COMPREHENSIVE SAFETY ACTION PLAN

CITY OF REXBURG

MAY 2026

Prepared By Keller Associates

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EXECUTIVE SUMMARY

From 2020 to 2024, 2,029 crashes occurred on the City of Rexburg's roadways, resulting in three fatal and 30 serious injury crashes. To directly address this crash risk and reduce the severity of crashes, the Rexburg Comprehensive Safety Action Plan (CSAP) was developed. The CSAP follows a data-driven strategy for identifying high-risk locations and systemic crash trends, which are addressed through a list of projects and an evidence-based safety countermeasure toolbox. The CSAP also produced a catalog of non-infrastructure, policy-based strategies to facilitate a continued commitment to achieving the City's stated goal — **to eliminate all fatal and serious injury crashes on roadways within Rexburg.**

Year	2020	2021	2022	2023	2024	Total (2020 – 2024)
Fatal Crashes	0	2	1	0	0	**33 Fatal and Serious Injury Crashes**
Serious Injury Crashes	3	2	3	9	13	
Total Crashes	286	439	409	477	418	**2,029 Crashes**

Recommended infrastructure and policy-based strategies are tailored to address six **emphasis areas** – reoccurring characteristics of crashes in Rexburg (see right) and the 20 most dangerous crash locations from the prior five years. A public involvement survey was conducted to capture community member concerns around both specific locations of concern as well as broad systemic challenges they face. Further, high crash locations were screened for overlap with areas of persistent poverty, ensuring project prioritization can serve historically underserved areas of Rexburg.

Countermeasures and strategies presented in the CSAP follow the principles of the **Safe System Approach:** a multi-disciplinary approach that prioritizes safety of all roadway users during the design and planning of infrastructure improvements.

Emphasis Areas

Young Drivers

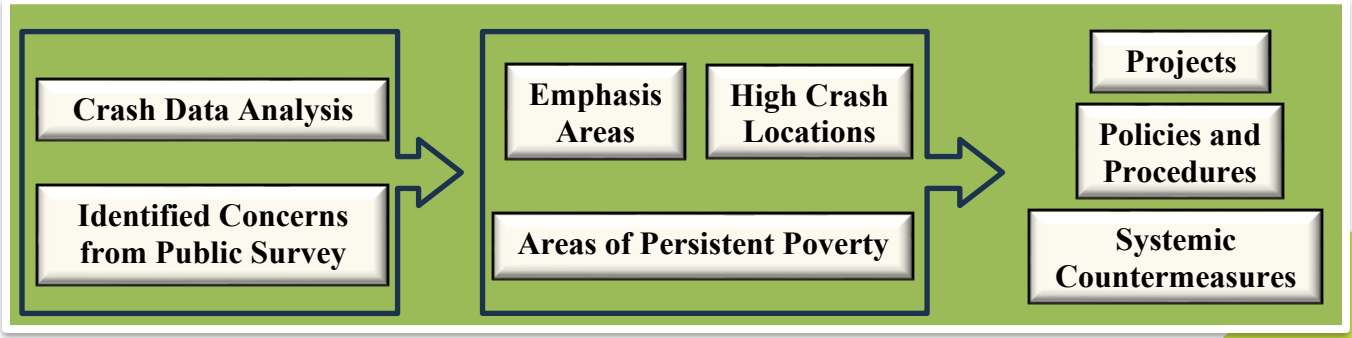
Intersection-Related Crashes

Nighttime Crashes

Roadway and Lane Departure Crashes

Bicycle and Pedestrian Crashes

Motorcycle Crashes



PURPOSE AND COMMITMENT

The City of Rexburg (City) received a Safe Streets and Roads for All (SS4A) Grant to develop a Comprehensive Safety Action Plan (CSAP). The City has identified numerous safety challenges that are faced by its transportation network. The focus of the CSAP is to identify high-impact strategies that can be deployed across Rexburg, on facilities owned by the City and the State alike. Through adoption of this Comprehensive Safety Action Plan by the Rexburg City Council, the City establishes a clear community safety goal:

Eliminate fatal and serious injury crashes on roadways within Rexburg by 2036.

The CSAP utilizes a data-driven, evidence-based approach to guide future development and strengthen the City's ability to secure funding for safety improvements.

The Rexburg CSAP embraces the Vision Zero Mindset – that even one roadway fatality or serious injury is unacceptable. As part of a nationally recognized commitment to reach a goal of zero deaths on our roadways, the Federal Highway Administration has adopted a Safe System Approach (**Reference 1**). This proactive safety approach is rooted in the fact that humans make mistakes, and the human body is fragile.



Figure 1: The Safe Systems Approach (Source: Federal Highway Administration)

The Safe System Approach uses a five-layer multi-disciplinary process of creating mitigations that, when a crash occurs, reduces the severity of the crash. The six principles that guide Safe System Approach are:

1. Deaths and serious injuries are unacceptable.
2. Humans make mistakes.
3. Humans are vulnerable.
4. Responsibility is shared.
5. Safety is proactive.
6. Redundancy is crucial.

Strategies presented in this plan leverage multiple principles, thereby creating a system of road user safety elements. Safety countermeasures should mitigate human mistakes and facilitate safe travel for all users, especially the most vulnerable road users.

The vision of achieving zero deaths and serious injuries on Rexburg roadways is supported by core principles that drive the recommendations outlined in this Comprehensive Safety Action Plan:

1. Invest in improvements and raise the standard of facility design such that the entire network is safe for all community members.
2. Make recommendations based on data-driven decision making that implement proven and innovative solutions to current safety challenges.
3. Engage and collaborate with the community by identifying teaming partners and refining outreach aspirations.
4. Foster a culture of safety by adopting the Safe System Approach.

Progress toward the City's CSAP goal will be tracked using a combination of outcome-based safety metrics and implementation-focused performance measures, with results reported publicly on an annual basis. The City will track and report the following metrics:

- **Fatal and serious injury crashes** | Target: Reduce fatal and serious injury crashes to four or fewer per year within five years, and to zero or near-zero within ten years.
- **Number of safety projects completed** | Target: Two per year
- **Progress towards policy and progress changes** | Target: One documented update per year
- **Continuation of CSAP Steering Committee meetings** | Target: At least two meetings per year

STEERING COMMITTEE FRAMEWORK

As part of a multidisciplinary and multi-agency commitment to the CSAP goal, a steering committee was established to help guide the development of the CSAP. The steering committee team consisted of:

Keith Davidson and Justin Beard – Rexburg Public Works

Alan Parkinson – Rexburg Planning and Zoning

Jerry Merrill – Rexburg Mayor

Colin Erickson, Bryanna Johnson, Erik Erickson – Rexburg Councilmembers

Jon Lewis – Rexburg Recreation Director

Kyle Williams – Bringham Young University-Idaho

K-12 School District Transportation

Jeff Sneddon – ITD District 6

Gary Hagen – Rexburg Assistant Chief of Police

The steering committee team facilitated community outreach and engagement, provided guidance and direction to the consultant team during the development of the CSAP, and will lead the ongoing implementation of the CSAP strategies and principles to advance the City's adopted safety goal.

SAFETY ANALYSIS

As part of the goal of developing a data-driven approach to enhancing safety, a comprehensive safety evaluation was conducted using five-years of crash data (2020-2024) (**Appendix A**). The safety evaluation analyzed systemic crash trends and hotspot crash locations – creating safety emphasis areas and a high priority network for project implementation.

Table 1: Vehicular Crashes (2020-2024)

Year	2020	2021	2022	2023	2024
Fatal Crashes	0	2	1	0	0
Serious Injury Crashes	3	2	3	9	13
Total Crashes	286	439	409	477	418

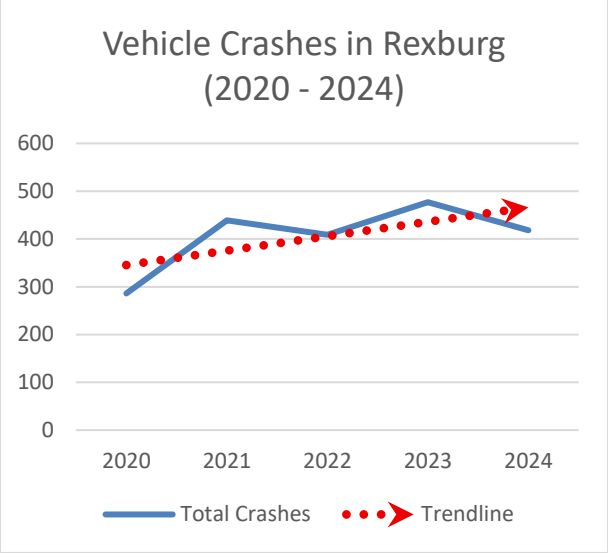


Figure 2: Vehicular Crash Trend (2020-2024)

High Crash Locations

High Crash Locations (HCLs) include the streets and intersections within Rexburg that have the highest rates of fatal and serious injury crashes over the last five years. **Table 2** lists the twenty HCLs identified through the data-driven the safety evaluation. **Figure 3** indicates their locations across Rexburg, ranked based on an Equivalent Property Damage Only (EPDO) score.

Areas of Persistent Poverty Evaluation

The Rexburg CSAP is committed to safeguarding the well-being and dignity of all community members, and accordingly has also explored crash trends within underserved communities affected by persistent poverty. The safety evaluation compared the location of HCLs with designated Areas of Persistent Poverty as determined by U.S. Department of Transportation (Reference 2). HCLs that overlapped with these areas were identified in **Table 2**.

Table 2: Rexburg High Crash Locations

HCL Rank	Location	EPDO Score	Intersection / Segment	Located in Area of Persistent Poverty
1	N. 2nd East: E 2nd North to S Teton River	425	Segment	Yes
2	Golden Beauty Dr / University Blvd	395	Intersection	Yes
3	S 2nd East: E 7th South to E 3rd South	391	Segment	Yes
4	N 2nd East: Moran View Rd to Moody Rd	292	Segment	No
5	S 1st West: W 3rd South to W 1st South	275	Segment	Yes
6	Yellowstone Hwy / W 7th South	202	Intersection	Yes
7	University Blvd: 200' east of Yellowstone Highway to S 5th West	196	Segment	Yes
8	S 2nd West / W 1st South	194	Intersection	Yes
9	S 2nd West / W 7th South	190	Intersection	Yes
10	N 2nd East / Moody Rd	187	Intersection	No
11	S 12th West / Main St	166	Intersection	Yes
12	N 2nd East : S Teton River to E 7th North	155	Segment	No
13	Main St / Pahsimeroi Blvd / Summit Dr	144	Intersection	Yes
14	S 2nd West / W 5th South	134	Intersection	Yes
15	S 5th West / W 7th South	131	Intersection	Yes
16	N 2nd East / Lorene St	131	Intersection	No
17	Pioneer Rd / Main St	127	Intersection	Yes
18	N 2nd East / E 15th North	126	Intersection	No
19	W 1st North / N 2nd West	116	Intersection	Yes
20	Center St / E 7th South	114	Intersection	Yes

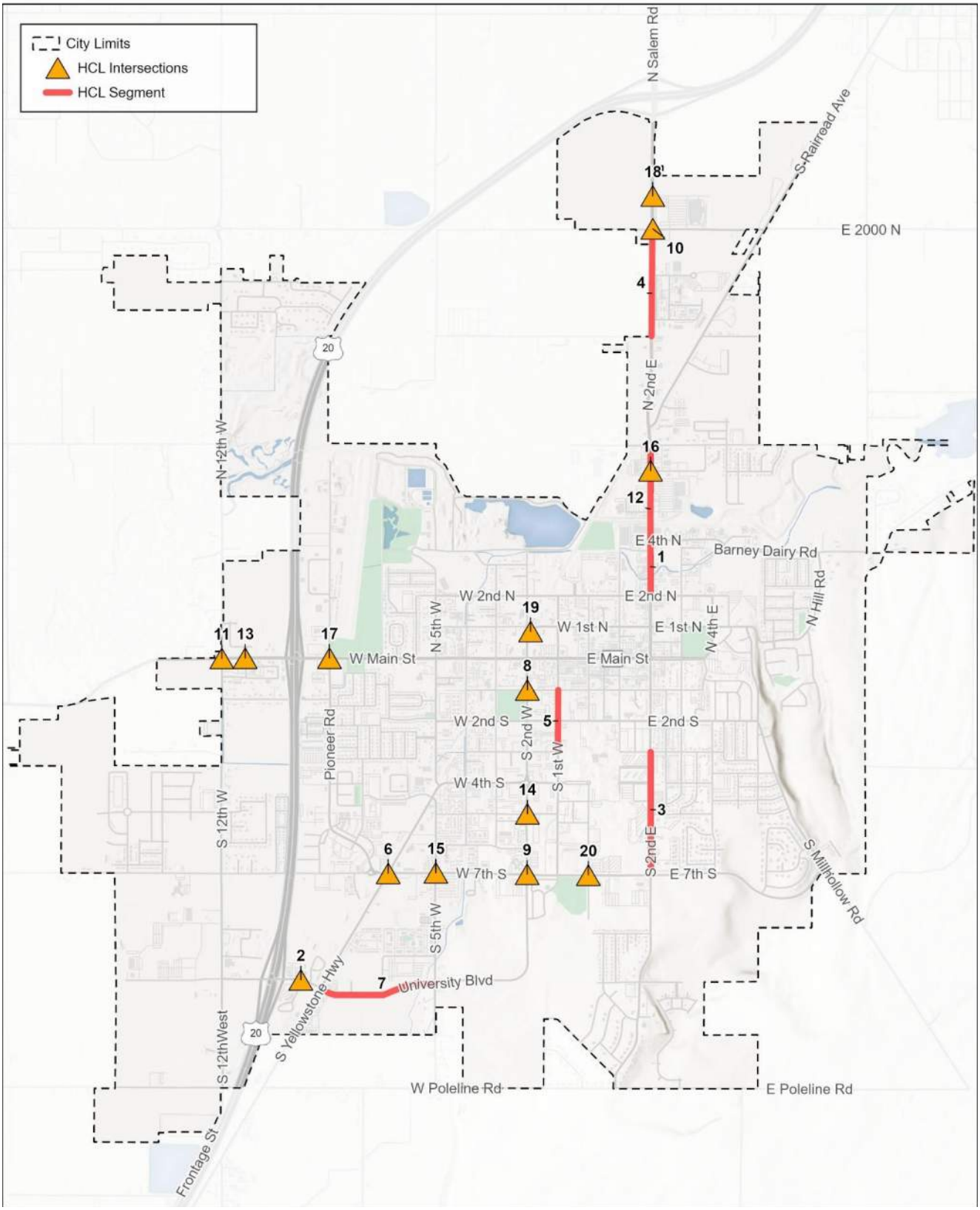


Figure 3: Rexburg High Crash Locations

Emphasis Areas

Systemic safety recommendations were developed to address recurring crash patterns and risk factors identified through the crash data analysis. This analysis identified six safety emphasis areas that represent the most significant contributors to fatal and serious injury crashes in Rexburg. These emphasis areas provide a guide to prioritizing systemic countermeasures and strategies that can be applied proactively across the transportation network.

- **Young Drivers**

  Drivers aged 16–25 were involved in 1,572 crashes in Rexburg. Two-thirds of all fatal or serious injury crashes involved a young driver.

- **Intersection-Related Crashes**

  56% of all crashes and 51.5% of fatal and serious injury crashes occurred at intersections.

- **Nighttime Crashes**

  27% of all crashes occurred during dark, dusk, or dawn conditions, while 39% of fatal and serious injury crashes occurred in low-light conditions.

- **Roadway and Lane Departure Crashes**

  29% of all crashes were roadway or lane departure crashes, accounting for approximately one-third of all fatal and serious injury crashes.

- **Bicycle and Pedestrian Crashes**

  While comprising less than 3% of all crashes, bicycle and pedestrian crashes represented 24% of fatal and serious injury crashes.

- **Motorcycle Crashes**

  1.7% of all crashes involved motorcycles, yet these crashes accounted for 23% of all fatal and serious injury crashes.

PUBLIC INVOLVEMENT SUMMARY

A public engagement survey was conducted early in the plan development process that polled roughly 160 community members on a variety of questions related to how they move around the community and their concerns around safety (**Appendix B**). A summary of the questions and response results is shown below.

- **How safe do you feel when driving Rexburg's roadways?**

  Less than half of respondents (41%) feel safe driving on Rexburg's roadways.

- **How safe do you feel when walking Rexburg's sidewalks?**

  Roughly one-third of respondents (36%) feel safe walking in Rexburg, while 24% reported feeling unsafe.

- **How safe do you feel when biking in Rexburg?**

  Nearly 80% of respondents felt neutral or unsafe biking in Rexburg.

- **Where do you feel the greatest safety concerns exist in Rexburg?**

  Most respondents identified areas near the BYU–Idaho campus as having the greatest safety concerns, followed by the 2nd West & 4th South roundabout and 7th South (Yellowstone Highway to BYU–Idaho).

- **If you have children or teens, how often do they walk, bike, or use a scooter to get to school?**

  Among applicable respondents, the majority indicated their children or teens walk, bike, or use a scooter daily to get to school.

- **What are the biggest challenges to walking safely in Rexburg?**

  Primary challenges identified were poor lighting, drivers failing to yield to pedestrians, and unsafe crossings. Secondary concerns included speeding traffic and missing sidewalks.

- **What are the biggest challenges to biking safely in Rexburg?**

  Respondents primarily cited driver behavior (failure to yield, unsafe passing) and lack of bike lanes or bike routes, followed by traffic speeds and volumes.

- **Are there intersections, crossings, or streets in Rexburg that you avoid because they feel unsafe?**

  Seventy-five percent (75%) of respondents reported avoiding certain locations due to safety concerns.

- **Do you think vehicle speeds in Rexburg are generally appropriate?**

  Half of respondents (46%) felt speeds are sometimes or frequently too fast in certain areas, and that speeding is a major issue.

- **Which types of traffic safety improvements are most needed in Rexburg?**

  Intersection lighting was identified as the most needed improvement. Other priorities included a north–south pedestrian/bicycle pathway along 2nd East, vehicular capacity improvements on major corridors, traffic calming, improved crosswalk markings, speed feedback signs, and sidewalk/ADA curb ramp improvements.

- **What is the most important outcome you want to see from the City's Safe Streets for All Action Plan?**

  75% of respondents prioritized reducing serious crashes, improving bicycle and pedestrian pathways, and safer pedestrian crossings. 25% prioritized reduced speeding on key streets, safer school zones, and improved sidewalks and ramps.

- **Where do you live?**

  The majority of respondents (78%) live within Rexburg city limits. 13% live within 10 miles of the city limits, and fewer than 10% either live in Sugar City or live more than 10 miles outside the city.

- **What is your employment status?**

  Respondents largely worked in at a business in Rexburg (38%), were students at BYU-Idaho (16%), or worked from home (14%). A tenth of respondents commute out of Rexburg for work.

- **What is your age range?**

  The majority of respondents were aged 18-45 (60%)

- **Do you have a physical disability or health condition that affects the way you travel?**

  6% of respondents indicated they have a physical disability / health condition that affects the way they travel.

Respondents also provided where they felt safety concerns were via map pins as shown in **Figure 4**. The HCL locations are overlain on this map as well.

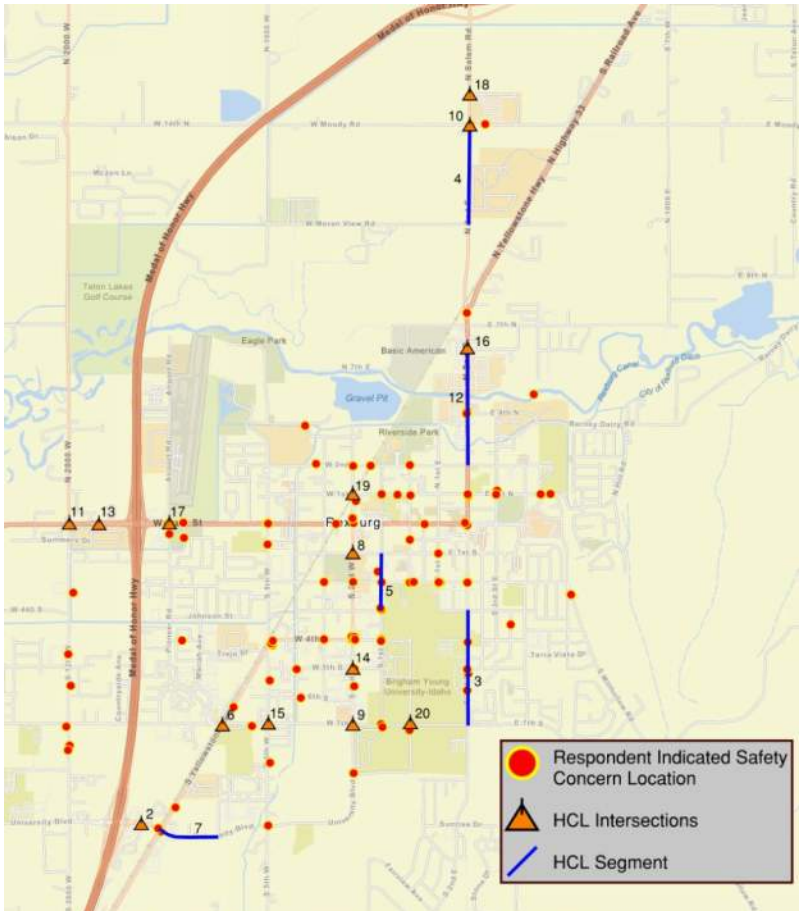


Figure 4: Respondent Locations

2nd Public Feedback Survey

A 2nd public feedback survey was conducted in May 2026 to present the recommended projects and strategies. 12 respondents participated in the survey and results can be found in **Appendix B**. Key findings from the responses include:

Do the proposed projects and Safety Emphasis Areas reflect the safety concerns you experience in Rexburg?

- 92% of respondents said Mostly or Yes

Would you be willing to accept slightly longer travel times if it resulted in improved traffic safety (fewer serious injuries and fatal crashes)?

- 83% of respondents said Yes

SYSTEMIC COUNTERMEASURES TOOLBOX

Systemic Countermeasures identify safety strategies that can be applied proactively across the Rexburg transportation network to address recurring crash patterns and risk factors associated with the CSAP Emphasis Areas. Unlike site-specific projects that focus on individual high-crash locations, systemic countermeasures are intended for broader deployment at locations that share similar roadway characteristics, traffic conditions, or safety risks, even if those locations do not yet exhibit a documented history of severe crashes.

COUNTERMEASURE RESOURCES

Strategies are drawn from FHWA and NHTSA best practices and applied using a Safe System approach. See **Appendix C** for the full toolbox.

Young Drivers

Comprehensive safety evaluation of crashes involving young drivers indicated that the most prevalent causes of serious injury and fatality were angle/turning crashes (36.4%), distracted driving (25%), and crashes involving a pedestrian or bicyclist (36.4%). The Intersection and angle/turning crashes as well as crashes involving vulnerable road users – the focus of strategies addressing young drivers is mitigating distracted driving.

- *High Visibility Cell Phone Enforcement Campaign*

Intersection Related

Evaluation of crash patterns indicate that over half of all crashes in Rexburg occur at or near intersections – and similarly represent roughly half of fatal and serious injury crashes.

- *Corridor Access Management*
- *Dedicated Left and Right Turn Lanes at Intersections*
- *Roundabouts*
- *Multiple Low-Cost Countermeasures at Stop-Controlled Intersections*
- *Signal Phasing Improvements*

Nighttime Crashes

Nighttime crashes in Rexburg are a contributing factor to roadway departures, lane departures and intersection crashes. Moreover, safety evaluations indicated that the majority of crashes occurred along roadways zoned for 35 mph or under, and that speeding contributed to 13% of all nighttime crashes.

- *Backplates with Retroreflective Borders*
- *Improved Intersection and Segment Lighting*
- *Deployment of Improved Retroreflective Signage*

Roadway and Lane Departure

Roadway and lane departure crashes are roughly one third of all total crashes, and roughly one third of all fatal and serious injuries. Head-on collisions and striking fixed objects are the predominant crash type under this category, with speeding and icy/snowy/slushy road conditions as top factors.

- *Enhanced Delineation for Horizontal Curves*
- *Median Barriers*
- *Roadside Design and Clear Zone Improvements*
- *Wider Edge Lines*

Bike and Pedestrian

Top factors among all bike and pedestrian crashes includes failure to yield, vision obstruction, distraction, and low-light conditions – largely occurring on roads zoned for 25 mph or less. Bike and pedestrian crashes that resulted in fatalities or serious injuries followed the same pattern of top factors, weighted more heavily towards roadways zoned for 25 mph or less. Countermeasures explored in this toolbox focus on physical separation and/or increased visibility.

- *Medians and Pedestrian Refuge Islands*
- *Curb Extensions or Bulb outs*
- *Crosswalk Visibility Enhancements*
- *Bicycle Lanes*
- *Rectangular Rapid Flashing Beacon*
- *Pedestrian Hybrid Beacon*
- *Leading Pedestrian Interval*

Motorcycle

Top factors among all motorcycle crashes include young drivers, speeding, and improper maneuvers. The majority of crashes occur on segments.

- *High-Visibility Media Campaign Encouraging Proper Riding Gear and S.T.A.R.S. Training*

Crosscutting Strategy – Appropriate Speed Limits for All Road Users

Global research concurs that there is a direct relationship between vehicle speed and human survival during a crash. Managing speeds is a critical method for reducing fatalities and serious injuries on roadways. This is especially important along facilities where there are frequent interactions between vehicles and vulnerable road users.

Speed management can be achieved by the jurisdiction setting an appropriate speed limit that reduces the severity of crashes. While speed limits are often set by statutory law, agencies can seek designated authority to establish non-statutory speed limits or designate reduced speed zones. Non-statutory speed limits require that changes based on an engineering study conducted in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Implementation guidance points to the use of 20 mph speed limits in urban cores – where there is a greater density of conflicts between vehicles and vulnerable road users – and setting speed limits on rural road applications no more than 5 mph below the 85th-percentile speed.

Emergency Medical Services

- *Multidisciplinary Collaboration*

To meet post-crash care objectives, agencies must prioritize deep coordination with EMS partners through joint forums to identify high-priority improvements such as roadway element design input, work zone planning, and signal preemption. This collaboration extends beyond operational efficiency to include hospital data-sharing and public education, fostering a comprehensive, multi-agency approach to both incident response and regional safety.

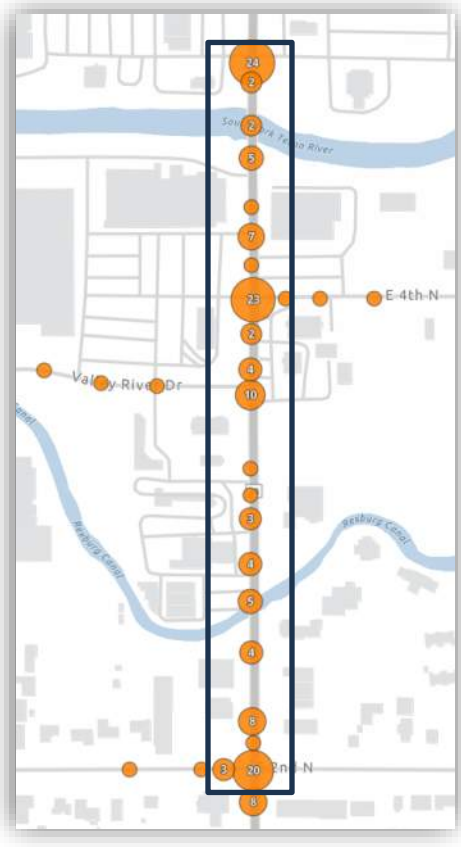
HIGH CRASH LOCATION PROJECTS

As part of the comprehensive safety evaluation of the City of Rexburg's network and identification of 20 high-crash locations, potential projects that address existing safety challenges were developed for each of the 20 HCL locations. These projects act as "hot spot" treatments to address an identified, existing need. Concept-level design exhibits were developed for select locations and included in **Appendix D**.

HCL 1: N 2nd East: E 2nd North to S Teton River

This location is a one-third mile segment with a five-lane cross-section. It has lighting and sidewalks present and no bike lanes. It is bounded by a signalized intersection at the south end and a bridge over the South Teton River at the north end. A concept design for this location is included as an appendix item (**Appendix D**).





The following is a summary of the 2020 – 2024 crashes:

- 83 crashes
- 1 serious injury
- 1 bicycle related crash
- 36% rear-end
- 34% angle crashes (serious injury)
- 29% occurred at a driveway
- 26% occurred at an intersection
- 24% failed to yield
- 23% turning left
- 20 crashes occurred with 100’ of E 4th North
- 14 crashes occurred within 100’ of Valley River Drive

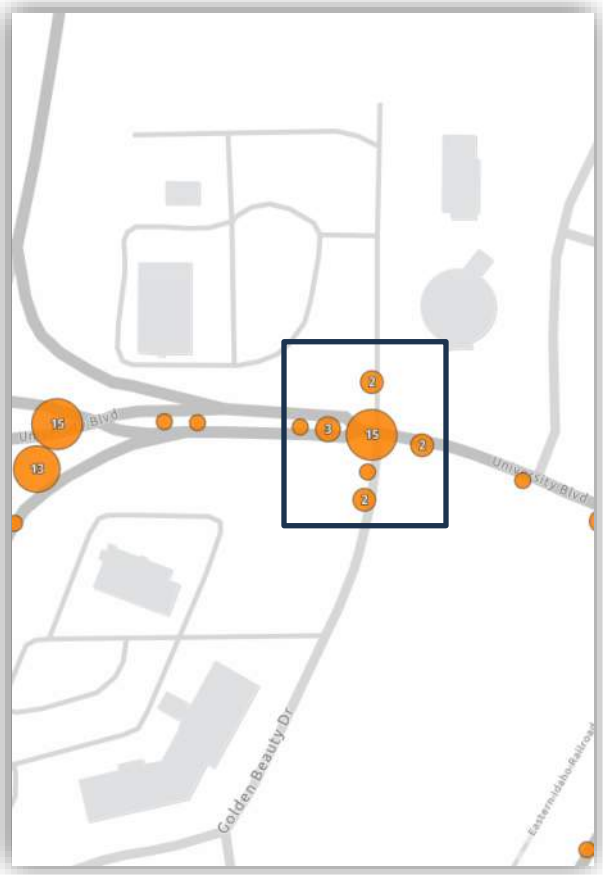
Countermeasures	Description
Create directional medians	Install directional median openings to allow and restrict left-turns and u-turns
Yellow Change Intervals	Review signal timing for appropriate yellow and red change interval
Install Traffic Signal at E 4th North	A traffic control device that efficiently controls and manages competing flows of traffic.

Estimated Cost: $3,169,000

HCL 2: Golden Beauty Dr / University Blvd

Golden Beauty Drive and University Boulevard meet at a five-lane by two-lane unsignalized intersection with two-way stop control on the north and south minor road approaches. Street lighting is present at this location. Sidewalks are present on the west side of the intersection and on the north side of the east leg, and there are no bike lanes. This intersection is located about 300 feet east of the diverging diamond interchange of US Highway 20 and University Boulevard. A concept design for this location is included as an appendix item (**Appendix D**).





The following is a summary of the 2020 – 2024 crashes:

- 26 crashes
- 3 serious injuries
- 38% angle-turning (serious injury)
- 15% head-on (serious injury), rear-end, side-swipe same
- 31% failed to yield
- 19% improper turn

Countermeasures	Description
Create directional medians	Install directional median openings to allow and restrict left-turns and u-turns.
Install right-turn lane on single major road approach at 3- or 4-leg unsignalized intersection	A right-turn auxiliary lane for storage and to accommodate decreasing speeds for right-turn vehicles as they approach an intersection.

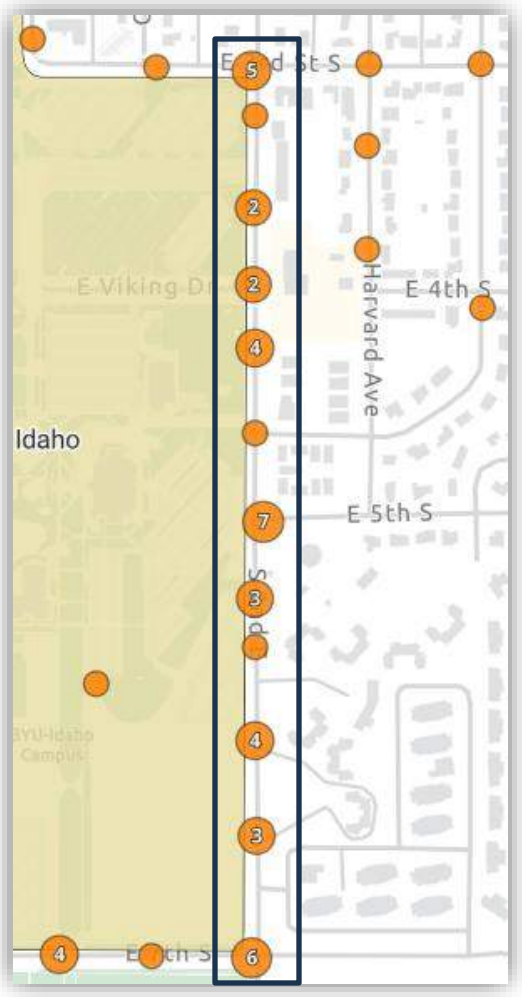
Estimated Cost: $583,000

***Roundabout or other intersection modifications may be needed to facilitate vehicle travel in all directions after installation of directional medians**

HCL 3: S 2nd East: E 7th South to E 3rd South

This location is an approximately 0.6-mile long segment with a three-lane cross section. The segment has street lighting and sidewalks, and it has bike lanes along most of its length. The segment is bounded by two signalized intersections, and there are four rectangular rapid flashing beacon (RRFB) pedestrian crossings along this section.





The following is a summary of the 2020 – 2024 crashes:

- 31 crashes
- 3 serious injuries (all pedestrian involved)
- 4 pedestrian, 1 bike
- 4 occurred at intersections
- 48% rear-end
- 13% angle-turning
- 19% inattention
- 23% driveway/parking lot related
- 4 crashes (1 ped, serious injury) occurred at the southern-most RRFB
- 4 crashes (3 ped, 1 serious injury) occurred at E 3rd South

Road Safety Audit (RSA)

A Road Safety Audit (RSA) was conducted on April 2, 2026, for S 2nd East between E 7th South and E 3rd South. The audit team included three members of the project steering committee (two City of Rexburg staff and one BYU–Idaho representative) and two consultant team members. The team reviewed corridor crash history in advance of the field visit and completed a walking audit of the study area.

The corridor is a three-lane roadway with multiple RRFB-equipped crossings. While excessive vehicle speeds were not observed during the site visit, the corridor experiences frequent pedestrian activity, including reported jaywalking despite posted enforcement signage. Lighting is present at intersections, but their positioning could be improved to better illuminate pedestrians for approaching vehicles. The audit identified several opportunities to enhance pedestrian visibility, reduce crossing distances, and better accommodate crossing demand.



Figure 5: S 2nd East RRFB Crossing

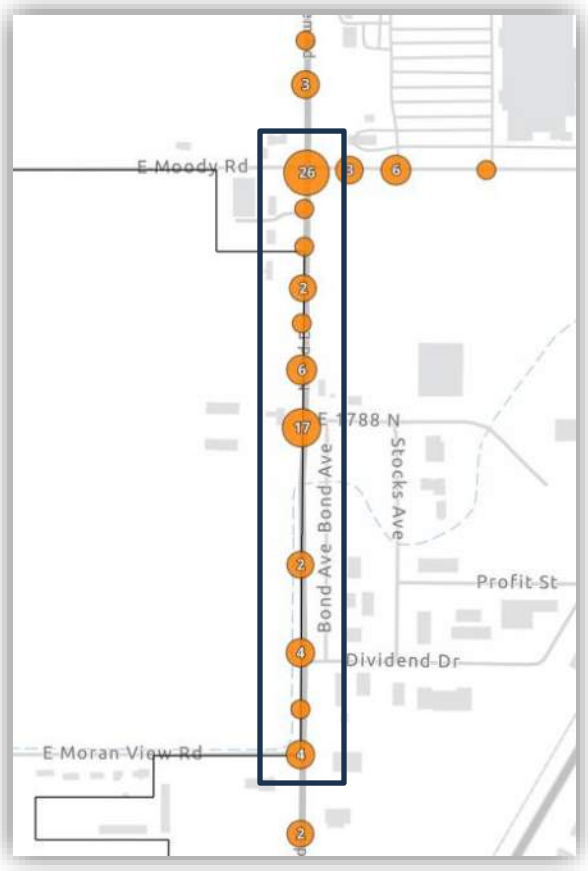
Recommended Countermeasures (RSA findings)	
Enhance Pedestrian Crossings (RRFBs)	Add refuge islands at select midblock crossings where turning movements can be maintained. Incorporate refuge islands at T-intersections on left-out approaches where feasible. Consider raised crosswalks at crossing locations.
Improve Lighting at Crosswalks	Install supplemental lighting in advance of crosswalks in both directions to reduce silhouette effect and improve nighttime pedestrian visibility.
Address Crossing Behavior	Recognize continued jaywalking activity despite existing signage and enforcement messaging. Consider new crossings at locations with demonstrated illegal crossing demand.
Reduce Pedestrian Crossing Distance	Install curb extensions at the E 3rd South intersection to shorten crossing length and improve pedestrian visibility.

Estimated Cost: $1,507,000

HCL 4: N 2nd East: Moran View Rd to Moody Rd

This location is a half-mile long segment with a five-lane cross section. The segment includes a T-intersection at Moran View Road, signal at Stationary Place, and ends 200' south of the signalized intersection at Moody Road. There is no street lighting present outside of the signal, and sidewalk is present along most of the east side of the segment, but not the west. There are no bike lanes along this segment.





The following is a summary of the 2020 – 2024 crashes:

- 40 crashes
- 1 fatality
- 45% rear-end
- 38% occurred at a signalized intersection
- 15% angle-turning
- 13% head-on turning (fatal)
- 23% speed too fast for conditions
- 30% during icy conditions
- 23% involved left-turning vehicles

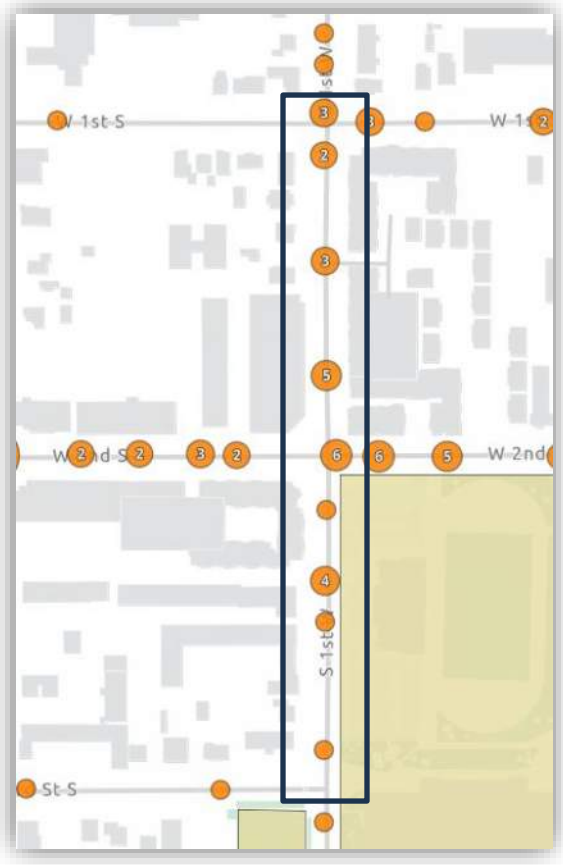
Countermeasures	Description
Create directional medians	Install directional median openings to allow and restrict left-turns and u-turns
Provide "STOP AHEAD" pavement markings	Pavement markings on a roadway surface that informs drivers of an approaching unsignalized intersection
Advanced yield or stop marking and signs	Markings and signs placed in advance of intersection
Install lighting on a roadway segment	A permanent source of artificial lighting installed at a segment of roadway that provides greater visibility.
Install lighting at intersection	A permanent source of artificial lighting installed at an intersection that provides greater visibility of the intersection.

Estimated Cost: $3,831,000

HCL 5: S 1st West: W 3rd South to W 1st South

This 0.3-mile long segment has a two-lane cross section and both angled and parallel on-street parking. Street lighting and sidewalks are present, and there is a southbound bike lane between W 1st South and W 2nd South. The segment is bounded by a four-leg all-way stop-controlled intersection at W 1st South and a three-leg all-way stop-controlled intersection at W 3rd South. A four-leg signalized intersection is located at W 2nd South.





The following is a summary of the 2020 – 2024 crashes:

- 23 crashes
- 2 serious injuries
- 56% angle crashes (2 serious injury)
- 1 pedestrian and 2 bike crashes
- 17% rear-end
- 17% speed too fast for conditions
- 43% driveway or parking lot related
- 39% intersection related
- 43% nighttime conditions

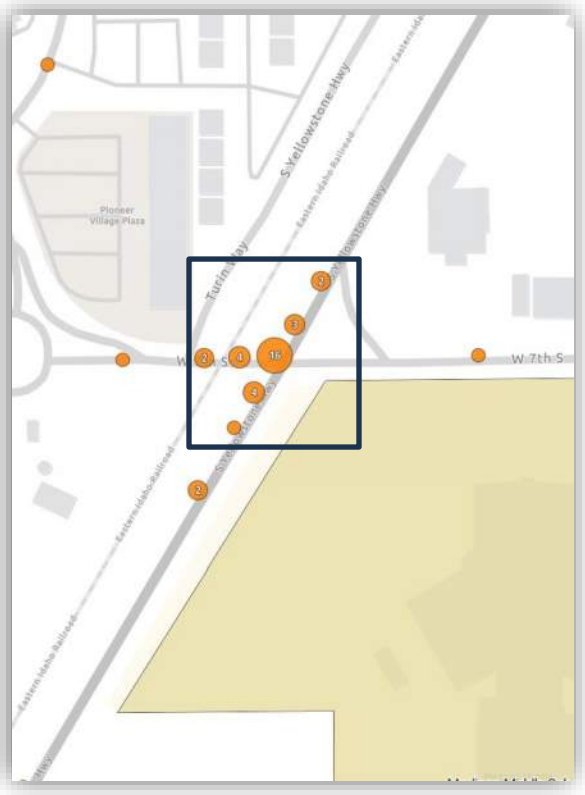
Countermeasures	Description
Install lighting on a roadway segment	A permanent source of artificial lighting installed at a segment of roadway that provides greater visibility.
Install lighting at intersection	A permanent source of artificial lighting installed at an intersection that provides greater visibility of the intersection.
Install refuge island	Concrete refuge islands separate crossing pedestrians from motor vehicles.
Install curb ramps and extensions with a marked crosswalk and pedestrian warning signs	Install curb extensions with marked crosswalk and pedestrian warning signs
Install cycle tracks	A bike lane (one- or two-way) with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes.

Estimated Cost: $2,776,000

HCL 6: Yellowstone Hwy / W 7th South

Yellowstone Highway and W 7th Street is a signalized intersection with five-lanes on the south, east, and west legs and six lanes on the north. The eastbound and westbound right turns are channelized and controlled with yield signs. The intersection has an approximately 30° skew, with the north and south legs skewed to the northeast. There is a railroad crossing with automatic gates approximately 60 feet west of the intersection. Street lighting is present, and there are sidewalks on all four legs except the west side of Yellowstone Highway. No bike lanes are present at this intersection.





The following is a summary of the 2020 – 2024 crashes:

- 31 crashes
- 1 serious injury (head on)
- 32% rear-end (5 eastbound, 5 northbound)
- 39% angle or head-on turning
- 13% failed to obey signal
- 35% nighttime conditions
- 26% during icy conditions
- 19% involved a left-turn

Countermeasures	Description
Consider right-turn-on-red restrictions	A sign indicating that a vehicle is prohibited from making a right turn when the signal is red.
Install lighting at intersection (additional)	A permanent source of artificial lighting installed at an intersection that provides greater visibility of the intersection.
Install actuated advance warning dilemma zone detection system for passenger cars or freight/trucks	This countermeasure provides microwave radar that detects the speed and distance of a vehicle from the intersection and extends the green interval if the vehicle is within the dilemma zone.
Install signal ahead advance warning signs	Warning signs placed before a signalized intersection to inform drivers of an approaching signal.
Install guide signs	Guide signs provide directional and mileage information to specific destinations.
Construct sidewalk	Install sidewalk on southwest quadrant.

Estimated Cost: $1,098,000

HCL 7: University Boulevard: Yellowstone Highway to S 5th West

This location is a half-mile segment with a two-lane cross section. It begins 200 feet east of Yellowstone Highway and ends at S 5th West. There is no street lighting along this segment until the S 5th West intersection. There is a detached sidewalk present along the north side of the segment but not the south. While there is no established bike lane, there is a wide paved shoulder with a fog line on the south side of the segment.





The following is a summary of the 2020 – 2024 crashes:

- 34 crashes
- 24% road departure/overturning
- 18% angle crashes
- 15% head-on crashes
- 18% due to improper turn
- 24% related to risky driving behavior (distraction, speed, impairment)
- 3 motorcycle crashes
- 50% intersection related
- 21% between left-turn and through vehicle at intersections

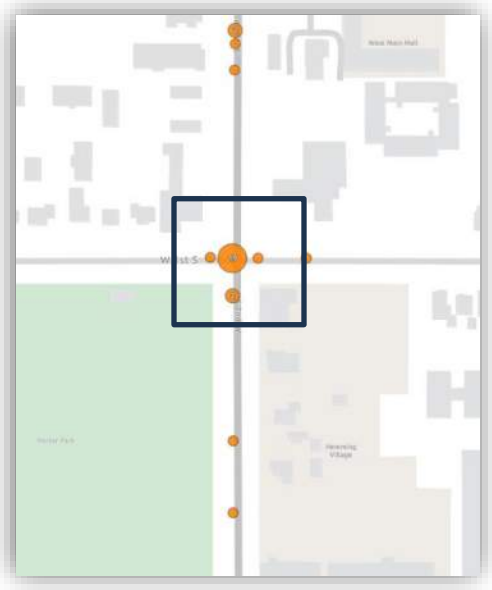
Countermeasures	Description
Install raised or recessed pavement markers	Delineators placed on the roadway adjacent to the longitudinal pavement markings of a road. They are used to supplement the delineation provided by existing pavement markings.
Install lighting on roadway segment	A permanent source of artificial lighting installed at a segment of roadway that provides greater visibility.
High-visibility intersection enforcement program	Conduct high-visibility enforcement campaigns focusing on aggressive and/or distracted driving at intersections.
Increase pavement friction on Curve Segment	Install pavement surfacing systems with exceptional skid-resistant properties not typically provided by conventional materials. Supplement with curve warning signs.
Install speed feedback signs	Speed feedback signs provide drivers with real-time information about their speed as they pass the sign.
Widen paved shoulder by 3 feet	Increasing the width of the paved surface adjacent to or outside of the travel lanes by 3 (3) feet.

Estimated Cost: $3,066,000

HCL 8: S 2nd West / W 1st South

S 2nd W and W 1st S is a five-lane by two-lane intersection with two-way stop control on the east and west legs. An RRFB pedestrian crossing is present across the north leg. Street lighting and sidewalks are present, and there are bike lanes along both sides of S 2nd West. A concept design for this location is included as an appendix item (**Appendix D**).





The following is a summary of the 2020 – 2024 crashes:

- 23 crashes
- 1 serious injury
- 1 pedestrian
- 61% angle crashes
- 17% lane departure (serious injury)
- 13% improper turn
- 48% of angle, angle-turning, and head-on crashes involved a westbound driver

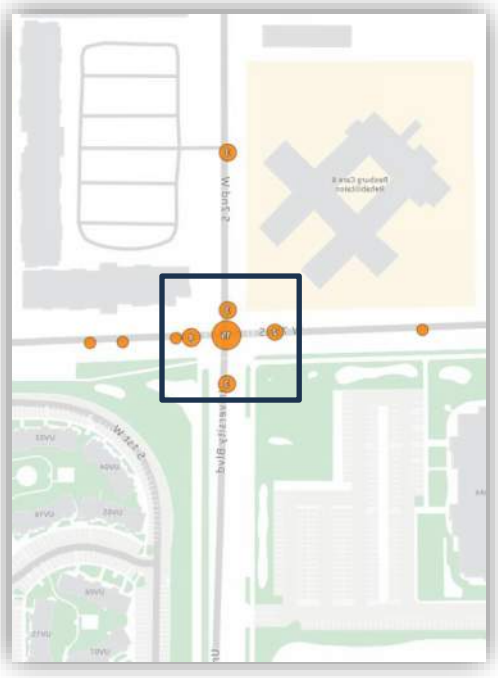
Countermeasures	Description
Improve intersection warning	A list of proven low-cost countermeasures that can be implemented at unsignalized intersections.
Convert minor road stop controlled intersection into roundabout	Converts an unsignalized, stop controlled intersection into a roundabout. Roundabouts eliminate up to 75% of vehicle conflict points typically associated with traditional intersections.
Install rectangular rapid flashing beacons on 3-lane or more roadway with median	Install rectangular rapid flash beacons that give warning signs at unsignalized intersections or midblock crosswalks

Estimated Cost: $702,000

HCL 9: S 2nd West / W 7th South

S 2nd West and W 7th South is a signalized intersection with five lanes on the east and west, three lanes on the north, and four lanes on the south. Street lighting and sidewalks are present, and there are no bike lanes at this location.





The following is a summary of the 2020 – 2024 crashes:

- 28 crashes
- 1 serious injury (parked car)
- 36% rear-end
- 29% head-on turning
- 29% angle-related
- 21% speed too fast for conditions
- 25% involved a left-turn and through driver (4 between eastbound/westbound, 2 between northbound/southbound)

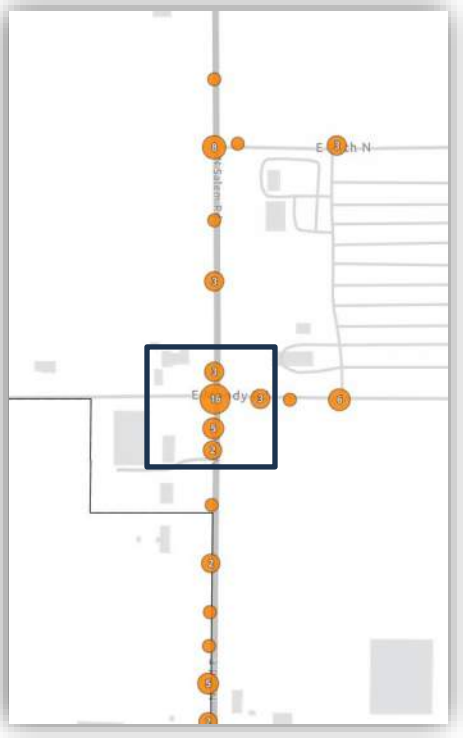
Countermeasures	Description
Protected left turn: split side street signal phasing	Assign the right of way to all movements of one approach through split phasing. For intersections with protected left turns.
Replace urban permissive left turns to protected/permissive	In a "permissive" mode, a green signal permits vehicles to turn left only when an appropriate gap becomes available.
Install Leading Pedestrian Intervals	Leading pedestrian interval (LPI) gives pedestrians and bicycles using the marked crosswalk an advance walk signal before the motorists get a green indication
Install actuated advance warning dilemma zone detection system for passenger cars or freight/trucks	This countermeasure provides microwave radar that detects the speed and distance of a vehicle from the intersection and extends the green interval if the vehicle is within the dilemma zone.
Install signal ahead advance warning signs	Warning signs placed before a signalized intersection to inform drivers of an approaching signal.

Estimated Cost: $506,000

HCL 10: N 2nd East / Moody Rd

N 2nd E and Moody Road is a signalized intersection with three lanes on the east and west legs, five lanes on the south, and six lanes on the north. The intersection has street lighting present. Sidewalks are present everywhere except on the north side of the west leg. There are no bike lanes at this intersection. A concept design for this location is included as an appendix item (**Appendix D**).





The following is a summary of the 2020 – 2024 crashes:

- 25 crashes
- 1 fatal crash (rear-end, medical emergency)
- 68% rear-end
- 16% head-on turning
- 24% speed too fast for conditions
- 28% icy or snowy conditions
- 5 left-turn conflicts occurred between northbound and southbound vehicles
- 8 rear-end crashes northbound, 5 southbound, 3 westbound

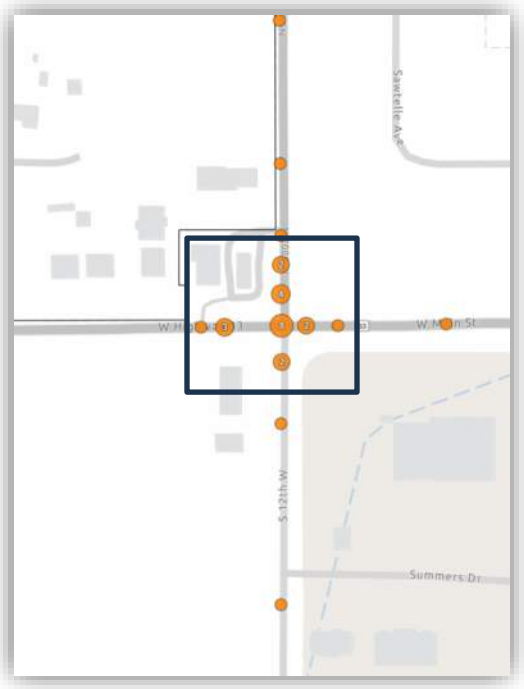
Countermeasures	Description
Install signal ahead advance warning signs	Warning signs placed before a signalized intersection to inform drivers of an approaching signal.
Install right-turn lane on both major road approaches at 3- or 4-leg signalized intersection	A right-turn auxiliary lane for storage and to accommodate decreasing speeds for right-turn vehicles as they approach an intersection.
Left turn lane on both major road approaches at urban 4-leg signalized intersection	Adds a left-turn auxiliary lane on both approaches for storage and to accommodate the deceleration of left-turn vehicles.

Estimated Cost: $1,486,000

HCL 11: S 12th West / Main St

S 12th West and Main Street is a signalized intersection with three lanes on the north and south legs and four lanes on the east and west legs. Street lighting is present, and there are sidewalks on the east leg and on the east side of the north and south legs. No bike lanes are present at this location. A concept design for this location is included as an appendix item (**Appendix D**).





The following is a summary of the 2020 – 2024 crashes:

- 22 crashes
- 1 serious injury
- 55% rear-end related (serious injury)
- 28% angle-related
- 36% due to distraction or inattention
- 23% failed to yield
- 18% in icy or snowy conditions
- 63% of angle-turning or head-on turning involved an eastbound driver

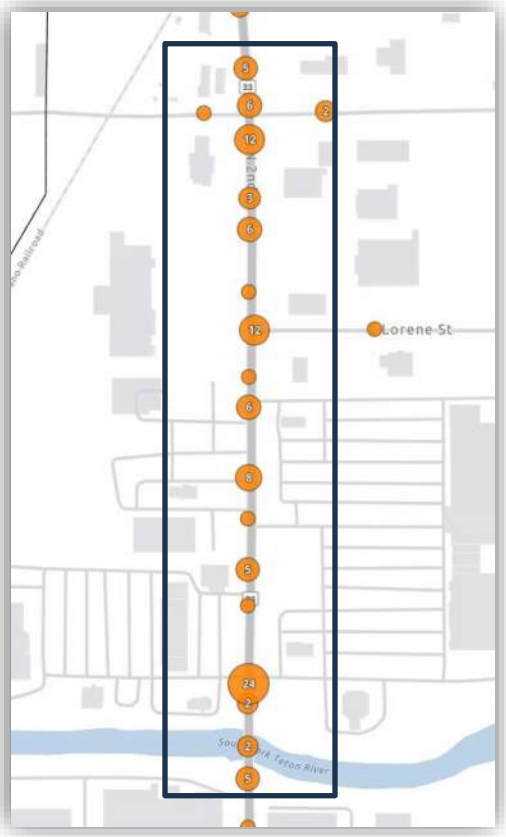
Countermeasures	Description
Install signal ahead advance warning signs	Warning signs placed before a signalized intersection to inform drivers of an approaching signal.
Install right-turn lane on both major road approaches at 3- or 4-leg signalized intersection	A right-turn auxiliary lane for storage and to accommodate decreasing speeds for right-turn vehicles as they approach an intersection.
Left turn lane on both major road approaches at urban 4-leg signalized intersection	Adds a left-turn auxiliary lane on both approaches for storage and to accommodate the deceleration of left-turn vehicles.
Install actuated advance warning dilemma zone detection system for passenger cars or freight/trucks	This countermeasure provides microwave radar that detects the speed and distance of a vehicle from the intersection and extends the green interval if the vehicle is within the dilemma zone.
Install signal ahead advance warning signs	Warning signs placed before a signalized intersection to inform drivers of an approaching signal.

Estimated Cost: $5,144,000

HCL 12: N 2nd East – S Teton River to E 7th North

This location is a one-third mile segment with a five-lane cross section. There is intersection lighting at the minor cross street approaches. There are sidewalks and no bike lanes along this segment. It is bounded by a bridge over the Teton River at the south end and ends 200 feet south of the intersection of E 7th North. There is a traffic signal at Teton R. Village intersection that is included in this segment. The crashes within 200 feet of E Lorene Street were analyzed as a separate high crash location (HCL 16). A concept design for this location is included as an appendix item (**Appendix D**).





The following is a summary of the 2020 – 2024 crashes:

- 56 crashes
- 2 pedestrian crashes (One at Teton R. Village, one at Denny's/Java driveway)
- 64% intersection related
- 57% occurred at the Teton R. Village traffic signal
- 52% rear-end
- 25% risky driving (distraction, speed, impairment)
- 23% lane departure
- 18% angle-turning
- 11% head-on turning

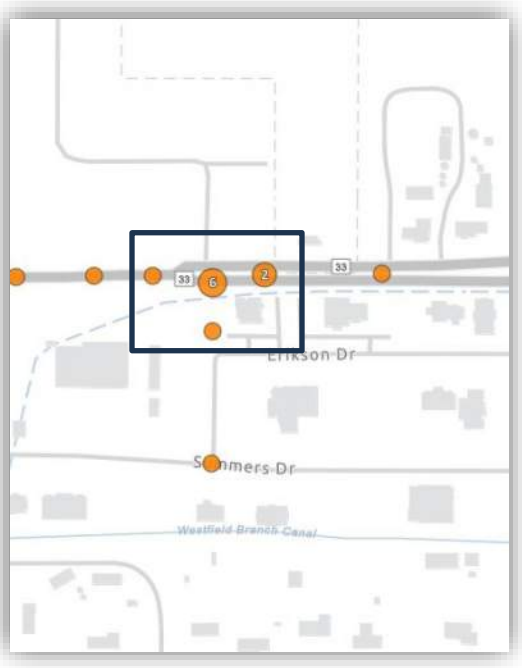
Countermeasures	Description
Speed enforcement	Increasing penalties for speeding and other traffic offences
Install speed feedback signs	Speed feedback signs provide drivers with real-time information about their speed as they pass the sign.
Install median barrier	Median barriers are longitudinal barriers most commonly used to separate opposing directions of traffic on a divided highway.
Create directional medians	Install directional median openings to allow and restrict left-turns and U-turns

Estimated Cost: $3,209,000

HCL 13: Main St / Pahsimeroi Blvd / Summit Dr

This intersection has 6-lanes on the east-west approaches, and 2-lanes on the side street approaches. The south leg is stop-controlled and the north leg is restricted by a median to right-in-right-out only, with a yield sign controlling the right-out movement. Street lighting and sidewalks are present, and there are no bike lanes present. This intersection is located roughly 700 feet to the west of the diverging diamond interchange of US Highway 20 and State Highway 33. A concept design for this location is included as an appendix item (**Appendix D**).





The following is a summary of the 2020 – 2024 crashes:

- 9 crashes
- 1 serious injury (westbound vehicle struck a curb and traffic sign support)
- 44% rear-end
- 2 lane/roadway departure (curb and overturn)
- 3 turning crashes (angle, head-on, same-direction)

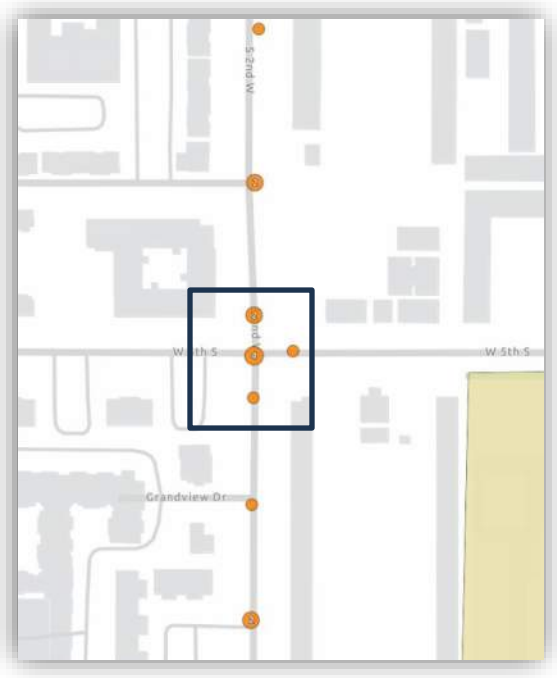
Countermeasures	Description
Install right-turn lane on single major road approach at 3- or 4- leg unsignalized intersection	A right-turn auxiliary lane for storage and to accommodate decreasing speeds for right-turn vehicles as they approach an intersection.
Install left-turn lane on single major road approach at 3- or 4- leg unsignalized intersection	Adds a left-turn auxiliary lane on the major approach for storage and to accommodate the deceleration of left-turn vehicles.
Create directional medians that restrict and allow left-turns and u-turns	Install directional median openings to allow and restrict left-turns and u-turns

Estimated Cost: $531,000

HCL 14: S 2nd West / W 5th South

S 2nd West and W 5th South is a three-lane by two-lane intersection with two-way stop control on the west and east legs. There are pedestrian crossing signs enhanced with round flashing beacons on the south leg. Street lighting and sidewalks are present, and there are bike lanes adjacent to on-street parking on the east and west legs. Parallel on-street parking is also permitted on the west side of the south leg. A concept design for this location is included as an appendix item (**Appendix D**).





The following is a summary of the 2020 – 2024 crashes:

- 8 crashes
- 1 serious injury
- 2 pedestrian (serious injury, crossing E-W)
- 50% nighttime conditions
- 25% angle
- 25% parked car
- 25% due to risky behaviors (inattention, speeding too fast for conditions)

Countermeasures	Description
Provide flashing beacons at minor-road stop-controlled intersections	At minor road stop controlled intersections, red flashing beacons installed on top of the stop signs on the minor controlled road.
Install speed feedback signs	Speed feedback signs provide drivers with real-time information about their speed as they pass the sign.
Speed enforcement	Increasing penalties for speeding and other traffic offences
Curb extensions	Curb extensions narrow the width of the roadway by extending the curb line or sidewalk out into the parking lane
Install intersection lighting	Provide lighting at an intersection

Estimated Cost: $583,000

HCL 15: S 5th West / W 7th South

S 5th W and W 7th S is a two-lane by five-lane unsignalized intersection with two-way stop control on the north and south legs. Street lighting is present, and sidewalks are present everywhere but the east side of the north leg. Bike lanes are present on the north leg.





The following is a summary of the 2020 – 2024 crashes:

- 14 crashes
- 1 serious injury
- 79% angle-related (serious injury)
- 14% failed to obey stop sign
- 14% speed too fast for conditions
- 73% of angle-related crashes were caused by a northbound driver

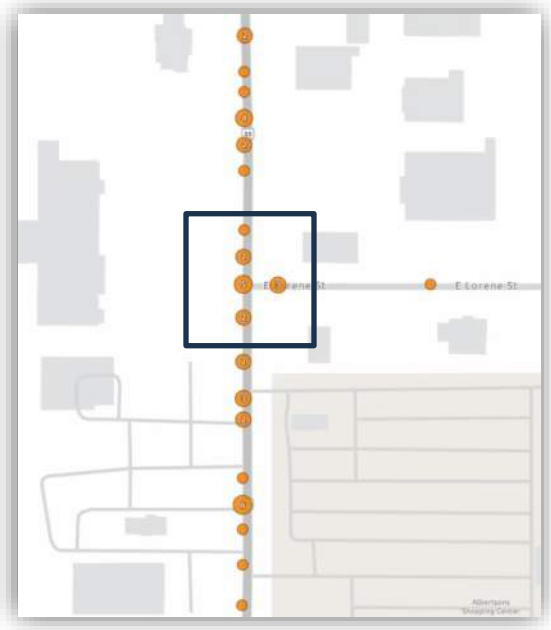
Countermeasures	Description
Increase triangle sight distance	Removal of sight distance restrictions (vegetation, parked vehicles, signs, buildings) from the sight triangles at an intersection.
Convert unsignalized intersection to compact roundabout	Convert a non-signalized intersection into a compact roundabout.
Install traffic signal at urban intersection	A traffic control device that efficiently controls and manages competing flows of traffic.
Install lighting at intersection	A permanent source of artificial lighting installed at an intersection that provides greater visibility of the intersection.
Improve Intersection Warning	A list of proven low-cost countermeasures that can be implemented at unsignalized intersections.
Install / upgrade larger or additional stop signs or other intersection warning / regulatory signs	Install oversized or double-up Stop signs on side street approaches and/or intersection warning signs on un-controlled approaches

Estimated Cost: $2,820,000

HCL 16: N 2nd East / Lorene St

N 2nd E and Lorene Street is an unsignalized T-intersection with five-lanes on the north and south legs. The east leg is stop controlled, and the west is a driveway access that is uncontrolled. The intersection has sidewalks, but it does not have street lighting or bike lanes. Crashes within 200' of this intersection along N 2nd East are included. The adjacent segments of N 2nd East are included as HCL 12. A concept design for this location is included as an appendix item (**Appendix D**).





The following is a summary of the 2020 – 2024 crashes:

- 14 crashes
- 1 serious injury
- 57% intersection or driveway related
- 43% rear-end (serious injury on Lorene St)
- 36% turning (head-on and angle)

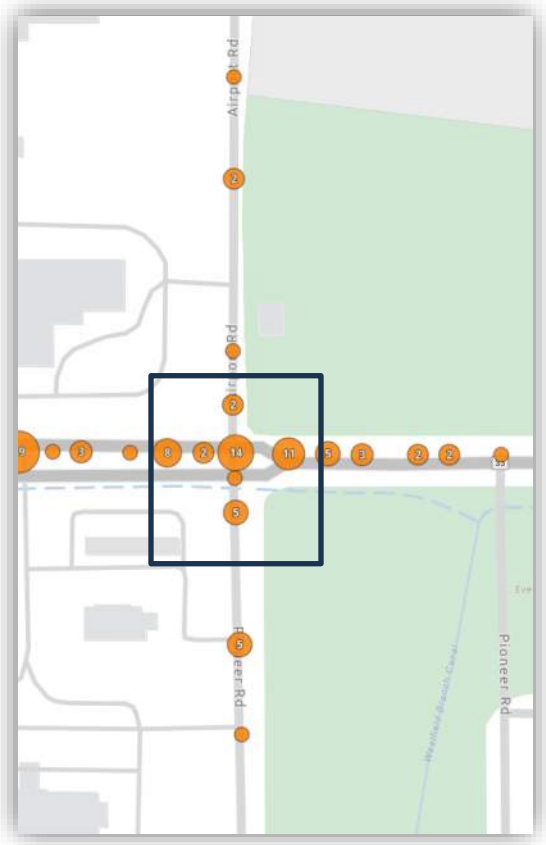
Countermeasures	Description
Install right-turn lane on single major road approach at 3- or 4- leg unsignalized intersection	A right-turn auxiliary lane for storage and to accommodate decreasing speeds for right-turn vehicles as they approach an intersection.
Install intersection lighting	Provide lighting at an intersection
Install / upgrade larger or additional stop signs or other intersection warning / regulatory signs	Install oversized or double-up Stop signs on side street approaches and/or intersection warning signs on un-controlled approaches

Estimated Cost: $694,000

HCL 17: Pioneer Rd / Main St

Pioneer Road and Main Street is a signalized intersection with five lanes on the east and west legs and three lanes on the north and south legs. Street lighting and sidewalks are present, and there are bike lanes on the south leg. This intersection is located roughly 500 feet to the east of the diverging diamond interchange of US Highway 20 and State Highway 33.





The following is a summary of the 2020 – 2024 crashes:

- 46 crashes
- 63% rear-end (2/3 caused by westbound vehicle)
- 28% angle-related
- 20% speed too fast for conditions
- 28% in icy or snowy conditions
- 15% failed to yield
- 13% failed to obey signal

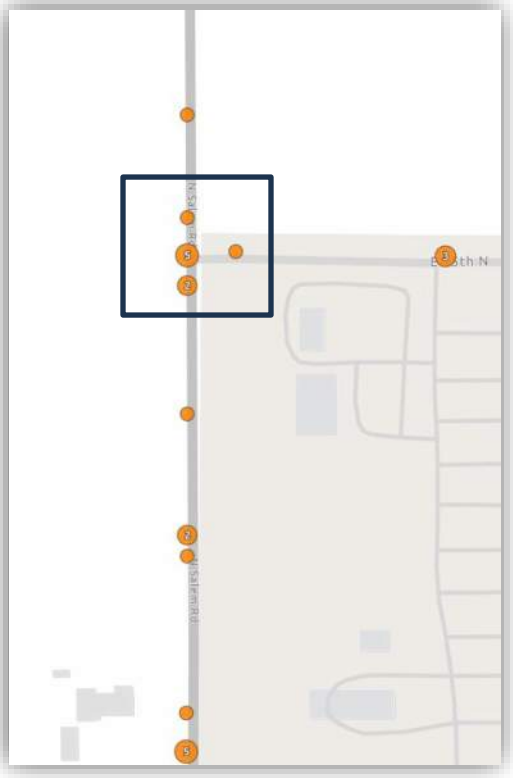
Countermeasures	Description
Install right-turn lane on both major road approaches at 3- or 4-leg signalized intersection	A right-turn auxiliary lane for storage and to accommodate decreasing speeds for right-turn vehicles as they approach an intersection.
Install signal ahead advance warning signs	Warning signs placed before a signalized intersection to inform drivers of an approaching signal.
Improve signal hardware: lenses, reflectorized backplates, size, and number	Low-cost countermeasures that can be implemented at signals along a corridor to enhance visibility at a signalized intersection

Estimated Cost: $1,536,000

HCL 18: N 2nd East / E 15th North

N 2nd East and E 15th North is a T-intersection with stop control on the side-street. The intersection is currently under construction to develop the west leg, and the stop controlled east leg goes into a shopping center. Street lighting and sidewalks are only on the southeast corner, and there are no bike lanes. A concept design for this location is included as an appendix item (**Appendix D**).





The following is a summary of the 2020 – 2024 crashes:

- 9 crashes
- 1 serious injury
- 44% angle-turning
- 33% rear-end
- 33% icy, slush, or snowy conditions
- 22% roadway departure (serious injury)
- 22% improper turn
- 22% speed too fast for conditions

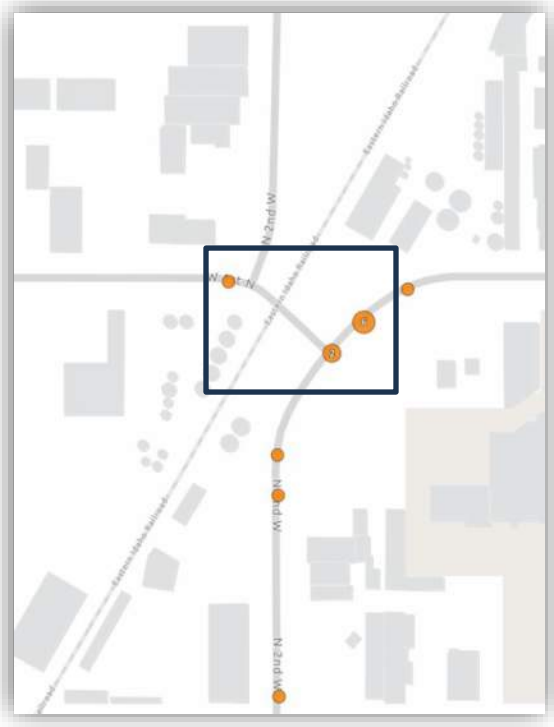
Countermeasures	Description
Install raised pavement markers and striping (through intersection)	Installs raised pavement markers and striping at an intersection.
Increase pavement friction	Install pavement surfacing systems with exceptional skid-resistant properties not typically provided by conventional materials.
Create directional medians	Install directional median openings to allow and restrict left-turns and u-turns.
Install speed feedback signs (southbound)	Speed feedback signs provide drivers with real-time information about their speed as they pass the sign.

Estimated Cost: $657,000

HCL 19: W 1st North / N 2nd West

W 1st North and N 2nd West is a three-lane by five-lane unsignalized T-intersection located along a horizontal curve. The minor road approach is stop-controlled and the south leg has an RRFB pedestrian crossing. The intersection has street lighting and sidewalks, but there are no bike lanes.





The following is a summary of the 2020 – 2024 crashes:

- 8 crashes
- 1 serious injury (angle-turning)
- 88% roadway departure
- 75% ice, snow, or slush conditions
- 75% occurred while negotiating curve
- 38% fixed object
- 38% other object (not fixed) or embankment
- 63% speed too fast for conditions

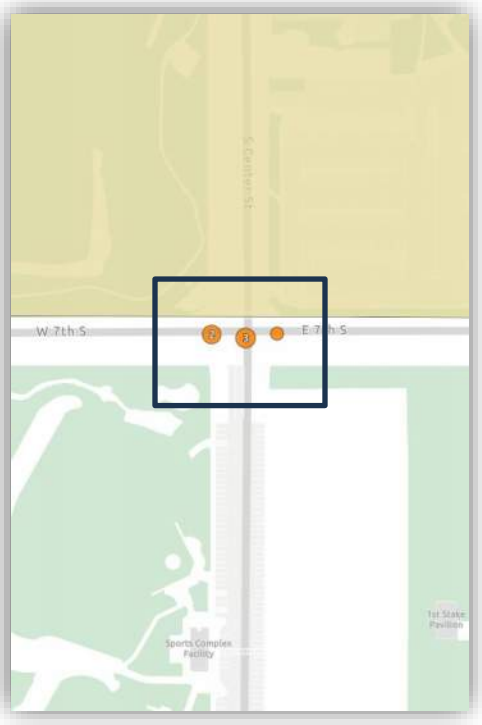
Countermeasures	Description
Increase pavement friction	Install pavement surfacing systems with exceptional skid-resistant properties not typically provided by conventional materials.
Improve roadway superelevation	Reconstruct the roadway cross section through horizontal curves to provide appropriate superelevation and better manage lateral (centrifugal) forces.
Install speed feedback signs	Speed feedback signs provide drivers with real-time information about their speed as they pass the sign.
Install curve warning signs	Curve warning signs and chevrons give advance notice to drivers to a sharp turn in the road, indicating a slower speed is advised to maintain travel lane placement.

Estimated Cost: $2,067,000

HCL 20: Center St / E 7th South

Center Street and E 7th South is a three-lane by five-lane unsignalized intersection with stop control on the north and south legs. There is an RRFB pedestrian crossing on the west leg, street lighting, and sidewalks throughout. There are no bike lanes. The south leg has perpendicular parking spaces along both sides of the street, and the north leg has angled parking spaces along both sides of the street.





The following is a summary of the 2020 – 2024 crashes:

- 6 crashes
- 1 fatality
- 2 pedestrian (fatality)
- Both involved an eastbound driver failing to yield
- 1 each angle, angle-turning, head-on turning, rear-end
- 50% of crashes were caused by a southbound driver

Countermeasures	Description
Install traffic signal at urban intersection	A traffic control device that efficiently controls and manages competing flows of traffic.
Install leading pedestrian intervals	Leading pedestrian interval (LPI) gives pedestrians and bicycles using the marked crosswalk an advance walk signal before the motorists get a green indication

Estimated Cost: $1,408,000

POLICY AND PROCEDURE RECOMMENDATIONS

Policies and procedures play a critical role in institutionalizing the safety goals and strategies identified in this Comprehensive Safety Action Plan. While individual projects address specific locations, policy and procedural changes ensure that safety is consistently considered in day-to-day decision-making, project development, and long-term planning. The policies described in **Table 3** are intended to support the City's commitment to the Safe System approach by prioritizing actions and processes that reduce the likelihood and severity of fatal and serious injury crashes over time. Adoption of these policies is most effective when multiple community teaming partners participate in policy drafting and implementation.

Table 3: Recommended Safety Policy and Procedure Changes

Design & Operational Safety Policies	
Policy / Procedure Name	**Description**
Adopt a Complete Streets Policy	Formally commit to designing and operating streets for all modes, ages, and abilities.
Adopt a Complete Network Policy	Adopt a policy to ensure a connected, safe, and accessible multimodal transportation network across the entire network.
Update and Apply Access Management Policy	Revisit guidelines to manage the location, design, and operation of driveways and street connections to preserve roadway safety and capacity.
Adopt a Slow Streets Policy	Adopt and implement a program that limits vehicle access / reduces speeds on residential streets – to prioritize walking, biking, and community use.
Adopt an Intersection Control Evaluation (ICE) Policy	Implement a data-driven process to evaluate and select the most appropriate intersection control (signalization, roundabout, stop controlled) based on safety and performance.
Adopt the Safe System Approach	Commit to planning and design of streets using a holistic safety framework that anticipates human error and aims to reduce crash severity through safer roads, speeds, vehicles, and users.
Conduct Routine Road Safety Audits	Establish a procedure for conducting regular road safety audits (RSA). Invest in staff training to effectively lead road safety audits and develop actionable next steps based on RSA findings.
Develop a Safety Working Group / Vision Zero Local Task Force	Form a multidisciplinary group team members to regularly review safety challenges and form actionable solutions.
Program & Administrative Policies to Support Safety	
Policy / Procedure Name	**Description**
Allow Developers to Make Safety and/or Multimodal Improvements in Lieu of Capacity Improvements	Adjust requirements for developers to assess and mitigate the traffic impacts of new developments through formal studies that support improvements to safety, versus reaching capacity standards.
Adopt Multimodal Transportation Impact Analysis Requirements	Require development projects to assess impacts to all roadway users, including pedestrians and bicyclists users, with emphasis on connectivity, crossing safety, accessibility (ADA), and consistency with the City's transportation safety goals.
Develop a Stakeholder Engagement Group	Form a group dedicated to community outreach and education around transportation safety efforts conducted by the city. This group should bring together community members, health partners, enforcement officials, and city staff together.
Regularly Assess Implementation Successes and Challenges	Assess strategy success by establishing clear, objective metrics and track progress over multiple years. Establish a procedure to review and revise strategies to ensure ongoing, dynamic approaches to address transportation safety.
Develop Ordinances and Policies Surrounding E-Bike Safety	Develop ordinances or design guidance to ensure effective integration of E-Bike usage on the roadway network.

PROJECT PRIORITIZATION

Policy and process change priorities were established to support effective implementation of the City's safety goals. Priority Ranks 1 and 2 establish the foundational framework needed to guide decision-making and advance subsequent safety policies. Priority Ranks 3, 4, and 5 build on this foundation by strengthening planning practices that prioritize safe speeds and support safe travel for vulnerable road users. The prioritized policies include:

- *Policy Priority Rank 1: Adopt the Safe System Approach.*
- *Policy Priority Rank 2: Develop a Safety Working Group / Vision Zero Local Task Force*
- *Policy Priority Rank 3: Adopt Multimodal Transportation Impact Analysis Requirements*
- *Policy Priority Rank 4: Adopt a Slow Streets Policy*
- *Policy Priority Rank 5: Adopt a Complete Streets Policy*

High Crash Location projects have been prioritized through a comprehensive review that considers safety need, equity, feasibility, alignment with existing plans, and public input. **Table 4** presents the resulting priority ranking based on a weighted evaluation of the following criteria:

- *Equivalent Property Damage Only (EPDO) Score*
- *Location within an Area of Persistent Poverty*
- *Consistency with adopted transportation plans (TSP/CIP)*
- *Identified Public Concern*

Infrastructure and Non-Infrastructure prioritization methodology – including weighting and ranking – is included in **Appendix E**.

Table 4: Infrastructure Priority Ranking

	Infrastructure Priority Ranking	HCL ; Project Location	Priority Score	Project Cost Estimate
Near-Term Priority Projects	1	HCL 1 ; N 2nd E: E 2nd N to S Teton River	15	$3.17M
	2	HCL 5 ; S 1st W: W 3rd S to W 1st S	14.5	$0.59M
	3	HCL 3 ; S 2nd E: E 7th S to E 3rd S	13.5	$1.51M
	4	HCL 7 ; University Blvd: Yellowstone Hwy to S 5th W	13	$3.84M
	5	HCL 9 ; S 2nd W & W 7th S	13	$2.78M
Mid-Term Priority Projects	6	HCL 14 ; S 2nd W & W 5th S	11.5	$1.10M
	7	HCL 2; Golden Beauty Dr & University Blvd	11	$3.07M
	8	HCL 11 ; S 12th W & Main St	10.5	$0.71M
	9	HCL 6 ; Yellowstone Hwy & W 7th S	9.5	$0.51M
	10	HCL 15 ; S 5th W & W 7th S	9	$1.49M
	11	HCL 19 ; W 1st N & N 2nd W	9	$5.15M
	12	HCL 20 ; Center St & E 7th S	9	$3.21M
	13	HCL 8 ; S 2nd W & W 1st S	8	$0.54M
	14	HCL 4 ; N 2nd E: Moran View to Moody Rd	7	$0.59M
	15	HCL 13 ; Main St & Pahsimeroi Blvd & Summit Dr	6.5	$2.82M
Long-Term Priority Projects	16	HCL 17 ; Pioneer Rd & Main St	6.5	$0.70M
	17	HCL 10 ; N 2nd E & Moody Rd	5.5	$1.54M
	18	HCL 12 ; N 2nd E: S Teton River to E 7th N	3	$0.66M
	19	HCL 16 ; N 2nd E & Lorene St	1.5	$2.07M
	20	HCL 18 ; N 2nd E & E 15th N	1.5	$1.41M

IMPLEMENTATION GRANT PRIORITIZATION

To accomplish the CSAP goal of eliminating fatal and serious injury crashes on Rexburg roadways, it is recommended to apply for Safe Streets and Roads for All (SS4A) grant implementation funding. Funding priority should target a high-impact project focused on the implementation of systemic improvements across multiple high-crash locations and locations with similar characteristic, targeting the safety emphasis areas identified in this plan.

Systemic improvements in the pedestrian emphasis district focus on implementing concentrated, district-wide safety projects in a high-activity area surrounding the BYU-Idaho campus. These systemic improvements target vulnerable road users (pedestrians, bicyclists, and young drivers aged 16–25) who are heavily represented in the area's crash data. The proposed improvements include enhanced crossings (RRFBs, Pedestrian Hybrid Beacons, high-visibility markings), intersection upgrades (signalization, lighting, turn controls), and pedestrian-focused infrastructure such as walkway infill, refuge islands, curb extensions, and buffered bike lanes. These treatments are aimed at reducing pedestrian conflicts, failure-to-yield crashes, and nighttime incidents. While overall crash totals are not fully quantified, fatal and serious injury incidents are highly concentrated within this active student district, supporting a strong safety justification.

The recommended systemic improvements align strongly with key safety emphasis areas—particularly young drivers, intersections, nighttime crashes, and vulnerable road users. Implementation of the improvements would be relatively straightforward given the project location is within City jurisdiction and the option for modular design strategies. Pursuing funding for this effort is strengthened by the improvements direct impact on severe crash locations, high visibility, and strong alignment with SS4A priorities. The pedestrian emphasis area and cost estimate of safety improvements are included in **Appendix G**.

REFERENCES

Reference 1: *US Department of Transportation – Federal Highway Administration. Safe Systems Approach. August 2025. Zero Deaths and Safe System | FHWA*

Reference 2: *US Department of Transportation. MPDG – Areas of Persistent Poverty and Historically Disadvantaged Communities. April 2024. Areas of Persistent Poverty and Historically Disadvantaged Communities - USDOT*

APPENDICES LIST

Appendix A: Safety Evaluation

Appendix B: Public Involvement Summary

Appendix C: Countermeasures Toolbox

Appendix D: HCL Concepts

Appendix E: Project Cost Estimates

Appendix F: Project Prioritization Matrix

Appendix G: Pedestrian Emphasis Area Improvements and Cost Estimate

Appendix A: Rexburg Safety Data Summary and Analysis Technical Memo (DKS, November 2025)

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SAFETY DATA SUMMARY & ANALYSIS [DRAFT]

DATE: November 25, 2025

TO: Justin Beard | City of Rexburg

FROM: Colby GeDeros, PE, PTOE | DKS Associates
Meagan Romenesko, PE | DKS Associates
Nathan Edelmann, PE | DKS Associates

SUBJECT: City of Rexburg CSAP Safety Data Summary & Analysis DKS P#26005-000

INTRODUCTION

This memorandum presents the findings of a comprehensive safety evaluation as part of the development of the City of Rexburg Comprehensive Safety Action Plan (CSAP). Keller Associates is leading the development of the CSAP with safety analysis and GIS support from DKS Associates. The CSAP will provide an evidence-based approach toward reducing fatal and serious injury crashes, consistent with the Safe Systems Approach and the goals of the U.S. Department of Transportation's Safe Streets and Roads For All (SS4A) program.

This memo identifies systemic crash trends and safety emphasis areas, which target crash types and contributing factors that are disproportionately leading to fatal and serious injury crashes. This memo also identifies a high priority network, which is a system of streets and intersections within the city that have the highest risk of fatal and serious injury crashes based on the previous 5-years of crash history. This memo also includes an analysis to understand how these crash risk factors overlap with historically disadvantaged communities in Rexburg.

PROJECT LOCATION

The City of Rexburg is located in eastern Idaho within Madison County. The city is comprised of about 10 square miles of land and contains 85 miles of city-owned roadways[1] (**Figure 1**). The total population of the City of Rexburg was 39,409 in 2020 according to the most recent census[2].

[1] https://www.rexburg.org/page/2024-state-of-the-city-address

[2] https://data.census.gov/table?q=Rexburg%20city,%20Idaho

Rexburg is home to Brigham Young University-Idaho, with an on-campus student population of 25,837 as of the Fall 2025 semester.

The crash analysis encompasses all public roadways within the Rexburg city limits, including both City-maintained streets and the Idaho Transportation Department (ITD) routes SH-33 and US-20.

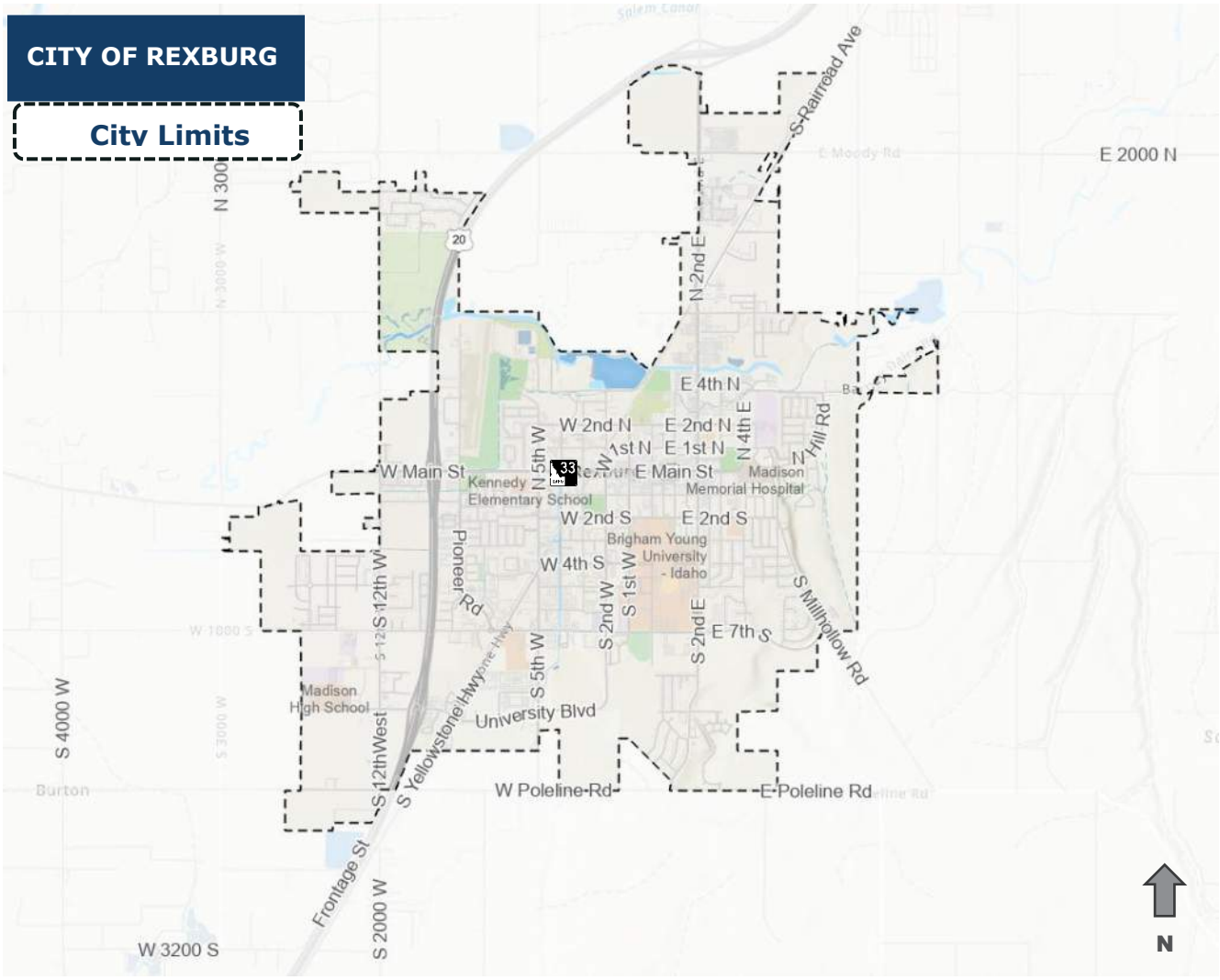


FIGURE 1. STUDY AREA

EXISTING SAFETY ANALYSIS

A safety analysis was conducted to evaluate the existing safety performance of the study roadways using the most recent five years of crash data available from ITD (2020-2024)[3]. The analysis follows the Safe System Approach, as defined by the U.S. Department of Transportation, which emphasizes building a transportation system designed to anticipate human error and prevent those errors from resulting in death or serious injury. The Safe System Approach prioritizes the reduction of fatal and serious injury crashes, recognizing that these outcomes represent the greatest cost to individuals and the community.

Crash records provide all data collected by the reporting officer, including crash identification (crash identification number, jurisdiction, street, cross street, location, date, time), demographics (age, sobriety), environmental (lighting, weather, road surface), and crash details (type of crash, contributing circumstances, vehicle type, severity).

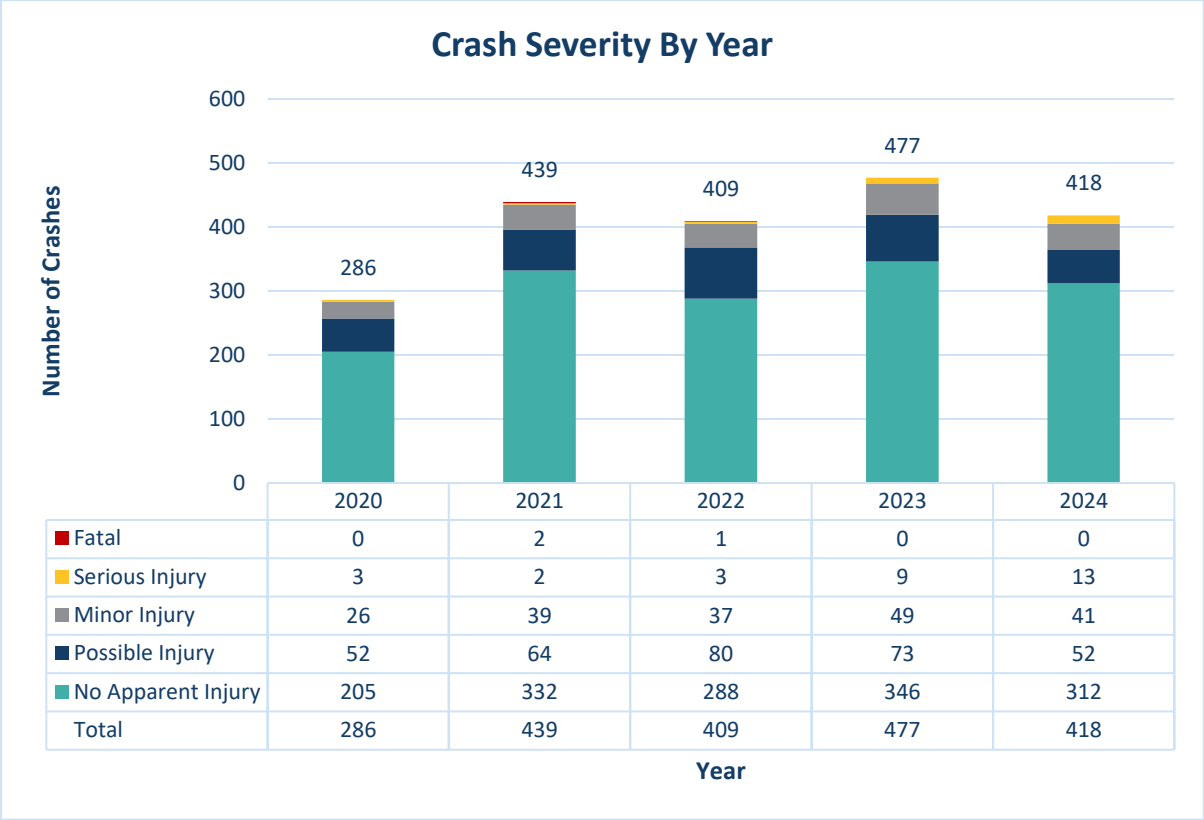
For this safety analysis, crash severity is categorized as follows:

- **Fatal (F):** A collision that results in the death of a person within 30 days of the collision.
- **Serious Injury (A):** A collision that results in life-altering injuries.
- **Minor Injury (B):** A collision that results in other visible injuries that are not life-altering, such as minor lacerations and bruising.
- **Possible Injury (C):** A collision that results in the complaint of non-visible pain/injury, such as confusion, limping, and soreness.
- **No Apparent Injury (PDO):** A collision without injury or complaint of pain but resulting in property damage to a vehicle or another object (more than $1,501), commonly referred to as a "fender bender."

CITY-WIDE CRASH SUMMARY

Between 2020 and 2024, 2,029 crashes were reported on the study roadways within the City of Rexburg, resulting in an average of 423 crashes per year. **Figure 2** shows the number of crashes by severity between 2020 and 2024. During the five-year period, 3 crashes resulted in fatality and 30 crashes resulted in seriously injury.

[3] Data provided by ITD Office of Highway Safety on October 7, 2025



	2020	2021	2022	2023	2024
Fatal	0	2	1	0	0
Serious Injury	3	2	3	9	13
Minor Injury	26	39	37	49	41
Possible Injury	52	64	80	73	52
No Apparent Injury	205	332	288	346	312
Total	286	439	409	477	418

FIGURE 2. CRASH SEVERITY BY YEAR

Crashes are inherently random events and, as such, will naturally fluctuate in frequency and severity over time. However, two important patterns are present in the data. First, the decrease in the total number of crashes in 2020 was likely related to the COVID-19 pandemic and the overall reduction in vehicle miles traveled. Second, the number of fatal and serious injury crashes and proportion of crashes resulting in fatal or serious injuries increased two- and threefold in 2023 and 2024, respectively (**Figure 3**).

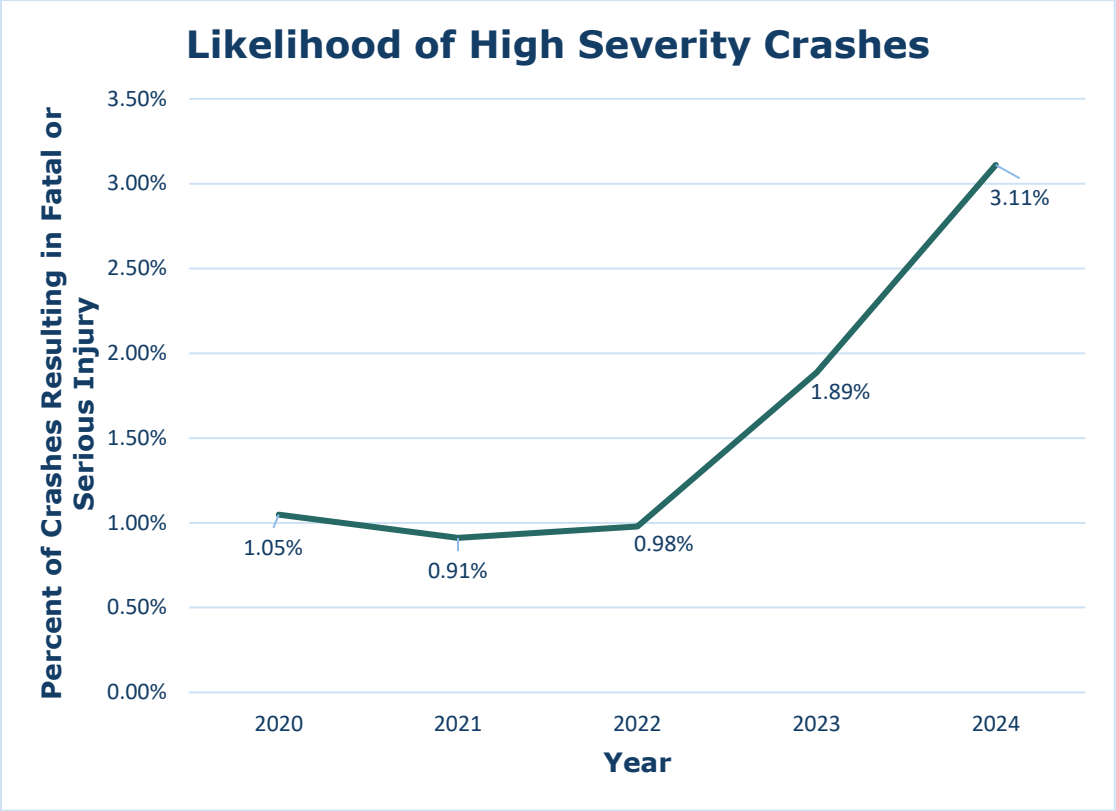


FIGURE 3. LIKELIHOOD OF HIGH SEVERITY CRASHES BY YEAR

The historical crash data for Rexburg was compared to crash data for the entire State of Idaho, using the Idaho Transportation Department's 2024 Crash Analysis Report[4]. This report compiles crash data for three years (2022-2024) for each city in the state, allowing a comparison of Rexburg to other cities around the state. Population estimates were used in conjunction with the crash totals to calculate a crash rate per 10,000 residents. **Figure 4** shows the resulting crash rates for all cities in Idaho with populations over 15,000 people. Rexburg is situated almost at the center of this graph, indicating a crash rate (333 per 10,000 residents) just slightly lower than the median (352 per 10,000 residents).

[4] https://apps.itd.idaho.gov/Apps/OHS/Crash/24/Analysis.pdf

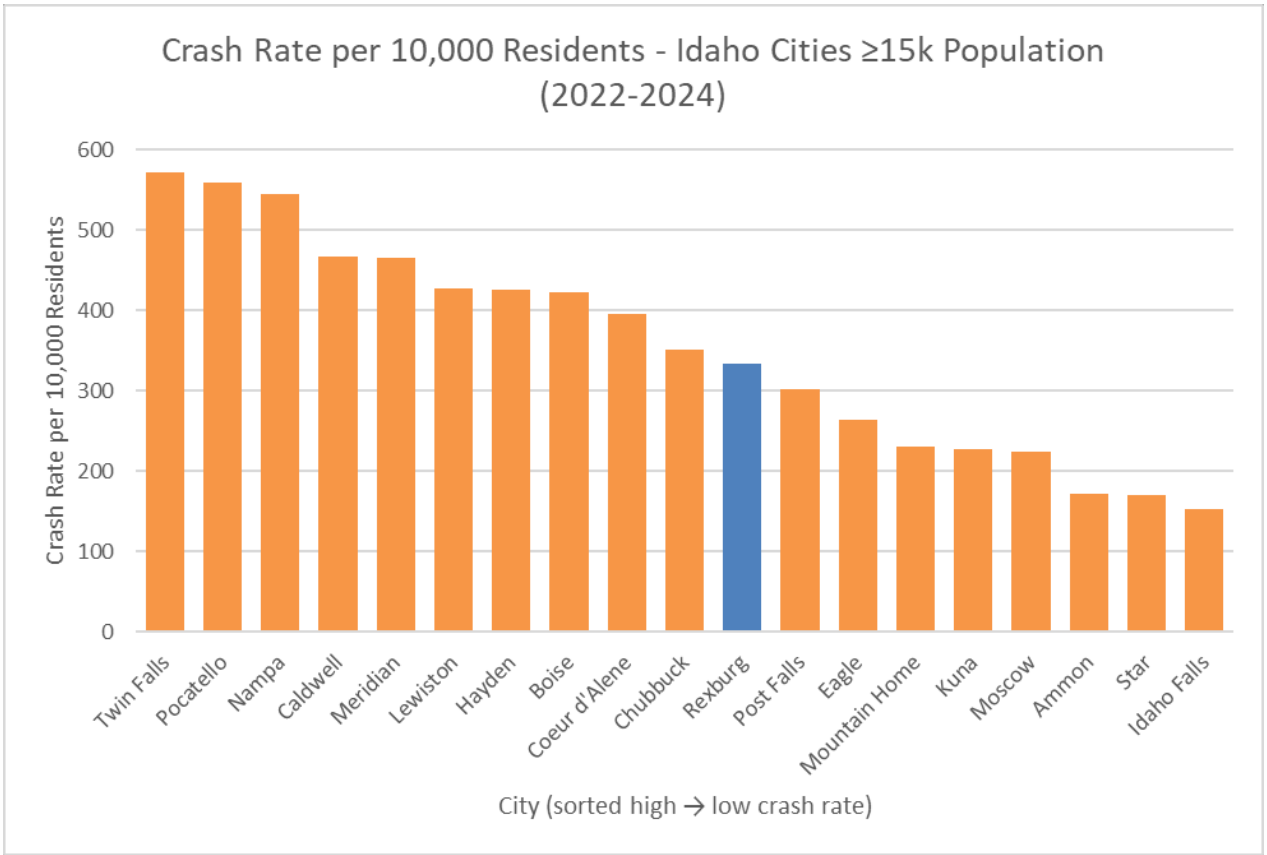


FIGURE 4. CRASH RATE FOR IDAHO CITIES

Fatal and serious-injury crash locations are shown on the map in **Figure 5**. Additional analysis leading to the identification of high-risk crash locations is presented later in this memo.

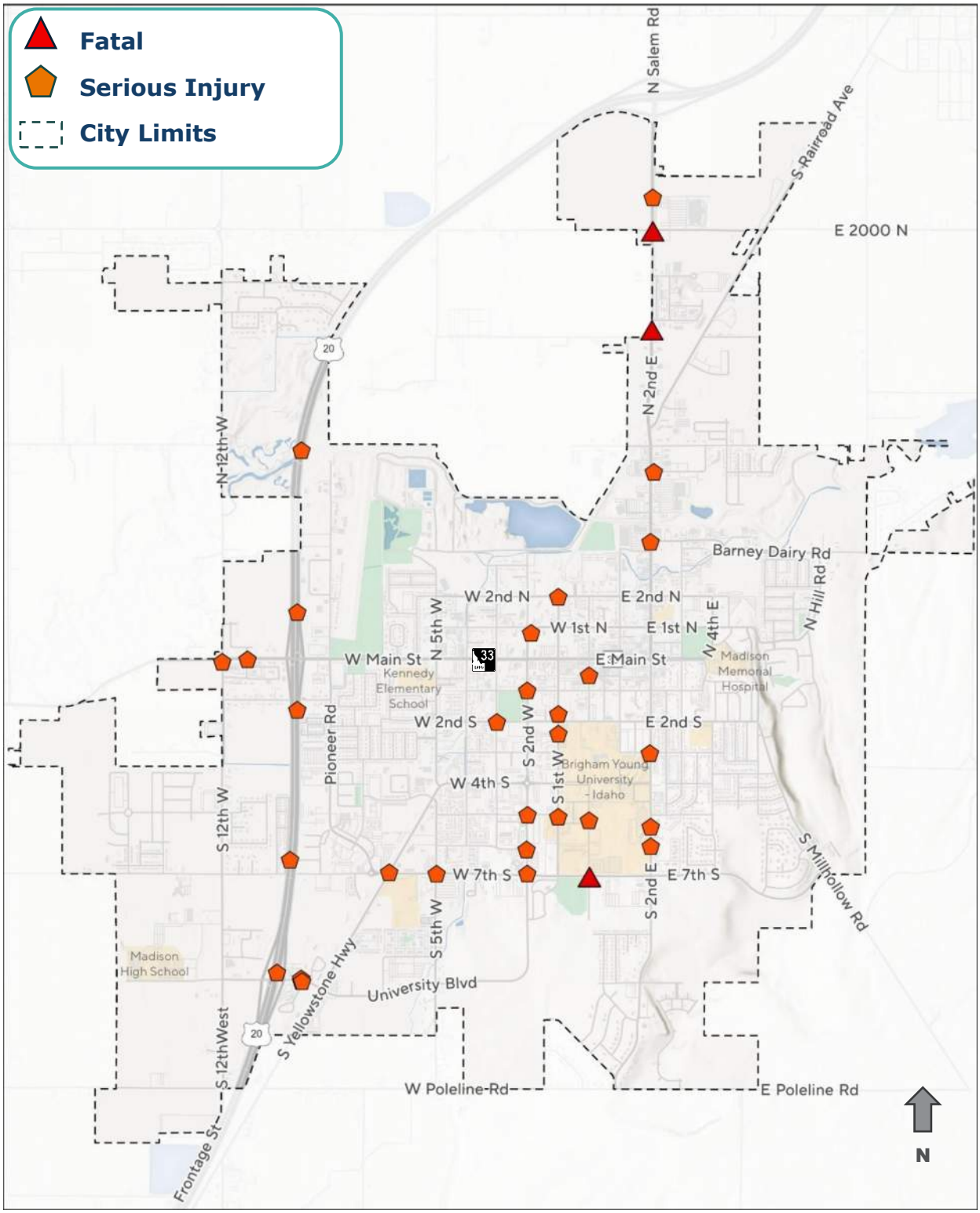


FIGURE 5. FATAL AND SERIOUS INJURY CRASH LOCATIONS (2020 - 2024)

CRASH STATISTICS

Table 1 shows a summary of leading crash attribute statistics in the City of Rexburg. To better understand the risk factors associated with fatal and serious injury (F&A) crashes, attributes in all crashes are compared to those in fatal and serious injury crashes to understand which attributes hold the highest risk for life-altering results. The characteristics included in Table 1 are the leading crash attributes for each data element. The table does not reflect all possible crash characteristics, and characteristics are not mutually exclusive (i.e., a single crash event involving a young driver who left the roadway and struck a fixed object would be reported in multiple rows of the table).

TABLE 1. SUMMARY OF REXBURG CRASH ATTRIBUTES

DATA ELEMENT	CRASH ATTRIBUTE	% OF ALL CRASHES WITH THIS ATTRIBUTE	% OF F&A CRASHES WITH THIS ATTRIBUTE
Crash Type	Roadway Departure or Lane Departure [A]	28.5%	**33.4%**
	Head-On	9.3%	15.2%
	Fixed Object	4.8%	6.1%
	Parked Car	4.4%	3.0%
	Side Swipe	9.1%	3.0%
	Ditch/Embankment	0.6%	3.0%
	Angle/Turning	28.2%	**30.3%**
	Pedestrian or Bicycle Involved	2.8%	**24.2%**
	Rear-End	33.3%	9.1%
Contributing Circumstance (For at least one vehicle)	Failure to Yield	21.3%	**30.3%**
	Speeding	12.2%	18.2%
	Distraction [B]	10.7%	**21.2%**
	Alcohol and Drug Impairment	1.0%	3.0%
Motor Vehicle Type Involved	Motorcycle	1.7%	**23.3%**
	Heavy Vehicle	3.8%	0.0%
Pedestrian and Bicycle Involved	Pedestrian-Involved	1.8%	**21.2%**
	Bicycle-Involved	0.9%	3.0%
Lighting Condition	Dark/Dusk/Dawn	27.4%	**39.4%**

DATA ELEMENT	CRASH ATTRIBUTE	% OF ALL CRASHES WITH THIS ATTRIBUTE	% OF F&A CRASHES WITH THIS ATTRIBUTE
Roadway Characteristic	At Intersection or Intersection Related	56.0%	**51.5%**
	At Stop Sign	27.4%	**39.4%**
	At Signal	28.5%	15.2%
	At Four-Way Intersection	44.7%	**36.4%**
	At T-Intersection	8.2%	15.2%
Functional Class	Principal Arterial	50.8%	**30.3%**
	Minor Arterial	14.6%	15.2%
	Collector	14.2%	15.2%
	Local	15.1%	**24.2%**
Road User	Younger Road User (age 16 – 25)	77.5%	**66.7%**
	Older Road User (age 65+)	11.8%	6.1%
Road Surface Conditions	Wet	4.6%	6.1%
	Ice/Snow/Slush	23.2%	18.2%
Protective Device Usage [C]	No Protective Device Used	5.8%	18.2%

[A] Roadway Departure crashes include collisions with objects on the side of the roadway. Lane Departure crashes include head-on and side swipe crashes.

[B] Distraction includes distraction and inattention.

[C] Protective devices include helmets and seatbelts.

[†] Red text is used to highlight crash factors that account for over 20% of fatal and serious injury crashes.

EMPHASIS AREAS

Emphasis areas are commonly developed by studying the crash characteristics that are most predominant or that are over-represented in fatal and serious injury crashes compared to lower severity crashes. For example, pedestrian-involved crashes may represent a small percentage of all crashes, but a much higher percentage of fatal and serious injury crashes. If so, an agency may choose to focus on pedestrian safety as an emphasis area as they are more likely to be seriously injured or killed when involved in a crash.

While there is no requirement for a certain number of emphasis areas, it is recommended that between 4 and 6 emphasis areas be selected. Too many emphasis areas can dilute the value of the plan with too many strategies and actions to feasibly implement, while too few can result in missed opportunities to reduce fatal and serious injury crash risks.

OVERVIEW OF CRASH ATTRIBUTE PATTERNS

In Rexburg, two crash attributes stand out for their high prevalence in fatal and serious injury crashes:

- Young Road Users
- Intersection-Related Crashes

Together, these two attributes are each present in more than 50% of all fatal and serious injury crashes, warranting their inclusion as emphasis areas.

Table 2 further identifies additional crash attributes that either appear frequently in severe crashes (Flag 1—Predominant) or are over-represented in severe crashes relative to all crashes (Flag 2—High Severity Indicator). Nine total attributes received both of these flags, indicating potential areas of focus.

TABLE 2. REXBURG CRASH ATTRIBUTE TABLE

ATTRIBUTE	Flag 1: **PREDOMINANT**	Flag 2: **HIGH SEVERITY INDICATOR**
ROADWAY OR LANE DEPARTURE CRASHES	✓	✓
ANGLE/TURNING CRASHES	✓	✓
CRASHES INVOLVING YOUNG DRIVER (15-25)	✓	
FAILURE TO YIELD	✓	✓
SPEEDING		✓

ATTRIBUTE	Flag 1: PREDOMINANT	Flag 2: HIGH SEVERITY INDICATOR
DISTRACTION	✓	✓
CRASHES INVOLVING MOTORCYCLES	✓	✓
CRASHES INVOVLING BICYCLISTS OR PEDESTRIANS	✓	✓
INTERSECTION CRASHES	✓	
NIGHTTIME (DARK/DAWN/DUSK) CONDITIONS	✓	✓
CRASHES ON PRINCIPAL ARTERIALS	✓	
CRASHES ON LOCAL ROADS	✓	✓
FAILURE TO WEAR PROTECTION DEVICES		✓

The following sections summarize how these attributes were evaluated and how they inform the final list of six recommended emphasis areas.

ROADWAY AND LANE DEPARTURE CRASHES

Roadway and Lane Departure crashes often have overlapping causes (e.g. speed, distraction, light conditions) and possible safety solutions (e.g. signing and striping, pavement markers, lighting). Combining these attributes into a single emphasis area allows the City to address both crash types through the parallel safety improvement efforts, maximizing efficiency of future investments. ***Recommended Emphasis Area.***

ANGLE/TURNING CRASHES

Angle and turning crashes are common at intersections and are driven largely by visibility issues, failure to yield, and operational conditions. Because these patterns are closely tied to intersection design and control, they are best addressed under the Intersection emphasis area rather than as a standalone category.

FAILURE TO YIELD

Failure-to-yield is a contributing factor that strongly overlaps with intersection, turning, and young driver crashes. As a behavioral contributor, it can be addressed through the strategies developed for the Intersection and Young Drivers emphasis areas.

DISTRACTION

Distraction is flagged as both predominant and high severity. Young Drivers were responsible for 70% of fatal and serious injury crashes and 80% of all crashes involving a distraction, indicating a strong correlation. For this reason, distraction will be directly addressed within the Young Drivers emphasis area.

MOTORCYCLE CRASHES

Motorcyclists face substantial vulnerability on the roadways, and are much more likely to be involved in fatal or serious injury crashes. In Rexburg, 1 in 5 motorcycle crashes resulted in serious injury. ***Recommended Emphasis Area.***

PEDESTRIAN AND BICYCLE CRASHES

Pedestrian and bicycle related crashes are also much more likely to be severe. 1 in 7 resulted in a fatal or serious injury in Rexburg. Given this elevated risk and the unique strategies required to protect vulnerable road users, a combined Pedestrian and Bicycle emphasis area is recommended. ***Recommended Emphasis Area.***

NIGHTTIME CONDITIONS

Most traffic activity occurs during the day, so crashes during dark, dusk, or dawn are disproportionately high with nearly 40 percent of fatal and serious injury crashes in Rexburg occurring during nighttime or low-light conditions. Addressing lighting, visibility, and nighttime driver behavior requires targeted engineering and enforcement strategies, supporting its inclusion as an emphasis area. ***Recommended Emphasis Area.***

CRASHES ON LOCAL ROADS

Although 20% of fatal and serious injury crashes occur on local roads, the lack of clear patterns make this attribute difficult to address as a standalone emphasis area. Strategies targeting nighttime crashes, intersections, and vulnerable road users are likely to improve safety on local roads without designating it as a specific emphasis area.

Based on the prevalence, severity risk, and the potential for each attribute to support a clear, implementable set of strategies, the following six emphasis areas are recommended for the Rexburg Safety Action Plan.

1. **Young Drivers**
2. **Intersection-Related**
3. **Nighttime**
4. **Roadway and Lane Departure**
5. **Bike and Pedestrian**
6. **Motorcyclists**

To support the development of targeted strategies, the following sections explore each emphasis area in greater detail, including key crash characteristics and considerations.

YOUNG DRIVERS

1,572 crashes involved drivers aged 16-25 in Rexburg, with 22 resulting in fatalities or serious injuries.

KEY ISSUES	CRASH CHARACTERISTICS (ALL CRASHES)	SEVERE CRASH CHARACTERISTICS
24% (1 IN 4) OF ALL CRASHES **INVOLVED RISKY DRIVING BEHAVIORS** SUCH AS SPEEDING, DISTRACTION, INATTENTION, OR DROWSY DRIVING.	**Most common crash types:** • Rear-end: 34.7% • Angle/Turning: 29.3% • Lane Departure: 19.5%	**In fatal and serious injury crashes:** • Angle/turning: 36.4% • Distracted driving: 25% • Ped/bike involved: 36.4%

INTERSECTION-RELATED

56 percent of all crashes in Rexburg occurred at or near intersections, and 51.5 percent of fatal and serious injury crashes also occurred at or near intersections.

KEY ISSUES	CRASH CHARACTERISTICS (ALL CRASHES)	SEVERE CRASH CHARACTERISTICS
2 IN 3 (67%) INTERSECTION CRASHES THAT RESULTED IN FATAL OR SERIOUS INJURIES OCCURRED AT **STOP-CONTROLLED INTERSECTIONS,** PRIMARILY WHERE ONLY THE MINOR-ROAD IS STOPPED. **1 IN 4 (24%)** INTERSECTION CRASHES THAT RESULTED IN FATAL OR SERIOUS INJURIES OCCURRED AT A **TRAFFIC SIGNAL**.	**Top contributing factors:** • Failure to Yield: 27% • Following Too Close: 19% • Speeding: 13% **Crash types at intersections:** • Rear-End: 36% • Angle: 36% • Head-On: 13%	**In fatal & serious injury crashes:** • Failure to Yield: 35% • Distraction: 24% • Pedestrian Involved: 29% • At stop-controlled intersection: 67% • At traffic signal: 24%

NIGHTTIME

27 percent of all crashes in Rexburg occurred during dark, dusk, or dawn conditions (Nighttime), and 39 percent of fatal and serious injury crashes occurred in low light.

KEY ISSUES	CRASH CHARACTERISTICS (ALL CRASHES)	SEVERE CRASH CHARACTERISTICS
ROADWAY DEPARTURES, LANE DEPARTURES, AND INTERSECTION CRASHES ARE LEADING SEVERE CRASH OUTCOMES IN LOW-LIGHT CONDITIONS.	**Top factors:** • Intersection-Related: 57% • ≤25 MPH roadways: 45% • 35 MPH roadways: 32% • Speeding: 13% **Crash types at intersections:** • Roadway or Lane Departure: 35% • Angle: 27% • Rear End: 23%	**In fatal & serious injury crashes:** • Roadway or Lane Departure: 54% • Intersection-related: 46% • Angle/Turning: 23.1% • ≤25 MPH roadways: 25% • 35 MPH roadways: 45% • Speeding: 30%

ROADWAY AND LANE DEPARTURE

Roadway and lane departure crashes made up 29 percent of all crashes in Rexburg and just over one-third of fatal and serious injury crashes.

KEY ISSUES	CRASH CHARACTERISTICS (ALL CRASHES)	SEVERE CRASH CHARACTERISTICS
HEAD-ON COLLISIONS AND STRIKING FIXED OBJECTS OR EMBANKMENTS PRESENT THE GREATEST SAFETY CONCERN.	**Top Factors:** • Speeding: 38% • Ice, Snow, or Slush Road Surface: 27% **Crash types** • Head-on Collision (Lane Departure Only): 51% • Striking a Fixed Object or Embankment (Roadway Departure Only): 54%	**Among fatal & serious injury crashes:** • Head on Collision (Lane Departure Only): 83% • Striking a Fixed Object or Embankment (Roadway Departure Only): 60% • Low light conditions: 64%

BIKE AND PEDESTRIAN

Bikes and pedestrians represented less than 3 percent of all crashes (56 incidents) but 24 percent of fatal & serious injury crashes (8 incidents), showing a significant severity disproportion. Pedestrians were involved in two-thirds of the 56 total crashes and 89 percent fatal or serious injury crashes. Since pedestrian and bicycle crashes disproportionately lead to fatal or serious injuries, it is important to closely examine crash patterns across all severities to fully understand the risks and contributing factors.

KEY ISSUES	CRASH CHARACTERISTICS (ALL CRASHES)	SEVERE CRASH CHARACTERISTICS
44% OF ALL PEDESTRIAN CRASHES, AND 71% OF FATAL OR SERIOUS INJURY PEDESTRIAN CRASHES WERE CAUSED BY **VISION OBSTRUCTIONS, DISTRACTION, OR INATTENTION.**	**Top Factors:** • Failure to Yield: 52% • Vision Obstruction: 18% • Distraction: 16% • Nighttime: 32% **Where crashes occur:** • Unsignalized intersections: 52% • ≤25 MPH roadways: 70%	**Among fatal & serious injury crashes:** • Distraction: 50% • Failure to Yield: 38% • Vision Obstruction: 13% **Where crashes occur:** • Unsignalized intersections: 50% • ≤25 MPH roadways: 89%

MOTORCYCLISTS

Motorcyclists represent a small share of total crashes (1.7 percent) and road users, but a disproportionately high share of severe crashes, accounting for 23 percent of all fatal and serious injury crashes. Although motorcycle crashes are relatively infrequent, the lack of physical protection significantly increases the likelihood of severe outcomes. Since motorcycle-involved crashes carry a high risk of serious injury or death, it is important to examine crash characteristics across all severities to understand where the greatest risks occur.

KEY ISSUES	CRASH CHARACTERISTICS (ALL CRASHES)	SEVERE CRASH CHARACTERISTICS
3 IN 4 (75%) MOTORCYCLE CRASHES **INVOLVED A YOUNG DRIVER.** **RISKY BEHAVIORS**, INCLUDING SPEEDING AND IMPROPER MANEUVERS, PLAY A MAJOR ROLE IN ELEVATED CRASH RISK.	**Top Factors:** • Young Drivers: 75% • Failure to Yield: 30% • Speeding: 32% • Improper Maneuver: 24% **Where crashes occur:** • Not at Intersections: 65% • ≤25 MPH roadways: 53%	**Among fatal & serious injury crashes:** • Speeding: 29% • Failure to Yield: 29% **Where crashes occur:** • Not at Intersections: 71% • ≤25 MPH roadways: 43%

HIGH-CRASH LOCATIONS

Spatial analysis was used to identify the leading crash locations within Rexburg where there was a high crash frequency and high crash severity. To rank these locations, an Equivalent Property Damage Only (EPDO) score was used. The EPDO score quantifies crash severity at each intersection or segment based on the following:

- Fatal and serious injury = 100 points
- Minor and possible injuries = 10 points
- Property damage only = 1 point

To identify high-crash locations, signalized intersections were evaluated separately from adjacent roadway segments. Crashes occurring within 200 feet of an intersection center were classified as intersection-related to address inconsistencies in the crash database.

Roadway segments were defined using a project-based approach to reflect logical limits for future improvements. Signalized intersections were generally excluded from segments; therefore, crashes within 200 feet of these intersections were removed from the segment's EPDO score. In limited cases where a signalized intersection exists mid-segment, the intersection was included in the segment to better capture overall safety conditions. All unsignalized intersections at the beginning or end of segments are included.

Table 2 lists the 20 high-crash locations in Rexburg ranked according to 2020 – 2024 crash data.[5] **Figure 5** provides a map of the high crash location locations, and the following pages provide an overview and detailed crash analysis for each location.

[5] *The 2020–2024 crash data indicated elevated crash frequencies at locations on Main Street and University Boulevard near the US-20 interchange. However, because of the recent construction of diverging diamond interchanges (DDIs) at both locations, they were not included in the high-crash location list.*

TABLE 2. REXBURG HIGH CRASH LOCATIONS

RANK	LOCATION	EPDO	INTERSECTION/SEGMENT
1	N 2nd East: E 2nd North to S Teton River	425	Segment
2	Golden Beauty Dr / University Blvd	395	Intersection
3	S 2nd East: E 7th South to E 3rd South	391	Segment
4	N 2nd East: Moran View Rd to Moody Rd	292	Segment
5	S 1st West: W 3rd South to W 1st South	275	Segment
6	Yellowstone Hwy / W 7th South	202	Intersection
7	University Blvd: 200' east of Yellowstone Highway to S 5th West	196	Segment
8	S 2nd West / W 1st South	194	Intersection
9	S 2nd West / W 7th South	190	Intersection
10	N 2nd East / Moody Rd	187	Intersection
11	S 12th West / Main St	166	Intersection
12	N 2nd East: S Teton River to E 7th North	155	Segment
13	Main St / Pahsimeroi Blvd / Summit Dr	144	Intersection
14	S 2nd West / W 5th South	134	Intersection
15	S 5th West / W 7th South	131	Intersection
16	N 2nd East / Lorene St	131	Intersection
17	Pioneer Rd / Main St	127	Intersection
18	N 2nd East / E 15th North	126	Intersection
19	W 1st North / N 2nd West	116	Intersection
20	Center St / E 7th South	114	Intersection

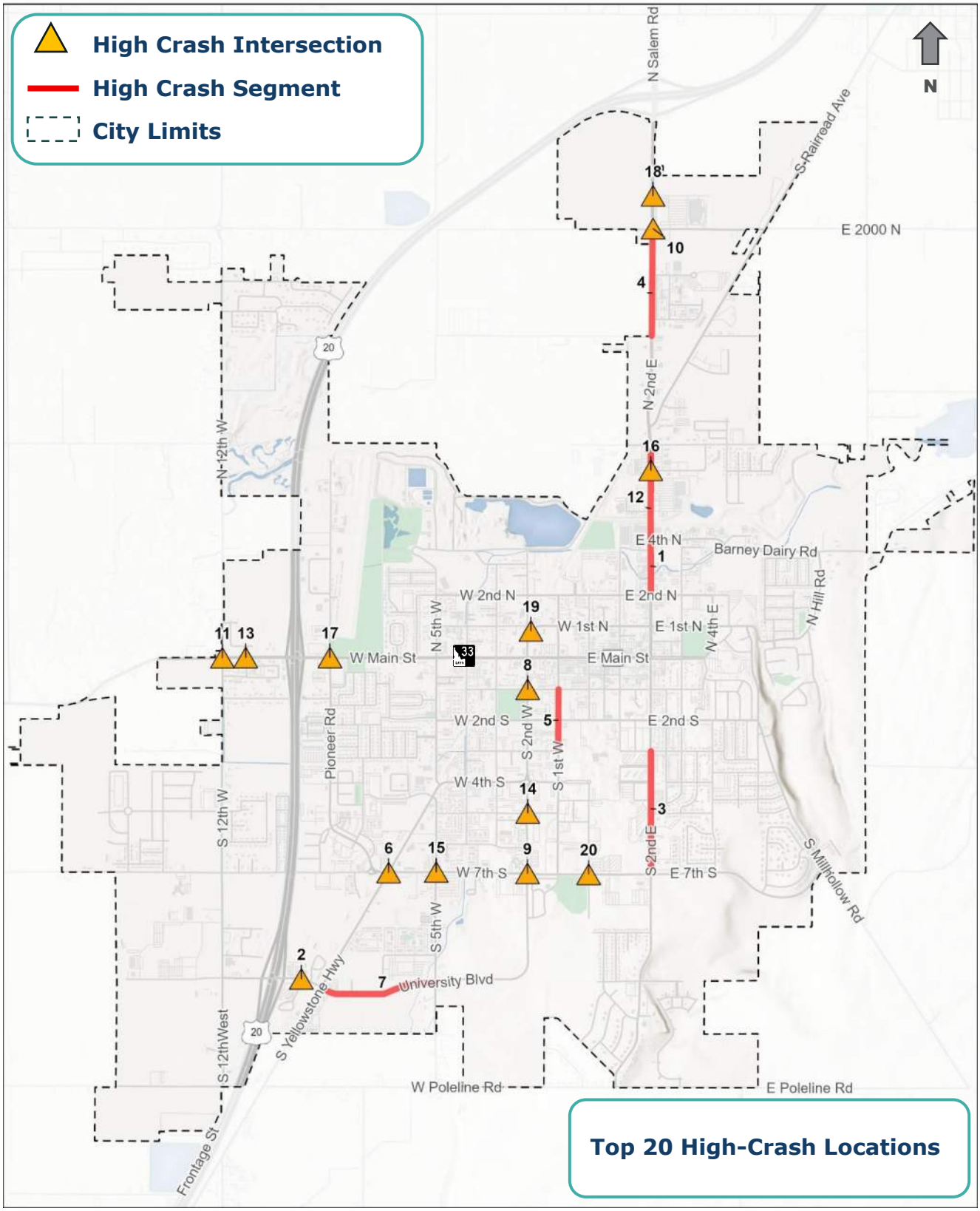


FIGURE 6. HIGH-CRASH LOCATIONS

HIGH CRASH LOCATION DESCRIPTIONS

HCL 1: N 2nd East: E 2nd North to S Teton River

This location is a one-third mile segment with a five-lane cross-section. It has lighting and sidewalks present and no bike lanes. It is bounded by a signalized intersection at the south end and a bridge over the South Teton River at the north end.



FIGURE 7. N 2ND EAST: E 2ND NORTH TO S TETON RIVER SEGMENT

The following is a summary of the 2020 – 2024 crashes:

- 83 crashes
- 1 serious injury
- 1 bicycle related crash
- 36% rear-end
- 34% angle crashes (injury A)
- 29% occurred at a driveway
- 26% occurred at an intersection
- 24% failed to yield
- 23% turning left
- 20 crashes occurred with 100' of E 4th North
- 14 crashes occurred within 100' of Valley River Drive

HCL 2: Golden Beauty Dr / University Blvd



FIGURE 8. GOLDEN BEAUTY DR / UNIVERSITY BLVD INTERSECTION

Golden Beauty Drive and University Boulevard meet at a five-lane by two-lane unsignalized intersection with two-way stop control on the north and south minor road approaches. Street lighting is present at this location. Sidewalks are present on the west side of the intersection and on the north side of the east leg, and there are no bike lanes. This intersection is located about 300 feet east of the diverging diamond interchange of US Highway 20 and University Boulevard.

The following is a summary of the 2020 – 2024 crashes:

- 26 crashes
- 3 serious injuries
- 38% angle-turning (injury A)
- 15% head-on (injury A), rear-end, side-swipe same
- 31% failed to yield
- 19% improper turn

HCL 3: S 2nd East: E 7th South to E 3rd South

This location is an approximately 0.6-mile long segment with a three-lane cross section. The segment has street lighting and sidewalks, and it has bike lanes along most of its length. The segment is bounded by two signalized intersections, and there are four rectangular rapid flashing beacon (RRFB) pedestrian crossings along this section.



FIGURE 9. S 2ND EAST: E 7TH SOUTH TO E 3RD SOUTH SEGMENT

The following is a summary of the 2020 – 2024 crashes:

- 31 crashes
- 3 serious injuries (all pedestrian involved)
- 4 pedestrian, 1 bike
    - 4 occurred at intersections
- 48% rear-end
- 13% angle-turning
- 19% inattention
- 23% driveway/parking lot related
- 4 crashes (1 ped, injury A) occurred at the southern-most RRFB
- 4 crashes (3 ped, 1 injury A) occurred at E 3rd South

HCL 4: N 2nd East: Moran View Rd to Moody Rd



FIGURE 10. N 2ND EAST: MORAN VIEW RD TO MOODY RD SEGMENT

This location is a half-mile long segment with a five-lane cross section. The segment includes a T-intersection at Moran View Road, signal at Stationary Place, and ends 200’ south of the signalized intersection at Moody Road. There is no street lighting present outside of the signal, and sidewalk is present along most of the east side of the segment, but not the west. There are no bike lanes along this segment.

The following is a summary of the 2020 – 2024 crashes:

- 40 crashes
- 1 fatality
- 45% rear-end
- 38% occurred at a signalized intersection
- 15% angle-turning
- 13% head-on turning (fatal)
- 23% speed too fast for conditions
- 30% during icy conditions
- 23% involved left-turning vehicles

HCL 5: S 1st West: W 3rd South to W 1st South

This 0.3-mile long segment has a two-lane cross section and both angled and parallel on-street parking. Street lighting and sidewalks are present, and there is a southbound bike lane between W 1st South and W 2nd South. The segment is bounded by a four-leg all-way stop-controlled intersection at W 1st South and a three-leg all-way stop-controlled intersection at W 3rd South. A four-leg signalized intersection is located at W 2nd South.



FIGURE 11. S 1ST WEST: W 3RD SOUTH TO W 1ST SOUTH SEGMENT

The following is a summary of the 2020 – 2024 crashes:

- 23 crashes
- 2 serious injuries
- 56% angle crashes (2 injury A)
- 1 pedestrian and 2 bike crashes
- 17% rear-end
- 17% speed too fast for conditions
- 43% driveway or parking lot related
- 39% intersection related
- 43% nighttime conditions

HCL 6: Yellowstone Hwy / W 7th South



FIGURE 12. YELLOWSTONE HWY / W 7TH SOUTH INTERSECTION

Yellowstone Highway and W 7th Street is a signalized intersection with five-lanes on the south, east, and west legs and six lanes on the north. The eastbound and westbound right turns are channelized and controlled with yield signs. The intersection has an approximately 30° skew, with the north and south legs skewed to the northeast. There is a railroad crossing with automatic gates approximately 60 feet west of the intersection. Street lighting is present, and there are sidewalks on all four legs except the west side of Yellowstone Highway. No bike lanes are present at this intersection.

The following is a summary of the 2020 – 2024 crashes:

- 31 crashes
- 1 serious injury (head on)
- 32% rear-end (5 eastbound, 5 northbound)
- 39% angle or head-on turning
- 13% failed to obey signal
- 35% nighttime conditions
- 26% during icy conditions
- 19% involved a left-turn

HCL 7: University Boulevard: Yellowstone Highway to S 5th West

This location is a half-mile segment with a two-lane cross section. It begins 200 feet east of Yellowstone Highway and ends at S 5th West. There is no street lighting along this segment until the S 5th West intersection. There is a detached sidewalk present along the north side of the segment but not the south. While there is no established bike lane, there is a wide paved shoulder with a fog line on the south side of the segment.



FIGURE 13. UNIVERSITY BLVD: YELLOWSTONE HWY TO S 5TH WEST SEGMENT

The following is a summary of the 2020 – 2024 crashes:

- 34 crashes
- 24% road departure/overturning
- 18% angle crashes
- 15% head-on crashes
- 18% due to improper turn
- 24% related to risky driving behavior (distraction, speed, impairment)
- 3 motorcycle crashes
- 50% intersection related
- 21% between left-turn and through vehicle at intersections

HCL 8: S 2nd West / W 1st South



FIGURE 14. S 2ND WEST / W 1ST SOUTH INTERSECTION

- 23 crashes
- 1 serious injury
- 1 pedestrian
- 61% angle crashes

S 2nd W and W 1st S is a five-lane by two-lane intersection with two-way stop control on the east and west legs. An RRFB pedestrian crossing is present across the north leg. Street lighting and sidewalks are present, and there are bike lanes along both sides of S 2nd West.

The following is a summary of the 2020 – 2024 crashes:

- 17% lane departure (injury A)
- 13% improper turn
- 48% of angle, angle-turning, and head-on crashes involved a westbound driver

HCL 9: S 2nd West / W 7th South

S 2nd West and W 7th South is a signalized intersection with five lanes on the east and west, three lanes on the north, and four lanes on the south. Street lighting and sidewalks are present, and there are no bike lanes at this location.

The following is a summary of the 2020 – 2024 crashes:

- 28 crashes
- 1 serious injury (parked car)
- 36% rear-end
- 29% head-on turning
- 29% angle-related
- 21% speed too fast for conditions



FIGURE 15. S 2ND WEST / W 7TH SOUTH INTERSECTION

- 25% involved a left-turn and through driver (4 between eastbound/westbound, 2 between northbound/southbound)

HCL 10: N 2nd East / Moody Rd

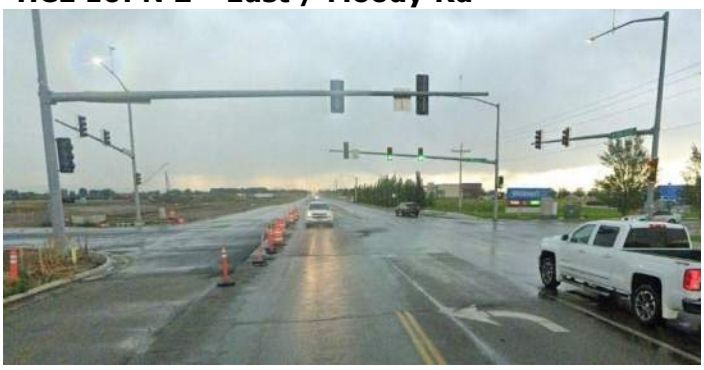


FIGURE 16. N 2ND EAST / MOODY RD INTERSECTION

N 2nd E and Moody Road is a signalized intersection with three lanes on the east and west legs, five lanes on the south, and six lanes on the north. The intersection has street lighting present. Sidewalks are present everywhere except on the north side of the west leg. There are no bike lanes at this intersection.

The following is a summary of the 2020 – 2024 crashes:

- 25 crashes
- 1 fatal crash (rear-end, medical emergency)
- 68% rear-end
- 16% head-on turning
- 24% speed too fast for conditions

- 28% icy or snowy conditions
- 5 left-turn conflicts occurred between northbound and southbound vehicles
- 8 rear-end crashes northbound, 5 southbound, 3 westbound

HCL 11: S 12th West / Main St

S 12th West and Main Street is a signalized intersection with three lanes on the north and south legs and four lanes on the east and west legs. Street lighting is present, and there are sidewalks on the east leg and on the east side of the north and south legs. No bike lanes are present at this location.



FIGURE 17. S 12TH WEST / MAIN ST INTERSECTION

The following is a summary of the 2020 – 2024 crashes:

- 22 crashes
- 1 serious injury
- 55% rear-end related (injury A)
- 28% angle-related
- 36% due to distraction or inattention
- 23% failed to yield
- 18% in icy or snowy conditions
- 63% of angle-turning or head-on turning involved an eastbound driver

HCL 12: N 2nd East – S Teton River to E 7th North



FIGURE 18. N 2ND EAST: S TETON RIVER TO E 7TH NORTH SEGMENT

This location is a one-third mile segment with a five-lane cross section. There is intersection lighting at the minor cross street approaches. There are sidewalks and no bike lanes along this segment. It is bounded by a bridge over the Teton River at the south end and ends 200 feet south of the intersection of E 7th North. There is a traffic signal at Teton R. Village intersection that is included in this segment. The crashes within 200 feet of E Lorene Street were analyzed as a separate high crash location (HCL 16).

The following is a summary of the 2020 – 2024 crashes:

- 56 crashes
- 2 pedestrian crashes (One at Teton R. Village, one at Denny's/Java driveway)
- 64% intersection related
- 57% occurred at the Teton R. Village traffic signal
- 52% rear-end
- 25% risky driving (distraction, speed, impairment)
- 23% lane departure
- 18% angle-turning
- 11% head-on turning

HCL 13: Main St / Pahsimeroi Blvd / Summit Dr

This intersection has 6-lanes on the east-west approaches, and 2-lanes on the side street approaches. The south leg is stop-controlled and the north leg is restricted by a median to right-in-right-out only, with a yield sign controlling the right-out movement. Street lighting and sidewalks are present, and there are no bike lanes present. This intersection is located roughly 700 feet to the west of the diverging diamond interchange of US Highway 20 and State Highway 33.



FIGURE 19. MAIN ST / PAHSIMEROI BLVD / SUMMIT DR INTERSECTION

The following is a summary of the 2020 – 2024 crashes:

- 9 crashes
- 1 serious injury (westbound vehicle struck a curb and traffic sign support)
- 44% rear-end
- 2 lane/roadway departure (curb and overturn)
- 3 turning crashes (angle, head-on, same-direction)

HCL 14: S 2nd West / W 5th South



FIGURE 20. S 2ND WEST / W 5TH SOUTH INTERSECTION

S 2nd West and W 5th South is a three-lane by two-lane intersection with two-way stop control on the west and east legs. There are pedestrian crossing signs enhanced with round flashing beacons on the south leg. Street lighting and sidewalks are present, and there are bike lanes adjacent to on-street parking on the east and west legs. Parallel on-street parking is also permitted on the west side of the south leg.

The following is a summary of the 2020 – 2024 crashes:

- 8 crashes
- 1 serious injury
- 2 pedestrian (injury A, crossing E-W)
- 50% nighttime conditions
- 25% angle
- 25% parked car
- 25% due to risky behaviors (inattention, speeding too fast for conditions)

HCL 15: S 5th West / W 7th South

S 5th W and W 7th S is a two-lane by five-lane unsignalized intersection with two-way stop control on the north and south legs. Street lighting is present, and sidewalks are present everywhere but the east side of the north leg. Bike lanes are present on the north leg.



FIGURE 21. S 5TH WEST / W 7TH SOUTH INTERSECTION

The following is a summary of the 2020 – 2024 crashes:

- 14 crashes
- 1 serious injury
- 79% angle-related (injury A)
- 14% failed to obey stop sign
- 14% speed too fast for conditions
- 73% of angle-related crashes were caused by a northbound driver

HCL 16: N 2nd East / Lorene St



FIGURE 22. HCL 16: N 2ND EAST / LORENE ST INTERSECTION

N 2nd E and Lorene Street is an unsignalized T-intersection with five-lanes on the north and south legs. The east leg is stop controlled, and the west is a driveway access that is uncontrolled. The intersection has sidewalks, but it does not have street lighting or bike lanes. Crashes within 200' of this intersection along N 2nd East are included. The adjacent segments of N 2nd East are included as HCL 12.

The following is a summary of the 2020 – 2024 crashes:

- 14 crashes
- 1 serious injury
- 57% intersection or driveway related
- 43% rear-end (injury A on Lorene St)
- 36% turning (head-on and angle)

HCL 17: Pioneer Rd / Main St

Pioneer Road and Main Street is a signalized intersection with five lanes on the east and west legs and three lanes on the north and south legs. Street lighting and sidewalks are present, and there are bike lanes on the south leg. This intersection is located roughly 500 feet to the east of the diverging diamond interchange of US Highway 20 and State Highway 33.

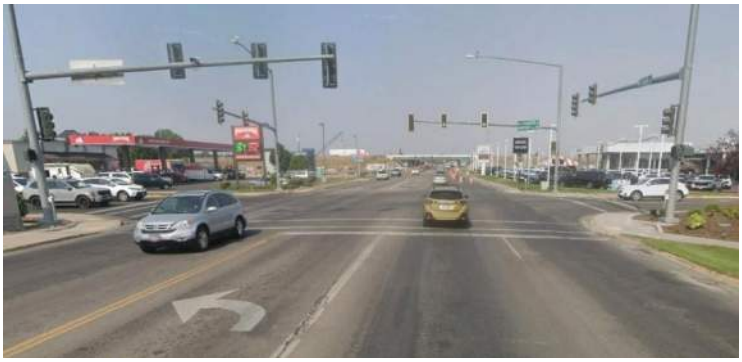


FIGURE 23. PIONEER RD / MAIN ST INTERSECTION

The following is a summary of the 2020 – 2024 crashes:

- 46 crashes
- 63% rear-end (2/3 caused by westbound vehicle)
- 28% angle-related
- 20% speed too fast for conditions
- 28% in icy or snowy conditions
- 15% failed to yield
- 13% failed to obey signal

HCL 18: N 2nd East / E 15th North



FIGURE 24. N 2ND EAST / E 15TH NORTH INTERSECTION

- 9 crashes
- 1 serious injury
- 44% angle-turning
- 33% rear-end

N 2nd East and E 15th North is a T-intersection with stop control on the side-street. The intersection is currently under construction to develop the west leg, and the stop controlled east leg goes into a shopping center. Street lighting and sidewalks are only on the southeast corner, and there are no bike lanes.

The following is a summary of the 2020 – 2024 crashes:

- 33% icy, slush, or snowy conditions
- 22% roadway departure (injury A)
- 22% improper tun
- 22% speed too fast for conditions

HCL 19: W 1st North / N 2nd West

W 1st North and N 2nd West is a three-lane by five-lane unsignalized T-intersection located along a horizontal curve. The minor road approach is stop-controlled and the south leg has an RRFB pedestrian crossing. The intersection has street lighting and sidewalks, but there are no bike lanes.



FIGURE 25. W 1ST NORTH / N 2ND WEST INTERSECTION

The following is a summary of the 2020 – 2024 crashes:

- 8 crashes
- 1 serious injury (angle-turning)
- 88% roadway departure
- 75% ice, snow, or slush conditions
- 75% occurred while negotiating curve
- 38% fixed object
- 38% other object (not fixed) or embankment
- 63% speed too fast for conditions

HCL 20: Center St / E 7th South



FIGURE 26. CENTER ST / E 7TH SOUTH INTERSECTION

Center Street and E 7th South is a three-lane by five-lane unsignalized intersection with stop control on the north and south legs. There is an RRFB pedestrian crossing on the west leg, street lighting, and sidewalks throughout. There are no bike lanes. The south leg has perpendicular parking spaces along both sides of the street, and the north leg has angled parking spaces along both sides of the street.

The following is a summary of the 2020 – 2024 crashes:

- 6 crashes
- 1 fatality
- 2 pedestrian (fatality)
- Both involved an eastbound driver failing to yield
- 1 each angle, angle-turning, head-on turning, rear-end
- 50% of crashes were caused by a southbound driver

STEERING COMMITTEE FEEDBACK AND ADDITIONAL LOCATIONS OF CONCERN

During the November 6, 2025 CSAP Steering Committee meeting, concerns were raised about the area surrounding Burton Elementary School, including 7th South. The area has experienced rapid traffic growth due to residential development and school-related traffic.

Two crashes occurred between 2020-2024 in the vicinity of Burton Elementary School. Both crashes occurred in the vicinity of the 7th South and 12th West intersection. Both crashes involved drivers speeding too fast for conditions and both resulted in property damage only.

AREAS OF PERSISTENT POVERTY

To ensure the plan is addressing the needs of underserved communities, particularly those affected by persistent poverty, an analysis was performed to compare the high crash locations with Areas of Persistent Poverty. According to the U.S. Department of Transportation[6], a project is located within an "Area of Persistent Poverty" if:

1. The County in which the project is located consistently had greater than or equal to 20 percent of the population living in poverty in all three of the following datasets: (a) the 1990 decennial census; (b) the 2000 decennial census; and (c) the most recent (2022) Small Area Income Poverty Estimates; OR
2. The Census Tract in which the project is located has a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from the American Community Survey of the Bureau of the Census; OR
3. The project is located in any territory or possession of the United States.

Census tract 9502, 9503.01, 9504.02, 9504.03, 9503.04, 9504.01, and 9505.01 fall within the City of Rexburg and qualify as Areas of Persistent Poverty according to Multimodal Project Discretionary Grant FY2025-FY2026 (MPDG) criteria[7]. In addition, Madison County appears on the MPDG persistent-poverty list. **Figure 27** shows the Areas of Persistent Poverty in relation to the Rexburg City limits, and the high crash locations identified for this project. The following high crash locations fall within Areas of Persistent Poverty:

- **HCL 1:** N 2nd East: E 2nd North to S Teton River
- **HCL 2:** Golden Beauty Dr / University Blvd
- **HCL 3:** S 2nd East: E 7th South to E 3rd South
- **HCL 5:** S 1st West: W 3rd South to W 1st South

[6] https://www.transportation.gov/grants/mpdg-areas-persistent-poverty-and-historically-disadvantaged-communities-1

[7] https://maps.dot.gov/BTS/GrantProjectLocationVerification/

- **HCL 6:** Yellowstone Hwy / W 7th South
- **HCL 7:** University Blvd: 200’ east of Yellowstone Highway to S 5th West
- **HCL 8:** S 2nd West / W 1st South
- **HCL 9:** S 2nd West / W 7th South
- **HCL 11:** S 12th West / Main St
- **HCL 13:** Main St / Pahsimeroi Blvd / Summit Dr
- **HCL 14:** S 2nd West / W 5th South
- **HCL 15:** S 5th West / W 7th South
- **HCL 17:** Pioneer Rd / Main St
- **HCL 19:** W 1st North / N 2nd West
- **HCL 20:** Center St / E 7th South

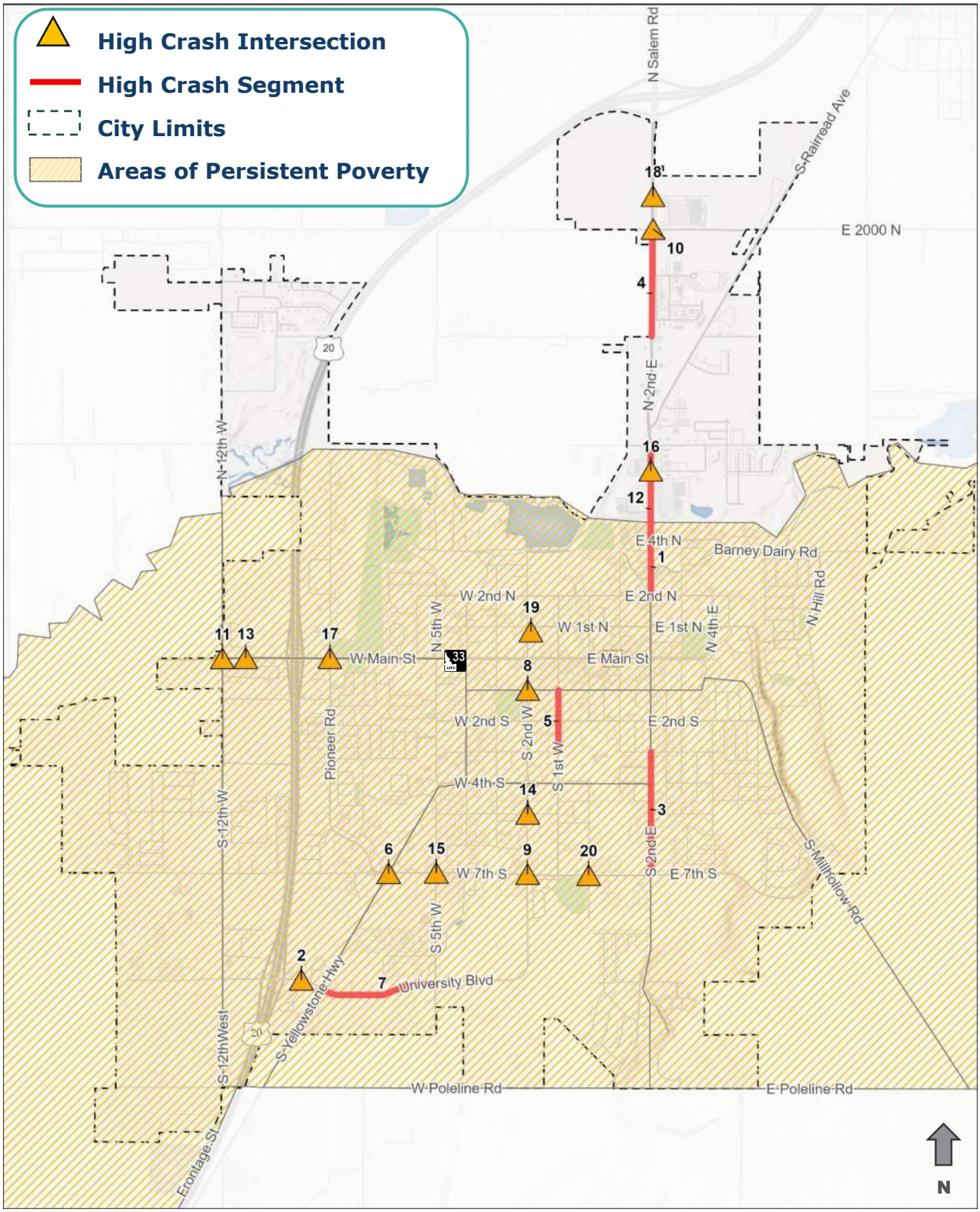


FIGURE 27. AREAS OF PERSISTENT POVERTY AND HIGH CRASH LOCATIONS

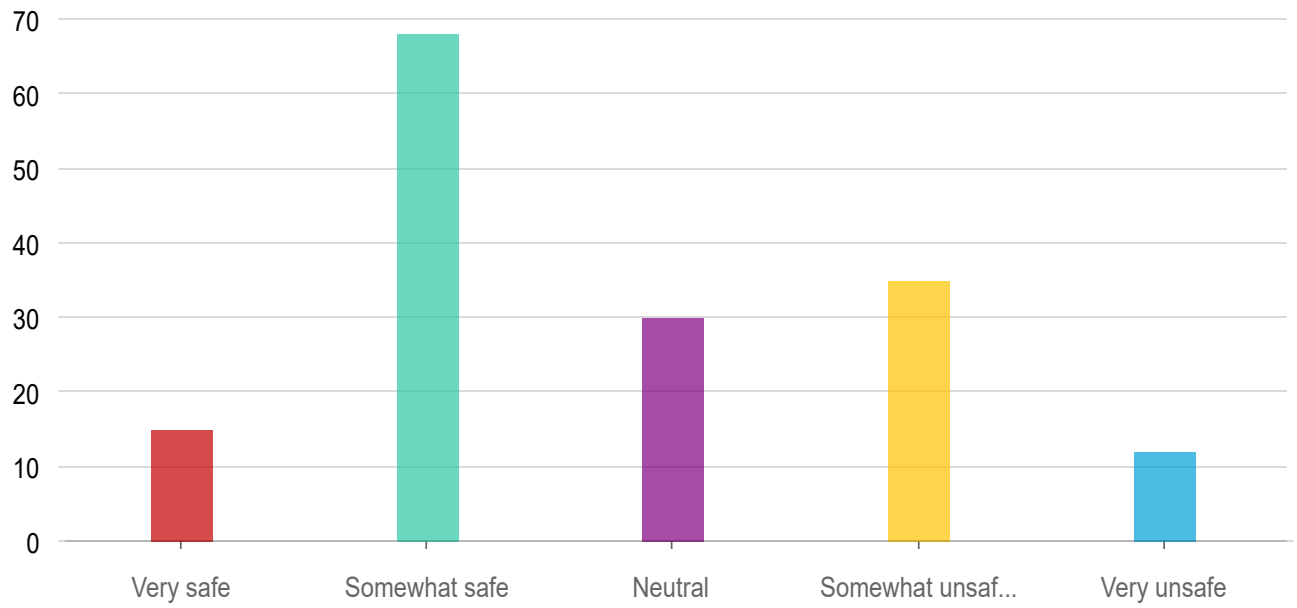
Appendix B: Public Involvement Survey (2025)

PUBLIC INVOLVEMENT SURVEY #1

(2025)

City of Rexburg

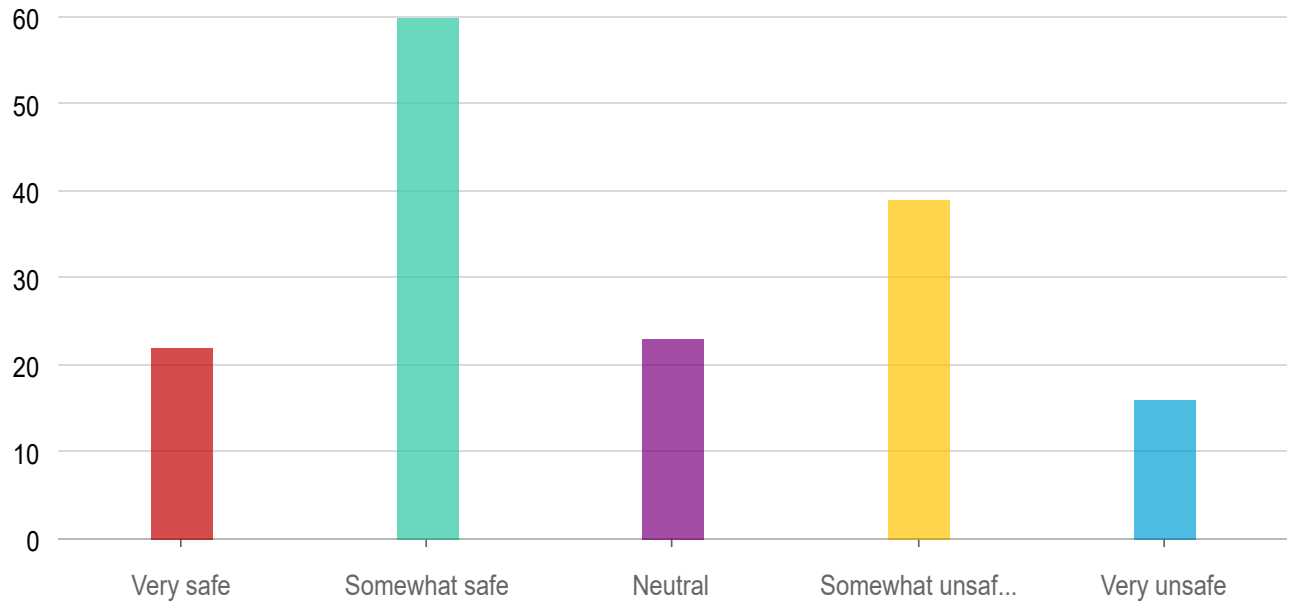
How safe do you feel when driving Rexburg's roadways?



Answers	Count	Percentage
Very safe	15	9.09%
Somewhat safe	68	41.21%
Neutral	30	18.18%
Somewhat unsafe	35	21.21%
Very unsafe	12	7.27%

Answered: 160 Skipped: 5

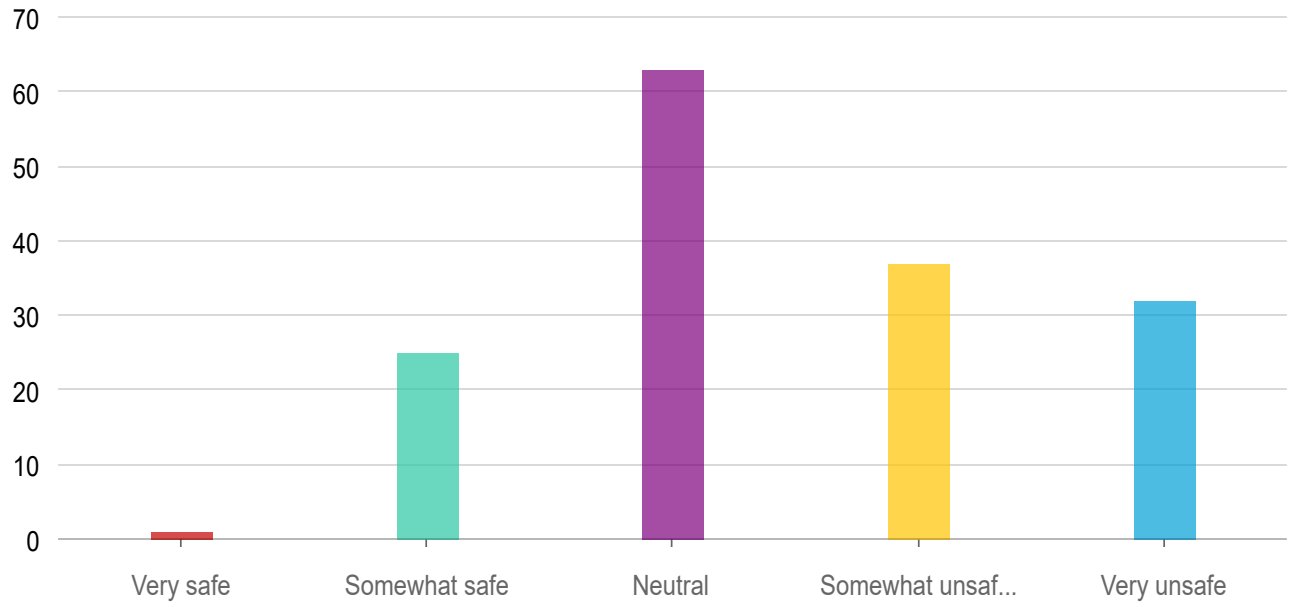
How safe do you feel when walking Rexburg's sidewalks?



Answers	Count	Percentage
Very safe	22	13.33%
Somewhat safe	60	36.36%
Neutral	23	13.94%
Somewhat unsafe	39	23.64%
Very unsafe	16	9.7%

Answered: 160 Skipped: 5

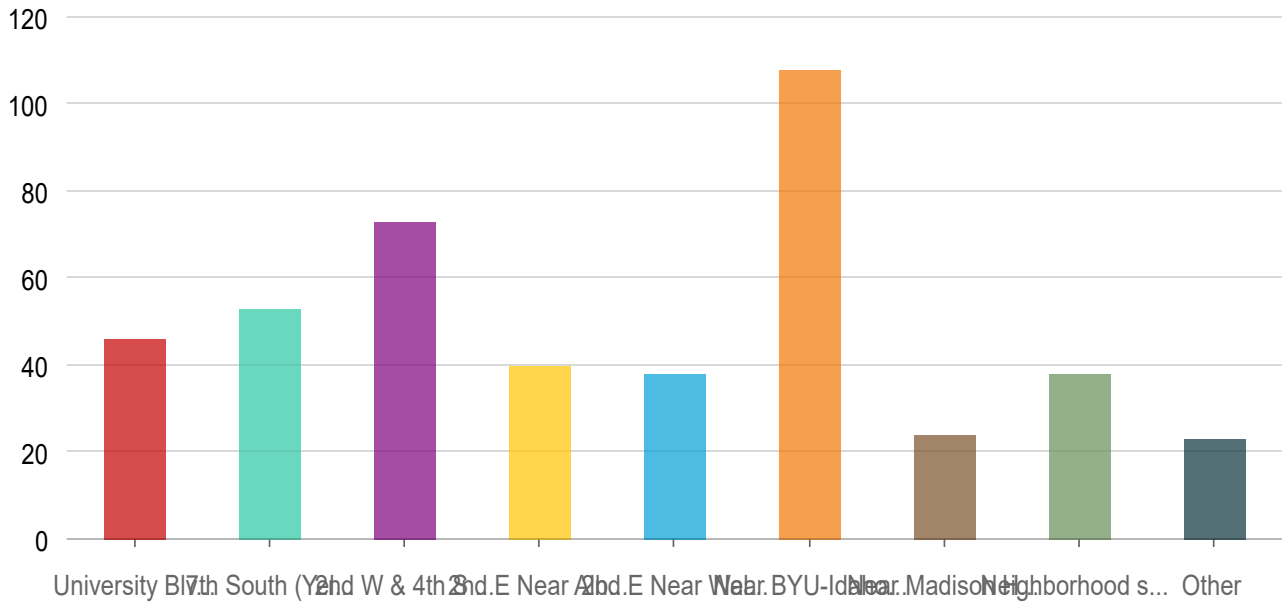
How safe do you feel when biking in Rexburg?



Answers	Count	Percentage
Very safe	1	0.61%
Somewhat safe	25	15.15%
Neutral	63	38.18%
Somewhat unsafe	37	22.42%
Very unsafe	32	19.39%

Answered: 158 Skipped: 7

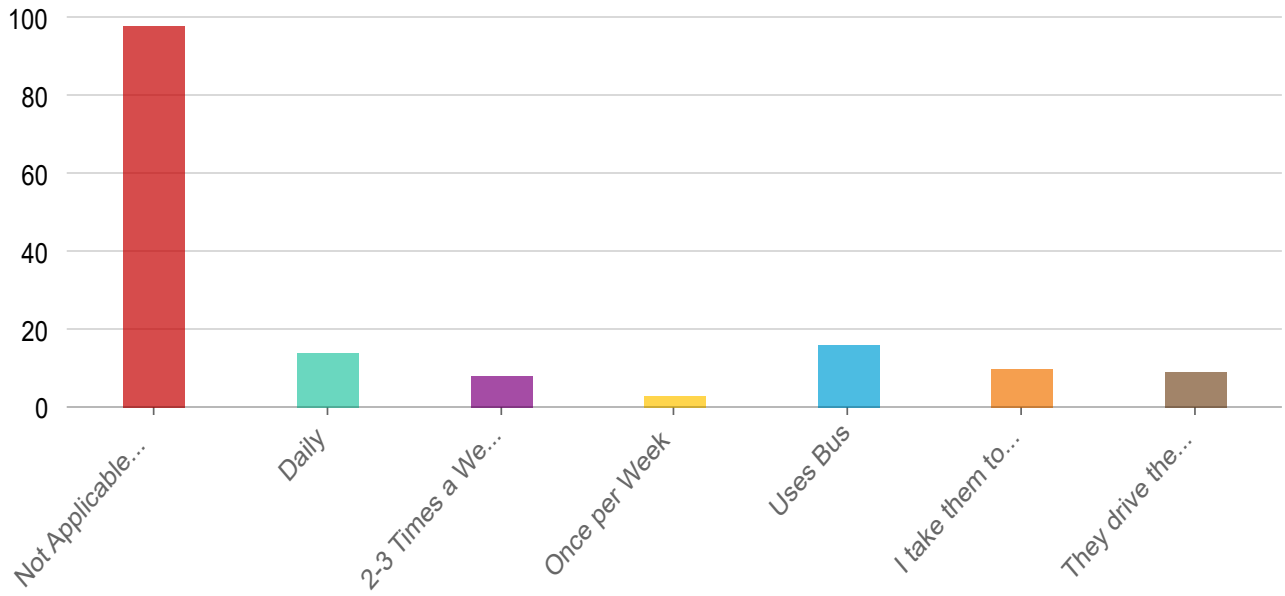
Where do you feel the greatest safety concerns exist in Rexburg?



Answers	Count	Percentage
University Blvd and Yellowstone Hwy	46	27.88%
7th South (Yellowstone to BYU-Idaho)	53	32.12%
2nd W & 4th S Roundabout	73	44.24%
2nd E Near Albertsons	40	24.24%
2nd E Near Walmart	38	23.03%
Near BYU-Idaho Campus	108	65.45%
Near Madison High	24	14.55%
Neighborhood streets	38	23.03%
Other	23	13.94%

Answered: 159 Skipped: 6

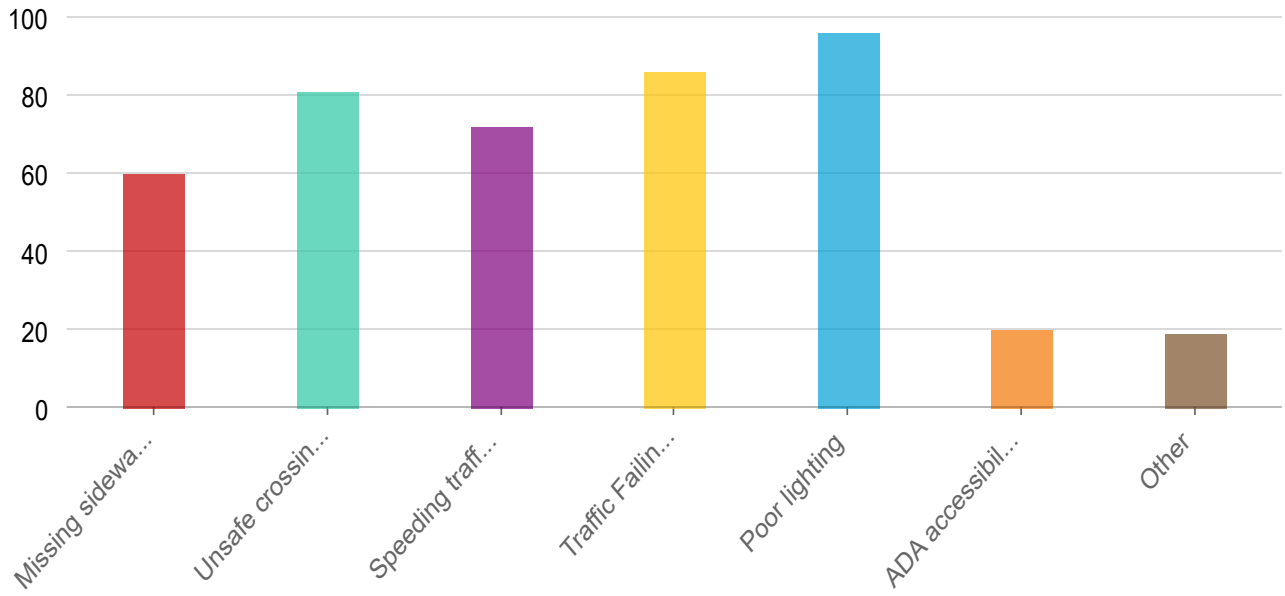
If you have children or teens, how often do they walk, bike, or use a scooter t…



Answers	Count	Percentage
Not Applicable, does not apply to me	98	59.39%
Daily	14	8.48%
2-3 Times a Week	8	4.85%
Once per Week	3	1.82%
Uses Bus	16	9.7%
I take them to school	10	6.06%
They drive themselves	9	5.45%

Answered: 158 Skipped: 7

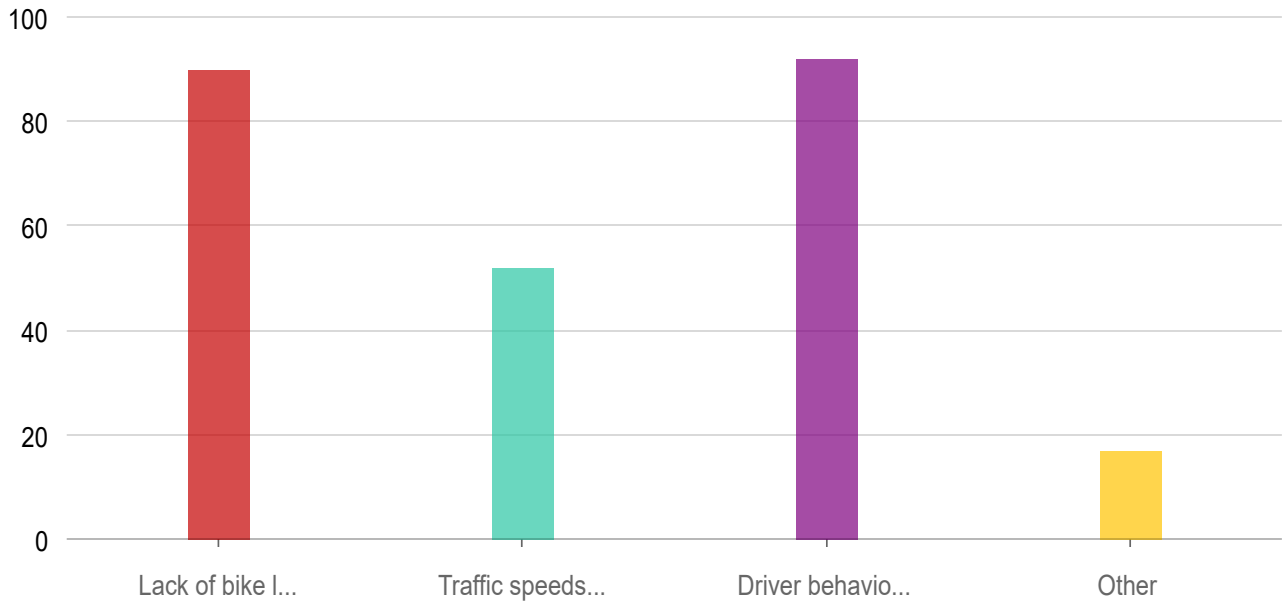
What are the biggest challenges to walking safely in Rexburg?



Answers	Count	Percentage
Missing sidewalks	60	36.36%
Unsafe crossings	81	49.09%
Speeding traffic	72	43.64%
Traffic Failing to Yield to Pedestrians	86	52.12%
Poor lighting	96	58.18%
ADA accessibility issues (ramps, slopes, obstructions)	20	12.12%
Other	19	11.52%

Answered: 160 Skipped: 5

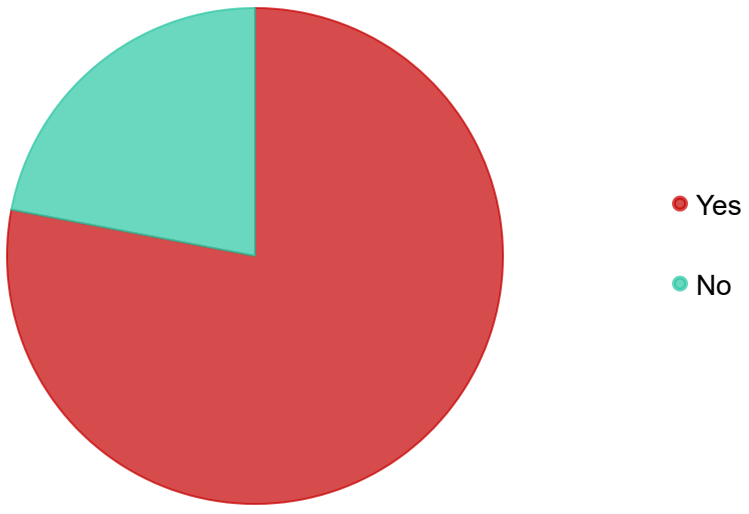
What are the biggest challenges to biking safely in Rexburg?



Answers	Count	Percentage
Lack of bike lanes or bike routes	90	54.55%
Traffic speeds and volumes	52	31.52%
Driver behavior (not yielding, unsafe passing)	92	55.76%
Other	17	10.3%

Answered: 152 Skipped: 13

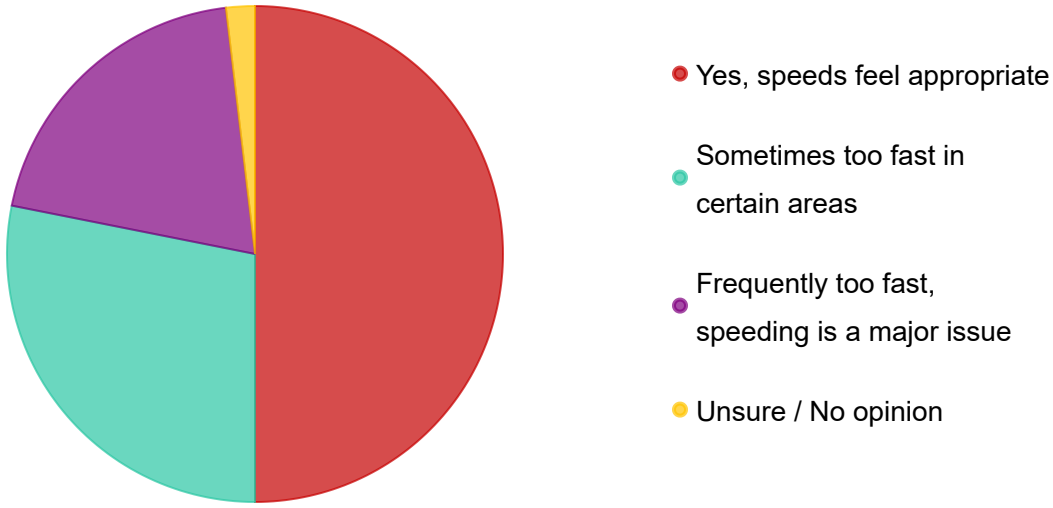
Are there intersections, crossings, or streets in Rexburg that you avoid…



Answers	Count	Percentage
Yes	124	75.15%
No	35	21.21%

Answered: 159 Skipped: 6

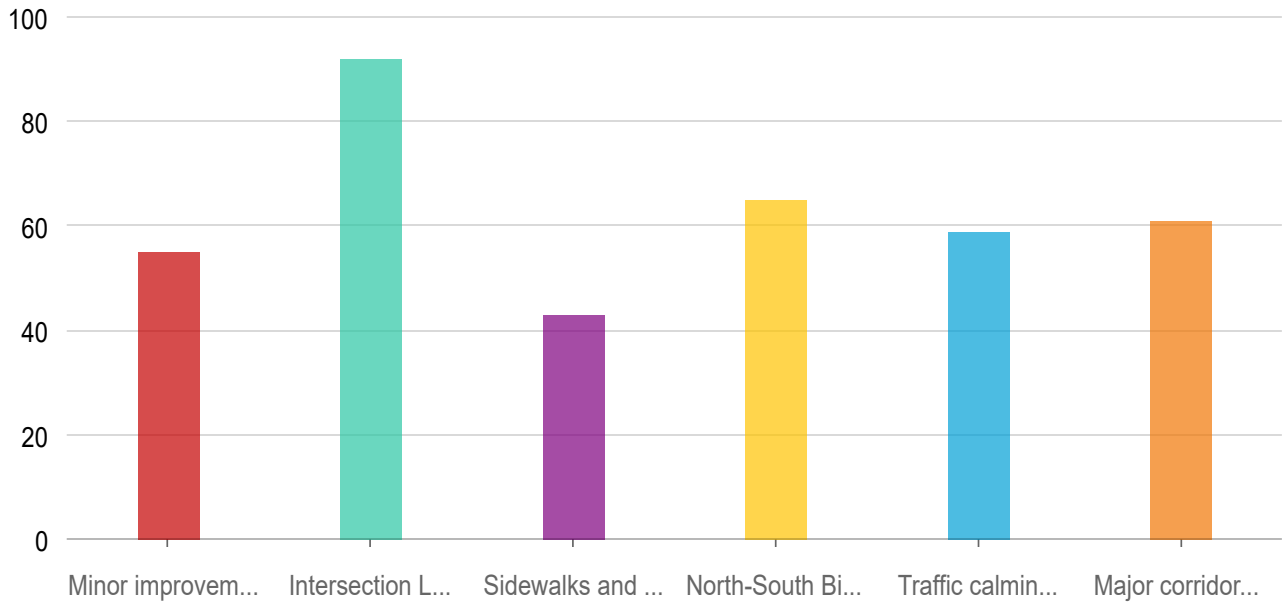
Do you think vehicle speeds in Rexburg are generally appropriate?



Answers	Count	Percentage
Yes, speeds feel appropriate	80	48.48%
Sometimes too fast in certain areas	45	27.27%
Frequently too fast, speeding is a major issue	32	19.39%
Unsure / No opinion	3	1.82%

Answered: 160 Skipped: 5

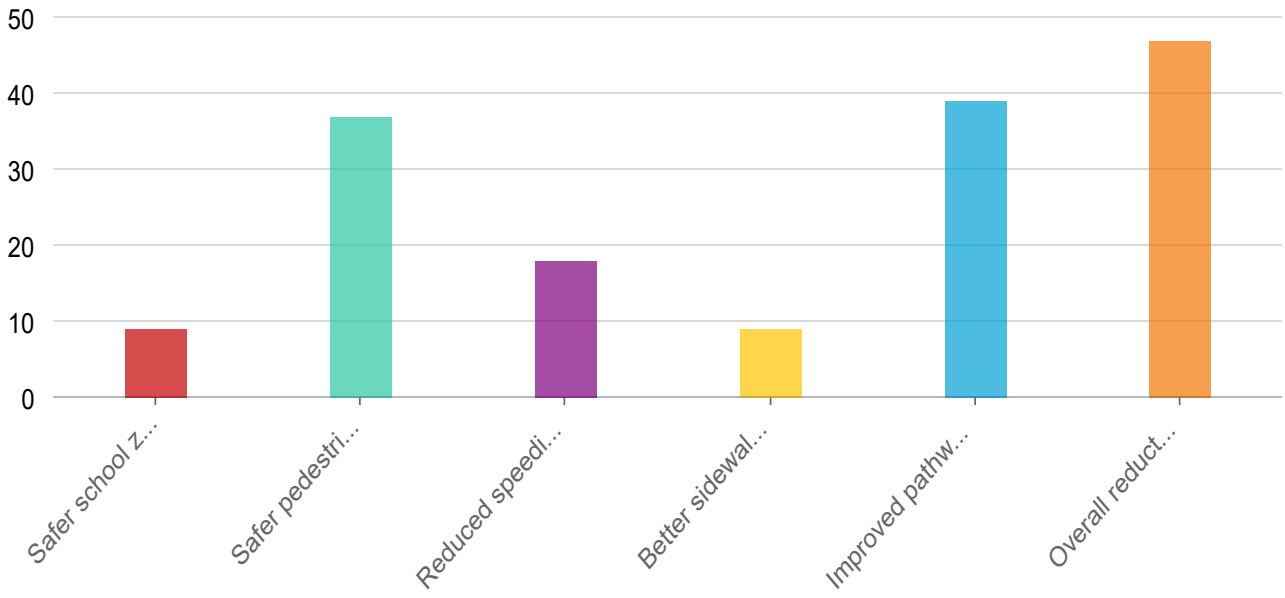
Which types of traffic safety improvements do you think are most needed in Rexburg?



Answers	Count	Percentage
Minor improvements (crosswalk markings, speed feedback signs)	55	33.33%
Intersection Lightings	92	55.76%
Sidewalks and ADA curb ramps	43	26.06%
North-South Bike/Ped Pathway along 2nd E	65	39.39%
Traffic calming	59	35.76%
Major corridor capacity improvements for cars	61	36.97%

Answered: 159 Skipped: 6

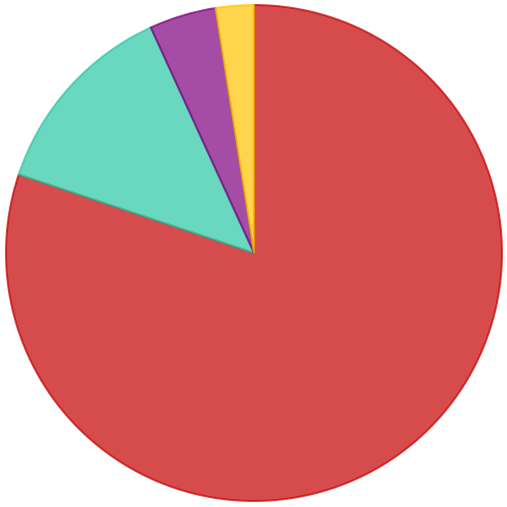
What is the most important outcome you want to see from the City's Safe…



Answers	Count	Percentage
Safer school zones	9	5.45%
Safer pedestrian crossings at intersections	37	22.42%
Reduced speeding on key streets	18	10.91%
Better sidewalks and ramps	9	5.45%
Improved pathways for bicyclists and pedestrians	39	23.64%
Overall reduction in serious crashes	47	28.48%

Answered: 159 Skipped: 6

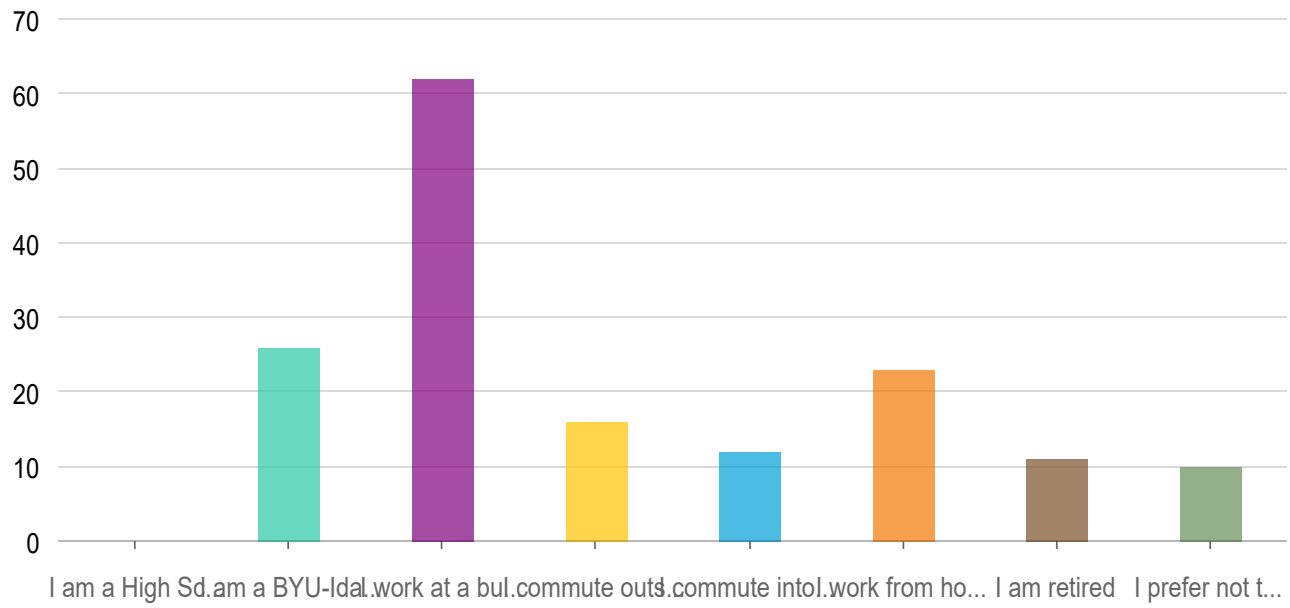
Where do you live?



Answers	Count	Percentage
I live within Rexburg's City Limits	129	78.18%
I live outside City Limits within 10 miles	21	12.73%
I live within Sugar City's City Limits	7	4.24%
I live outside City Limits greater than 10 miles	4	2.42%

Answered: 161 Skipped: 4

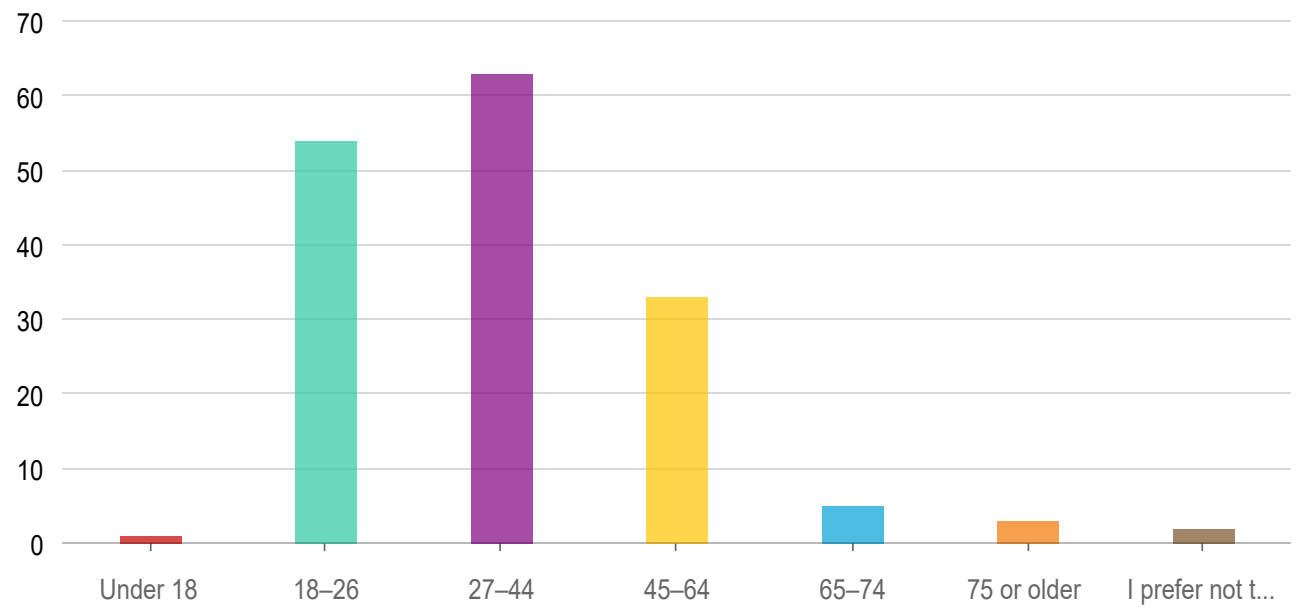
What is your Employment Status?



Answers	Count	Percentage
I am a High School Student	0	0%
I am a BYU-Idaho Student	26	15.76%
I work at a business in Rexburg	62	37.58%
I commute outside of Rexburg to my place of employment	16	9.7%
I commute into Rexburg to my place of employment	12	7.27%
I work from home	23	13.94%
I am retired	11	6.67%
I prefer not to answer	10	6.06%

Answered: 160 Skipped: 5

What is your age range?

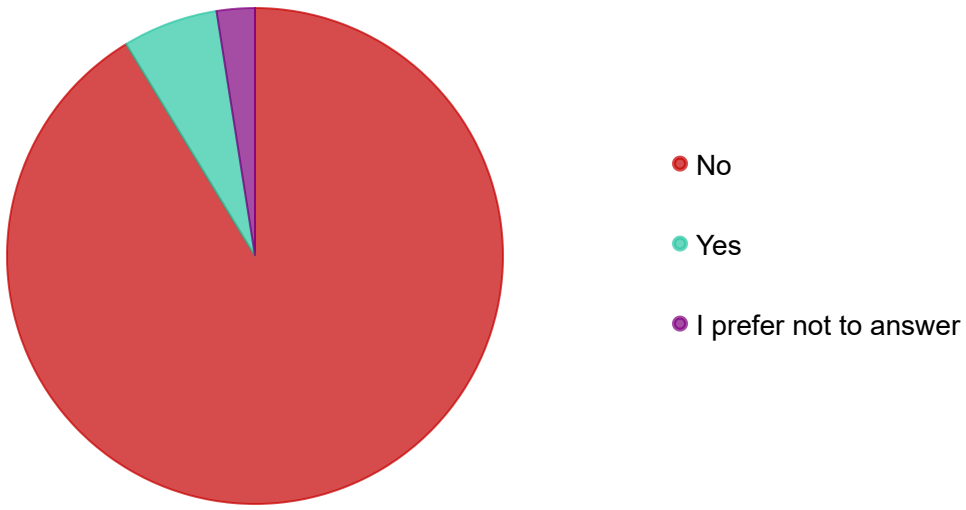


Answers	Count	Percentage
Under 18	1	0.61%
18–26	54	32.73%

27–44	63	38.18%
45–64	33	20%
65–74	5	3.03%
75 or older	3	1.82%
I prefer not to answer	2	1.21%

Answered: 161 Skipped: 4

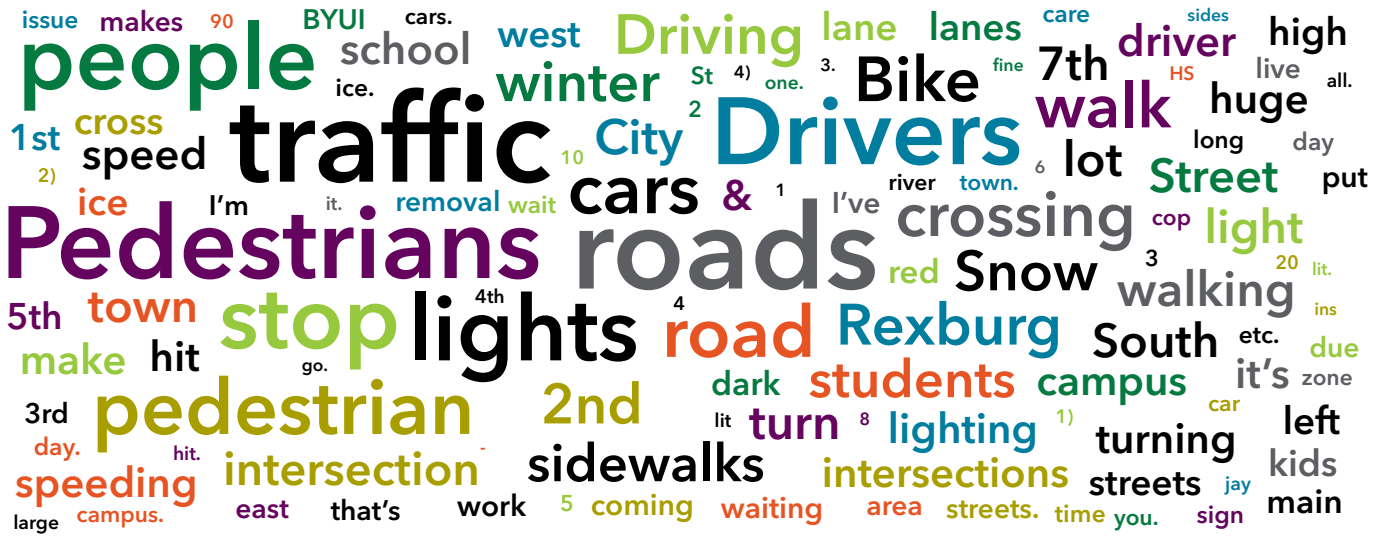
Do you have a physical disability or health condition that affects the way you…



Answers	Count	Percentage
No	147	89.09%
Yes	10	6.06%
I prefer not to answer	4	2.42%

Answered: 161 Skipped: 4

Do you have any additional comments on traffic safety?



Response	Count
You need way more lighting on key streets, at crosswalks, at round abouts. Rexburg can get really dark and if you're in a car it makes it really hard to see pedestrians.	1
Winter always makes me more nervous than summer. Especially if I feel like the roads are slippery enough that the drivers arent taking appropriate caution. But I generally avoid busy roads and campus roads if I can help it as I feel most accident occur around campus.	1
While I do not have a condition that makes ramps and such necessary for me, it has been difficult for friends of mine to get around so please do not disregard my input on that. Additionally!!! Better road care would also be great	1
West Main St and K St need better street lamps at night. Our neighborhood is completely dark at night.	1
We need to not have a crosswalk right in a roundabout.	1
We need to invest in better bike lanes and increase the use of 'Share the Lane' signage. Our community has a growing number of students and residents who rely on cycling, and improving safety benefits everyone. As someone who has been cycling competitively for decades—and who moved to Rigby and later Rexburg specifically because they felt safer for riders—I see how important it is to continue building on that progress. Strengthening our cycling infrastructure will support students, protect families, and encourage a healthier, more connected community.	1
We need better snow/ice removal in winter!! The main roads get cleared well, but the neighborhood roads are TERRIBLE for as long as the snow lasts.	1

We need better lighting at the University. I have had several friends kids hit as a pedestrian because they are not seen in the winter time. We need better lighting everywhere and better bike and pedestrian lanes and continuous sidewalks that are shoveled. And de iced.	1
We need another river crossing over the Teton River at 5th West and we need crossings across Hwy 20 at Moody Rd and 7th South.	1
We definitely need more streetlights. At night it is so dark in a lot of parts which make it unsafe for people crossing the road, people walking in general, and drivers who can’t see	1
Traffic lights around BYUI would greatly help, especially at the major intersections coming in and out of the school. That’s where I have seen a lot of near misses.	1
Traffic light patterns need to be reevaluated for intersections that don't have a designated left turn lane with a light. Those drivers waiting to turn left get desperate because they have to wait through multiple light cycles in order to keep traffic flowing causing speeding and unsafe driving. Not just for pedestrians but for everyone. And drivers going straight will swerve around those waiting to turn left causing accidents because those turning left from the opposite lane can't see them. Example: 5th W and Main. This intersection is very busy with pedestrians crossing both directions, frequently. Drivers get desperate to turn because they're tired of waiting for an opening that won't come. This backs up traffic on both sides of Main Street. People make unsafe choices when it feels like there are no options due to poor planning and accommodations for increased population.	1
Traffic is not the problem. It is the entitled electric bike and scooter users that ride irresponsibly. They need to obey laws just like vehicles but show no concern for their or anyone else’s safety. They need to be trained and be held accountable for their driving behaviors just like anyone else.	1
They volume of traffic seems to be increasing all the time and aggressive driving seems to follow.	1
There needs to be speed bumps in the neighborhood behind Kennedy (Aries, Gemini) because everyone comes whipping through there and so many kids play on the sidewalks and streets.	1
There need to be reform for cross walk near BYUI as people fail to use them properly and there poorly lit area	1
There could be better signs such as no right turn on red by the highway exits, better street lighting, better quality sidewalks or sidewalks in general, and pedestrians that need to be educated about how yes they do have the right of way but think vehicles can just stop immediately but they can’t.	1
There are so many students who use other modes of transport other than cars and this city only caters to cars. I’m not asking to get rid of roads in any way, all I want is for my friends and I not to have to bike around town with fear of getting hit by a car because the bike lanes are not protected from cars. Protected bike lanes would make a huge difference.	1

There are pedestrian lights for adult students but none for school zones. Speed indicator signs are mostly ignored.	1
There ABSOLUTELY NEEDS a traffic light, or at least some sort of traffic control, at the intersection of West 4th South and South 3rd West. That intersection is very dangerous to both drivers AND pedestrians. You sometimes had to wait 5 to 10 minutes to go from South 3rd West ONTO West 4th South	1
The traffic lights need to be timed better at most intersections to reduce congestion. There needs to be more lights near campus on streets where students walk often (campus to broulims type areas). Better signage and enforcement at round a bouts. Pedestrians should only have right of way when a vehicle is entering the circle. I have personally almost been hit driving many times leaving a round about because everyone slammed on their brakes for a pedestrian. Pedestrians (and drivers, but pedestrians have more at risk) generally need much better awareness while on roads. Creating an alternate route to get across town without having to funnel through campus would be huge. Something to get to Walmart or Albertsons area or even broulims without having to get through the campus congestion would alleviate a lot of vehicle/pedestrian interactions.	1
The traffic laws need to be rigorously enforced for motorcycles. I have noticed them speeding, illegally passing on the right, even one-wheeled exhibitions.	1
The timing of the stoplights is a issue. It causes people to stop in the intersections because traffic gets very backed up, especially around 5pm when people are getting off of work and when the college kids have move in day.	1
The thing I would like to see the most would be more street lights throughout Rexburg. A crossing guard by Maddison Middle would be incredibly helpful.	1
The speeding I see happening in Rexburg is the most troubling thing for me while driving. People frequently drive 10 miles over the speed limit and that severely limits their reaction time for a pedestrian or cyclist.	1
The speeding along W 7th S is out of control. People blow through that school zone and crosswalk every single day. When I follow the school zone speed limit (while flashing) I’m being tailgated and it’s just ridiculous. A cop was posted there maybe a week ago and didn’t stop anyone speeding he only flashed his lights at people as a warning. This will not stop at all school zones unless they are policed correctly. It’s an extreme danger to the children who walk and I refuse to let my children walk because of it.	1

The snow removal system is awful. The roads need to be plowed, and there needs to be salt used for ice. Rexburg seems to consistently have the worst roads, I've personally witnessed, in the area. Why is it I can go to Idaho falls and everything is plowed and and safe, but here in Rexburg, we have snow everywhere that turns to slush and then dangerous ice? I was rear ended earlier this year, and because of it, I have chronic back issues, may very well need spine surgery, and part of that was because of the poorly maintained roads. I understand money is not infinite, but I can't think of any good reason why Rexburg can't maintain their roads when neighboring cities can.	1
The sidewalks maintained by BYU-I are in good condition, but the rest of the city's sidewalks are extremely difficult to navigate in my wheelchair due to being broken down, blocked by parked vehicles in driveways, pits, deep cracks, uneven sections/bumps, huge puddles next to ramps, etc. Especially near the fire station/library, W 1st S, and S 1st W (from 4 way stop down to Broulim's, both sidewalks). More flashing pedestrian lights would be AWESOME. As a driver, day or night, they help alert me to a pedestrian earlier, especially on a hill. One at the roundabout would be great. I think the HAWK light is awesome too, it would be great to put one at W 5th S and S 2nd W crossing. Lack of driver & pedestrian awareness is what makes driving so hazardous here. Jaywalkers, drivers on phones, etc. Scooter/bike awareness is also low, that's how I've been hit by cars in the 2 years I've been here. Cars don't stop before sidewalks before exiting lots, and that's how I got hit.	1
The sidewalks here have so much damage that I cannot get around in my wheelchair without rolling on the road. There NEEDS to be a traffic light at E 2nd S and S 1st E crossing. Students NEVER look. I have been stuck at the stop sign for 5 minutes before. It is the most dangerous intersection I have ever driven through (and I lived in Provo, SLC, and Boise! Come on!) Speed limits are fine but nobody (including many police officers I have seen, esp. on main st) follow them and it causes problems.	1
The roads during Winter are 100% the scariest part for me when it comes to driving here. I avoid going out because there's always a thick sheet of ice on the roads once the snow starts. Either that or black ice. It's scary just walking around rexburg because of the ice. Everytime I'm pregnant, this is just the worst city to be in during Winter. I can't walk or drive anywhere without being terrified of slipping or someone slipping into me.	1
The road from S 1st W intersecting with W 7th S frequently has had issues. As a pedestrian, my husband and I have been yelled at multiple times for using the crosswalk because the drivers dont want to slow down. As a driver, at sunrise and sunset its almost impossible to see pedestrians at that intersection whatsoever. I also avoid ever having to turn left out of S Center St where it meets with W 7th S. The traffic is always so congested that it makes so sense to wait in that line rather than go around town the opposite way. Pulling into University Village from University Blvd when traveling north can be very dangerous. Even though the speed limit is fairly restricted there, a turning lane would be a huge help as people will still bear down and blare their horns when you are clearly making a turn with a blinker on in advance.	1

The plowing of roads during the winter is a major problem because the roads turn into ice rinks because the roads are not plowed regularly.	1
The highway off ramp improvements have only made my commute worse every day. Traffic is worse, confusion is worse. Whomever approved that was clueless to the outcome. I will help vote any city and state politician who approved those "improvements" out of their position when I get the opportunity. Also, fix the railroad crossings across town. They make people slam their brakes to not hurt their cars, causing further traffic issues	1
The drivers are not necessarily the only problem. Pedestrians fail to be aware and cross without looking.	1
The college kids will press the button that lights the intersection they are crossing and just go. Never looking up and checking. They ride e scooters and bikes in the sidewalk. Walking or riding the college students do not follow the laws of traffic. It’s like they think the crossing lights have an invisible force field around it when they press it, they way the just dart out without making sure cats have stopped but are also able to stop in time. The crossing lights are not red lights. They are the problem!!!!!!!!	1
The city needs snow plows for the winter. I believe that the roads, especially around BYU-I campus, need better sidewalks and infrastrucure, but everything gets so much worse in the winter because there are no snow plows and the roads get icy. The brine put on the roads are not enough to stop serious accidents happening in the winter!!	1
The city needs more traffic signals at key intersections and pedestrian crossings around the BYU-I campus. Reliance on 4-way stops creates a non-stop stream of traffic between Main and 7th South, and again between 7th South and 2nd West. Relying on pedestrian initiated signals which disrupt traffic flow create more opportunities for injury. We should have traffic lights at 2nd E & E 2nd S, & E 3rd S, and along 7th South at Center & 1st West at a minimum.	1
The biggest issue, I think, is crosswalks. They are not well lit. Even when the lights are on, to indicate people are in the crosswalk, cars will blast through it so its a gamble whether or not people will actually stop for you. Ive seen the biggest issue of the by porter park and the big crosswalk by the snow building on byui campus. Also. Because of the side street parking and lack of lighting a lot of turns are completely blind so turning is way too dangerous.	1

Thank you for the survey. I'd like to comment on the question: What is the most important outcome you want to see from the City's Safe Streets for All Action Plan? As a mom of kids ages 6–15—and an experienced road, mountain, and commuter cyclist—safe school zones/routes and better pathways for cyclists and pedestrians are incredibly important to me. Many kids and college students also commute by bike, so better pathways benefit the entire community. I live at the top of the hill and would love for my middle and high schoolers to bike to school and work, but I'm concerned about intersections on W 7th S/E 7th S and the speed/traffic volume on S Yellowstone Hwy. The wide pathway on University Blvd works well for both cyclists and pedestrians; it simply needs clearer signage and user education. The intersection at University Blvd and S 5th W also needs more visibility for safer crossings. My friends and I road bike every Tuesday during Daylight Savings and can give more insight.	1
take better care of roads in winter, people stop in the intersection too often which blocks the road for others, pedestrians (especially around BYU-I) start to walk into the road without looking just because they hit the flashing lights. This is a problem especially in the winter because if there's ice on the road i can't stop fast enough and they blame the driver for almost hitting them when they don't stop and make sure it is safe and clear.	1
Students Jay walk constantly. Jut out on crosswalks and you have to slam on the brakes. Enforcing jay walking as well as phones when crossing the street. Especially in snow when drivers can't stop easily	1
South Yellowstone highway is repeatedly used as a drag strip through the day and late at night and drivers are constantly flying through at high speeds near the Toyota dealership. The light near Les schewab seems like a bad idea as people also fly at high speeds through that area coming from the roundabout	1
Some of the intersections need blinking lights and fewer pedestrians crosswalks around campus to force them to cross in a singular pattern instead of in all directions which backs up traffic.	1
Snow removal and winter weather management in general is the worst part of road safety in Rexburg. This survey should have included that somehow among the main responses.	1
Snow plows would be amazing. These roads when it snows suck to drive on because no one knows how to drive in the snow.	1
Snow and ice are huge hazards here. Some roads and sidewalks were literal sheets of ice on Thursday and in some places I had to drive no faster than 3 mph to maintain control of my vehicle. I've lived in much snowier places with much better winter road maintenance. People say it's too expensive to maintain safe winter roads here but somehow adjacent cities and counties have much better winter roads than Rexburg.	1
Roads to narrow	1

Road ice are not getting melted quick enough	1
Rexburg is a small enough town that people shouldn’t need cars for everything. Students shouldn’t need cars. Sidewalks, bike lanes, and A BUS would solve more problems in Rexburg than expanding roads. Additionally, having small businesses than could cater to people in more areas of town, instead of clumping businesses along one or two roads, would solve the problem of people needing to drive everywhere. This is not a suburb. It doesn’t need any spread of one. There are fewer people here than in my neighborhood in Chicago. We walked everywhere. In a space double the size of the land I live on now, we had a school, 3 stores, a pharmacy, restaurants, multiple dry cleaners, two banks, and a 6 acre park, which was the hub of social activity. Growing up my uncle used to tell me that Rexburg was getting too big. I now agree, only it’s not due to population, it’s due to unnecessary and inefficient sprawl.	1
Red lights get run, pedestrians do not look when crossing, speeding vehicles every single street, street racing and loud mufflers, not enough street lights for safe crossing, bikes/scooters/atvs using the roads but can’t maintain traffic speeds causing more traffic, byui move ins and move outs adding to extra traffic that’s unsafe, drivers not clearing snow and ice before driving, drivers not using headlights when necessary, following distance when driving is too close. All of this needs addressed! Rexburg has major safety issues!	1
Quiet e-scooters/etc. that use sidewalks along with pedestrians (can not hear them coming up behind you). Unleashed dogs are an issue when walking as well!	1
Put a 90 second timer lock on yellow crosswalk strobes so pedestrians can’t abuse the lights to terrorize drivers and it creates a 90 second traffic flow improvement. And make yellow lights at all traffic controlled intersections 15 seconds to reduce intersection accidents at red lights.	1
Protected bike lanes are the blue ribbon solution for biking - public works will fight them but they’re wrong. Look up bicycle level of traffic stress- protect those bike lanes if you want to see us bike more	1
Please work on something for our roads when it ices. It is such a huge problem that we don’t care for our roads at all.	1
PLEASE PLEASE PLEASE drastically improve plowing and salting of Rexburg's city and neighborhood streets during periods of snowfall and ice. I do a lot of driving for my income, and I honestly feel unsafe on many local roads within Rexburg because of 1) the lack of adequate plowing and salting and 2) most drivers' tendency to speed even on slick, icy, snowy, and/or slushy roads during wintertime.	1

Please for the love of everything good and holy, PLEASE PLOW THE STREETS WHEN IT SNOWS! It shouldn't come as a surprise that it snows in East Idaho! There should be more resources allocated for snow removal, rather than a new park or useless city building every year! The ice rink on every road is dangerous! It's a joke that [redacted] has been mayor for so long but can't put snow removal in the city budget.	1
Please consider a 4-way stop at 1st N & 3rd E by Smith Park. I'm terrified watching little kids headed to/from Adams almost get flattened while crossing 1st N. Unless a cop is sitting there, drivers fly through the 20 mph school zone between the Jr High and Adams like it doesn't exist. A stop sign would slow them down and help keep our children alive. Also, studies show pedestrian countdown timers increase risks compared to simple flashing hand signals. Please consider removing the countdown crosswalk timers. Those ticking seconds encourage pedestrians to sprint into the street. Drivers turning left with no protected arrow struggle to watch for both sprinters and oncoming traffic. This summer I slammed on my brakes three separate times to avoid killing someone who bolted in front of me. I had to stop in oncoming traffic once. I watched the same thing happen to an individual on a motorcycle. Those timers turn our streets into a deadly game. Please replace them before someone dies.	1
Please add more streetlights	1
Pedestrians need to walk a little faster when crossing the street when traffic is waiting on them.	1
On 7th South there are 4lanes of traffic and a turning lane that have to come to a stop frequently to accommodate pedestrians. It seems crazy to have a major road in town be stopping that often and the pedestrians stepping out right as they hit the button for the light. There are so many times it is slick and cars are not able to stop. How can we get a safer system on 7th South. Also…. With the new BYUI facility being build on University there needs to be a wider road or turning lane because it is going to get backed up…. And again it is hard to stop in that stretch of road. There are. TON of high school students traveling that road. Please think ahead.	1
No	1
Need better designed multimodal streets.	1
My husband and I would love to see better reflective paint on the road that glows so that you can see the lines better when driving at night. And after crossing for pedestrians at byui! Thank you for your service!	1
My dad will not live here simply because it is not accessible. He is in a jazzy chair. That to me is a huge problem.	1

My biggest concern is the intersection across from Burton. When the pedestrian video went viral, I was happy to hear there was already a plan in place to improve the intersection. The new lights, in my opinion, are not much of an improvement at all. With speeding teenagers and walking kids, I had expected an intersection like the one by Taco Bell. I believe there should be more of those, or a traffic light should be installed there, as well as more done to mitigate the traffic coming in and out of the HS and field house. Many of the HS students get impatient because of long waits and drive unsafely (passing on the right hand side, speeding, taking illegal shortcuts, failure to yield, speeding through parking lots to “beat traffic” etc. This creates unsafe conditions for pedestrians and drivers in the parking lot and on the roads near the high school.	1
Most of the issues and concerns I see are more related to driver inattention than to infrastructure. It would be nice if people would stay off their phones while driving and learn to signal and turn on their lights *before* they hit someone.	1
More Street lights for single family residential areas. It’s extremely dark at night and in the mornings during those long winter months. Better lighting is safer for driver, pedestrians AND can deter burglary, vandalism and other crime which has obviously become more prevalent.	1
More stop lights rather than the arbitrary flashing amber crossings. Better stop lights that are actually in sync and respond to emergency vehicles.	1
more public transportation for walking pedestrians	1
More lighting in general would be my suggestion. Especially now that lines disappear in the snow! I'm also for lowered speed limits, but I think I'm the only one. I'm a mom who wants kiddos to be safe.	1
In general there is a concerning lack of viable modes of transportation outside the car. I work 1 mile away from where I live in Rexburg and I feel uncomfortable biking, but I would love to. Cars don’t ever seem to see me biking because the roads and intersections are huge- I’m usually far outside their peripheral vision. The cars parked along the roadside also make it very dangerous to cross the road on foot or bike because I have to step into oncoming traffic to see if anyone is coming. Daylighting/ bump outs are needed all over town. Also please!! The crossing on S 2nd E by Adam’s elementary needs major changes. I’ve seen cars take a right on red and pull right out past the cross walk. They can’t see the little people crossing. I have seen many near collisions, please don’t wait for a disaster to make a change. At the end of the day, our goal can’t be to move cars faster if safety is a top priority. Drivability and walkability are conflicting. Please prioritize people outside cars!!	1
If any grant is given ever again for walking paths the state needs to monitor the recipients for proper maintenance. City and county DO NOT spray weeds or seal coat asphalt and all the money is wasted. No more walking path grants to anyone unless they prove they’ve maintained what has already been granted in the past. [redacted]	1

Icy street, hills, and pedestrians expecting cars to stop quickly for them don’t mix well.	1
I would recommend better street lighting near crosswalks on busy streets.	1
I would love a bridge across the river on the east side of second east, connecting the Jr high area the the neighborhoods on the other side of the river.	1
I would like to see more snowplows, and more ice melt along 2nd east on the hill. It’s impossible to stop quickly if a student crosses in front of you.	1
I worry often about pedestrians getting hit by cars on the crosswalks by the roundabouts. Why not move the pedestrian crosswalk further away from the roundabouts? Drivers already have a lot to think about when going through a roundabout, it just ads unnecessary stress to add pedestrians to the mix. I also think there needs to be better care of the roads when it’s icy. I also think there should be free educational resources for people (mostly students from warm climates) who aren’t familiar with cold/wet/icy roads.	1
I wish I knew how to encourage people to Go the speed limits! Many go way too fast! There are too many who are continuing through the intersections while the light turns red! Common sense would be nice… but seems lacking!!	1
I used to walk dogs, and it was hard sometimes (especially in the winter) because there were missing sidewalks in some places. This was mostly in the neighborhood streets. I would have to either walk through someone's yard (which I don't like doing) or walk out in the road when the sidewalk ended, and it felt very unsafe.	1
I think a 4 way stop at the 3rd W and 2nd S corner Porter park would be safer. Visibility is really bad when cars are parked on the road.	1
I strongly feel RPD need to be know to give tickets for texting and driving. When walking and crossing the number one reason we almost get hit is because of a driver not paying attention on their phone texting or face timing. Texting and driving is just as dangerous as drunk driving.	1
I often find myself concerned with the lack of knowledge of how to use traffic helps, such as roundabouts and flashing light crosswalks. There are so many drivers who use them wrong and I’ve wondered what would be a good way to improve that.	1
I just think poor lighting is a huge issue. A lot of bicyclists and pedestrians don’t wear good clothing for night time and that’s when I’ve felt the most unsafe driving or walking around. I feel this is a major problem around the college, in pioneer Rd, and in town. The only well lit place is the new highway intersections. It is much too dark around town in general and I would be so happy to see some improvement. The Pioneer Rd concern is because we there’s only one place for people to cross, it’s dark, and there’s a lot of gravel in the turning lane.	1

I feel making it mandatory for any and all Byu-idaho students to take winter driver course for driving on the streets of Rexburg before they ever come to school would be helpful. I live down moranview road/cemetery road less than 5 minutes from Walmart and trying to get out on 2nd east going out of town or in town can be a huge pain in the [redacted] most days because the line of cars going from up on the hill by the temple clear out to Walmart is really terrible theres cars lined up for like 2 to 3 miles. I dont expect this city to ever do anything about keeping the roads safe for its residents because you just simply dont ever. You dont SANDtl the roads where desperately needed and this De-Icing stuff only works if you dont put it down 2 days before a storm so stop with it and wasting our money it. Go back to sand it does better for traction. The winter driving around town is terrible you need more cops out patrolling streets not sitting around eating donuts. Not just down main street.	1
Get bikes & other personal transportation devices off the roads.	1
Fix the lighting so the lights line up, and make it illegal to park in bike lanes. You guys actually have a speed trap set up in the bike lane on Pioneer Rd.[redacted]	1
Especially with the start of winter salting the roads would drastically improve safety. When the roads were icy on December 2nd I was walking down W 2nd S and not only did I see a cop car slide and almost hit the side walks I also saw multiple cars sliding within the span of minutes on my walk home.	1
Enforcement in the roundabouts is a serious problem. Seldom do people yield, instead they just go when the lead in their direction goes, even more than 8 vehicles at a time, as if it were a green light rather than a roundabout. This clogs up the traffic for the other directions. Then, when other directions finally go due to no more cars in that other direction, that whole line goes, also not yielding. If there were serious enforcement with the roundabouts in town, word would spread and it would help the roundabouts to actually work like the simulated models that are always referenced to say that roundabouts are so efficient and fast, rather than the reality of being a near free-for-all with apprehension of being hit.	1
Drivers running red lights has become a huge issue. I see it nearly every light change.	1
Driver ignoring stop signs especially in the morning. Drivers not paying attention to pedestrians in cross walks. Drivers not looking for pedestrians in cross walks when turning left on a flashing yellow light. When the pedestrians has a walk sign drivers should have a red arrow. Pedestrian crossing at University and 5th West. Drivers right side visibility heading south on 5th West crossing University.	1
Driver and pedestrian distractions are a huge issue that I see every day. So many pedestrians walk out into the road without looking up and drivers turn without watching for pedestrian traffic. Also, speeding in residential neighborhoods and around campus is something I notice every day while out on a walk in town around 5th west area and second south. Driving around campus is also a struggle because pedestrians don’t give cars a chance to go and cars get antsy waiting for all the pedestrians that keep coming without a break to allow for traffic to also flow.	1

County needs a bike lane on west Hwy 33.	1
At the intersection of Trejo Street going East. There are no markings on the road about the separate lanes, and because of this a lot of cars are in the turning lane instead of the straight or right lane, and cause a lot of us turning left to miss lights because they are waiting for their light	1
As a driver and a pedestrian there needs to be more lights and better sidewalks. In some neighborhoods you have to walk on the road because there is no side walk, just dirt and plants. I usually walk my children in a stroller and it doesn’t go well over that stuff. Plus, you could easily pop your tires from the stickers in the plants	1
Add buses to the city before we make a large group to go yell at the mayor and council at City Hall.	1
A pedestrian bridge to cross 2nd S anywhere between Center St and 2nd W would fix a lot of your traffic and pedestrian issues	1
1. We need consistently marked school zones that are up to national standards and the same as other large communities. With the number of people from out of Rexburg who come here, they should be easily recognized by everyone. Just reducing the speed limit isn't enough. 2. Flashing ped crossings need pedestrian countdowns so that they aren't just push-and-walk. 3. Roads need to be plowed (not motor graded) when it's snowing, not at night after it's already packed on the roads and frozen solid. Skating to work is the most unsafe problem we have.	1
1) Drivers need to slow down. Never get in a hurry driving. No matter what. 2) Pedestrians need to pay attention going through crosswalks. They need to unplug and pay attention as well as drivers. 3) There are pedestrian crossings that are too dark at night, making it difficult to see a pedestrian. 4) Drivers need to be patient at crosswalks and stop trying to drive on until the pedestrian is safely out of the crosswalk. 5) Drivers need to get off their phones when driving. We all need to look out for each other. Thank you.	1
I would like to see more roundabouts where there is high pedestrian traffic, especially near the BYU-I campus, like 2nd South at Center & 1st intersections: Traffic too fast, too much trickle walking, hard to turn, etc. No left turn out of the Snow parking lot and a roundabout (w/ 3-way/triangle paths) in front of the building would smooth things. 7th South by campus could use better crossings-don't know if roundabouts would be good there, but better lights & crosswalks would be! "Cross traffic does not stop" signs would be good where they apply (too many expect places like 3rdW & 2nd S to be 4-way). A no-left-turn sign that lights up when a train is coming on Yellowstone & 5th would help. It is not obvious, esp. to newcomers, that there is a RR crossing there and the new building does block some visibility. Bike lanes are nice, but they put bikers too close to the traffic. I don't like biking in them; prefer sidewalks, esp. on high traffic streets. Love the walk/bike paths!	1

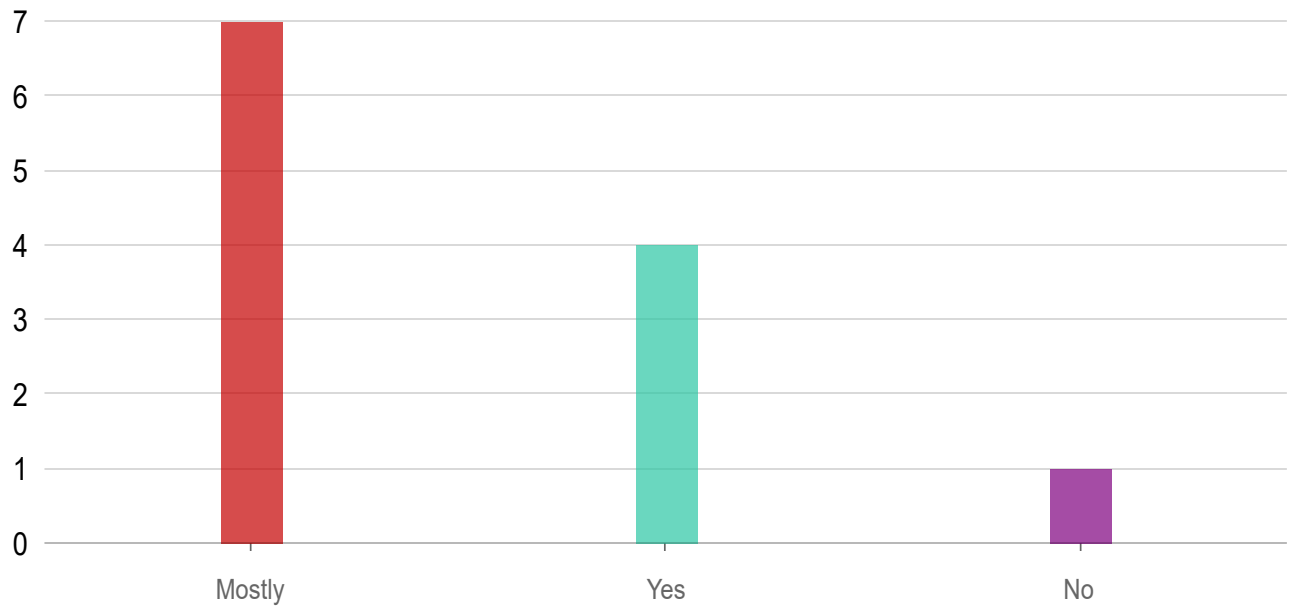
Answered: 99 Skipped: 66

PUBLIC INVOLVEMENT SURVEY #2

(2026)

City of Rexburg Public Involvement Meeting #2

Do the proposed projects and Safety Emphasis Areas reflect the safety concerns you experience in Rexburg?



Answers	Count	Percentage
Mostly	7	58.33%
Yes	4	33.33%
No	1	8.33%

Answered: 12 Skipped: 0

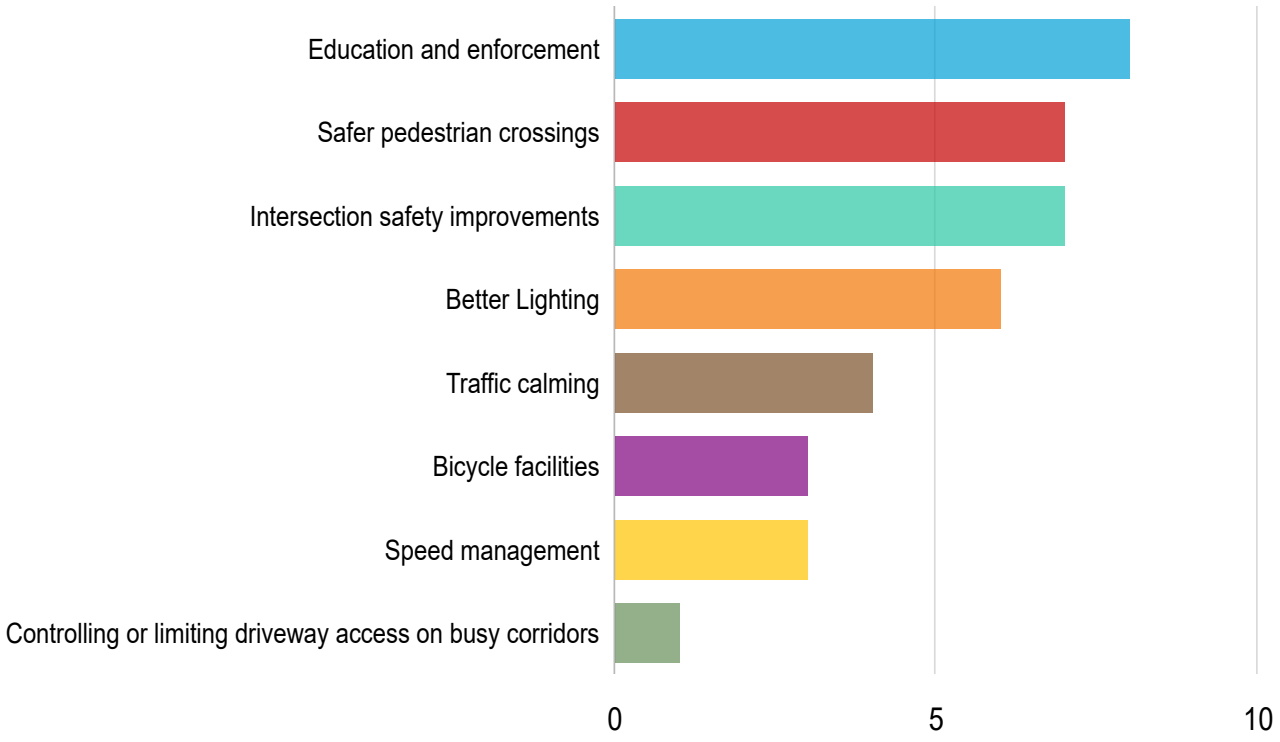
Please Explain

The word cloud requires at least 20 answers to show.

Response	Count
We need much more bike infrastructure, such as protected bike lanes. Rexburg is small enough that we shouldn't be encouraging people to drive 5 minutes to campus or the store, but incentivizing cycling or walking. This will save taxpayers money by reducing wear and tear a=on roads, as well as accidents.	1
The four-way stop at 1st West and Viking Dr/4th South needs a traffic light because of how many cars and pedestrians go through that intersection. The roundabout at 2nd West and 4th South needs a better solution as many students drive all the way around in the right lane and almost cause accidents or they don't know how to yield to traffic in the roundabout. Once you get to the new light on 4th South at Trejo/5th West going west, traffic slows a lot because you fear ramming into the back of cars that are stopped. There should be warning lights prior to the bend to prepare drivers for a potential yellow or red light. All in all, 4th South/Yellowstone Hwy is a dumpster fire leaving campus heading west until you get past Madison Middle. Also, Rexburg as a whole needs more street lights along the roads because the visibility sucks on the roads and LED headlights shouldn't be the go-to solution as it sucks being blinded by them while driving.	1
Test	1
Some intersections drivers don't pay any attention to pedestrians (our common place of having this issue is the intersection closest to the teton river bridge with people turning into town from the businesses on either side). Walking with a child in a stroller ahead of us makes this extremely concerning. Then other issues I see is connected to people speeding and running stop signs and redlights even completely blowing through them when already solid red for a while.	1
It appears nothing is being done/considered about the traffic concerns near Adams Elementary. It feels like a majority of the considerations are being done near the university.	1

Answered: 5 Skipped: 7

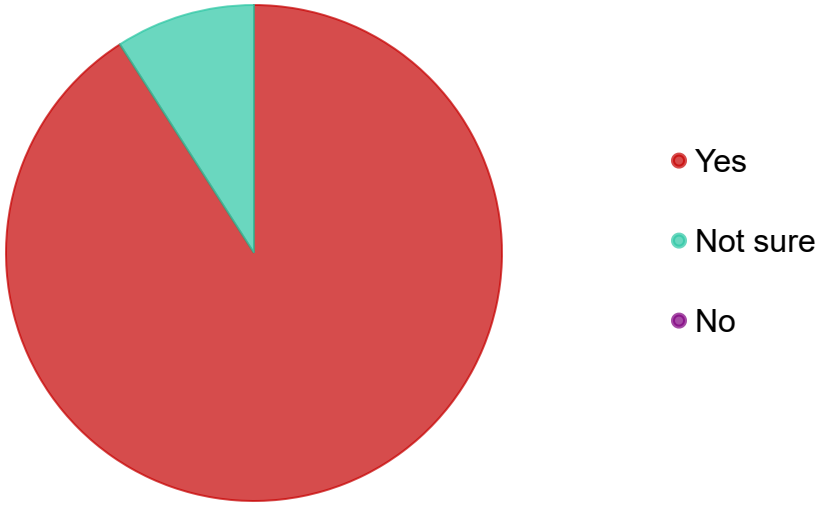
Which types of safety improvements should be prioritized citywide?



Answers	Count	Percentage
Education and enforcement	8	66.67%
Safer pedestrian crossings	7	58.33%
Intersection safety improvements	7	58.33%
Better Lighting	6	50%
Traffic calming	4	33.33%
Bicycle facilities	3	25%
Speed management	3	25%
Controlling or limiting driveway access on busy corridors	1	8.33%

Answered: 12 Skipped: 0

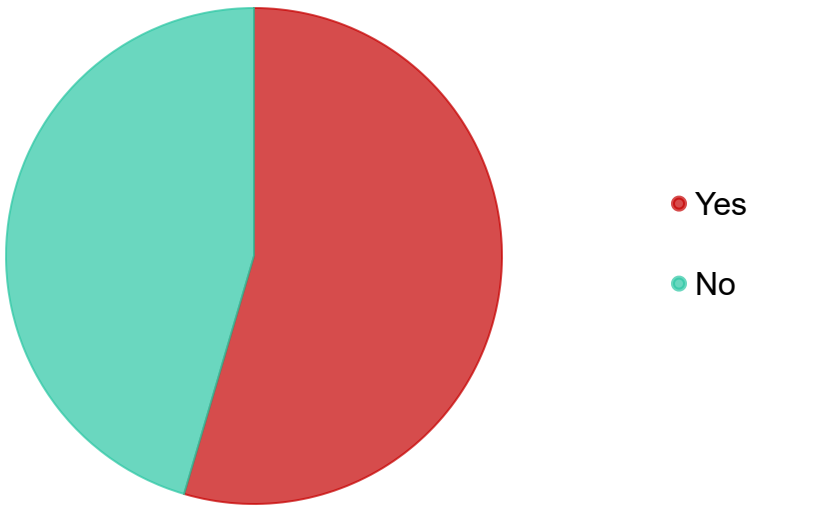
Would you be willing to accept slightly longer travel times if it resulted in an increase in safety?



Answers	Count	Percentage
Yes	10	83.33%
Not sure	1	8.33%
No	0	0%

Answered: 11 Skipped: 1

Are there locations shown on the High Crash Location (HCL) map that you feel are especially important to address?



Answers	Count	Percentage
Yes	6	50%
No	5	41.67%

Answered: 11 Skipped: 1

Please Describe

The word cloud requires at least 20 answers to show.

Response	Count
University blvd by 5W. I believe it was number 4?	1
Test	1
Not one specific area but just the few areas that have the highest numbers. That’s self explanatory and I assume that projects will be done from most important to least important places and will probably be determined by these numbers	1
Anywhere on campus. I avoid it like the plague. The type of pedestrian crosswalk needs to be addressed. The ones where you push and cross are the worst. It causes traffic backup issues, which then can cause accidents. They should be more like normal pedestrian intersection crosswalk where you push it and wait for a red light to cross.	1
#20. A light at this intersection would help at times of the year when the sun is directly in driver's eyes coming up the hill.	1

Answered: 5 Skipped: 7

Is there anything else you’d like to share about traffic safety in Rexburg?

The word cloud requires at least 20 answers to show.

Response	Count
There needs to be more collaboration with the college when there are big events. I've gone to multiple events on campus and traffic is a huge concern before and after. It gets very dangerous with all the pedestrians.	1
Test	1
Protected bike lanes (or just bike lanes in general) along main travel routes would encourage people to commute by bike and reduce traffic. The reason a lot of people don't right now is because of safety concerns. University blvd, W 7th S, Yellowstone highway, S fourth W, s second E are the big ones. I also see a lot of pedestrians walking along the road, sometimes after dark, along S. Yellowstone Highway between archer and South rexburg. A sidewalk there would greatly improve safety and visibility along a higher speed road.	1
I'm tired of people, specially college kids, not using cross walks and not being penalized	1

Answered: 4 Skipped: 8

Appendix C: Rexburg CSAP Countermeasure Toolbox

Rexburg CSAP Safe System Toolbox

											EMPHASIS AREAS									
#	COUNTERMEASURE NAME	SHORT DESCRIPTION	CRF RANGE[1]	SOURCE	LOCATION	INFRASTRUCTURE / NON-INFRASTRUCTURE	SAFE SYSTEM ELEMENT	FHWA PROVEN SAFETY COUNTERMEASURE?	INCLUDES ITS?	PEDS	BIKES	INTERSECTION	SPEEDING	DISTRACTION	LANE/ROAD DEPARTURE	MOTORCYCLISTS	YOUNG DRIVERS	NIGHTTIME
1	Install Refuge Island	Concrete refuge islands seperate crossing pedestrians from motor vehicles.	0.31-0.45	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No	X	X							
2	Install Sidewalk	A paved path dedicated to pedestrians	0.2-0.8	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No	X								
3	Install rectangular rapid flashing beacon on 2-lane road	Rectangular rapid flash beacons that give warning signs at unsignalized intersections or midblock crosswalks	0.1	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	Yes	X								X
4	Install rectangular rapid flashing beacon on 3-lane road without median	Rectangular rapid flash beacons that give warning signs at unsignalized intersections or midblock crosswalks	0.1	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	Yes	X								X
5	Install rectangular rapid flashing beacons on 3-lane or more roadway with median	Install rectangular rapid flash beacons that give warning signs at unsignalized intersections or midblock crosswalks	0.56	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	Yes	X								X
6	Install curb ramps and extensions with a marked crosswalk and pedestrian warning signs	Install curb extensions with marked crosswalk and pedestrian warning signs	0.35-0.37	https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_VizEnhancemt2018.pdf?utm_source=chatgpt.com	Segment	Infrastructure	Safe Roads	No	No	X								
7	Install pedestrian hybrid beacon	Also known as the high intesity activated crosswalk,when activated, it displays a brief flashing yellow followed by two steady red indications to drivers	0.55	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	Yes	X	X							
8	Convert a 4-lane roadway to a 3-lane roadway with center turn lane (road diet)	A road diet involves converting an undivided four-lane roadway into three lanes consisting of two through lanes and a center TWLTL.	0.29-0.35	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No				X					
9	Install Cycle tracks	A bike lane (one- or two-way) with a physical barrier between the bike and motor vehicle travel lanes, such as a curb or parking lanes.	0.45-0.59	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No		X							
10	Install raised crosswalk	Raised crosswalks are the same height as the sidewalk they connect with and span the width of the roadway.	0.3-0.35	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No	X	X	X	X	X				
11	Install speed hump or table for non-state highways	A speed hump is a raised area (normally 3-4 inches in height) in the roadway pavement surface extending transversely across the roadway.	0.3-0.5	Crash Modification Factors Clearinghouse	Segment	Infrastructure	Safe Roads	No	No				X					
12	Increase pavement friction	Install pavement surfacing systems with exceptional skid-resistant properties not typically provided by conventional materials.	0.52-0.55	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No				X		X	X		
13	Install speed feedback signs (temporary or permanent)	Speed feedback signs provide drivers with real-time information about their speed as they pass the sign.	0.1	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	Yes				X		X			
14	Install raised or recessed pavement markers	Delineators placed on the roadway adjacent to the longitudinal pavement markings of a road. They are used to supplement the delineation provided by existing pavement markings.	0.15	Crash Modification Factors Clearinghouse	Segment	Infrastructure	Safe Roads	No	No						X			X
15	Widen paved shoulder by 1 foot	Increasing the width of the paved surface adjacent to or outside of the travel lanes by one (1) foot.	0.06	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No						X			
16	Widen paved shoulder by 2 feet	Increasing the width of the paved surface adjacent to or outside of the travel lanes by two (2) feet.	0.13	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No						X			
17	Widen paved shoulder by 3 feet	Increasing the width of the paved surface adjacent to or outside of the travel lanes by 3 (3) feet.	0.18	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No						X			
18	Install median barrier	Median barriers are longitudinal barriers most commonly used to separate opposing directions of traffic on a divided highway.	0.25-0.3	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No						X			
19	Install new guard rail	A semi-rigid barrier typically consisting of connected segments of metal railing supported by posts and blocks.	0.25-0.47	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No						X			
20	Provide "STOP AHEAD" pavement markings	Pavement markings on a roadway surface that informs drivers of an approaching unsignalized intersection	0.25-0.31	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No			X						
21	Install lighting on a roadway segment	A permanent source of artificial lighting installed at a segment of roadway that provides greater visibility.	0.28-0.35	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No	X	X					X	X	X
22	Install any type of median barrier	Longitudinal barriers that separate opposing directions of traffic on a divided highway.	0.25-0.3	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No						X			
23	Install new guard rail	A semi-rigid barrier typically consisting of connected segments of metal railing supported by posts and blocks.	0.25-0.47	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No						X			
24	Install two-way left-turn lane on 2-lane road	A type of traversable median reserved for the exclusive use of vehicles turning left from both directions.	0.19-0.37	Crash Modification Factors Clearinghouse	Segment	Infrastructure	Safe Roads	No	No			X						
25	Reduce urban driveways density from 48 per mile to 26-48 per mile	Limit the private roads that provide access between public ways. Reducing the number of driveways intersecting public roadways is an access management technique.	0.29	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No			X		X				
26	Reduce urban driveways density from 26-48 per mile to 10-24 per mile	Limit the private roads that provide access between public ways. Reducing the number of driveways intersecting public roadways is an access management technique.	0.31	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No			X		X				
27	Reduce urban driveways density from 10-24 per mile to less than 10 per mile	Limit the private roads that provide access between public ways. Reducing the number of driveways intersecting public roadways is an access management technique.	0.25	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No			X		X				
28	Provide a raised median on approaches	A concrete median separation between opposing through lanes on a segment of roadway.	0.25-0.39	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No			X						
29	Provide a raised median on multilane road	A concrete median separation between opposing through lanes on a segment of a multilane roadway.	0.22	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No			X			X			
30	Increase pavement friction on curve segment by installing High Friction Surface Treatment	Install materials that provide exceptional skid-resistant properties not typically provided by conventional materials.	0.52-0.55	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No						X	X		

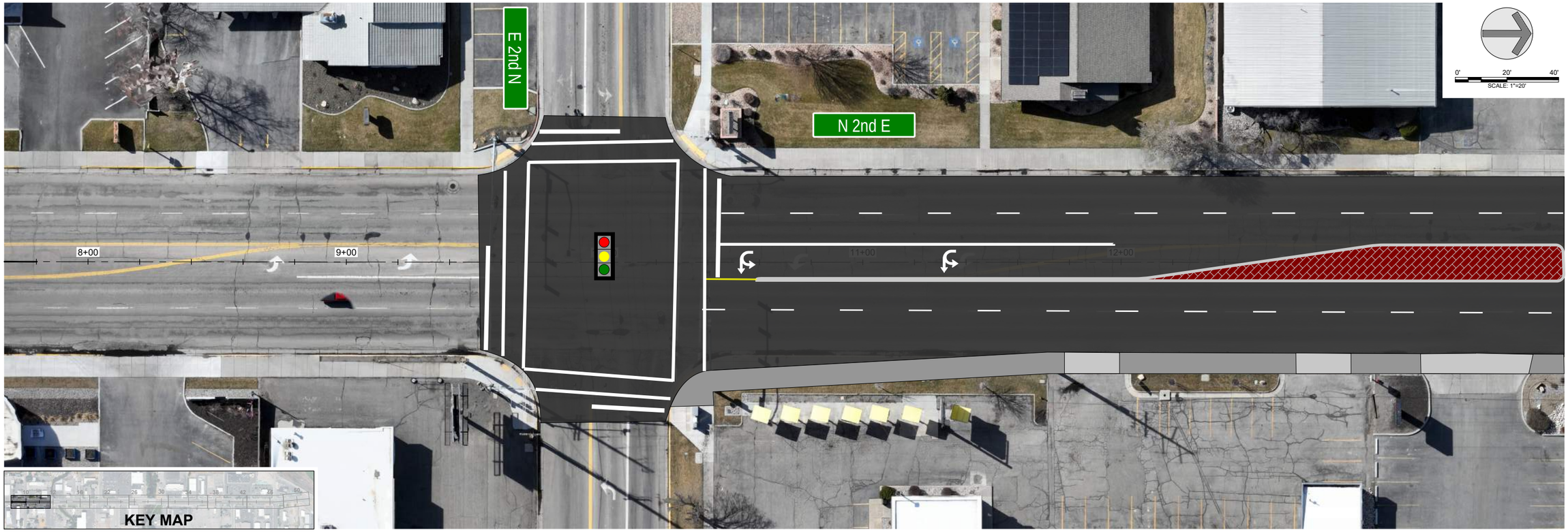
31	Increase pavement friction on ramps by installing High Friction Surface Treatment	Install materials that provide exceptional skid-resistant properties not typically provided by conventional materials.	0.55-0.86	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No							X		X				
32	Convert two-way left-turn lane to raised median	Converts a two-way left-turn lanes to raised medians.	0.47	Crash Modification Factors Clearinghouse	Segment	Infrastructure	Safe Roads	No	No							X						
33	Install rectangular rapid flashing beacon	Rectangular rapid flashing beacon includes pedestrian activated flashing lights and additional signage that enhance the visibility of marked crosswalks and alert motorists to pedestrian crossings.	0.35	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	Yes	X	X											X
34	Widen shoulder	Add or widen a shoulder to provide a greater are to regain control of a vehicle.	0.3	FHWA Proven Safety Countermeasures	Segment	Infrastructure	Safe Roads	Yes	No							X						
35	Install Leading Pedestrian Intervals	Leading pedestrian interval (LPI) gives pedestrians and bicycles using the marked crosswalk an advance walk signal before the motorists get a green indication	0.37-0.6	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	Yes	X	X	X										
36	Install Pedestrian Countdown Timers	Pedestrian signal heads that display the remaining seconds for the pedestrian phase	0.25-0.7	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes	X		X										
37	Install Intersection Lighting	Provide lighting at an intersection	0.38-0.4	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No	X	X	X						X		X		X
38	Install no pedestrian phase feature with Flashing Yellow Arrow, Inhibit Flashing Yellow Arrow	Prevent Flashing Yellow Arrow from appearing for a duration when the pedestrian pushbutton is activated.	0.43	(Emerging strategy)	Intersection	Infrastructure	Safe Roads	No	Yes	X		X										
39	Install a permissive right turn to reduce vehicle-pedestrian conflicts	A leading pedestrian interval before permissive right turn (flashing yellow arrow)	0.10-0.14	(Emerging strategy)	Intersection	Infrastructure	Safe Roads	No	Yes	X		X										
40	Install pedestrian activated flashing beacon in conjunction with median and stop bar	A pedestrian crossing that combines a flashing beacon with a median and other safety enhancements	0.35-0.56	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	Yes	X												X
41	Prohibit right-turn-on-red	A sign indicating that a vehicle is prohibited from making a right turn when the signal is red.	0.41	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes	X	X	X										
42	Install lighting at intersection	A permanent source of artificial lighting installed at an intersection that provides greater visibility of the intersection.	0.38-0.4	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X										X
43	Improve signal hardware: lenses, reflectorized backplates, size, and number	Low-cost countermeasures that can be implemented at signals along a corridor to enhance visibility at a signalized intersection	0.15	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	Yes			X										X
44	Add 3-inch yellow retroreflective sheeting to signal backplates	A strip of yellow retroreflective sheeting placed along the perimeter edges of a backplate, providing a "frame" for the signal face.	0.15	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X										X
45	Replace 8-inch red signal heads with 12-inch	An existing 8-inch signal head replaced with a larger 12-inch head.	0.15-0.42	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	Yes			X										
46	Replace urban permissive and protected/permissive left turns to protected only	Replace the permissive left turn into a protected left turn phase where the left turn movement receives an exclusive, protected phase.	0.3-0.99	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes			X										
47	Protected left turn: split side street signal phasing	Assign the right of way to all movements of one approach through split phasing. For intersections with protected left turns.	0.7	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes			X										
48	Replace urban permissive left turns to protected/permissive	In a "permissive" mode, a green signal permits vehicles to turn left only when an appropriate gap becomes available.	0.16	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes			X										
49	Change from permissive only to FYA permissive only	Replacing a circular green indication with a flashing yellow arrow (FYA)	0.5	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes			X										
50	Coordination or adaptive signal timing for urban traffic signals	The synchronization of multiple intersections and the ability to adjust signal timing in real time	0.15-0.17	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes			X										
51	Install actuated advance warning dilemma zone detection system for passenger cars or freight/trucks	This countermeasure provides microwave radar that detects the speed and distance of a vehicle from the intersection and extends the green interval if the vehicle is within the dilemma zone.	0.08	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes			X										
52	Increase triangle sight distance	Removal of sight distance restrictions (vegetation, parked vehicles, signs, buildings) from the sight triangles at an intersection.	0.2-0.48	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X										
53	Left-turn traffic calming treatments for speeds less than 35mph	Two treatments include hardened centerline, and a left-turn wedge. These force vehicles making turns to slow down and make a more 90-degree turn	0.1	(Emerging strategy)	Intersection	Infrastructure	Safe Roads	No	No			X		X								
54	Improve intersection warning	A list of proven low-cost countermeasures that can be implemented at unsignalized intersections.	0.15-0.40	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X										
55	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs		0.15	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X										
56	Install signal ahead advance warning signs	Warning signs placed before a signalized intersection to inform drivers of an approaching signal.	0.35	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X										
57	Increase retroreflectivity of stop signs	A material applied to a stop sign that reflects a large portion of light directly back to the source.	0.07	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X										X
58	Install Flashing beacons at all-way stop-controlled intersections	Red flashing beacons placed on top of the stop signals at an all-way stop controlled intersection.	0.15-0.28	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes			X										X
59	Provide flashing beacons at minor-road stop-controlled intersections	At minor road stop controlled intersections, red flashing beacons installed on top of the stop signs on the minor controlled road.	0.13-0.3	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes			X										X
60	Provide actuated flashing beacons triggered by approaching vehicles at unsignalized intersections	Flashing beacons that only flash when a sensor detects a vehicle approaching an intersection.	0.27	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes			X										X
61	Install transverse rumble strips on stop-controlled approach(es)	Rumble strips placed across the roadway to provide audible warning (rumbling sound) to alert drivers of an upcoming intersection.	0.2-0.25	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X										

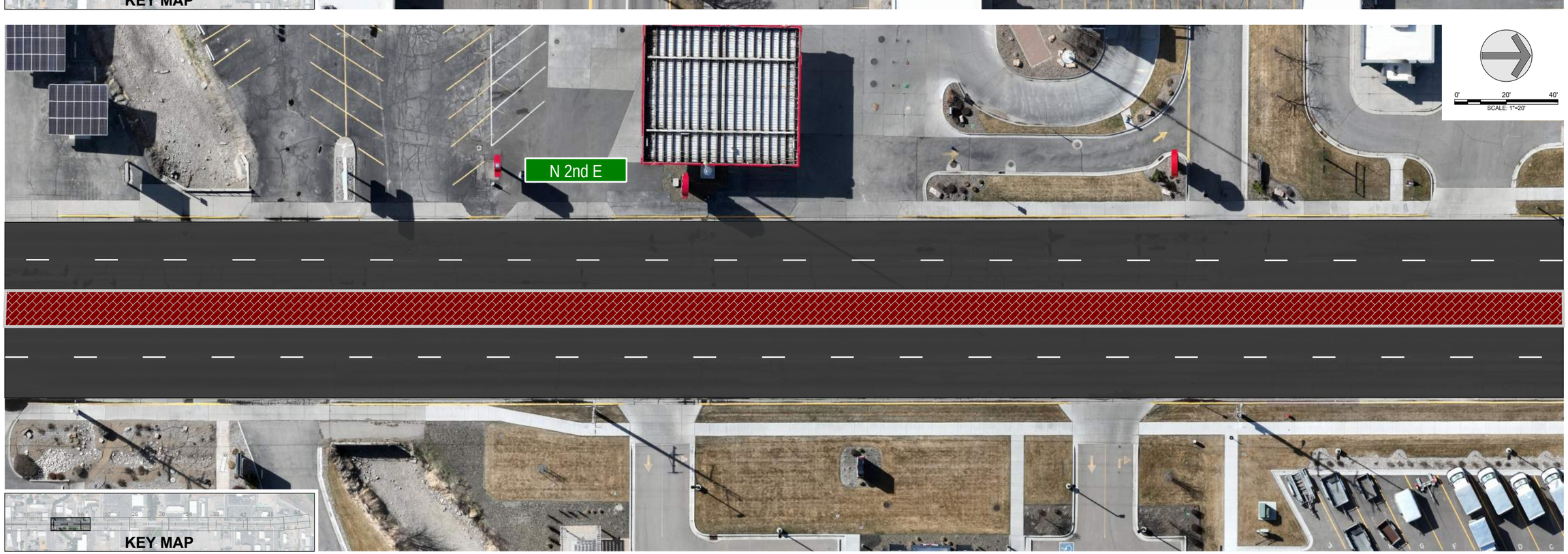
62	Install 6-foot or greater raised divider on stop approach (splitter island)	A channelizing island that separates traffic in opposing directions of travel at a stop approach of an unsignalized intersection and contains a left side, supplemental stop sign.	0.15-0.2	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
63	Provide overhead lane-use signs	Intersection lane control signs mounted overhead and placed over the lane to which it applies.	0.1	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
64	Curb extensions	Curb extensions narrow the width of the roadway by extending the curb line or sidewalk out into the parking lane	0.3-0.35	https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/fhwasa22	Intersection	Infrastructure	Safe Roads	No	No	X		X				
65	Install right-turn lane on single major road approach at 3- or 4-leg unsignalized intersection	A right-turn auxiliary lane for storage and to accommodate decreasing speeds for right-turn vehicles as they approach an intersection.	0.14-0.2	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X				
66	Install right-turn lane on both major road approaches at 3- or 4-leg unsignalized intersection	A right-turn auxiliary lane for storage and to accommodate decreasing speeds for right-turn vehicles as they approach an intersection.	0.2-0.26	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X				
67	Install right-turn lane on single major road approaches at 3- or 4-leg signalized intersection	A right-turn auxiliary lane for storage and to accommodate decreasing speeds for right-turn vehicles as they approach an intersection.	0.04-0.15	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
68	Install right-turn lane on both major road approaches at 3- or 4-leg signalized intersection	A right-turn auxiliary lane for storage and to accommodate decreasing speeds for right-turn vehicles as they approach an intersection.	0.08-0.15	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
69	Channelized right-turn lane with raised median	A right-turn lane separated from the through and left-turn lanes on the approach by a raised island and has separate traffic control from the primary intersection.	0.35	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
70	Left turn lane on single major road approach at urban 3-leg unsignalized intersection	Adds a left-turn auxiliary lane on the major approach for storage and to accommodate the deceleration of left-turn vehicles.	0.33-0.35	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X				
71	Left turn lane on both major road approaches at urban 3-leg unsignalized intersection	Adds a left-turn auxiliary lane on both approaches for storage and to accommodate the deceleration of left-turn vehicles.	0.35-0.47	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X				
72	Left turn lane on single major road approach at urban 3-leg signalized intersection	Adds a left-turn auxiliary lane on the major approach for storage and to accommodate the deceleration of left-turn vehicles.	0.07-0.55	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X				
73	Left turn lane on single major road approach at urban 4-leg signalized intersection	Adds a left-turn auxiliary lane on the major approach for storage and to accommodate the deceleration of left-turn vehicles.	0.1-0.55	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X				
74	Left turn lane on both major road approaches at urban 4-leg signalized intersection	Adds a left-turn auxiliary lane on both approaches for storage and to accommodate the deceleration of left-turn vehicles.	0.19-0.55	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X				
75	Channelized left-turn lane at 3- or 4-leg intersection with raise median on all approaches	Provides a median separation between the designated left turn lane and opposing through lanes at an intersection.	0.27	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
76	Convert minor road stop controlled intersection into roundabout	Converts an unsignalized, stop controlled intersection into a roundabout. Roundabouts eliminate up to 75% of vehicle conflict points typically associated with traditional intersections.	0.82	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X	X			
77	Convert signalized intersection into roundabout	Converts a signalized intersection into a roundabout. Roundabouts eliminate up to 75% of vehicle conflict points typically associated with traditional intersections.	0.78	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X	X			
78	Convert urban 2-way or yield control to all-way stop control	Modifies an intersection with minor road stop or yield control to an intersection that is stop controlled for all approaches.	0.5-0.75	https://www.cmfclearinghouse.org/detail.php?facid=314	Intersection	Infrastructure	Safe Roads	No	No			X				
79	Install traffic signal at urban intersection	A traffic control device that efficiently controls and manages competing flows of traffic.	0.3	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	Yes			X				
80	Convert 4-leg intersection to two 3-leg intersections when minor road ADT is 15 - 30% of total entering volume	realigns an approach to a 4-leg intersection elsewhere to create two 3-leg intersections. Minor road must meet ADT requirements	0.25	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
81	Convert 4-leg intersection to two 3-leg intersections when minor road ADT is more than 30% of total entering volume	Realign an approach to a 4-leg intersection elsewhere to create two 3-leg intersections. Minor road must meet ADT requirements	0.33	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
82	Reduce intersection skew angle on 3-leg minor street stop-controlled intersection	Reduce the skew of an intersection between intersecting streets.	Varies	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
83	Reduce intersection skew angle on 4-leg minor street stop-controlled intersection	Reduce the skew of an intersection between intersecting streets.	Varies	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
84	Double left-turn lanes	Two lanes that can be used to make a turn left at a signalized intersection.	0.29-0.3	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
85	Install offset or buffered right-turn lane	A right-turn lane that is offset by moving the lane laterally.	0.69	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
86	Install emergency vehicle preemption systems	Install a preemption system for emergency vehicles to allow them to move safely through the intersection.	0.7	https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/Safe_System_Roadway_Design_Hierarchy.pdf	Intersection	Infrastructure	Safe Roads	No	Yes			X				
87	Convert signal to mast arm (from pedestal-mounted)	Replace pedal-mounted traffic signals with a mast arm.	0.3	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X				
88	Install raised pavement markers and striping (through intersection)	Installs raised pavement markers and striping at an intersection.	0.1	Crash Modification Factors Clearinghouse	Intersection	Infrastructure	Safe Roads	No	No			X			X	
89	Convert signalized intersection to compact roundabout	Convert a signalized intersection into a compact roundabout.		FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X	X			
90	Install pedestrian scramble	A form of pedestrian "WALK" phase which all vehicular traffic is stopped, allowing pedestrians and bicycles to cross in any direction.	0.4	https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/Safe_Syst	Intersection	Infrastructure	Safe Roads	No	Yes	X	X					
91	Convert unsignalized intersection to compact roundabout	Convert a non-signalized intersection into a compact roundabout.		FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	No			X	X			
92	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Install a pedestrian crossing at uncontrolled locations where pedestrians are known to be crossing.	0.35	FHWA Proven Safety Countermeasures	Intersection	Infrastructure	Safe Roads	Yes	Yes	X	X	X				

93	Install Bike Lanes (including buffered, protected, and raised)	A portion of the roadway marked by signing and striping for exclusive use by bicyclists	0.27.-0.57	FHWA Proven Safety Countermeasures	Both	Infrastructure	Safe Roads	Yes	No		X						
94	Install green bike lanes at conflict points in urban areas	Green colored bike lanes placed on the roadway to enhance visibility of the bicycle lane.	0.39	Crash Modification Factors Clearinghouse	Both	Infrastructure	Safe Roads	No	No		X						
95	Install pedestrian activated beacon at intersection	A warning device located at roadside pedestrian intersection crossings.	0.1	Crash Modification Factors Clearinghouse	Both	Infrastructure	Safe Roads	No	Yes	X							X
96	Install crosswalk markings and advance pedestrian warning sign at uncontrolled locations	A marked crosswalk using pavement markings and signage to indicate pedestrians are crossing	0.15-0.25	FHWA Proven Safety Countermeasures	Both	Infrastructure	Safe Roads	Yes	No	X							
97	Install pedestrian signal	A dedicated signal on roadways dedicated to pedestrians crossing	0.55	Crash Modification Factors Clearinghouse	Both	Infrastructure	Safe Roads	No	Yes	X							
98	Advanced yield or stop marking and signs	Markings and signs placed in advance of crosswalks	0.25	FHWA Proven Safety Countermeasures	Both	Infrastructure	Safe Roads	Yes	No	X	X	X					
99	Install bicycle boulevard	Bicycle boulevards are designated areas for use by bicyclists. Side streets that are signed and improved	0.63	Crash Modification Factors Clearinghouse	Both	Infrastructure	Safe Roads	No	No	X	X						
100	Install guide signs	Guide signs provide directional and mileage information to specific destinations.	0.15	Crash Modification Factors Clearinghouse	Both	Infrastructure	Safe Roads	No	No				X				
101	Create directional medians that restrict and allow left-turns and u-turns	Install directional median openings to allow and restrict left-turns and u-turns	0.5	FHWA Proven Safety Countermeasures	Both	Infrastructure	Safe Roads	Yes	No			X					

[1] Represents either the crash reduction factor (inverse of the CMF) or potential reduction in crashes based on case studies or similar evaluation (primarily sourced from FHWA's proven safety countermeasures.

Appendix D: High Crash Location Concepts and Cost Estimates





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REXBURG, IDAHO ESTABLISHED 1885

SAFE STREETS AND ROADS FOR ALL (SS4A)

HCL 1: N 2ND EAST - E 2ND NORTH TO S TETON RIVER
HCL 12: N 2ND EAST - S TETON RIVER TO E 7TH N
HCL 16: N 2ND EAST / LORENE STREET

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VERIFY SCALE: Scales based on 22"x34" prints.

1-1/2 Inches

PROJECT NO. 225091-001

PAGE

SHEET NO. 1 OF 4

J:\225091 REXBURG\001 SS4A ACTION PLANC_DESN_CAD\2_PRELIM\D_PLANS\FIGURE 6 - 2ND.DWG LAST SAVED: 3/20/2026 12:03 PM PRINTED: 3/25/2026 9:54 AM

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SAFE STREETS AND ROADS
FOR ALL (SS4A)

HCL 1: N 2ND EAST - E 2ND NORTH TO
S TETON RIVER
HCL 16: N 2ND EAST / LORENE STREET

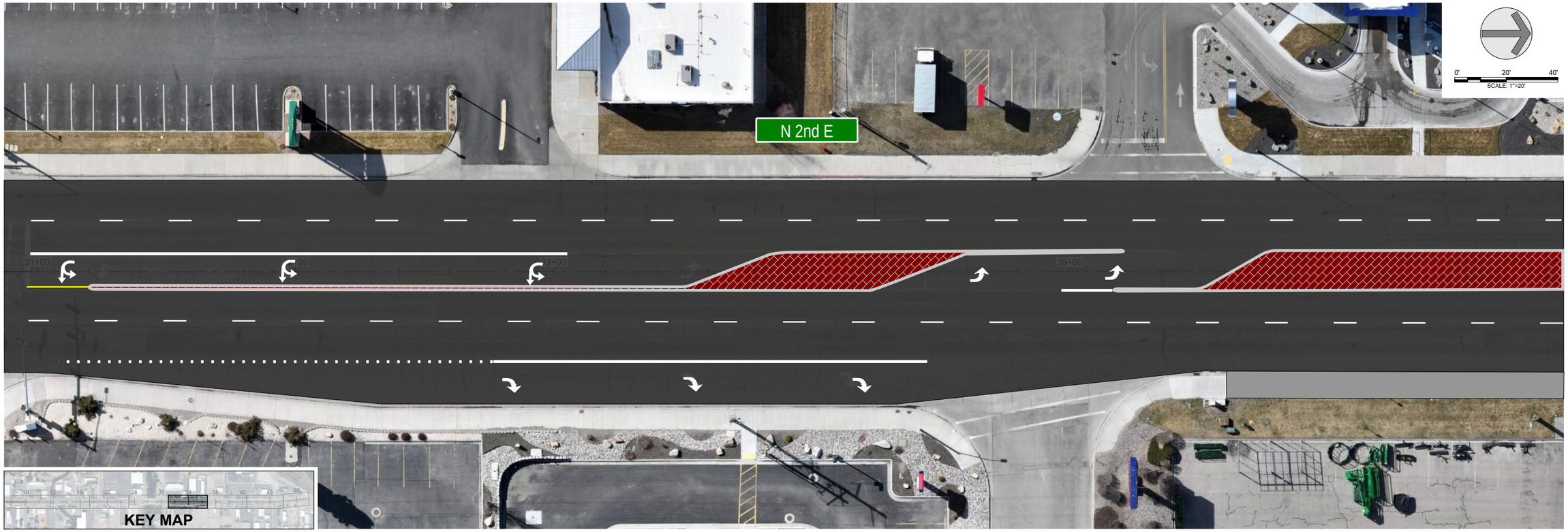
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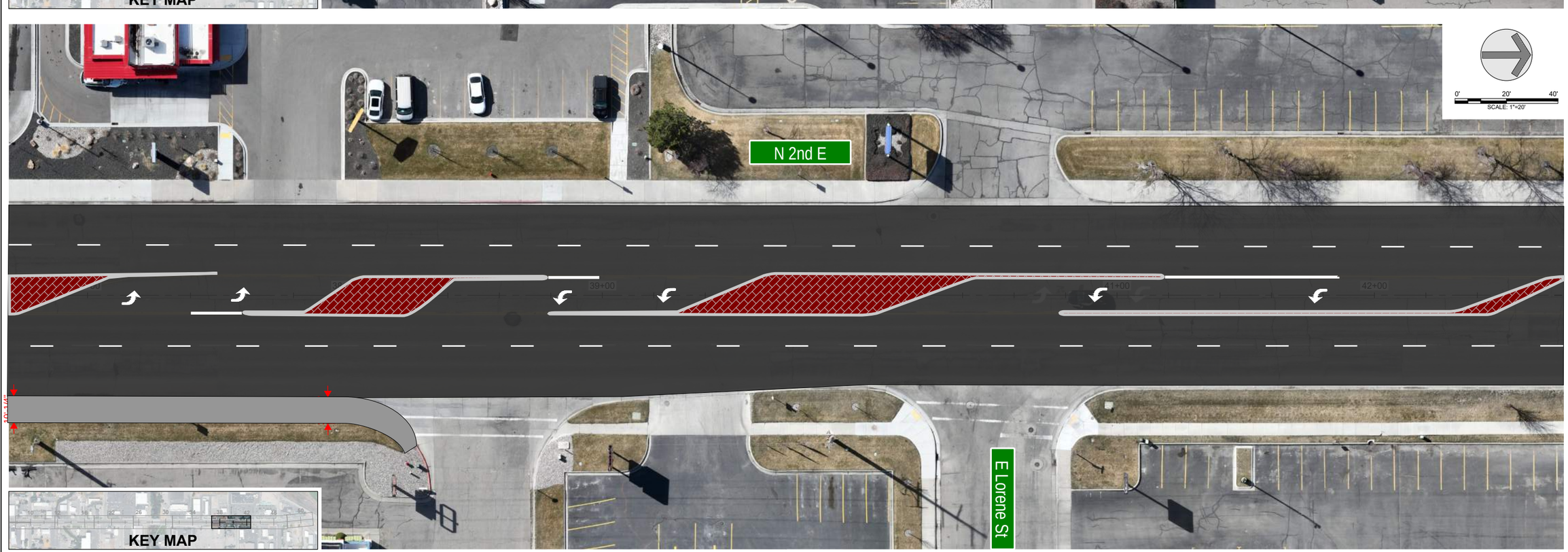
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SAFE STREETS AND ROADS
FOR ALL (SS4A)

HCL 1: N 2ND EAST - E 2ND NORTH TO
S TETON RIVER
HCL 16: N 2ND EAST / LORENE STREET

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1-1/2 Inches

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SHEET NO. 3 OF 4

J:\225091 REXBURG\001 SS4A ACTION PLANIC_DESN_CAD\2_PRELIM\D_PLANS\FIGURE 6 - 2ND.DWG LAST SAVED: 3/20/2026 12:03 PM PRINTED: 3/25/2026 9:54 AM

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SAFE STREETS AND ROADS
FOR ALL (SS4A)

HCL 1: N 2ND EAST - E 2ND NORTH TO
S TETON RIVER
HCL 16: N 2ND EAST / LORENE STREET

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1-1/2 Inches

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SHEET NO. 4 OF 4

J:\225091 REXBURG\001 SS4A ACTION PLAN\C_DESN_CAD\2_PRELIM\D_PLANS\FIGURE 6 - 2ND.DWG LAST SAVED: 3/20/2026 12:03 PM PRINTED: 3/25/2026 9:55 AM

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Project: 225091-001
Engineer: S. Gillie
Client: Rexburg, ID
Printed: 4/30/2026

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST

HCL 1 + HCL 12 + HCL 16 N 2ND EAST: S TETON RIVER TO YELLOWSTONE WAY CONCEPT

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
EXCAVATION	11615	CY	$ 18	$ 204,316
HMA PAVEMENT	9286	TON	$ 115	$ 1,067,840
PAVEMENT MARKINGS AND STRIPING - SYMBOLS	4055	SF	$ 9	$ 36,493
PAVEMENT MARKINGS AND STRIPING - LONGITUDINAL MARKINGS	8789	LF	$ 9	$ 77,345
CONCRETE SIDEWALK	1673	SY	$ 70	$ 117,656
MODIFY EXISTING TRAFFIC SIGNALS (PER QUADRANT)	6	EA	$ 140,000	$ 840,000
NEW TRAFFIC SIGNAL	1	EA	$ 500,000	$ 500,000
TRAFFIC MEDIAN	2525	SY	$ 70	$ 177,582
TRAFFIC SEPERATION CURB	1647	FT	$ 25	$ 41,686
DRAINAGE ITEMS	1	LS	$ 50,000	$ 50,000
			SUB-TOTAL	**$ 3,112,919**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 311,292
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 155,646
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 155,646
			CONSTRUCTION SUB-TOTAL	**$ 3,735,503**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 560,325
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 373,550
ITD/LHTAC ADMINISTRATION			5%	$ 186,775
			SOFT COST SUB-TOTAL	**$ 1,120,651**

OPINION OF CONSTRUCTION COST	**$ 4,856,154**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 4,128,000
	50%
CLASS IV, -15% TO +50%	**$ 7,285,000**

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0' 150' 300'
SCALE: 1"=150'

SAFE STREETS AND ROADS FOR ALL (SS4A)

HCL 2: UNIVERSITY BOULEVARD / GOLDEN BEAUTY DRIVE

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Project: 225091-001
Engineer: S. Gillie
Client: Rexburg, ID
Printed: 4/30/2026

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 2

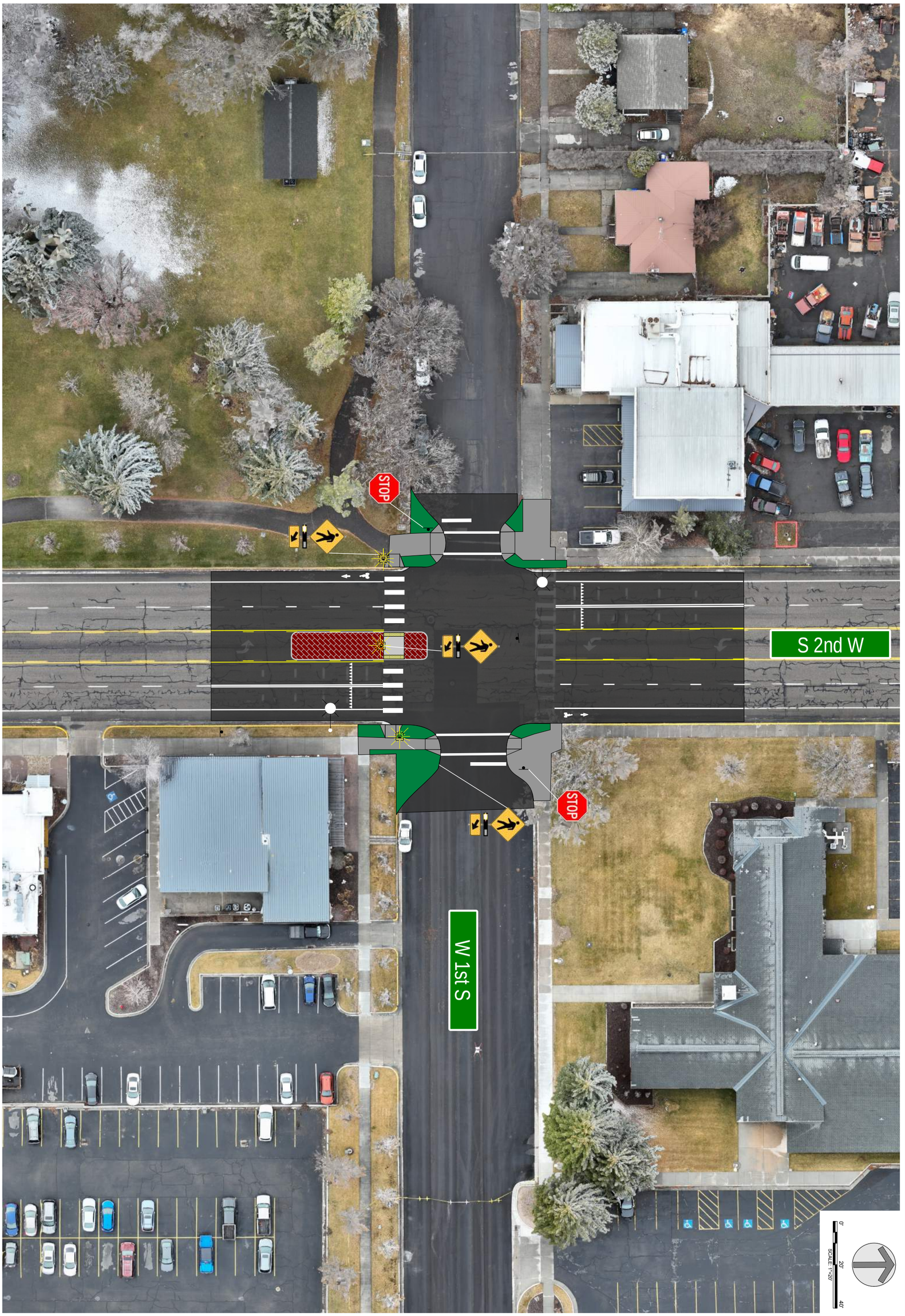
HCL 2: GOLDEN BEAUTY DR/ UNIVERSITY BLVD

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
DIRECTIONAL MEDIANS	225	FT	$ 302	$ 67,950
INSTALL RIGHT-TURN LANE	1	LS	$ 181,000	$ 181,000
			SUB-TOTAL	**$ 248,950**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 24,895
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 12,448
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 12,448
			CONSTRUCTION SUB-TOTAL	**$ 298,741**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 44,811
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 29,874
ITD/LHTAC ADMINISTRATION			5%	$ 14,937
			SOFT COST SUB-TOTAL	**$ 89,622**

OPINION OF CONSTRUCTION COST	**$ 388,363**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 331,000
	50%
CLASS IV, -15% TO +50%	**$ 583,000**

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SAFE STREETS AND ROADS FOR ALL (SS4A)

HCL 8: S 2ND WEST / W 1ST SOUTH

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Project: 225091-001
Engineer: S. Gillie
Client: Rexburg, ID
Printed: 4/30/2026

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST

HCL 8: S 2ND WEST/ W 1ST SOUTH (RRFB w/ Median Option)

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
EXCAVATION	843	CY	$ 18	$ 14,822
HMA PAVEMENT	624	TON	$ 115	$ 71,754
PAVEMENT MARKINGS AND STRIPING - SYMBOLS	382	SF	$ 9	$ 3,520
PAVEMENT MARKINGS AND STRIPING - LONGITUDINAL MARKINGS	997	LF	$ 9	$ 8,772
LIGHTING	1	LS	$ 20,000	$ 20,000
CONCRETE SIDEWALK	208	SY	$ 70	$ 14,606
LANDSCAPING	915	SF	$ 6	$ 5,344
RRFB	3	EA	$ 25,000	$ 75,000
DRAINAGE	1	LS	$ 75,000	$ 75,000
			SUB-TOTAL	**$ 288,818**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 28,882
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 14,441
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 14,441
			CONSTRUCTION SUB-TOTAL	**$ 346,582**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 51,987
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 34,658
ITD/LHTAC ADMINISTRATION			5%	$ 17,329
			SOFT COST SUB-TOTAL	**$ 103,975**

OPINION OF CONSTRUCTION COST	**$ 450,557**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 383,000
	50%
CLASS IV, -15% TO +50%	**$ 676,000**

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SAFE STREETS AND ROADS FOR ALL (SS4A)

HCL 10: N 2ND EAST / MOODY ROAD
HCL 18: N 2ND EAST / E 15TH NORTH

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Project: 225091-001
Engineer: S. Gillie
Client: Rexburg, ID
Printed: 4/30/2026

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST

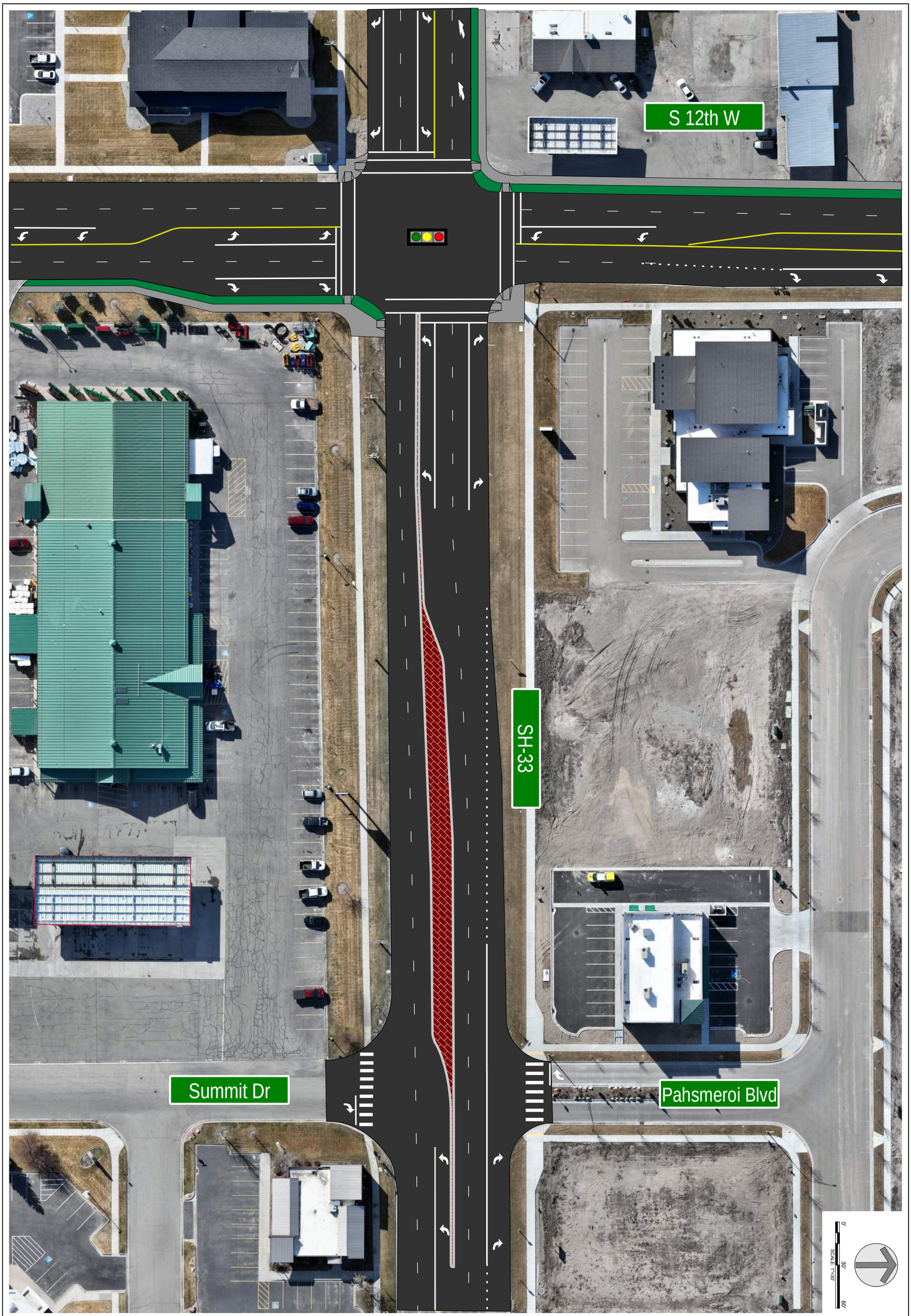
HCL 10: N 2ND EAST/ MOODY RD + HCL 18: N 2ND EAST/ E 15TH NORTH CONCEPT

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
EXCAVATION	1112	CY	$ 18	$ 19,564
HMA PAVEMENT	829	TON	$ 115	$ 95,298
AGGREGATE BASE	2654	TON	$ 45	$ 119,449
PAVEMENT MARKINGS AND STRIPING - SYMBOLS	2548	SF	$ 9	$ 23,493
PAVEMENT MARKINGS AND STRIPING - LONGITUDINAL MARKINGS	966	LF	$ 9	$ 8,503
CONCRETE SIDEWALK	213	SY	$ 70	$ 14,982
LANDSCAPING	1595	SF	$ 6	$ 9,316
TRAFFIC SIGNAL MODIFICATION	1	LS	$ 250,000	$ 250,000
DIRECTIONAL MEDIANS	500	FT	$ 302	$ 151,000
SPEED FEEDBACK SIGNS	2	EA	$ 46,000	$ 92,000
DRAINAGE	1	LS	$ 50,000	$ 50,000
			SUB-TOTAL	**$ 833,605**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 83,361
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 41,681
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 41,681
			CONSTRUCTION SUB-TOTAL	**$ 1,000,328**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 150,049
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 100,033
ITD/LHTAC ADMINISTRATION			5%	$ 50,017
			SOFT COST SUB-TOTAL	**$ 300,099**

OPINION OF CONSTRUCTION COST	**$ 1,300,428**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 1,106,000
	50%
CLASS IV, -15% TO +50%	**$ 1,951,000**

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SAFE STREETS AND ROADS FOR ALL (SS4A)

HCL 11: S 12TH W / MAIN ST (SH-33)
HCL 13: MAIN ST (SH-33) / PAHSIMEROL BLVD / SUMMIT DR

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PROJECT NO: 225091-001
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Project: 225091-001
Engineer: S. Gillie
Client: Rexburg, ID
Printed: 4/30/2026

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST

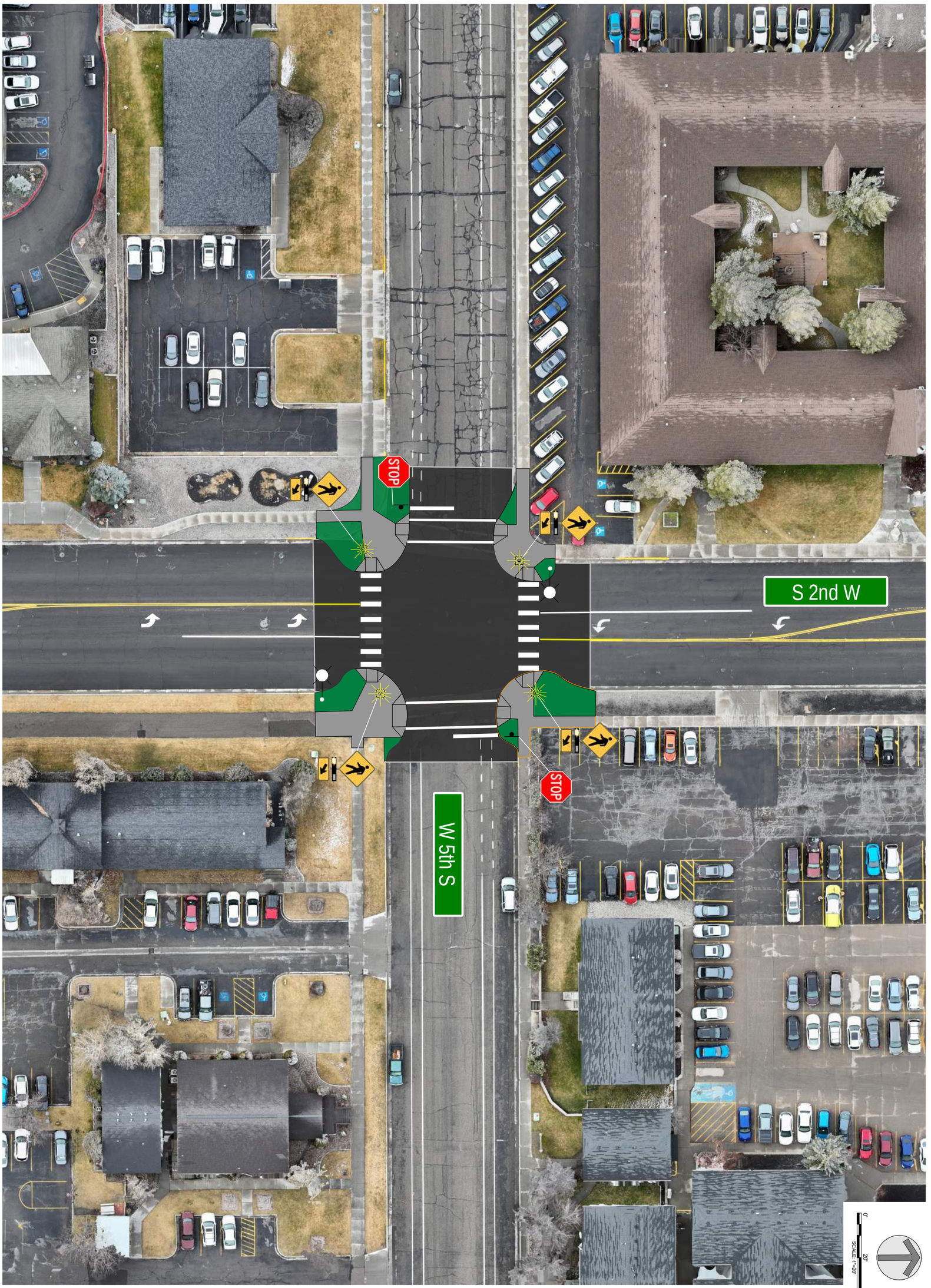
HCL 11: S 12TH WEST/ MAIN ST + HCL 13: MAIN ST/ PAHSIMEROI BLVD/ SUMMIT DR CONCEPT

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
EXCAVATION	4390	CY	$ 18	$ 77,219
HMA PAVEMENT	3439	TON	$ 115	$ 395,528
AGGREGATE BASE	8496	TON	$ 45	$ 382,304
PAVEMENT MARKINGS AND STRIPING - SYMBOLS	2795	SF	$ 9	$ 25,767
PAVEMENT MARKINGS AND STRIPING - LONGITUDINAL MARKINGS	4601	LF	$ 9	$ 40,489
TRAFFIC MEDIAN	513	SY	$ 120	$ 61,538
TRAFFIC BARRIER	316	LF	$ 100	$ 31,575
CONCRETE SIDEWALK	536	SY	$ 70	$ 37,683
LANDSCAPING	3645	SF	$ 6	$ 21,289
ADVANCE SIGNAL WARNING SIGN	1	LS	$ 137,000	$ 137,000
INSTALL TRAFFIC SIGNAL	1	LS	$ 750,000	$ 750,000
DRAINAGE	1	LS	$ 100,000	$ 100,000
			SUB-TOTAL	**$ 2,060,391**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 206,040
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 103,020
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 103,020
			CONSTRUCTION SUB-TOTAL	**$ 2,472,471**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 370,871
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 247,247
ITD/LHTAC ADMINISTRATION			5%	$ 123,624
			SOFT COST SUB-TOTAL	**$ 741,741**

OPINION OF CONSTRUCTION COST	**$ 3,214,213**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 2,733,000
	50%
CLASS IV, -15% TO +50%	**$ 4,822,000**

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SAFE STREETS AND ROADS FOR ALL (SS4A)

HCL 14: S 2ND WEST / W 5TH SOUTH

REXBURG, IDAHO ESTABLISHED 1883

NO.	REVISIONS	DATE

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PRELIMINARY Not For Construction

KELLER ASSOCIATES
100 East Bower Street, Suite 110
Meridian, ID 83642
(208) 288-1992

DRAWN: -- CHECK: --

VERIFY SCALE: Scales based on 22"x34" prints.

1-1/2 Inches

PROJECT NO. 225091-001

PAGE

SHEET NO. 1 OF 1

KELLER ASSOCIATES

100 E Bower St, Suite 110 Meridian, Idaho 83642
Phone: 208.288.1992 - kellerassociates.com

Project: 225091-001
Engineer: S. Gillie
Client: Rexburg, ID
Printed: 4/30/2026

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST

HCL 14: S 2ND WEST/ W 5TH SOUTH CONCEPT

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
EXCAVATION	528.783333	CY	$ 18	$ 9,301
HMA PAVEMENT	305.929375	TON	$ 115	$ 35,182
PAVEMENT MARKINGS AND STRIPING - SYMBOLS	543.01	SF	$ 9	$ 5,007
PAVEMENT MARKINGS AND STRIPING - LONGITUDINAL MARKINGS	144.3206	LF	$ 9	$ 1,270
LIGHTING	1	LS	$ 20,000	$ 20,000
CONCRETE SIDEWALK	299.054444	SY	$ 70	$ 21,030
LANDSCAPING	1795.92	SF	$ 6	$ 10,488
RRFB	4	EA	$ 25,000	$ 100,000
DRAINAGE	1	LS	$ 50,000	$ 50,000
			SUB-TOTAL	**$ 252,277**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 25,228
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 12,614
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 12,614
			CONSTRUCTION SUB-TOTAL	**$ 302,733**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 45,410
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 30,273
ITD/LHTAC ADMINISTRATION			5%	$ 15,137
			SOFT COST SUB-TOTAL	**$ 90,820**

OPINION OF CONSTRUCTION COST	**$ 393,553**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 335,000
	50%
CLASS IV, -15% TO +50%	**$ 591,000**

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Appendix E: HCL Project Cost Estimates

KELLER ASSOCIATES

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Project: 225091-001
Engineer: S. Gillie
Client: Rexburg, ID
Printed: 4/30/2026

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 1

HCL 1: N 2ND EAST: E 2ND NORTH TO S TETON RIVER

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
DIRECTIONAL MEDIANS	2000	LF	$ 302	$ 604,000
INSTALL TRAFFIC SIGNAL	1	EA	$ 500,000	$ 500,000
MODIFY TRAFFIC SIGNALS	1	EA	$ 250,000	$ 250,000
			SUB-TOTAL	**$ 1,354,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 135,400
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 67,700
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 67,700
			CONSTRUCTION SUB-TOTAL	**$ 1,624,800**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 243,720
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 162,480
ITD/LHTAC ADMINISTRATION			5%	$ 81,240
			SOFT COST SUB-TOTAL	**$ 487,440**

OPINION OF CONSTRUCTION COST	**$ 2,112,240**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 1,796,000
	50%
CLASS IV, -15% TO +50%	**$ 3,169,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 2

HCL 2: GOLDEN BEAUTY DR/ UNIVERSITY BLVD

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
DIRECTIONAL MEDIANS	225	FT	$ 302	$ 67,950
INSTALL RIGHT-TURN LANE	1	LS	$ 181,000	$ 181,000
			SUB-TOTAL	**$ 248,950**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 24,895
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 12,448
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 12,448
			CONSTRUCTION SUB-TOTAL	**$ 298,741**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 44,811
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 29,874
ITD/LHTAC ADMINISTRATION			5%	$ 14,937
			SOFT COST SUB-TOTAL	**$ 89,622**

OPINION OF CONSTRUCTION COST	**$ 388,363**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 331,000
	50%
CLASS IV, -15% TO +50%	**$ 583,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 3

HCL 3: S 2ND EAST: E 7TH SOUTH TO E 3RD SOUTH

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
INSTALL REFUGE ISLAND	4	EA	$ 40,000	$ 160,000
INSTALL RAISED CROSSWALK	4	EA	$ 46,000	$ 184,000
INSTALL LIGHTING ON ROADWAY SEGMENT	3000	FT	$ 100	$ 300,000
			SUB-TOTAL	**$ 644,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 64,400
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 32,200
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 32,200
			CONSTRUCTION SUB-TOTAL	**$ 772,800**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 115,920
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 77,280
ITD/LHTAC ADMINISTRATION			5%	$ 38,640
			SOFT COST SUB-TOTAL	**$ 231,840**

OPINION OF CONSTRUCTION COST	**$ 1,004,640**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 854,000
	50%
CLASS IV, -15% TO +50%	**$ 1,507,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 4

HCL 4: N 2ND EAST: MORAN VIEW RD TO MOODY RD

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
DIRECTIONAL MEDIANS	1000	FT	$ 302	$ 302,000
ADVANCED STOP MARKINGS	4	EA	$ 14,000	$ 56,000
ADVANCED INTERSECTION SIGNS	4	EA	$ 14,000	$ 56,000
INSTALL ROADWAY LIGHTING	2500	FT	$ 272	$ 680,000
INSTALL INTERSECTION LIGHTING	3	EA	$ 181,000	$ 543,000
			SUB-TOTAL	**$ 1,637,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 163,700
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 81,850
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 81,850
			CONSTRUCTION SUB-TOTAL	**$ 1,964,400**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 294,660
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 196,440
ITD/LHTAC ADMINISTRATION			5%	$ 98,220
			SOFT COST SUB-TOTAL	**$ 589,320**

OPINION OF CONSTRUCTION COST	**$ 2,553,720**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 2,171,000
	50%
CLASS IV, -15% TO +50%	**$ 3,831,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 5

HCL 5: S 1ST WEST: W 3RD SOUTH TO W 1ST SOUTH

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
CYCLE TRACKS	2000	FT	$ 254	$ 508,000
INSTALL ROADWAY LIGHTING	1000	FT	$ 272	$ 272,000
INSTALL INTERSECTION LIGHTING	1	EA	$ 50,000	$ 50,000
REFUGE ISLAND	2	EA	$ 40,000	$ 80,000
CURB EXTENSIONS	4	EA	$ 69,000	$ 276,000
			SUB-TOTAL	**$ 1,186,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 118,600
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 59,300
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 59,300
			CONSTRUCTION SUB-TOTAL	**$ 1,423,200**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 213,480
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 142,320
ITD/LHTAC ADMINISTRATION			5%	$ 71,160
			SOFT COST SUB-TOTAL	**$ 426,960**

OPINION OF CONSTRUCTION COST	**$ 1,850,160**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 1,573,000
	50%
CLASS IV, -15% TO +50%	**$ 2,776,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 6

HCL 6: YELLOWSTONE HWY/ W 7TH SOUTH

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
PROHIBIT RIGHT-ON-RED	4	EA	$ 2,000	$ 8,000
INSTALL INTERSECTION LIGHTING	1	EA	$ 181,000	$ 181,000
ACTUATED ADVANCE WARNING DETECTION	1	EA	$ 51,000	$ 51,000
SIGNAL AHEAD ADVANCE WARNING	1	EA	$ 137,000	$ 137,000
GUIDE SIGNS	2	EA	$ 46,000	$ 92,000
			SUB-TOTAL	**$ 469,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 46,900
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 23,450
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 23,450
			CONSTRUCTION SUB-TOTAL	**$ 562,800**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 84,420
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 56,280
ITD/LHTAC ADMINISTRATION			5%	$ 28,140
			SOFT COST SUB-TOTAL	**$ 168,840**

OPINION OF CONSTRUCTION COST	**$ 731,640**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 622,000
	50%
CLASS IV, -15% TO +50%	**$ 1,098,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 7

HCL 7: UNIVERSITY BLVD: YELLOWSTONE HWY TO S 5TH WEST

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
INSTALL PAVEMENT MARKERS	3000	FT	$ 2	$ 6,000
INSTALL ROADWAY LIGHTING	3000	FT	$ 150	$ 450,000
INCREASE PAVEMENT FRICTION (CURVE)	750	FT	$ 148	$ 111,000
SPEED FEEDBACK SIGNS	2	EA	$ 46,000	$ 92,000
WIDEN PAVED SHOULDER 3'	3000	FT	$ 217	$ 651,000
			SUB-TOTAL	**$ 1,310,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 131,000
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 65,500
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 65,500
			CONSTRUCTION SUB-TOTAL	**$ 1,572,000**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 235,800
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 157,200
ITD/LHTAC ADMINISTRATION			5%	$ 78,600
			SOFT COST SUB-TOTAL	**$ 471,600**

OPINION OF CONSTRUCTION COST	**$ 2,043,600**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 1,738,000
	50%
CLASS IV, -15% TO +50%	**$ 3,066,000**

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Engineer: S. Gillie
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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 8

HCL 8: S 2ND WEST/ W 1ST SOUTH

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
IMPROVE INTERSECTION WARNING	1	EA	$ 14,000	$ 14,000
RRFB (>= 3-lane w/median application)	1	LS	$ 211,000	$ 211,000
INTERSECTION LIGHTING	1	LS	$ 75,000	$ 75,000
			SUB-TOTAL	**$ 300,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 30,000
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 15,000
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 15,000
			CONSTRUCTION SUB-TOTAL	**$ 360,000**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 54,000
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 36,000
ITD/LHTAC ADMINISTRATION			5%	$ 18,000
			SOFT COST SUB-TOTAL	**$ 108,000**

OPINION OF CONSTRUCTION COST	**$ 468,000**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 398,000
	50%
CLASS IV, -15% TO +50%	**$ 702,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 9

HCL 9: S 2ND WEST/ W 7TH SOUTH

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
PROTECTED LEFT TURN	1	LS	$ 14,000	$ 14,000
PROTECTED/PERMISSIVE TURNS	1	LS	$ 12,000	$ 12,000
LEADING PEDESTRIAN INTERVALS	1	LS	$ 2,000	$ 2,000
ACTUATED ADVANCE WARNING DETECTION	1	LS	$ 51,000	$ 51,000
SIGNAL AHEAD WARNING SIGNS	1	LS	$ 137,000	$ 137,000
			SUB-TOTAL	**$ 216,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 21,600
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 10,800
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 10,800
			CONSTRUCTION SUB-TOTAL	**$ 259,200**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 38,880
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 25,920
ITD/LHTAC ADMINISTRATION			5%	$ 12,960
			SOFT COST SUB-TOTAL	**$ 77,760**

OPINION OF CONSTRUCTION COST	**$ 336,960**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 287,000
	50%
CLASS IV, -15% TO +50%	**$ 506,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 10

HCL 10: N 2ND EAST/ MOODY RD

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
ADVANCE SIGNAL WARNING SIGN	1	LS	$ 20,000	$ 20,000
RIGHT-TURN LANE	1	LS	$ 605,000	$ 605,000
LEFT TURN LANE	1	LS	$ 10,000	$ 10,000
			SUB-TOTAL	**$ 635,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 63,500
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 31,750
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 31,750
			CONSTRUCTION SUB-TOTAL	**$ 762,000**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 114,300
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 76,200
ITD/LHTAC ADMINISTRATION			5%	$ 38,100
			SOFT COST SUB-TOTAL	**$ 228,600**

OPINION OF CONSTRUCTION COST	**$ 990,600**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 843,000
	50%
CLASS IV, -15% TO +50%	**$ 1,486,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 11

HCL 11: S 12TH WEST/ MAIN ST

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
ADVANCE SIGNAL WARNING SIGN	1	LS	$ 137,000	$ 137,000
RIGHT-TURN LANE	1	LS	$ 605,000	$ 605,000
LEFT-TURN LANE	1	LS	$ 1,405,000	$ 1,405,000
ACTUATED ADVANCE WARNING DETECTION	1	LS	$ 51,000	$ 51,000
			SUB-TOTAL	**$ 2,198,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 219,800
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 109,900
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 109,900
			CONSTRUCTION SUB-TOTAL	**$ 2,637,600**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 395,640
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 263,760
ITD/LHTAC ADMINISTRATION			5%	$ 131,880
			SOFT COST SUB-TOTAL	**$ 791,280**

OPINION OF CONSTRUCTION COST	**$ 3,428,880**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 2,915,000
	50%
CLASS IV, -15% TO +50%	**$ 5,144,000**

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Project: 225091-001
Engineer: S. Gillie
Client: Rexburg, ID
Printed: 4/30/2026

ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 12

HCL 12: N 2ND EAST: S TETON RIVER TO E 7TH NORTH

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
SPEED FEEDBACK SIGNS	2	EA	$ 46,000	$ 92,000
DIRECTIONAL MEDIANS	2000	LF	$ 302	$ 604,000
MODIFY TRAFFIC SIGNALS	3	EA	$ 225,000	$ 675,000
			SUB-TOTAL	**$ 1,371,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 137,100
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 68,550
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 68,550
			CONSTRUCTION SUB-TOTAL	**$ 1,645,200**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 246,780
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 164,520
ITD/LHTAC ADMINISTRATION			5%	$ 82,260
			SOFT COST SUB-TOTAL	**$ 493,560**

OPINION OF CONSTRUCTION COST	**$ 2,138,760**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 1,818,000
	50%
CLASS IV, -15% TO +50%	**$ 3,209,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 13

HCL 13: MAIN ST/ PAHSIMEROI BLVD/ SUMMIT DR

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
DIRECTIONAL MEDIANS	750	FT	$ 302	$ 226,500
			SUB-TOTAL	**$ 226,500**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 22,650
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 11,325
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 11,325
			CONSTRUCTION SUB-TOTAL	**$ 271,800**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 40,770
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 27,180
ITD/LHTAC ADMINISTRATION			5%	$ 13,590
			SOFT COST SUB-TOTAL	**$ 81,540**

OPINION OF CONSTRUCTION COST	**$ 353,340**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 301,000
	50%
CLASS IV, -15% TO +50%	**$ 531,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 14

HCL 14: S 2ND WEST/ W 5TH SOUTH

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
FLASHING BEACONS	1	LS	$ 13,000	$ 13,000
SPEED FEEDBACK SIGNS	2	EA	$ 46,000	$ 92,000
CURB EXTENSIONS	1	LS	$ 69,000	$ 69,000
INTERSECTION LIGHTING	1	LS	$ 75,000	$ 75,000
			SUB-TOTAL	**$ 249,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 24,900
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 12,450
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 12,450
			CONSTRUCTION SUB-TOTAL	**$ 298,800**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 44,820
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 29,880
ITD/LHTAC ADMINISTRATION			5%	$ 14,940
			SOFT COST SUB-TOTAL	**$ 89,640**

OPINION OF CONSTRUCTION COST	**$ 388,440**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 331,000
	50%
CLASS IV, -15% TO +50%	**$ 583,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 15

HCL 15: S 5TH WEST/ W 7TH SOUTH

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
INCREASE TRIANGLE SIGHT DISTANCE	1	EA	$ 10,000	$ 10,000
ROUNDABOUT	1	LS	$ 1,000,000	$ 1,000,000
INTERSECTION LIGHTING	1	LS	$ 181,000	$ 181,000
IMPROVE INTERSECTION WARNING	1	LS	$ 14,000	$ 14,000
			SUB-TOTAL	**$ 1,205,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 120,500
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 60,250
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 60,250
			CONSTRUCTION SUB-TOTAL	**$ 1,446,000**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 216,900
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 144,600
ITD/LHTAC ADMINISTRATION			5%	$ 72,300
			SOFT COST SUB-TOTAL	**$ 433,800**

OPINION OF CONSTRUCTION COST	**$ 1,879,800**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 1,598,000
	50%
CLASS IV, -15% TO +50%	**$ 2,820,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 16

HCL 16: N 2ND EAST/ LORENE ST

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
RIGHT-TURN LANE	1	LS	$ 181,000	$ 181,000
INTERSECTION LIGHTING	1	LS	$ 181,000	$ 181,000
UPGRADE INTERSECTION WARNING	1	LS	$ 5,000	$ 5,000
			SUB-TOTAL	**$ 367,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 36,700
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 18,350
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 18,350
			CONSTRUCTION SUB-TOTAL	**$ 440,400**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 66,060
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 44,040
ITD/LHTAC ADMINISTRATION			5%	$ 22,020
			SOFT COST SUB-TOTAL	**$ 22,020**

OPINION OF CONSTRUCTION COST	**$ 462,420**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 394,000
	50%
CLASS IV, -15% TO +50%	**$ 694,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 17

HCL 17: PIONEER RD/ MAIN ST

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
RIGHT-TURN LANE	1	LS	$ 605,000	$ 605,000
ADVANCE SIGNAL WARNING	1	LS	$ 51,000	$ 51,000
			SUB-TOTAL	**$ 656,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 65,600
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 32,800
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 32,800
			CONSTRUCTION SUB-TOTAL	**$ 787,200**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 118,080
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 78,720
ITD/LHTAC ADMINISTRATION			5%	$ 39,360
			SOFT COST SUB-TOTAL	**$ 236,160**

OPINION OF CONSTRUCTION COST	**$ 1,023,360**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 870,000
	50%
CLASS IV, -15% TO +50%	**$ 1,536,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 18

HCL 18: N 2ND EAST/ E 15TH NORTH

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
RAISED PAVEMENT MARKERS	250	FT	$ 2	$ 500
INCREASE PAVEMENT FRICTION	1	LS	$ 37,000	$ 37,000
DIRECTIONAL MEDIANS	500	FT	$ 302	$ 151,000
SPEED FEEDBACK SIGNS	2	EA	$ 46,000	$ 92,000
			SUB-TOTAL	**$ 280,500**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 28,050
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 14,025
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 14,025
			CONSTRUCTION SUB-TOTAL	**$ 336,600**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 50,490
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 33,660
ITD/LHTAC ADMINISTRATION			5%	$ 16,830
			SOFT COST SUB-TOTAL	**$ 100,980**

OPINION OF CONSTRUCTION COST	**$ 437,580**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 372,000
	50%
CLASS IV, -15% TO +50%	**$ 657,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 19

HCL 19: W 1ST NORTH/ N 2ND WEST

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
INCREASE PAVEMENT FRICTION	1	LS	$ 37,000	$ 37,000
SPEED FEEDBACK SIGNS	2	EA	$ 46,000	$ 92,000
CURVE WARNING SIGNS	1	LS	$ 4,000	$ 4,000
SUPERELEVATION IMPROVEMENTS	1	LS	$ 750,000	$ 750,000
			SUB-TOTAL	**$ 883,000**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 88,300
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 44,150
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 44,150
			CONSTRUCTION SUB-TOTAL	**$ 1,059,600**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 158,940
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 105,960
ITD/LHTAC ADMINISTRATION			5%	$ 52,980
			SOFT COST SUB-TOTAL	**$ 317,880**

OPINION OF CONSTRUCTION COST	**$ 1,377,480**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 1,171,000
	50%
CLASS IV, -15% TO +50%	**$ 2,067,000**

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ENGINEER'S OPINION OF MOST PROBABLE CONSTRUCTION COST- HCL 20

HCL 20: CENTER ST/ E 7TH SOUTH

CONSTRUCTION ITEM	QUANTITY	UNITS	UNIT PRICE	COST
TRAFFIC SIGNAL	1	LS	$ 600,000	$ 600,000
LEADING PEDESTRIAN INTERVAL	1	LS	$ 1,500	$ 1,500
			SUB-TOTAL	**$ 601,500**
MOBILIZATION, BONDING, & INSURANCE			10%	$ 60,150
CONSTRUCTION CONTINGENCY (CHANGE ORDERS)			5%	$ 30,075
FUNDING REQUIREMENTS (AIS, BABA, DAVIS BACON, ETC.)			5%	$ 30,075
			CONSTRUCTION SUB-TOTAL	**$ 721,800**
SOFT COSTS				
PRELIMINARY ENGINEERING			15%	$ 108,270
CONSTRUCTION ENGINEERING AND INSPECTION			10%	$ 72,180
ITD/LHTAC ADMINISTRATION			5%	$ 36,090
			SOFT COST SUB-TOTAL	**$ 216,540**

OPINION OF CONSTRUCTION COST	**$ 938,340**

OPINION RANGE ROUNDED TO NEAREST THOUSAND	**-15%**
	$ 798,000
	50%
CLASS IV, -15% TO +50%	**$ 1,408,000**

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Appendix F: Project Prioritization - Methodology and Matrix Results

PROJECT PRIORITIZATION MATRIX

High Crash Location project concepts have been developed to address the identified safety challenge at those locations and mitigate crash trends. This plan recommends project implementation based on a priority ranking of projects given the considerations below, and an associated **weight** to determine an ultimate priority **rank**:

Equivalent Property Damage Only

Initial HCL project identification was driven by locations with the most significant crash trends (frequency and severity of crashes). To apply a quantifiable ranking of locations, an Equivalent Property Damage Only (EPDO) score was applied based on the following conversion:

Fatal and serious injury crashes = 100 EPDO points

Minor and possible injury crashes = 10 EPDO points

Property Damage Only crashes = 1 EPDO point

Based on the EPDO ranking, the top 20 highest EPDO ranking locations were chosen. To prioritize these locations further, EPDO scores were divided into five score brackets:

Score 5 : EPDO ≥ 400

Score 4: 300 ≤ EPDO < 400

Score 3: 200 ≤ EPDO < 300

Score 2: 150 ≤ EPDO < 200

Score 1: EPDO < 150

The EPDO score was given an overall priority weighting of 0.75.

Area of Persistent Poverty

HCL locations were screened for presence in a historically underserved area. Based on whether locations were or were not located in an area of persistent poverty:

Located in an area of persistent poverty : Score of 1

Not located in an area of persistent poverty : Score of 0

The area of persistent poverty score was given an overall priority weighting of 0.50.

Presence in the TSP / CIP

Project's recommended in this plan are more effectively implemented if coordinated with currently planned projects at the same location or adjacent to the proposed project location. To identify where HCL proposed projects overlap currently planned project locations, the city of Rexburg's 5-Year Capital Improvement Plan (CIP) as well as Rexburg's Transportation System Plan (TSP) were reviewed. Scoring was accordingly:

Located at the same location or adjacent to an existing planned project : Score of 1

Not located at the same location or adjacent to an existing planned project : Score of 0

The Presence in the TSP / CIP score was given an overall priority weighting of 0.25.

Identified Public Concern

As part of the Public Involvement Survey, respondents were asked to indicate specific locations that they had safety concerns. HCL projects were scored based on whether they were or were not located in proximity to these identified public concern points:

Located at or near an identified public concern : Score of 1

Not located at or near an identified public concern : Score of 0

The identified public concern score was given an overall priority weighting of 0.25.

HCL Priority Project Ranking and Non-Infrastructure Strategy Prioritization

HCL projects explored in this plan should be programmed per the ranking shown in Table X.

Non-infrastructure strategies recommended in this plan were not evaluated on the same weighted criteria as the HCL project recommendations. Of the policy recommendations given in this study, the following are foundational approaches that inform and facilitate the adoption of other safety focused policies:

- *Priority Rank 1 : Adopt the Safe System Approach*

Adoption of the Safe System Approach (SSA) is a fundamental commitment to designing and planning infrastructure that prioritizes harm reduction and human life at least on the same weight as operational efficiency and cost. An SSA commitment supports further investment in all other safety policies that align with the principles and goals of the CSAP.

- *Priority Rank 2: Develop a Safety Working Group / Vision Zero Local Task Force*

To reach the goal of zero deaths and serious injuries on Rexburg's roads by 2036, establishing an accountable group to reaching this goal is critical. The appointment of individuals to a group that actively works to implement safety investments and adapt current policies to better serve the community is an effective means to continue efforts, track progress, and refine approaches to transportation safety.

Based on input from the CSAP Steering Committee, there is a priority on infrastructure investments and adopted policy recommendations that directly address safety around schools. Priority Policy ranks 3 through 5 are recommended based on their effectiveness and relevance to streets surrounding schools and routes to schools, and their applicability to city wide safety improvements.

- *Priority Rank 3: Adopt a Slow Streets Policy*

The ability to manage speeds based on an existing safety need over statutory operational requirements is necessary to meet the goal of reducing crash occurrence and severity. Adoption of a Slow Streets Policy is an effective first step to establishing safety as a design priority along local roads and routes to schools.

- *Priority Rank 4: Adopt a Complete Streets Policy*

Committing to designing roads around all modes is necessary to accommodate all ages and abilities, ensuring all community members are served by investments into infrastructure. Adoption of a Complete Streets Policy is a critical component of designing streets, especially those that serve students travelling to and from school, that allow walking, biking, or rolling safely.

- *Priority Rank 5: Adopt a Complete Network Policy*

A Complete Network Policy prioritizes infrastructure planning such that multimodal investments are implemented intentionally, providing a contiguous means of reaching destinations safely. This is particularly important for students walking, biking, or rolling to reach schools without needing to rely on roadway

facilities that do not prioritize their safety. A Complete Network Policy ensures that multimodal infrastructure investments have maximized return on investment by enhancing an existing effort.

Table 1: Infrastructure Priority Ranking

Infrastructure Priority Ranking	HCL ; Project Location	Priority Score	Timeframe for Implementation
1	HCL 1 ; N 2nd E: E 2nd N to S Teton River	15	1 – 3 Years
2	HCL 5 ; S 1st W: W 3rd S to W 1st S	14.5	1 – 3 Years
3	HCL 3 ; S 2nd E: E 7th S to E 3rd S	13.5	1 – 3 Years
4	HCL 7 ; University Blvd: Yellowstone Hwy to S 5th W	13	1 – 3 Years
5	HCL 9 ; S 2nd W & W 7th S	13	1 – 3 Years
6	HCL 14 ; S 2nd W & W 5th S	11.5	3 – 5 Years
7	HCL 2; Golden Beauty Dr & University Blvd	11	3 – 5 Years
8	HCL 11 ; S 12th W & Main St	10.5	3 – 5 Years
9	HCL 6 ; Yellowstone Hwy & W 7th S	9.5	3 – 5 Years
10	HCL 15 ; S 5th W & W 7th S	9	3 – 5 Years
11	HCL 19 ; W 1st N & N 2nd W	9	3 – 5 Years
12	HCL 20 ; Center St & E 7th S	9	3 – 5 Years
13	HCL 8 ; S 2nd W & W 1st S	8	3 – 5 Years
14	HCL 4 ; N 2nd E: Moran View to Moody Rd	7	3 – 5 Years
15	HCL 13 ; Main St & Pahsimeroi Blvd & Summit Dr	6.5	3 – 5 Years
16	HCL 17 ; Pioneer Rd & Main St	6.5	5 – 10 Years
17	HCL 10 ; N 2nd E & Moody Rd	5.5	5 – 10 Years
18	HCL 12 ; N 2nd E: S Teton River to E 7th N	3	5 – 10 Years
19	HCL 16 ; N 2nd E & Lorene St	1.5	5 – 10 Years
20	HCL 18 ; N 2nd E & E 15th N	1.5	5 – 10 Years

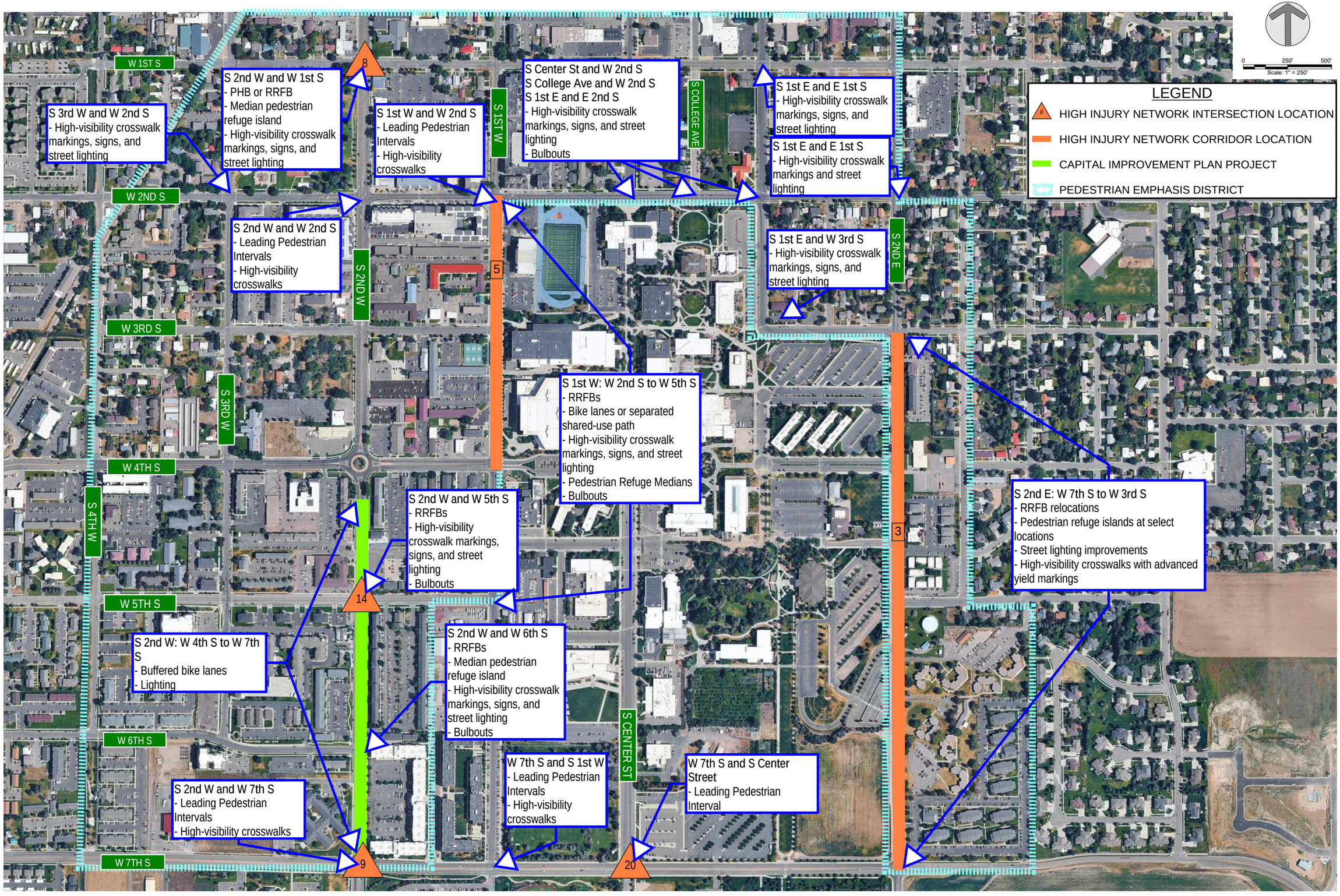
Rank	Location	Facility Type	EPDO Score	Safety Need Score	Area of Persistent Poverty	Poverty Score	Within TSP/CIP Project	TSP/CIP Score	Identified Public Concern	Public Concern Score	Total Priority Score (0-10)
Weight:				***0.75***		***0.50***		***0.25***		***0.25***	
1	N 2nd E: E 2nd N to S Teton River	Segment	425	5	Yes	1	Yes	1	No	0	15.0
2	Golden Beauty Dr & University Blvd	Intersection	395	4	Yes	1	No	0	No	0	11.0
3	S 2nd E: E 7th S to E 3rd S	Segment	391	4	Yes	1	No	0	Yes	1	13.5
4	N 2nd E: Moran View to Moody Rd	Segment	292	3	No	0	No	0	Yes	1	7.0
5	S 1st W: W 3rd S to W 1st S	Segment	275	3	Yes	1	Yes	1	Yes	1	14.5
6	Yellowstone Hwy & W 7th S	Intersection	202	3	Yes	1	No	0	No	0	9.5
7	University Blvd: Yellowstone Hwy to S 5th W	Segment	196	2	Yes	1	Yes	1	Yes	1	13.0
8	S 2nd W & W 1st S	Intersection	194	2	Yes	1	No	0	No	0	8.0
9	S 2nd W & W 7th S	Intersection	190	2	Yes	1	Yes	1	Yes	1	13.0
10	N 2nd E & Moody Rd	Intersection	187	2	No	0	Yes	1	No	0	5.5
11	S 12th W & Main St	Intersection	166	2	Yes	1	Yes	1	No	0	10.5
12	N 2nd E: S Teton River to E 7th N	Segment	155	2	No	0	No	0	No	0	3.0
13	Main St & Pahsimeroi Blvd & Summit Dr	Intersection	144	1	Yes	1	No	0	No	0	6.5
14	S 2nd W & W 5th S	Intersection	134	1	Yes	1	Yes	1	Yes	1	11.5
15	S 5th W & W 7th S	Intersection	131	1	Yes	1	Yes	1	No	0	9.0
16	N 2nd E & Lorene St	Intersection	131	1	No	0	No	0	No	0	1.5
17	Pioneer Rd & Main St	Intersection	127	1	Yes	1	No	0	No	0	6.5
18	N 2nd E & E 15th N	Intersection	126	1	No	0	No	0	No	0	1.5
19	W 1st N & N 2nd W	Intersection	116	1	Yes	1	Yes	1	No	0	9.0
20	Center St & E 7th S	Intersection	114	1	Yes	1	No	0	Yes	1	9.0

EPDO Scoring Key	
Score 5:	EPDO ≥ 400
Score 4:	300 ≤ EPDO < 400
Score 3:	200 ≤ EPDO < 300
Score 2:	150 ≤ EPDO < 200
Score 1:	EPDO < 150

NOTES:

- Weights in Row 2 should sum to 1.0 for proper 0-10 scaling
- TSP/CIP and Public Concern columns: Enter 'Yes' or 'No' to populate scores
- Total Priority Score ranges from 0 to 10, with higher scores indicating higher priority
- Binary criteria (Poverty, TSP/CIP, Public Concern): Yes = 1, No = 0

Appendix G: Implementation Grant Project Overview and Cost Estimate



KELLER ASSOCIATES
100 East Bower Street, Suite 110
Meridian, ID 83642
(208) 288-1992

PRELIMINARY
Not For Construction

NO.	REVISIONS	DATE

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REXBURG, IDAHO ESTABLISHED 1883

SAFE STREETS AND ROADS FOR ALL (SS4A)

PEDESTRIAN EMPHASIS DISTRICT IMPLEMENTATION PACKAGE

DRAWN: -- CHECK: --

VERIFY SCALE: Scales based on 22"x34" prints.

1-1/2 Inches

PROJECT NO. 225091-001 PAGE

SHEET NO. 1 OF 1

PRINTED: 4/7/2026 8:34 AM
LAST SAVED: 4/7/2026 7:42 AM
J:\225091 REXBURG\001 SS4A ACTION PLANC_DESN_CAD\2_PRELIM\D_PLANS\FIGURE 7 - E1STS TO E7THS.DWG

KELLER ASSOCIATES

100 E Bower St, Suite 110 Meridian, Idaho 83642
Phone: 208.288.1992 - kellerassociates.com

Project: 225091-001
Engineer: S. Gillie
Client: Rexburg, ID
Printed: 5/6/2026

Pedestrian Emphasis District (BYU-Idaho Area)

Opinion of Probable Cost

		Corridors			
		S 2nd West 4th to 7th S	S 1st W 2nd to 5th S	S 2nd E 3rd to 7th S	TOTAL
Construction item	**Unit Cost**				
High-Visibility Crosswalk (per locaiton)	$ 4,000	☐	8	4	
Street Lighting (per light)	$ 15,000	4	6	6	
RRFB (per device)	$ 20,000	☐	8	☐	
Bulbouts (per crossing)	$ 30,000	☐	8	4	
Miscellaneous Roadway Items	$ 1,000,000	☑	☐	☐	
Subtotal		**$ 1,100,000**	**$ 656,000**	**$ 230,000**	**$ 1,986,000**
Mobilization, Bonding, & Insurance	10%	$ 110,000	$ 65,600	$ 23,000	
Construction Contigency (Change Orders)	5%	$ 55,000	$ 32,800	$ 11,500	
Funding Requirements (AIS, BABA, Davis Bacon, Etc.)	5%	$ 55,000	$ 32,800	$ 11,500	
Construction Subtotal		**$ 1,320,000**	**$ 787,200**	**$ 276,000**	**$ 2,383,200**
Preliminary Engineering	15%	$ 198,000	$ 118,080	$ 41,400	
Construction Engineering and Inspection	10%	$ 132,000	$ 78,720	$ 27,600	
ITD/LHTAC Administration	5%	$ 66,000	$ 39,360	$ 13,800	
Soft Cost Subtotal		**$ 396,000**	**$ 236,160**	**$ 82,800**	**$ 714,960**
Opinion of Construction Cost		**$ 1,716,000**	**$ 1,023,360**	**$ 358,800**	**$ 3,098,160**
Opinion Range Rounded to the Nearest Thousand	**-15%**	**$ 1,459,000**	**$ 870,000**	**$ 305,000**	**$ 2,634,000**
Class IV, -15% to +50%	**50%**	**$ 2,574,000**	**$ 1,536,000**	**$ 539,000**	**$ 4,649,000**

COMBINED TOTAL (CORRIDORS + INTERSECTIONS)			
CONTINGENCY	-15%	**$**	**4,242,000**
	50%	**$**	**7,476,000**

The opinion of most probable cost herein is based on our perception of current conditions at the project location. This estimate reflects our opinion of probable costs at this time and is subject to change as the project design matures. Keller Associates has no control over variances in the cost of labor, materials, equipment, services provided by others, contractor's methods of determining prices, competitive bidding or market conditions, practices or bidding strategies. Keller Associates cannot and does not warrant or guarantee that proposals, bids or actual construction costs will not vary from the costs presented herein.

		Intersections															
		S 3rd W W 2nd S	S 2nd W W 1st S	S 2nd W W 1st S	S 2nd W W 2nd S	S 2nd W W 5th S	S 2nd W W 6th S	S 2nd W W 7th S	S 1st W W 2nd S	S 1st W W 7th S	S Center St W 2nd S	S Center St W 7th S	S College Ave W 2nd S	S 1st E E 1st S	S 1st E E 2nd S	S 1st E W 3rd S	S 2nd E W 2nd S	TOTAL
Construction item	**Unit Cost**																	
High-Visibility Crosswalk (per locaiton)	$ 4,000	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☑	☑	☑	☑	☑	
Signs (per locaiton)	$ 2,500	☑	☑	☑	☐	☑	☑	☐	☐	☐	☑	☐	☑	☑	☑	☑	☑	
Street Lighting (per locaiton)	$ 20,000	☑	☑	2	☐	☑	☑	☐	☐	☐	☑	☐	☑	☑	☑	☑	☑	
RRFB (per device)	$ 20,000	☐	2	☐	☐	3	2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	
PHB (per crossing)	$ 100,000	☐	☐	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	
Median Refuge Island (each)	$ 30,000	☐	☑	☑	☐	☐	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	
Leading Pedestrian Intervals (each)	$ 1,500	☐	☐	☐	☑	☐	☐	☑	☑	☑	☐	☑	☐	☐	☐	☐	☐	
Bulbouts (per crossing)	$ 30,000	☐	☐	2	☐	2	2	☐	☐	☐	4	☐	4	☐	4	☐	☐	
Subtotal		**$ 26,500**	**$ 96,500**	**$ 236,500**	**$ 5,500**	**$ 146,500**	**$ 156,500**	**$ 5,500**	**$ 5,500**	**$ 5,500**	**$ 146,500**	**$ 1,500**	**$ 146,500**	**$ 26,500**	**$ 146,500**	**$ 26,500**	**$ 26,500**	**$ 1,205,000**
Mobilization, Bonding, & Insurance	10%	$ 2,650	$ 9,650	$ 23,650	$ 550	$ 14,650	$ 15,650	$ 550	$ 550	$ 550	$ 14,650	$ 150	$ 14,650	$ 2,650	$ 14,650	$ 2,650	$ 2,650	
Construction Contigency (Change Orders)	5%	$ 1,325	$ 4,825	$ 11,825	$ 275	$ 7,325	$ 7,825	$ 275	$ 275	$ 275	$ 7,325	$ 75	$ 7,325	$ 1,325	$ 7,325	$ 1,325	$ 1,325	
Funding Requirements (AIS, BABA, Davis Bacon, Etc.)	5%	$ 1,325	$ 4,825	$ 11,825	$ 275	$ 7,325	$ 7,825	$ 275	$ 275	$ 275	$ 7,325	$ 75	$ 7,325	$ 1,325	$ 7,325	$ 1,325	$ 1,325	
Construction Subtotal		**$ 31,800**	**$ 115,800**	**$ 283,800**	**$ 6,600**	**$ 175,800**	**$ 187,800**	**$ 6,600**	**$ 6,600**	**$ 6,600**	**$ 175,800**	**$ 1,800**	**$ 175,800**	**$ 31,800**	**$ 175,800**	**$ 31,800**	**$ 31,800**	**$ 1,446,000**
Preliminary Engineering	15%	$ 4,770	$ 17,370	$ 42,570	$ 990	$ 26,370	$ 28,170	$ 990	$ 990	$ 990	$ 26,370	$ 270	$ 26,370	$ 4,770	$ 26,370	$ 4,770	$ 4,770	
Construction Engineering and Inspection	10%	$ 3,180	$ 11,580	$ 28,380	$ 660	$ 17,580	$ 18,780	$ 660	$ 660	$ 660	$ 17,580	$ 180	$ 17,580	$ 3,180	$ 17,580	$ 3,180	$ 3,180	
ITD/LHTAC Administration	5%	$ 1,590	$ 5,790	$ 14,190	$ 330	$ 8,790	$ 9,390	$ 330	$ 330	$ 330	$ 8,790	$ 90	$ 8,790	$ 1,590	$ 8,790	$ 1,590	$ 1,590	
Soft Cost Subtotal		**$ 9,540**	**$ 34,740**	**$ 85,140**	**$ 1,980**	**$ 52,740**	**$ 56,340**	**$ 1,980**	**$ 1,980**	**$ 1,980**	**$ 52,740**	**$ 540**	**$ 52,740**	**$ 9,540**	**$ 52,740**	**$ 9,540**	**$ 9,540**	**$ 433,800**
Opinion of Construction Cost		**$ 41,340**	**$ 150,540**	**$ 368,940**	**$ 8,580**	**$ 228,540**	**$ 244,140**	**$ 8,580**	**$ 8,580**	**$ 8,580**	**$ 228,540**	**$ 2,340**	**$ 228,540**	**$ 41,340**	**$ 228,540**	**$ 41,340**	**$ 41,340**	**$ 1,879,800**
Opinion Range Rounded to the Nearest Thousand	**-15%**	**$ 36,000**	**$ 128,000**	**$ 314,000**	**$ 8,000**	**$ 195,000**	**$ 208,000**	**$ 8,000**	**$ 8,000**	**$ 8,000**	**$ 195,000**	**$ 2,000**	**$ 195,000**	**$ 36,000**	**$ 195,000**	**$ 36,000**	**$ 36,000**	**$ 1,608,000**
Class IV, -15% to +50%	**50%**	**$ 63,000**	**$ 226,000**	**$ 554,000**	**$ 13,000**	**$ 343,000**	**$ 367,000**	**$ 13,000**	**$ 13,000**	**$ 13,000**	**$ 343,000**	**$ 4,000**	**$ 343,000**	**$ 63,000**	**$ 343,000**	**$ 63,000**	**$ 63,000**	**$ 2,827,000**