Teton County, WY and Teton County, ID Wildlife-Vehicle Collision Database Summary

May 2023 – April 2024

Prepared by:
Megan Smith, Alyson Courtemanch and Renee Seidler
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Jackson Hole Wildlife Foundation
PO Box 8042, Jackson, WY 83002
jhwildlife.org

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On the Cover: South 89 Ross Plateau Underpass

Original Photo: Chris Colligan, Teton County Public Works Project Manager

Author Affiliations:
Megan Smith – EcoConnect Consulting LLC
Alyson Courtemanch – Wyoming Game and Fish Department
Renee Seidler – Jackson Hole Wildlife Foundation

Partner Organization Reviewers:
Bob Hammond – Resident Engineer, Wyoming Department of Transportation
Chris Colligan – Project Manager, Teton County Public Works

Table of Contents

Executive Summary 2

Teton County, WY 4

- Introduction 4
- Methods 5
- Results 5
- Discussion 10

Teton County, ID 12

- Introduction 12
- Methods 12
- Results 12
- Discussion 13

Combined Resources 15

- Suggested Citation 15
- Acknowledgements 15
- References 15
- Appendix A: WVC Summary Table - Teton County, WY WVC Species Count By WVC Years 2015-2024 16
- Appendix B: WVC Summary Table - Teton County, ID WVC Species Count By WVC Years 2015-2024 17

Executive Summary

Jackson Hole Wildlife Foundation (JHWF) has collected wildlife-vehicle collision (WVC) data since the organization's inception in 1993 and has summarized this information in annual reports since 2015 with a primary focus on southern Teton County, Wyoming (WY) (Figure 1). In 2022, JHWF began including Teton County, Idaho (ID) data in JHWF's annual reports with data stretching back to 2006 (Figure 1). This WVC database serves as a resource for town and county planners, wildlife managers, land managers, elected officials, transportation planners, scientific researchers, consultants and others. The database facilitates science-based decision making regarding WVC mitigation, wildlife connectivity and transportation management.

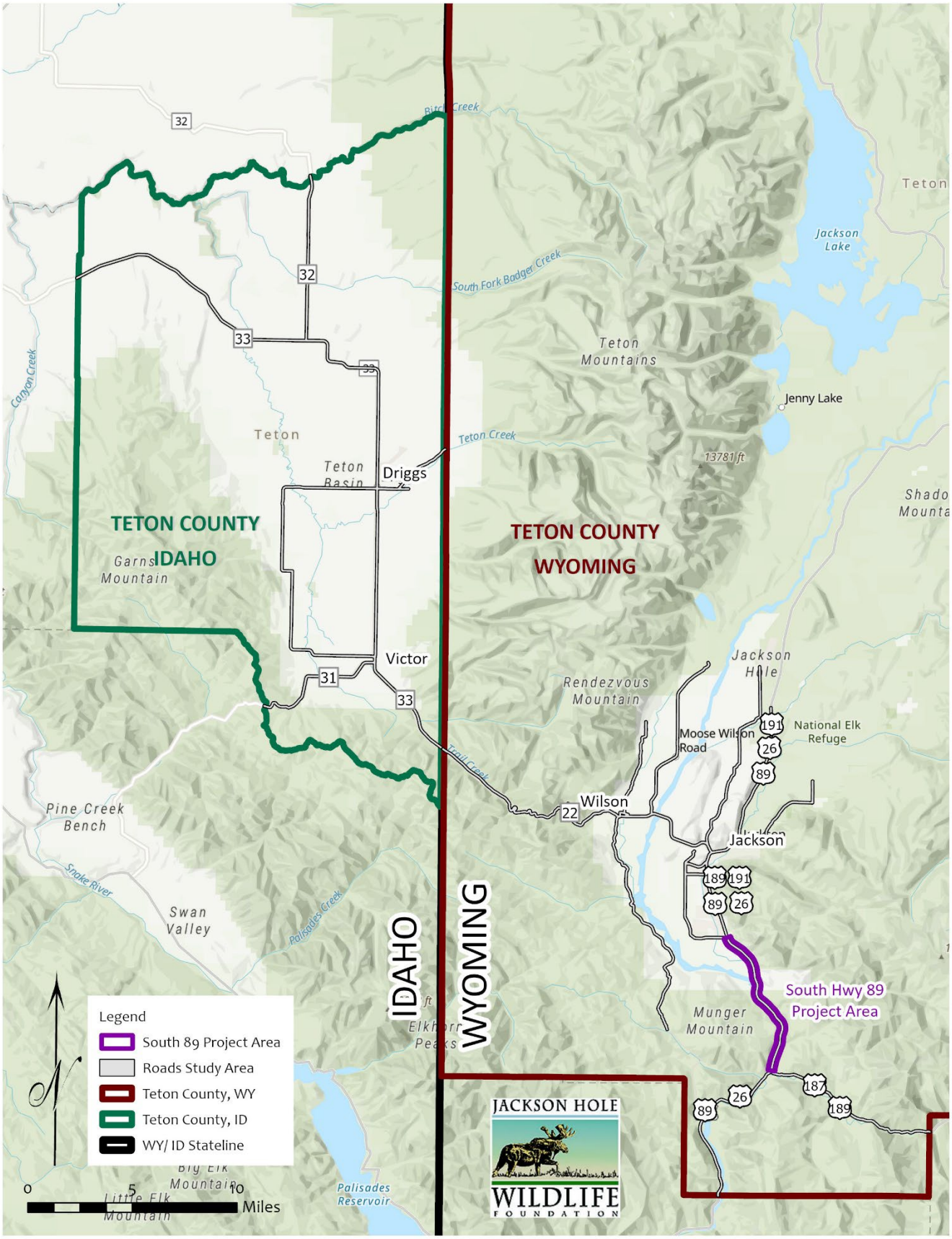
For the purposes of this and past reports, a WVC year was May 1 – April 30 (e.g., WVC Year 2024: May 1, 2023-April 30, 2024). This time period better demonstrates the seasonal trends associated with WVCs than a calendar year since WVC numbers are likely influenced by winter conditions. During more severe winters, ungulates tend to be concentrated close to roads and higher collision rates likely occur. A WVC year contains the winter season within a single WVC year rather than splitting the winter season across two calendar years. All years mentioned in this report are in reference to the WVC Yr not the calendar year, unless clearly stated otherwise.

Between May 1, 2023 and April 31, 2024 (WVC Year 2024), a total of 191 WVCs were recorded in Teton County, WY and 54 WVCs were recorded in Teton County, ID. However, given the vast underreporting of WVCs, even when rigorous survey efforts are undertaken, the actual number of WVCs are estimated to be 2x to 4x higher. Mule deer represent a large portion of the recorded WVCs (43% in Teton County, WY and 29% in Teton County, ID in WVC Yr 2024). Typically, mule deer vehicle collisions are largely driven by winter severity (i.e. snow depth). However, mule deer vehicle collisions in Teton County, WY for 2024 were lower than previous years. The fact that mule deer vehicle collisions were lower in 2024 may have been due to annual fluctuations in weather and road conditions as well as a beneficial change from the new wildlife crossings projects on US Highway South 89 (South 89).

Long-term trends in WVC annual and seasonal patterns can help elucidate what factors may lead to increased WVC. However, trends are less useful for targeting locations of management efforts. Mapping WVC hotspots in Teton County, WY and Teton County, ID assist with defining target areas for mitigation measures and informing agency decision-making with science.

This year's Wildlife-Vehicle Collision Database Summary departs from the structure of previous reports. Following the completion of the South 89 wildlife crossings project in summer 2023, this 2023–2024 annual summary focuses on South 89 rather than on the entirety of Teton County, Wyoming, and Teton County, Idaho. While summary data for the full dataset are included, this report primarily examines findings within the South 89 wildlife crossings project area.

Figure 1. Teton County, WY and Teton County, ID Study Areas



Teton County, WY

Introduction

Jackson Hole Wildlife Foundation (JHWF) has collected wildlife-vehicle collision (WVC) data in Teton County, WY since the organization's inception in 1993. These data are collected as carcass reports by trained citizen scientists. In 2003, Biota Consulting summarized JHWF's data (Biota Research and Consulting, Inc 2003) and then in 2011 Huijser et al. wrote a comprehensive report using these data for specific sections of highway within Teton County. However, neither of these efforts comprehensively incorporated all datasets available (e.g., Wyoming Department of Transportation [WYDOT] crash data) or all major roadways in Teton County, WY. In 2014, Teton Science Schools' Teton Research Institute built a comprehensive Teton County, WY WVC database for JHWF (Teton Research Institute of Teton Science Schools 2014). The goal was to collate and standardize WVC data from citizens, Wyoming Game and Fish Department (WGFD) vehicle collision observations, and WYDOT roadside carcasses and crash reports so that these data could be viewed and utilized in a comprehensive manner. The resulting WVC database is therefore the combination of both carcass and crash data.

JHWF's WVC database serves as a data hub for use by town and county planners, wildlife managers, land managers, elected officials, transportation planners, scientific researchers, consultants, and others. The database facilitates science-based decision making regarding WVC mitigation, wildlife connectivity and transportation management.

In 2015, JHWF began creating reports summarizing these data for use by government agencies and other partners. These reports focused on southern Teton County, WY (Figure 1) as Grand Teton National Park maintains its own database. Much of northern Teton County is contained within Yellowstone National Park. Data were also collected for roads in the Alta area and Togwotee Pass. These summaries have influenced many management actions for wildlife protection along roadways in Teton County, WY including:

- a collaborative signage program between JHWF, Wyoming Game and Fish Department, Teton County, and Wyoming Department of Transportation (WYDOT) to increase awareness near WVC hotspots was initiated in 2006 and is on-going today;
- the creation of a county-wide plan to mitigate WVC and increase landscape permeability across roads (Huijser, et al. 2018; https://jacksontetonplan.com/295/Wildlife-Crossings-Master-Plan);
- reduction of the nighttime speed limit on WY 390 and installation of radar speed signs;
- reduction of the speed limit on Broadway between Scott Lane and Flat Creek Drive and installation of radar speed signs along this section of roadway;
- the creation of overwhelming public support for a 2019 Teton County Specific Purpose Excise Tax fund for mitigating WVC and increasing connectivity with wildlife crossings; and
- the use of WVC data to inform and design several wildlife crossing structures and fencing projects with WYDOT and Teton County including:
    - South 89 from South Park Loop at Melody Ranch to Hoback (six wildlife underpasses and funnel fence for the entire project length),
    - The Snake River Bridge Project at the intersection of WY 22 and 390 (22 – 390 project; four wildlife underpasses and funnel fencing)
    - Wildlife crossing design projects on WY 22, US Highway 189/ 191 south of Hoback and North 89;
- reduction of the speed limit on Ski Hill Road in Alta, WY and accessed through Teton County, Idaho.

Each of these progressive efforts aim to reduce WVCs and increase landscape permeability for wildlife. The greatest protection for wildlife that allows safe movement across roadways, particularly within the context of

continually increasing traffic and widening roadways, has been the installation of well-designed and accurately placed wildlife crossing structures with accompanying funnel fencing (on average, an 86% reduction in WVC; Huijser, et al. 2009).

Through past efforts and JHWF's partnership with WYDOT and Teton County, wildlife underpasses and associated fencing have recently been implemented on both the South 89 expansion project south of Jackson (completed summer of 2023) and the Hwy 22/ 390 intersection (22 – 390 project). The 22 - 390 project included realignment of the intersection and reconstruction of the Snake River Bridge. This project was initiated in the summer of 2023 and completed in the summer of 2025 (*C. Colligan, Teton County Public Works, pers. commun.*).

With the use of JHWF's wildlife-vehicle collision database, both South 89 and 22 – 390 projects present an opportunity to examine the effects of WVC mitigation efforts on the number and location of WVCs reported annually within Teton County. Therefore, this document is not a full report as has been completed in prior years, but is rather a summary providing county-wide data (Teton County, WY and Teton County, ID) and project-specific figures on the South 89 mitigation project. Data from the 22-390 project will be analyzed in future years.

Methods

Please refer to the *Teton County, WY and Teton County, ID Wildlife-Vehicle Collision Database Summary Report May 2022 – April 2023* for methodology details.

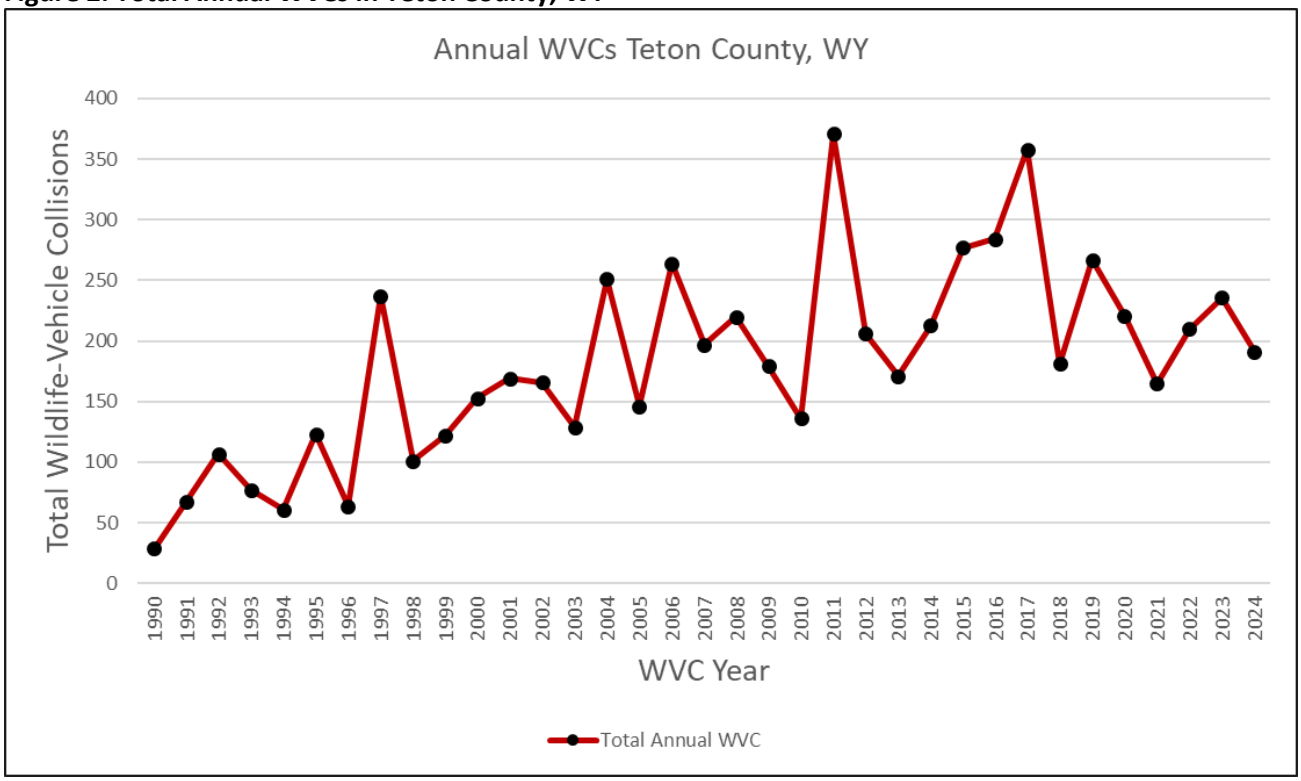
Results

2023-2024 Data

There were 191 total reported WVCs in Teton County, WY during WVC Year 2024 (May 1, 2023 and April 30, 2024; Figure 2). This number was lower than the previous two year's total reported WVCs (Figure 2). Previous high years, 2011 and 2017, may have been influenced by severe winters which may have pressured animals to concentrate near roadways. In the last 15 years, total annual WVCs appear to follow a similar pattern to reported total annual snowfall in Jackson, WY (snowfall on the valley floor; NOAA 2024). Winter 2022/2023 was severe with prolonged deep snow. Notably, WVCs did not show a marked increase during that winter, likely due to the positive impact of the recently completed South 89 wildlife crossings project, which had previously been a stretch of road with relatively high mule deer WVCs.

The total number of reported WVCs in WVC Year 2024 (191) was 20% (48 WVCs) below the ten-year average of 239 WVCs per year. Since WVC Year 2015, the dataset has been heavily weighted by ungulate species. Elk represented 17%, moose 6% and mule deer 66% of the total WVCs reported over ten years (WVC Yrs 2015-2024). Six other species each represented 1-3% of the WVCs counted during these ten years. These six species included coyote, North American porcupine, northern racoon, red fox, striped skunk and white-tailed deer. The remaining species each represented less than 1% of the ten-year dataset (Appendix A).

Figure 2. Total Annual WVCs in Teton County, WY



County Highway Trends

Previous reports have included data summarized in both graphs and hotspot maps for WVCs by species and major roadways. Please refer to the hotspot maps in the 2023 Report for county-wide information over the previous ten-year timeframe. These maps do not change markedly from year to year as they display an aggregate of ten years of observations. However, major infrastructure changes, such as the South 89 wildlife crossing project, can alter hotspots. Therefore, the WVC 2024 Teton County, WY analysis will focus on this project area.

South 89 Project Area

The South 89 wildlife crossings project was located on the highway from South Park Loop at Melody Ranch to Hoback (MP 141.4 – 148.6; Figure 1 & Figure 4). This construction project was constructed in two phases (north and south). While the north phase crossing structures were constructed and the fence was partially constructed by November 2018, both the north and south phases were fully completed in the summer of 2023 (including gates, etc. in the northern phase).

The WVC tables presented here are limited to within the project area only. Furthermore, the data in the tables were divided into two timeframes, omitting the multi-phase construction period dates (May 1, 2018 – April 30, 2023) to avoid presenting unusual wildlife movements that may have occurred during construction of both the north and south phases.

Timeframes analyzed:

- Pre-Construction = WVC Yrs 2014 - 2018 inclusive (May 1, 2013 – April 30, 2018)
- Post-Construction = WVC Yr 2024 (May 1, 2023 – April 30, 2024; construction completed summer 2023).

Data from WVC Years of 2019-2023 were not analyzed as, this was the construction period., In the one-year post-construction (WVC Yr 2024), the number of WVCs in the project area decreased in comparison to a 5-year average of pre-construction years from 2014-2018.

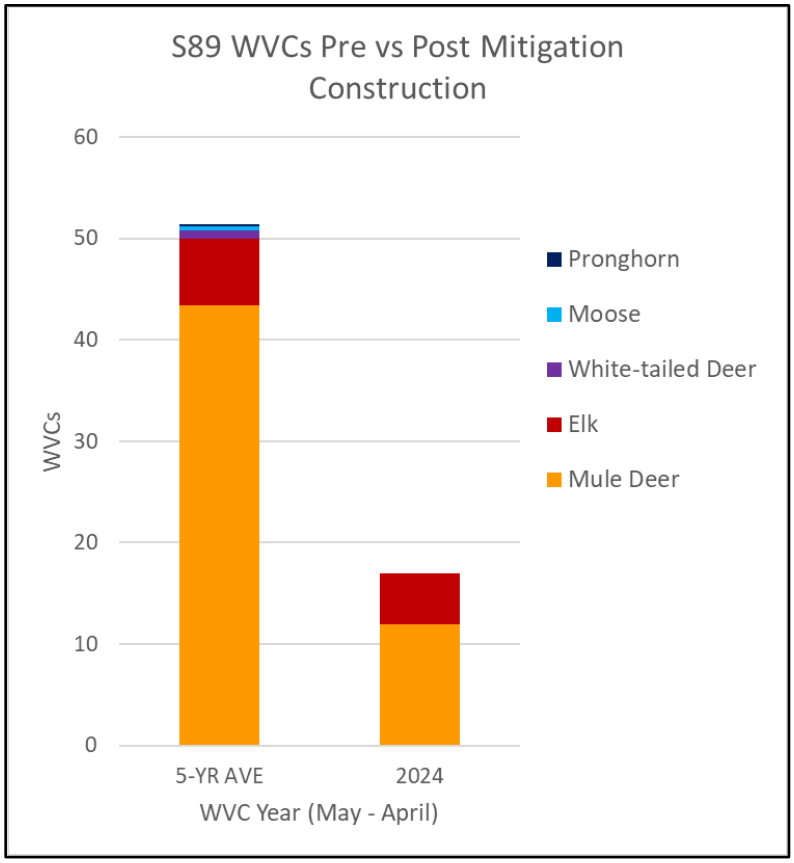
The WVC counts in Table 1 compare total ungulate WVCs in the project area for individual pre-construction years (WVC Yrs 2014-2018), pre-construction five-year average and one-year post-construction (WVC Yr 2024). WVCs in the first-year post project completion were reduced by approximately 68% when compared to the five-year average pre-construction (Figure 5). This comparison will become more robust as additional data are collected in future years and incorporated, increasing confidence in the results.

Table 1. Pre-Construction vs Post-Construction Total Ungulate WVCs in South 89 project area

WVC Count*	WVC YEAR MAY - APRIL						
	PRE CONSTRUCTION 2014-2018						POST CONSTRUCTION 2024
SPECIES	2014	2015	2016	2017	2018	5-YR AVE	2024
Pronghorn					1	**0.2**	**0**
Moose				2		**0.4**	**0**
White-tailed Deer	1		1	2		**0.8**	**0**
Elk	8	3	7	10	5	**6.6**	**5**
Mule Deer	27	47	49	66	28	**43.4**	**12**
Total	**36**	**50**	**57**	**80**	**34**	**51.4**	**17**

*WVC within South 89 project mitigation area

Figure 3. Pre-Construction Average vs Post-Construction Total Ungulate WVCs



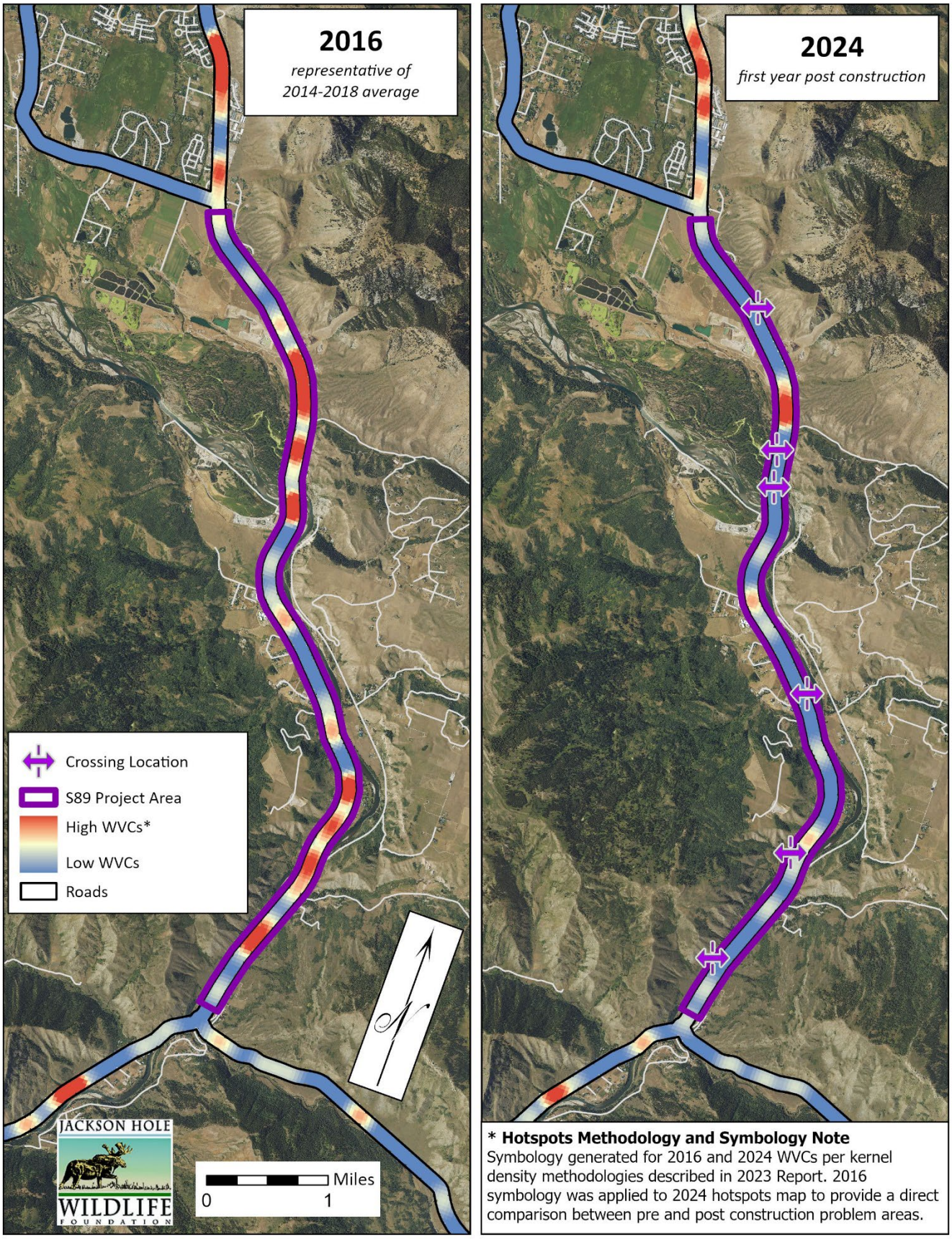
A visual comparison of pre- and post-construction WVCs illustrates differences in hotspot locations between 2016 (representative of pre-construction conditions) and 2024 (Figure 4). Among the five pre-construction years analyzed, 2016 had collision totals most similar to the five-year average. Because kernel density analyses (the methods used to create Figure 4) are based on the spatial distribution of individual events, an "average" year cannot be represented as a single, meaningful map. Depicting cumulative data across years would obscure year-specific hotspot locations and could produce spatial patterns that do not reflect observed conditions in any one year, such as overinflation of some hotspots.

The hotspot color spectrum in Figure 4 is identical in both the 2016 and 2024 map panels in order to ensure a direct comparison between the two years. Hotspot locations within the project area were noticeably reduced post-construction. Installed crossing structures are shown in the 2024 map panel.

Photo 1. Flat Creek Underpass in South 89 Project Area (photo credit: C. Colligan)

Photo 2. Mule Deer successful use of South 89 Project Area underpass north of WYDOT yard (photo credit: WYDOT)

Figure 4. WVC hotspot locations and relative density Pre and Post-Construction



Discussion

Teton County, Wyoming

Wildlife-vehicle collision observations are typically underreported. Conservative estimates suggest that wildlife-vehicle collisions are 2-4 times higher than what is reported (Huijser, et al. 2008). Some animals are injured but able to move away from the roadway before dying or succumbing to their injuries, undetected. Furthermore, carcass persistence is low for smaller species, such as birds and small mammals, and it is difficult to see smaller carcasses while driving (Guinard et al. 2012; Teixeira et al. 2013). Therefore, small carcasses are rarely reported to databases like ours. Even large-bodied animal carcasses can disappear from roadways. Scavengers can drag them substantial distances and carcasses in the lanes of traffic can be removed by agency personnel or concerned citizens who may not report them. Our data are a compilation of multiple data sources that are collected using various non-standardized methods, so these numbers should be considered a minimum count. It should be assumed that the true numbers are significantly higher.

Between May 1, 2023 and April 30, 2024 (WVC Yr 2024), a total of 191 WVCs were recorded. However, given the vast underreporting of WVCs, even when rigorous survey efforts are undertaken, the actual number of WVCs were likely 380-760, or 2x to 4x higher (Guinard et al. 2012; Slater 2002; Teixeira et al. 2013). Long-term trends in WVC annual and seasonal patterns can help elucidate what factors may lead to increased WVC. However, trends are less useful for targeting locations where management efforts could be focused. Mapping WVC hotspots in Teton County defines important target areas for mitigation, informing agency decision-making with science.

South 89 Wildlife Crossings Project Area

Wildlife crossings in conjunction with funnel fencing have been shown to reduce WVC on average by 86% (Huijser, et al. 2009) and up to 97% (ARC Solutions 2020). It is common for animals to spend a couple of years, two to three for ungulates and up to six years for carnivores (Clevenger, Ford and Sawaya 2009), to learn the crossing locations. Nonetheless, early data from the South 89 project area show a promising 68% reduction in WVC just one year after the full installation of crossing structures and fencing. The results are twofold: not only did WVCs within the project area drop from a five-year average of 51 to 17, but the geographic distribution of these remaining incidents offers key insights into movement patterns and a small number of locations where problems continue to occur. These data have helped point local agencies and JHWF to a few locations that need follow-up investigation and potential fixes.

WVC hotspots outside the project area are similarly located pre-construction (represented by WVC Yr 2016) and post-construction (WVC Yr 2024) while post-construction, WVC hotspots within the project area are reduced. Furthermore, crossing structures installed in the project area are associated with fewer and less intense WVC hotspots.

Numerous human access points, such as gates and driveways, throughout the project area, while necessary, can produce unintended wildlife permeability in the exclusionary fence. Any wildlife breach, whether via access roads, pedestrian gates, or snow-packed cattle guards, can allow wildlife to enter the right-of-way. These animals are vulnerable to a vehicle collision until they can exit the right-of-way via a jump-out (escape ramp).

Local agencies and the Jackson Hole Wildlife Foundation are using the best management tools currently available to reduce WVC and increase landscape permeability for wildlife. Wildlife crossings help keep animals off the road surface while connecting their habitat. Funnel fence increases the chances of animals using the crossings and not using the road surface. Educational signage increases driver awareness in problem areas. Based on the maps presented here, efforts are already underway to fortify access points at persistent locations

where WVCs continue to be detected. Ongoing mitigation refinements, paired with wildlife acclimation to the new structures, will enhance safety for both motorists and animals.

Trends

Since 1990, when roadkill data collection efforts began in Teton County, the number of reported WVCs has generally increased (Figure 2). The reason for this increase is not precisely known and could be due to a combination of factors including an increasing human population and visitors in Teton County, increased traffic, and changes in wildlife populations or movements.

In recent years, it appears that WVCs are leveling off. The reasons for this are also uncertain and complex but several possibilities include milder winters, traffic volumes increasing to a level that creates a barrier effect to wildlife movement, and/or the success of recently constructed wildlife crossings and funnel fence, like the mitigation on South 89. This type of mitigation has repeatedly been shown to significantly reduce WVC while maintaining wildlife movement across a roadway. On the opposite spectrum, wildlife populations that are exposed to roads with high traffic volumes will change their movement behaviors and cease to cross a busy road. While a cessation of wildlife movement across a roadway could also contribute to reduced WVC (Riginos, Fairbank, et al. 2022, Riginos, Smith, et al. 2018) it does not maintain wildlife movement patterns.

Continued collection of WVC data is essential for identifying longitudinal shifts in road safety and landscape permeability. Long-term datasets provide the necessary baseline to evaluate fluctuations in collision rates over time.

The completion of the South 89 project, combined with the recently completed improvements at the WY 22 and 390 intersection, provide a window to assess the efficacy of large-scale mitigation. Although wildlife crossing structures are among the most effective methods for reducing WVCs and restoring habitat connectivity (Huijser et al., 2009), their high capital cost is one factor that limits their application across all roadways. There are also roadways in Teton County that are less conducive to wildlife crossing structures and fencing due to small, private land parcels and driveways, topography, and slope instability. Consequently, driver behavior remains a vital variable, especially as traffic volumes in Teton County continue to rise. To complement structural mitigation, driver education and awareness campaigns aimed at fostering the behavioral changes necessary to further reduce collisions remain important.

Teton County, ID

Introduction

Jackson Hole Wildlife Foundation (JHWF) has collected wildlife-vehicle collision (WVC) data since the organization's inception in 1993 and has summarized this information in annual reports since 2015. However, the 2021-2022 report was the first to include data from Teton County, ID. Inclusion of Teton County, ID data into JHWF's long-term database helps ensure protection of wildlife across jurisdictions.

These data are inclusive of Idaho Department of Fish and Game (IDFG) and Nature Mapping Jackson Hole data. Since the methodologies and level of effort for collecting these data differs between Teton County, ID and Teton County, WY, the data are analyzed in a separate report section.

As with all datasets, the hope is that increased data collection efforts will grow the dataset and increase awareness of WVCs. Through collaborative efforts, these Teton County, ID data can inform future mitigation projects and education campaigns aimed at reducing WVCs and increasing landscape permeability for wildlife in the county and across multijurisdictional boundaries.

One such opportunity exists on Teton Pass where WY 22 and ID 33 merge. Despite differing traffic patterns between the two counties, these highways serve as a critical regional link and WVC hotspots are contiguous across the jurisdictional boundary. This corridor supports high daily traffic volumes from commuters, recreationists, and visitors, with average daily traffic levels above 12,500 vehicles per day (FHWA 2024). Because wildlife movement occurs across jurisdictional boundaries, maintaining a cross-border dataset is essential. A unified data approach across county and state lines will enhance collaborative mitigation efforts, benefiting both public safety and wildlife connectivity.

Methods

Please refer to the *Teton County, WY and Teton County, ID Wildlife-Vehicle Collision Database Summary Report May 2022 – April 2023* for methodology details.

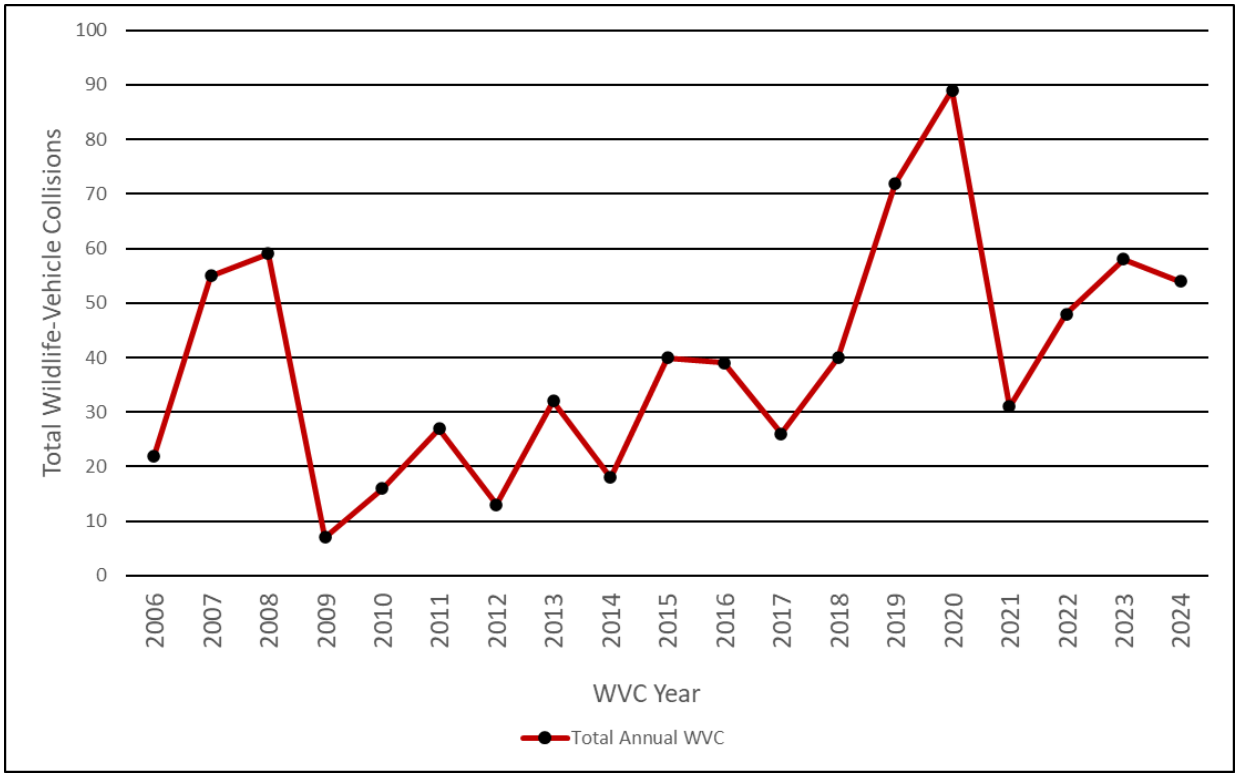
Results

2023-2024 Data

There were 54 total reported WVCs in Teton County, ID between May 1, 2023 and April 30, 2024 (WVC Yr 2024; Appendix B). The number of reported WVCs in this period was lower than in the previous year (58).

An analysis of WVC trends in Teton County, ID, over a 20-year period reveals significant annual fluctuations (Figure 5). Longitudinal documentation of these trends is important for assessing general risks to both wildlife and motorists, while the identification of hotspots offers critical insight into priority areas for future mitigation. While previous summary reports included detailed hotspot mapping, those analyses have not been updated for this report. Because these high-density clusters typically remain robust as data accumulate, frequent updates often yield redundant results. Updated hotspot mapping will be provided in future reports as significant shifts in data density or land-use changes occur.

Figure 5. Total Annual WVCs in Teton County, ID 2006-2024.



Discussion

Teton County, ID

As with all datasets, the continued growth of this longitudinal dataset is important for improving the resolution of our findings and supporting evidence-based management decisions. WVC observations are typically underreported, and this is particularly true at the beginning stages of data collection efforts. Conservative estimates suggest that WVCs are 2-4 times higher than what is reported (Huijser, et al. 2008). Some animals are injured but able to move away from the roadway before dying or succumbing to their injuries, undetected. Furthermore, carcass persistence is low for smaller species, such as birds and small mammals, and it is difficult to see smaller carcasses while driving (Guinard et al. 2012; Teixeira et al. 2013). Therefore, small carcasses are rarely reported to databases like ours. Even large-bodied animal carcasses can disappear from roadways. Scavengers can drag them substantial distances and carcasses in the lanes of traffic can be removed by agency personnel or concerned citizens who may not report them. These WVC data are incidental and primarily collected by community scientists, so these numbers should be considered a minimum count and it should be assumed that the true numbers are significantly higher.

Between May 1, 2023 and April 30, 2024 (WVC Yr 2024), a total of 54 WVCs were recorded in Teton County, ID. However, given the vast underreporting of WVCs, the actual number of WVCs were likely at least 108-216 or 2x to 4x higher (Guinard et al. 2012; Slater 2002; Teixeira et al. 2013). Long-term trends in WVC annual and seasonal patterns can help elucidate what factors may lead to increased WVC. However, trends are less useful for targeting locations where management efforts could be focused. Mapping WVC hotspots in Teton County, ID defines important target areas for mitigation, informing agency decision-making with science (*most recent Teton County, ID maps are contained in WVC Yr 2023 Report*).

Trends

Since 2006, when roadkill data collection efforts began in Teton County, ID, the overall number of reported WVCs has increased. The reason for this increase is unknown and could be due to a combination of factors including an increase in reporting effort by agencies, community scientists and the public, varying weather patterns, traffic volumes, and other factors.

Combined Resources

Suggested Citation

Jackson Hole Wildlife Foundation. 2026. Teton County Wildlife-Vehicle Collision Database Summary Report (2023-2024). Jackson, WY.

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Data were generously contributed by the dedicated community scientists of Nature Mapping Jackson Hole, WYDOT, WGFD and IDFG.

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Appendix A: WVC Summary Table - Teton County, WY

WVC Species Count By WVC Years 2015-2024

SPECIES	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
American Badger										1	**1**
American Marten					1						**1**
American Robin		1									**1**
Bighorn Sheep			4					2	3		**9**
Black Bear		1	2		1	2		5			**11**
Black-billed Magpie					1				1	2	**4**
Boreal Toad			1								**1**
Brewer's Blackbird										2	**2**
Common Muskrat									1		**1**
Common Raven	1										**1**
Coyote		3	2		2	1	1	1	5	3	**18**
Elk	29	25	46	49	34	47	37	40	38	53	**398**
Gray Wolf	1										**1**
Great Horned Owl		4					2	1			**7**
Grizzly Bear		1	1			1					**3**
Least Chipmunk		2									**2**
Long-tailed Weasel			1		1						**2**
Mallard										1	**1**
Moose	13	12	18	20	28	15	10	20	8	10	**154**
Mountain Bluebird	1				1			1			**3**
Mountain Lion				1			1			2	**4**
Mule Deer	217	223	265	105	179	132	86	119	157	83	**1,566**
North American Badger					2	2	1				**5**
North American Porcupine	2	4	4		3	1	2		3	3	**22**
Northern Raccoon	6	4	1	1	5	6		5	2	5	**35**
Osprey										1	**1**
Pronghorn				1							**1**
Red Fox	1		2	2	2	3	3	2	3	7	**25**
Red Squirrel		1					1			2	**4**
Ruffed Grouse	1								1		**2**
Snowshoe Hare									1		**1**
Striped Skunk	4		6		2	3	19	7	10	10	**61**
Tiger Salamander					1						**1**
Trumpeter Swan									1		**1**
Uinta Ground Squirrel										1	**1**
Wandering Gartersnake		1		1	2	1		1			**6**
Weasel		1									**1**
Western Tanager						2					**2**
Western Toad								1		1	**2**
White-tailed Deer		1	4	1	2	5	1	5	2	2	**23**
Yellow-bellied Marmot	1		1				1			2	**5**
Total	**277**	**284**	**358**	**181**	**267**	**221**	**165**	**210**	**236**	**191**	**2,390**

Appendix B: WVC Summary Table - Teton County, ID

WVC Species Count By WVC Years 2015-2024

Species	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
American Badger										1	**1**
American Beaver		2									**2**
American Black Bear								1		1	**2**
American Black Duck				1							**1**
American Marten									1		**1**
American Mink											**0**
American Robin						1			2		**3**
Barrow's Goldeneye						1					**1**
Black-headed Grosbeak						1					**1**
Bobcat										1	**1**
Coyote						1			1		**2**
Elk	1	4	7	7	8	4	3	5	12	3	**54**
Great Blue Heron										1	**1**
Great Horned Owl					2	1			1		**4**
Jackrabbit											**0**
Killdeer										1	**1**
Moose	9	6	4	7	6	5	5	11	1	5	**59**
Mule Deer	7	10	2	6	22	29	8	11	18	13	**126**
Muskrat						1					**1**
North American Porcupine		3				2	1		1	2	**9**
Northern Flicker						1					**1**
Northern Raccoon	3	1		4		2	1	2	1	5	**19**
Northern River Otter											**0**
Rabbit and Hares (Leporidae)	1										**1**
Red Fox	1					1	1	1		2	**6**
Red-tailed Hawk									1	2	**3**
Ring-necked Pheasant	1										**1**
Ruffed Grouse						1					**1**
Sandhill Crane										1	**1**
Sharp-tailed Grouse				1							**1**
Skunks and Stink Badgers (Mephitidae)	2	4		3							**9**
Striped Skunk					4	4	1	2	2	5	**18**
Swainson's Hawk										1	**1**
Uinta Ground Squirrel									1		**1**
Valley Gartersnake										1	**1**
Wandering Gartersnake										1	**1**
White-tailed Deer	15	9	13	11	30	34	11	14	16	8	**161**
Yellow-rumped Warbler								1			**1**
Total	**40**	**39**	**26**	**40**	**72**	**89**	**31**	**48**	**58**	**54**	**497**