 | 4 | 8 | 242.969 | 30.371125 | 24 | 31 | 25 | 80 |
| 23 | E 17th St & Curlew Dr | Ammon | 0 | 1 | 4 | 6 | 15 | 26 | 429.969 | 16.53726923 | 10 | 18 | 53 | 81 |
| 24 | 1St St & S Ammon Rd | Bonneville County | 0 | 2 | 4 | 7 | 38 | 51 | 614.628 | 12.05152941 | 2 | 15 | 65 | 82 |
| 24 | E 17th St & S Ammon Rd | Ammon | 0 | 0 | 8 | 12 | 23 | 43 | 569.096 | 13.2347907 | 4 | 16 | 62 | 82 |
| 24 | N Ammon Rd & Garnet St | Bonneville County | 0 | 1 | 1 | 2 | 3 | 7 | 223.052 | 31.86457143 | 25 | 34 | 23 | 82 |
| 24 | E 17th St & Falcon Dr | Ammon | 0 | 1 | 3 | 4 | 9 | 17 | 345.838 | 20.34341176 | 15 | 25 | 42 | 82 |
| 28 | E 145 N & N 4200 E | Bonneville County | 0 | 1 | 1 | 0 | 2 | 4 | 182.576 | 45.644 | 28 | 41 | 16 | 85 |
| 29 | E 105 N & US-20 W | Ucon | 0 | 1 | 1 | 0 | 0 | 2 | 180.576 | 90.288 | 30 | 43 | 13 | 86 |
| 29 | S Ammon Rd & E Sunnyside Rd | Ammon | 0 | 1 | 4 | 2 | 11 | 18 | 347.017 | 19.27872222 | 14 | 24 | 48 | 86 |
| 29 | N Ammon Rd & Ruby Cir | Bonneville County | 0 | 1 | 2 | 0 | 5 | 8 | 224.231 | 28.028875 | 24 | 33 | 29 | 86 |

| Rank | Intersection | Jurisdiction Name | Fatal | Serious Injury | Injury | Possible Injury | Property Damage | Frequency | EPDO Weight | EPDO per Crash | Crash Frequency Rank | EPDO Total Rank | EPDO per Crash Rank | Priority Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 32 | N Ammon Rd & E Ririe Hwy (US-26) | Bonneville County | 0 | 1 | 2 | 3 | 8 | 14 | 286.445 | 20.46035714 | 18 | 28 | 41 | 87 |
| 32 | N Ammon Rd & E Iona Rd | Bonneville County | 0 | 1 | 5 | 2 | 17 | 25 | 391.672 | 15.66688 | 11 | 20 | 56 | 87 |
| 32 | E 49th S & S Ammon Rd | Ammon | 0 | 0 | 7 | 6 | 16 | 29 | 405.013 | 13.96596552 | 9 | 19 | 59 | 87 |
| 35 | N 105 W & W Arco Hwy (US-20) | Bonneville County | 0 | 1 | 0 | 1 | 2 | 4 | 163.659 | 40.91475 | 28 | 45 | 18 | 91 |
| 35 | Burgraph Dr & S Yellowstone Hwy (US-26) | Bonneville County | 0 | 1 | 0 | 1 | 2 | 4 | 163.659 | 40.91475 | 28 | 45 | 18 | 91 |
| 35 | N 5th W & N Riverfront Dr | Bonneville County | 0 | 1 | 0 | 0 | 0 | 1 | 141.921 | 141.921 | 31 | 49 | 11 | 91 |
| 35 | 115th Rd E & Blacktail Rd | Bonneville County | 0 | 1 | 0 | 0 | 0 | 1 | 141.921 | 141.921 | 31 | 49 | 11 | 91 |
| 35 | E Kathleen St & N Orlinda Ln | Bonneville County | 0 | 1 | 0 | 0 | 0 | 1 | 141.921 | 141.921 | 31 | 49 | 11 | 91 |
| 35 | S 45th W & W Overland Dr | Bonneville County | 0 | 1 | 0 | 0 | 0 | 1 | 141.921 | 141.921 | 31 | 49 | 11 | 91 |
| 35 | E 49th S & McCown Ln | Bonneville County | 0 | 1 | 0 | 0 | 0 | 1 | 141.921 | 141.921 | 31 | 49 | 11 | 91 |
| 35 | S 45th W & W 81st S | Bonneville County | 0 | 1 | 0 | 0 | 0 | 1 | 141.921 | 141.921 | 31 | 49 | 11 | 91 |
| 35 | N 45th E & E Deloy Dr | Bonneville County | 0 | 1 | 0 | 0 | 0 | 1 | 141.921 | 141.921 | 31 | 49 | 11 | 91 |
| 35 | W 65th S & Burgraph Dr | Bonneville County | 0 | 1 | 0 | 0 | 0 | 1 | 141.921 | 141.921 | 31 | 49 | 11 | 91 |
| 35 | W 65th S & S Doug Andrus Dr | Bonneville County | 0 | 1 | 0 | 0 | 0 | 1 | 141.921 | 141.921 | 31 | 49 | 11 | 91 |
| 46 | S 15th W & W 81st S | Bonneville County | 0 | 1 | 0 | 0 | 1 | 2 | 142.921 | 71.4605 | 30 | 48 | 15 | 93 |
| 46 | N 15th E & Commerce Way | Bonneville County | 0 | 1 | 0 | 0 | 1 | 2 | 142.921 | 71.4605 | 30 | 48 | 15 | 93 |

| Rank | Intersection | Jurisdiction Name | Fatal | Serious Injury | Injury | Possible Injury | Property Damage | Frequency | EPDO Weight | EPDO per Crash | Crash Frequency Rank | EPDO Total Rank | EPDO per Crash Rank | Priority Score |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 46 | S 45th E & Burke Cir | Bonneville County | 0 | 1 | 0 | 0 | 1 | 2 | 142.921 | 71.4605 | 30 | 48 | 15 | 93 |
| 46 | Bittern Dr & Teton St | Ammon | 0 | 1 | 0 | 0 | 1 | 2 | 142.921 | 71.4605 | 30 | 48 | 15 | 93 |
| 46 | E 113 N & N 45th E | Ucon | 0 | 1 | 0 | 0 | 1 | 2 | 142.921 | 71.4605 | 30 | 48 | 15 | 93 |
| 46 | E 113 N & N 55th E | Bonneville County | 0 | 1 | 0 | 0 | 1 | 2 | 142.921 | 71.4605 | 30 | 48 | 15 | 93 |
| 46 | N 45th E & E 97th N | Bonneville County | 0 | 1 | 0 | 0 | 1 | 2 | 142.921 | 71.4605 | 30 | 48 | 15 | 93 |

# Appendix D: Public Survey Results

# Appendix E: Stakeholder Meeting Summaries

# Appendix F: Project and Grant Identification

This section is comprised of a short list of projects and recommendations for safety solutions that can be included in already planned projects or be implemented as standalone projects to enhance safety for all users. This appendix is meant to be a living document and updated regularly. Projects were identified using crash data in the City of Ammon and Bonneville County. Projects were developed by identifying individual intersection improvements as well as general improvements to corridors. The two lists of projects below have been compared to other regional project lists including the Bonneville County MPO TIP, ITD TIP, and others. These project lists are not exhaustive but a starting point for safety improvements in the area. All projects conducted in the City of Ammon and Bonneville County should look to use the countermeasures identified in the Regional Comprehensive Safety Action Plan to improve safety for all users.

In addition to the project lists here, general safety improvements in alignment with the City of Ammon and Bonneville County's safety priorities established through stakeholder meetings for the safety action plan. Some of these improvements include safety grading for shoulders, wider shoulders for EMS access, access management solutions, speed management, and implementing bike and pedestrian facilities and enhanced crossings. Some additional projects and studies to support the implementation of some of these improvements are recommended in this appendix.

## City of Ammon Projects

The list of City of Ammon projects below includes intersection and corridor projects that address some of the highest crash segments and intersections in Ammon. Where applicable-, short-, medium-, and long-term countermeasure recommendations are provided. Additionally, potential grant funding sources are also listed for the recommended projects.

| Potential Project | Project Description | Potential Grant Funding Resources |
|---|---|---|
| Ammon Rd from Garnet to Leroy | Short term – utilize Qwick Kurb to introduce access management in the corridor. Cost: under $500k<br>Medium term – construct sidewalks/pathways in the ultimate location for the widened corridor. Install concrete medians for access management. Cost: $1-2 million<br>Long term – widen roadway to planned five lane section. optimize cross section to fit within existing right-of-way. Evaluate potential intersection control modifications. Cost: $2-5 million | Short term – SS4A demonstration funds<br>Medium term – SS4A, HSIP, ATIIP (if funded again), TAP, potential Child Pedestrian Safety,<br>Long term – RAISE, SS4A (non-capacity increasing improvements), Rural, Fed Aid urban |

| Potential Project | Project Description | Potential Grant Funding Resources |
|---|---|---|
| 17th Street from 45th E to S 25th E | Short term – utilize Qwick Kurb to introduce access management in the corridor. Cost: under $500k<br>Medium term – construct sidewalks/pathways in the ultimate location for the widened corridor. Install concrete medians for access management. Cost: $1-2 million<br>Long term – widen roadway to planned five-lane section. optimize cross section to fit within existing right-of-way. Evaluate potential intersection control modifications. $1.5-3 million | Short term – SS4A demonstration funds<br>Medium term – SS4A, HSIP, ATIIP (if funded again), TAP, potential Child Pedestrian Safety,<br>Long term – RAISE, SS4A (non-capacity increasing improvements), Rural, Fed Aid urban |
| Intersection of Lincoln Rd & S Ammon Rd | Short Term – signing and striping improvements. Cost: under $500k<br>Long Term – intersection control modification (ie: roundabout or signal) $1.5-3 million | Short term – HSIP<br>Long term - RAISE, SS4A (non-capacity increasing improvements), Rural, Fed Aid urban |
| Intersection of S 25th & E 49th S | Short Term – signing and striping improvements. Cost: under $500k<br>Long Term – intersection control modification (i.e., roundabout or signal) $1.5-3 million | Short term – HSIP<br>Long term - RAISE, SS4A (non-capacity increasing improvements), Rural, Fed Aid urban |
| Corridor Sunnyside Rd<br>S 25th E – S 45th E | Short Term – access management in five lane section with Qwick Kurb. Cost: under $500k<br><br>Medium term – shoulder widening in the uncurbed sections to allow emergency vehicles room to pass. Add pedestrian facilities and mid-block crossings along identified bike and pedestrian routes. Cost: $1-2 million<br><br>Long term – add pedestrian facilities, evaluate if additional capacity needed, evaluate intersection control options. Cost: $2-5 million | Short term – SS4A demonstration funds<br><br>Medium term – SS4A, HSIP, ATIIP (if funded again), TAP, potential Child Pedestrian Safety,<br><br>Long term – RAISE, SS4A (non-capacity increasing improvements), Rural, Fed Aid urban |

## Bonneville County Projects

The list of Bonneville County projects below includes intersection and corridor projects that address some of the highest crash segments and intersections in Bonneville County. Projects on state-maintained roadways were excluded from this list. Where applicable-, short-, medium-, and long-term countermeasure recommendations are provided. Additionally, potential grant funding sources are also listed for the recommended projects.

| Potential Project | Project Description | Potential Grant Funding Resources |
|---|---|---|
| N 15th E from US 26 to US 20 | Short/Medium Term – complete study on future corridor capacity needs. Construct roadside improvements (ie: safety edge, wider shoulders, improved guard rail, roadside hazard signs) Cost: $500k-1.5 million<br>Long Term – widen roadway to address capacity needs, evaluate intersection control, access management solutions, add bike and ped facilities. Cost: $2-5 million | Short term – HSIP<br>Long term - RAISE, SS4A (non-capacity increasing improvements), Rural, Fed Aid urban or rural |
| 113 S from S 1st E to S Pinehurst Dr. | Short/Medium Term – complete study on future corridor capacity needs. Construct roadside improvements (ie: safety edge, wider shoulders, improved guard rail, roadside hazard signs). $500k-1.5 million<br>Long Term – widen roadway to address capacity needs, evaluate intersection control, access management solutions, add bike and ped facilities. Cost: $2-5 million | Short term – HSIP<br>Long term - RAISE, SS4A (non-capacity increasing improvements), Rural, Fed Aid urban or rural |
| N 25th E from US 26 to US 20 | Short/Medium Term – complete study on future corridor capacity needs. Construct roadside improvements (ie: safety edge, wider shoulders, improved guard rail, roadside hazard signs) $500k-1.5 million<br><br>Long Term – widen roadway to address capacity needs, evaluate intersection control, access management solutions, add bike and ped facilities. Cost: $2-5 million | Short term – HSIP<br>Long term - RAISE, SS4A (non-capacity increasing improvements), Rural, Fed Aid urban or rural |

| Potential Project | Project Description | Potential Grant Funding Resources |
|---|---|---|
| N 5th E from E 145th N (County Line) to E 49th N | Short/Medium Term – complete study on future corridor capacity needs. Construct roadside improvements (ie: safety edge, wider shoulders, improved guard rail, roadside hazard signs). $500k-1.5 million<br><br>Long Term – widen roadway to address capacity needs, evaluate intersection control, access management solutions, add bike and ped facilities. Cost: $2-5 million | Short term – HSIP<br>Long term - RAISE, SS4A (non-capacity increasing improvements), Rural, Fed Aid urban or rural |
| Intersection of E 65th N & N 15th E | Intersection had multiple angle and head on crashes and ranked in the top 5 most injury/severe crashes in the county. Recommend constructing a roundabout at this location. Cost: $1.5 – 3 million | HSIP, SS4A, Potentially Fed Aid Rural or Urban, if lumped with other projects - RAISE |

## Additional Project Considerations

Through the development of the Regional Safety Action Plan, Ammon specifically identified a desire to further explore additional solutions to improving multimodal safety and accessibility. Additional efforts that have been identified include:

- Development of an ADA Transition Plan – funding opportunities include SS4A planning and demonstration, LHTAC LRIP funding. This would include the assessment of all ADA facilities in the City and a plan and budget for replacement of any non-compliant facilities. The plan will be a living plan and monitor the progress of achieving ADA compliance.
- Vulnerable Roadway User Assessment – this is a study that would build on the Regional Comprehensive Safety Action Plan but would focus on safety for non-motorized users. This would include identifying high risk areas, refining safety improvement strategies, project identification, and potential funding recommendations. This would further support Ammon's goal to improve multimodal facilities and accessibility.
- Update of typical sections and roadway design policy for Ammon – several safety countermeasures were identified in the RCSAP that could be standard practice if typical sections and roadway design policy is updated in the City of Ammon. This could include updated guidance on pathway widths, access management strategies, intersection designs, lane widths, and

more. One recommendation is to allow for more flexibility in design and rely on a context sensitive approach rather than specific typicals for each roadway classification.

## Grant Funding Information

Several grants were identified above as potential funding sources for all projects identified. For federally identified grants, the notification of funding release date can vary year to year. A resource to track potential funding sources at the federal level is this calendar that is routinely updated by AMPO (Association of MPOs): https://ampo.org/resources-publications/ampo-nofo-tracker/

Grant programs identified above that are federal programs include:

SS4A – Safe Streets for All Program: this is a program that focuses on safety improvements to reduce serious and fatal crashes. A 20% match is required for this program.

RAISE – Rebuilding American Infrastructure with Sustainability and Equity: This is a program that focuses on a variety of things from improving roadway safety to revitalizing communities and creating economic opportunities. Ammon is considered rural and has a reduced match requirement for this program.

Locally, all identified grant programs are awarded through LHTAC and local MPOs in Idaho. LHTAC typically requires applications for the HSIP, Urban, and various other programs in January. Each fall LHTAC completes a funding education series and travels across the state to educate locals on funding programs as well as answer any questions. programs identified above that are awarded by these state agencies are:

HSIP – Highway Safety Improvement Program: this is a statewide program awarded through LHTAC. You must complete an application, and funding is awarded based on BCA performance. Projects must follow federal aid requirements. Locals can only apply if they have had at least one fatal or serious injury crash in the last five years. This program requires a local match of 7.34% of the total project cost.

Urban and Rural Federal Aid: this is funded through surface transportation program local funds. Collectors and arterials are applicable roadways. Funds can be used for new construction, reconstruction or rehabilitation of roadways, planning, corridor studies and similar activities. The approximately $27M in annual funding is split between Rural and Urban. This program requires a local match of 7.34% of the total project cost.

Additionally, some project may qualify for other local programs such as TAP (Transportation Alternatives Program) or the Child Pedestrian Safety Program. Additional information about these grants and their funding cycles is located on LHTAC's website (https://lhtac.org/programs/). Additional local funding programs that can be considered are located here: https://lhtac.org/programs/transportation-funding-opportunities-non-lhtac/.

| Ammon Projects | | | | |
|---|---|---|---|---|
| Potential Project | Crash Data | Intersection Ranking | Notes | Potential Solutions |
| Corridor S Ammon Rd Garnet - Leroy | 106 crashes<br>42 injury<br>5 severe | 24 | Angle<br>Rear end | Access management, intersection control |
| Corridor 17th St 45th E – S 25th E | 208 crashes<br>88 injury | 17th & S ammon Rd –24<br>17th St & 45th E - 22 | Angle<br>Rear end<br>Head-on<br>sideswipe | Access management, intersection control |
| Lincoln Rd & S Ammon Rd – Low Priority | 40 crashes<br>6 injury | ??? | Angle<br>Sideswipe | Short term – signing and striping, long term – intersection control |
| S 25th & e 49th S | 25 crashes<br>9 injury | 15 | Angle<br>Head on | Short term – signing and striping, long term – intersection control |
| Corridor Sunnyside Rd S25th E – S 45th E | 85 crashes<br>35 injury | Sunnyside & S 45th – Sunnyside & S Ammon Rd – 29 | Angle<br>Rear end<br>Head-on<br>sideswipe | Road diet – need volumes<br>Int control<br>Shoulder widening<br>Access management |

| Bonneville County Projects | | | | |
|---|---|---|---|---|
| Potential Projects | Crash Data | Intersection Ranking | Notes/Solutions | Solutions |
| Corridor N 15th E US26 – US 20 | 83 crashes 38 injuries | Iona Rd & 15th E –14 49th N & 15th E - | Angle Rear end | Short/medium term - Roadside improvements Long term – evaluate intersection control |
| Corridor 113 S S 1st E – S Pinehurst Dr | 14 crashes 8 injuries 4 severe | 113 S & 1st E – 6 113 S & 15th E - 9 | Angle Fixed object | Short/medium term - Roadside improvements Long term – evaluate intersection control |
| Corridor N 25th E US 26 – US 20 | 85 crashes 34 injuries 5 severe | 49th N & 25th E - 15 | Angle Rear end Fixed object | Short/medium term - Roadside improvements Long term – evaluate intersection control |
| Corridor N 5th E E 145 N(county line) – E 49th N | 47 crashes 28 injuries | | Angle Fixed object Rear end | Short/medium term – assess corridor for capacity needs, roadside improvements Long term - widening |
| E 65th N & N 15th E | 8 crashes 7 injuries 2 severe | 5 | Angle Head on | Roundabout |
| | | | | |