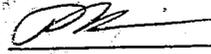


**AGENDA ITEM SUMMARY**

DATE: 1/6/14 DEPARTMENT: PW - Engr DEPT. HEAD SIGNATURE: 

**SUBJECT:** Consideration of Resolution 2014-03 to adopt ADA Inventory Summary Report & Transition Plan

**AUTHORITY:**  ID Code \_\_\_\_\_  IAR \_\_\_\_\_  City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

The attached ADA Plan was introduced to the City Council at the December 16, 2013 meeting. The spreadsheets and maps are not included as they have not been revised since the previous meeting.

At that meeting questions were raised as to the purpose of this plan and its possible impact on our capital plans. The City Attorney has provided a memo (attached) addressing these questions. Based upon his research changes have been made to the Plan.

On page 3 I have included the designation of myself as the Responsible Official to satisfy requirement 28 C.F.R. 35.150(d)(3)(iv). On page 23 I have added in the Phasing of Improvements section a priorities listing for sidewalks, ramps/intersections and driveway approaches. Your input on the priorities ranking would be appreciated.

This plan is a requirement of the LHTAC Application for the River Street Grant and needs to be adopted prior to January 23 if we are to apply for the grant.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:** Caselle # \_\_\_\_\_  
Budget Line Item # \_\_\_\_\_ YTD Line Item Balance \$ \_\_\_\_\_  
Estimated Hours Spent to Date: \_\_\_\_\_ Estimated Completion Date: \_\_\_\_\_  
Staff Contact: \_\_\_\_\_ Phone # \_\_\_\_\_  
Comments: \_\_\_\_\_

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IF APPLICABLE)**

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> City Administrator | <input type="checkbox"/> Library             | <input type="checkbox"/> Benefits Committee |
| <input type="checkbox"/> City Attorney      | <input type="checkbox"/> Mayor               | <input type="checkbox"/> Streets            |
| <input type="checkbox"/> City Clerk         | <input type="checkbox"/> Planning            | <input type="checkbox"/> Treasurer          |
| <input type="checkbox"/> Building           | <input type="checkbox"/> Police              | _____                                       |
| <input type="checkbox"/> Engineer           | <input type="checkbox"/> Public Works, Parks | _____                                       |
| <input type="checkbox"/> Fire Dept.         | <input type="checkbox"/> P & Z Commission    | _____                                       |

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Motion to approve Resolution 2014-03 adopting the ADA Inventory Survey Report and Transition Plan.

**ADMINISTRATIVE COMMENTS/APPROVAL:**

City Administrator \_\_\_\_\_ Dept. Head Attend Meeting (circle one) Yes No

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_

City Clerk \_\_\_\_\_



**CITY OF HAILEY  
RESOLUTION 2014-03**

**RESOLUTION OF THE CITY COUNCIL FOR THE CITY OF HAILEY, IDAHO,  
ADOPTING THE HAILEY ADA INVENTORY SUMMARY REPORT  
& TRANSITION PLAN**

WHEREAS, the Hailey City Council seeks to establish a comprehensive ADA compliance plan for the City of Hailey;

WHEREAS, the purpose of the Hailey ADA Inventory Summary Report & Transition Plan ("Plan") is to determine areas of need and prepare a plan for repair and maintenance of accessible infrastructure for the citizens of the City of Hailey;

WHEREAS, in addition to being a guiding document for staff and the community, this plan shows the clear intent of the City of Hailey to treat disabled citizens with the intent of the ADA requirements;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF HAILEY, IDAHO,** that the City of Hailey approves of the adoption of the Hailey ADA Inventory Summary & Transition Plan.

THIS RESOLUTION is adopted by the Mayor and the Hailey City Council and is in full force and effect upon its adoption this 6<sup>th</sup> day of January, 2014.

---

Fritz X. Haemmerle, Mayor

ATTEST:

---

Mary Cone, City Clerk

# MEMORANDUM

TO: Hailey Mayor and City Council Members

FROM: Ned C. Williamson

DATE: January 6, 2014

RE: Sidewalks

---

At the December 16, 2013 council meeting, there was a discussion about adopting of an ADA Inventory Summary Report and Transition Plan (“ADA Plan”). The mayor raised the question whether replacement of portions of sidewalk would require compliance with the Americans with Disabilities Act (“ADA”) which may be prohibitively expensive in any one year. Following that meeting, the City Engineer provided us with a memo from a staff attorney for Disabilities Rights Advocates. That memo outlines the litigation history of a federal case brought by disabled individuals against Sacramento. I have reviewed the Sacramento case entitled *Barden v. Sacramento* and relevant portions of the Code of Federal Regulations. Based on that review, it is my belief that Hailey needs to adopt a transition plan which identifies structural changes to sidewalks to ensure accessibility to persons with disabilities and then follow the schedule of the Transition Plan.

In *Barden v. Sacramento*, 292 F.3d 1073 (9<sup>th</sup> Cir.), 123 S.Ct. 2639 *cert. denied*, individuals with mobility and vision disabilities alleged violations related to construction and maintenance of sidewalks under the ADA and Rehabilitation Act. The *Barden* Court focused on the maintenance allegations under the ADA, which happens to be the pertinent issue for Hailey. Title II of the ADA provides:

[N]o qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity. 42 U.S.C. § 12132.

The *Barden* Court seized on the broadness of the catch-all phrase “services, programs or activities” and the legislative history of the ADA, and concluded that maintenance of sidewalks is a normal function of a municipality. This 9<sup>th</sup> Circuit case was appealed by Sacramento to the United States Supreme Court but the Supreme Court did not grant a review of the case. In short, the *Barden* decision represents the definitive ruling on whether public sidewalks must comply with the ADA.

The *Barden* Court also relied on 28 C.F.R. §35.150, which addresses nondiscrimination on the basis of disability for existing facilities. In particular, the *Barden* Court noted that a municipality

which employs 50 or more persons must develop a transition plan setting forth the steps necessary to complete structural changes to sidewalks to achieve accessibility. 28 C.F.R. §35.150(d)(1). It is my understanding that Hailey is subject to this requirement because Hailey has over 50 employees. It is also my understanding that the ADA plan developed by the City Engineer is Hailey's attempt at developing a transition plan.

A "transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas." 28 C.F.R. §35.150(d)(2).

In addition, a Transition Plan shall at a minimum "(i) identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities; (ii) describe in detail the methods that will be used to make the facilities accessible; (iii) specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and (iv) indicate the official responsible for implementation of the plan." 28 C.F.R. §35.150(d)(3).

Based on the foregoing, we will be able to systematically remove barriers to accessibility over time provided we properly follow a duly adopted Transition Plan. I have reviewed the ADA Plan with the City Engineer and we have incorporated suggestions into the ADA Plan which are designed to comply with 28 C.F.R. 35.150(d).

If you have any questions, please contact me.

cc: Tom Hellen  
Heather Dawson

Title 28: Judicial Administration

CHAPTER I: DEPARTMENT OF JUSTICE

PART 35: NONDISCRIMINATION ON THE BASIS OF DISABILITY IN STATE AND LOCAL GOVERNMENT SERVICES

Subpart D: Program Accessibility

35.150 - Existing facilities.

(a) General. A public entity shall operate each service, program, or activity so that the service, program, or activity, when viewed in its entirety, is readily accessible to and usable by individuals with disabilities. This paragraph does not?

(1) Necessarily require a public entity to make each of its existing facilities accessible to and usable by individuals with disabilities;

(2) Require a public entity to take any action that would threaten or destroy the historic significance of an historic property; or

(3) Require a public entity to take any action that it can demonstrate would result in a fundamental alteration in the nature of a service, program, or activity or in undue financial and administrative burdens. In those circumstances where personnel of the public entity believe that the proposed action would fundamentally alter the service, program, or activity or would result in undue financial and administrative burdens, a public entity has the burden of proving that compliance with ? 35.150(a) of this part would result in such alteration or burdens. The decision that compliance would result in such alteration or burdens must be made by the head of a public entity or his or her designee after considering all resources available for use in the funding and operation of the service, program, or activity, and must be accompanied by a written statement of the reasons for reaching that conclusion. If an action would result in such an alteration or such burdens, a public entity shall take any other action that would not result in such an alteration or such burdens but would nevertheless ensure that individuals with disabilities receive the benefits or services provided by the public entity.

(b) Methods?(1) General. A public entity may comply with the requirements of this section through such means as redesign of equipment, reassignment of services to accessible buildings, assignment of aides to beneficiaries, home visits, delivery of services at alternate accessible sites, alteration of existing facilities and construction of new facilities, use of accessible rolling stock or other conveyances, or any other methods that result in making its services, programs, or activities readily accessible to and usable by individuals with disabilities. A public entity is not required to make structural changes in existing facilities where other methods are effective in achieving compliance with this section. A public entity, in making alterations to existing buildings, shall meet the accessibility requirements of ? 35.151. In choosing among available methods for meeting the requirements of this section, a public entity shall give priority to those methods that offer services, programs, and activities to qualified individuals with disabilities in

the most integrated setting appropriate.

(2) Historic preservation programs. In meeting the requirements of ? 35.150(a) in historic preservation programs, a public entity shall give priority to methods that provide physical access to individuals with disabilities. In cases where a physical alteration to an historic property is not required because of paragraph (a)(2) or (a)(3) of this section, alternative methods of achieving program accessibility include?

(i) Using audio-visual materials and devices to depict those portions of an historic property that cannot otherwise be made accessible;

(ii) Assigning persons to guide individuals with handicaps into or through portions of historic properties that cannot otherwise be made accessible; or

(iii) Adopting other innovative methods.

(c) Time period for compliance. Where structural changes in facilities are undertaken to comply with the obligations established under this section, such changes shall be made within three years of January 26, 1992, but in any event as expeditiously as possible.

(d) Transition plan. (1) In the event that structural changes to facilities will be undertaken to achieve program accessibility, a public entity that employs 50 or more persons shall develop, within six months of January 26, 1992, a transition plan setting forth the steps necessary to complete such changes. A public entity shall provide an opportunity to interested persons, including individuals with disabilities or organizations representing individuals with disabilities, to participate in the development of the transition plan by submitting comments. A copy of the transition plan shall be made available for public inspection.

(2) If a public entity has responsibility or authority over streets, roads, or walkways, its transition plan shall include a schedule for providing curb ramps or other sloped areas where pedestrian walks cross curbs, giving priority to walkways serving entities covered by the Act, including State and local government offices and facilities, transportation, places of public accommodation, and employers, followed by walkways serving other areas.

(3) The plan shall, at a minimum?

(i) Identify physical obstacles in the public entity's facilities that limit the accessibility of its programs or activities to individuals with disabilities;

(ii) Describe in detail the methods that will be used to make the facilities accessible;

(iii) Specify the schedule for taking the steps necessary to achieve compliance with this section and, if the time period of the transition plan is longer than one year, identify steps that will be taken during each year of the transition period; and

(iv) Indicate the official responsible for implementation of the plan.

**ADA Inventory Summary Report  
& Transition Plan**

**City of Hailey**

**December, 2013**

**Prepared By:**

**Thomas Hellen, P.E.**

**City Engineer**

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## **Introduction**

It is known that some of the pedestrian facilities within the City of Hailey are not in compliance with current ADA standards.

This report summarizes work conducted by the City of Hailey for an ADA Inventory. Information on the condition of existing pedestrian facilities located throughout the City of Hailey, Idaho, is provided. Additional information is provided on the data that was collected in the field, how the data was organized and evaluated, and the conclusions that were made. Photographs, location, maps and data tables are supplied in the appendices.

## **Purpose of Study**

The purpose of the Hailey ADA Inventory is to identify and analyze the existing pedestrian facility conditions throughout the City of Hailey with respect to ADA Compliance. The investigation and analysis is also intended to provide the City of Hailey with an estimate of the cost to update existing pedestrian facilities to meet current ADA guidelines and to construct new ADA compliant facilities where there currently are none.

## **Responsible Official**

The ADA Coordinator designate and Implementation Official for the City of Hailey is:

Thomas Hellen, P.E.  
City Engineer/Public Works Director  
[tom.hellen@haileycityhall.org](mailto:tom.hellen@haileycityhall.org) (208) 788-9830 Ext 14

## **Methodology**

Field work for the Hailey ADA Inventory was initially collected on local roads within the City of Hailey during the month of September, 2005 and reviewed in October, 2013. Field work consisted of collecting data at 161 intersections, including 483 pedestrian ramps and along approximately 21 miles of roadway. The location of each intersection and pedestrian ramp that

were observed can be found on the nine Section Maps located in Appendix A.

The primary focus of the field work was to collect data on pedestrian ramps, sidewalks and driveway approaches. Various measurements and data collected at each pedestrian ramp include ramp running slope, ramp cross slope, landing slope, ramp dimensions, landing dimensions, width of the traversable path, the drop-off depth at the flow line and the presence of truncated domes. Data concerning the existing sidewalk conditions in Hailey was also collected. This included noting discontinuities or obstructions that may limit pedestrian mobility. Finally, driveway and commercial approaches were also surveyed. The presence of ramps and a traversable pathway around driveways and approaches was documented.

To organize the collection of field data, the City of Hailey has been divided into nine areas (labeled Area 1 through Area 9 in Appendix A). Within each of these areas, the observed intersections are geographically labeled. The corners of each intersection are labeled NE, NW, SW & SE as applicable to the specific intersection. For example, Area 2 contains 15 intersections which are labeled "A" through "O". Intersection "A", at McKercher Blvd and Second Ave N, is a T- intersection and has three corners which are labeled NE, SW & SE.

### *Analysis of Pedestrian Ramps*

In total, 483 pedestrian ramps were surveyed for this inventory and the overall compliance of each ramp evaluated. Each ramp was given a rating from 1 to 3, as follows:

- 1 = the ramp meets current ADA criteria
- 2 = the ramp does not meet criteria and the existing ramp needs to be modified
- 3 = the ramp does not meet ADA criteria and needs to be completely reconstructed

The pedestrian ramp rating is determined by the quantity and type of work that needs to be completed in order for the ramp to meet current ADA standards. A ramp given a rating of 1 meets the maximum slope requirements, minimum width constraints for the ramp throat and landing, has an acceptable traversable path and drop-off depth at the flow line, and includes truncated domes. A rating of 2 indicates that the work needed does not require the ramp to be fully reconstructed. Possible improvements could include adding truncated domes, increasing

the landing size, installing a traversable pathway around the ramp, and/or grinding the gutter pan to reduce the drop-off depth at the flow line. Ramps given a rating of 3 must be completely reconstructed to meet ADA standards. Ramps with this rating may have an unacceptable cross slope, running slope, and/or have a narrow throat width.

For example, the T-intersection of McKercher Blvd and Second Ave N. is a combination asphalt bike path and sidewalk. Each of the 2 corners meets the required slopes but require detectable warnings need to be installed to meet current ADA criteria. Therefore, each receives a rating of 2. Pedestrian ramp information can be found in Appendix B, in the “Existing Conditions — Pedestrian Ramps” table. Table 1 provides an illustration of this example.

Area	Intersection	Corner	Location	Rating (1-3)	Notes
3	D	SW	W Myrtle & Northstar	3	Missing Detectable warning, Replace Concrete,
3	D	SE	W Myrtle & Northstar	3	Missing Detectable warning, Replace Concrete
3	E	NE	W Myrtle & Angela	3	Missing Detectable warning, Replace Concrete, Landing slope >2%
3	E	SE	W Myrtle & Angela	3	Missing Detectable warning, Replace Concrete, Landing slope >2%
3	F	NE	W Spruce & Northstar	3	Missing Detectable warning, Too Steep Slope, Replace Concrete

Table 1: Example of the “Existing Conditions-Pedestrian Ramps” table in Appendix B

Some ramps that have a rating of 3 meet all of the ADA criteria except the cross slope requirement. A ramp that does not meet the threshold for cross slope generally needs full reconstruction to become compliant. In this situation, however, it is important to take into consideration the geometry of the adjacent road. If the adjacent road has a running slope that is greater than 2% it is very difficult to meet the 2% maximum cross slope threshold for pedestrian ramp landings and cross slope.

The information provided in the “Existing Conditions-Pedestrian Ramps” table in Appendix B includes:

- Area: Refers to the Area Map where the street is located
- Intersection: Refers to specific intersection within the Area

- Corner: NW, NE, SE, SW
- Location: Name of the cross streets at the intersection
- Rating: Rating (1, 2, or 3) given to ramp based on the quantity and type of work needed for the ramp to be Compliant
- Notes: additional ramp information and concerns

***Analysis of Sidewalks and Driveway Approaches***

The “Existing Conditions – Sidewalks” table in Appendix C identifies the state of the existing sidewalks throughout the City of Hailey. This table displays the section of the City in which the street being evaluated is located, the street name and the beginning and ending cross streets. Each road is noted as either E-W sides or N-S sides. The table identifies whether or not the sidewalk is compliant with ADA standards. Each sidewalk was given a rating from 1 to 3, as follows:

- 1 = the sidewalk meets current ADA criteria
- 2 = the sidewalk does not meet criteria due to non-compliant driveway entrances
- 3 = the sidewalk does not meet ADA criteria and needs to be completely reconstructed

A minimum width of 4’ is required to supply sufficient room for pedestrians to travel from one location to another. Major cracks, obstructions, and discontinuities were noted during inspection.

Major Street	From	To	Condition (1-3)	Notes
N Main St – E Side	Spruce St	Silver St	2	Non-Compliant driveway(s)
N Main St – W Side	Spruce St	Silver St	1	

Table 2: Example of the “Existing Conditions- Sidewalks” table that can be found in Appendix C

The information provided in the “Existing Conditions — Sidewalks” table that can be found in Appendix C includes:

- Street: Name and side of the street surveyed
- From: Starting location

- To: Ending location
- Condition:
  - 1 =the sidewalk meets current ADA criteria
  - 2 = the sidewalk does not meet criteria in a minimal area and needs to be modified
  - 3 = the sidewalk does not meet ADA criteria and needs to be completely reconstructed
- Notes: Extra information

**Cost Estimate**

Cost estimates for typical ADA improvements were developed for typical pedestrian ramps; 20-ft wide vehicular driveway approaches; and for 6-ft wide sidewalks. Cost estimates for these facilities were made in accordance with the City of Hailey Specifications and Standard Engineering Drawings and include labor and materials required for excavation, preparation of aggregate base, construction of concrete flatwork (including curb and gutter) and minor landscape repair. Costs associated with mobilization, traffic control, storm water pollution prevention or utility relocations were not included in the costs, but should be considered when constructing ADA facilities. Costs for the typical ADA improvements were then applied citywide in order to identify the overall cost to improve pedestrian facilities throughout Hailey. Cost information is discussed later in this report.

**Americans with Disabilities Act**

The Americans with Disabilities Act ensures that people with disabilities have access to State and local government facilities, places of public accommodation, and commercial facilities. Various criteria must be met in order for a pedestrian ramp, sidewalk or vehicular driveway approach across a sidewalk to be compliant with ADA standards. The minimum criteria for public rights-of-way related to pedestrian facilities are as follows:

1. Pedestrian ramp
  - a. Throat width at least 4' wide
  - b. Running slope no greater than 8.3%
  - c. Cross slope no greater than 2.0%<sup>1</sup>
2. Landing (may be located at top and/or bottom of pedestrian ramp)

- a. Minimum Dimensions 4'x4'
- b. Slope no greater than 2.0%
3. Detectable warning surface
  - a. Truncated domes present
4. Traversable path around pedestrian ramp
  - a. Minimum 4' wide
5. Minimal Drop-off depth at flow line
  - a. Flush transition from curb ramp to gutter
  - b. Adjacent counterslopes in line of travel should not exceed 5%
6. Sidewalks
  - a. Minimum width of 4'
  - b. Cross slope no greater than 2.0%
  - c. Running slope greater than 5.0%<sup>1</sup>
7. Driveway Approaches
  - a. Traversable path or compliant ramp
    - i. Traversable path at least 4' wide
    - ii. Ramp at least 4' wide
    - iii. Ramp cross slope no greater than 2.0%
    - iv. Ramp running slope no greater than 8.3%

The purpose of a 4' wide ramp, landing and traversable path are to assure sufficient room for a pedestrian to travel from place to place around a pedestrian ramp. Limitations on the maximum running and cross slopes ensure an accessible path. According to ADA requirements, detectable warning surfaces are required where curb ramps, blended transitions, or landings provide a pedestrian connection to the street. Truncated domes are to be placed at each pedestrian approach as a detectable warning surface. Their color and texture allow the disabled to become aware of an existing approach and the orientation provides direction of travel.

Complete ADA design guidelines can be found at the following website:  
<http://www.access-board.gov/prowac/index.htm>. The "Accessible Rights-of-Way: A Design Guide" provides useful information related to ADA standards for construction within public rights-of-

way. Part I discusses regulatory requirements for accessible public rights-of-way and Part II discusses best practices in accessible rights-of-way design and construction. Part II, Chapter 3, provides information that was used to evaluate the minimum requirements for pedestrian ramps, sidewalks and driveway approaches in this analysis.

## Existing Conditions

This section provides basic statistics relating to existing pedestrian ramps, sidewalks and driveway approaches surveyed within Hailey. Information on common field observations is also presented.

### Pedestrian Ramps

Of the 483 existing pedestrian ramps encountered within the City of Hailey, 206 (approximately 43%) are ADA compliant, 111 (approximately 23%) just require detectable warnings installed and 166 (approximately 34%) are non-compliant requiring a complete rebuild. Of the 166 non-compliant 47 are street corners where pedestrian ramps do not exist but may be needed. Many of the pedestrian ramps observed throughout Hailey meet slope and throat width requirements. However, truncated domes, an appropriately sized landing at the top of the pedestrian ramp, and an acceptable traversable path around the pedestrian ramp are often missing. Figure 1 represents a non-compliant pedestrian ramp found in Hailey. This ramp has a rating of 3 because the ramp has poor drop-off depths at the flow line, no truncated domes and a hydrant in the landing area.

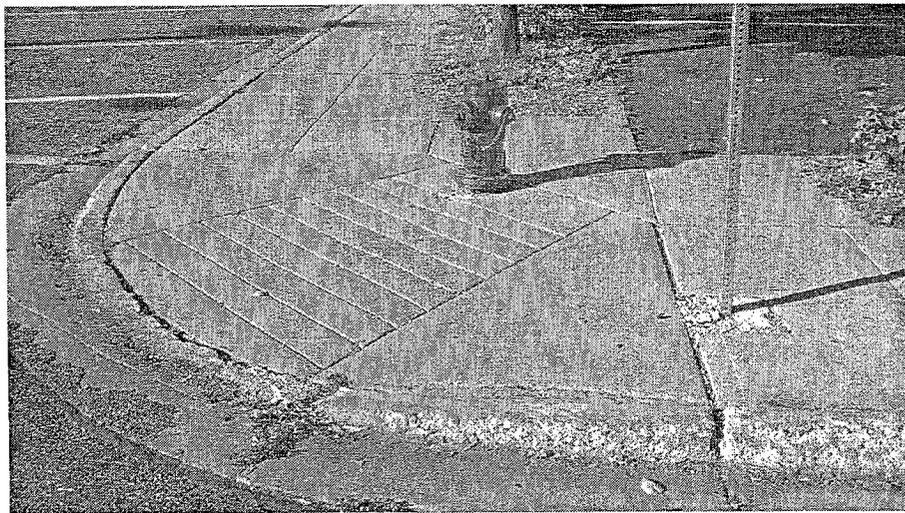


Figure 1: Example of a non-compliant ramp (Rating= 3)

h

Along both sides of Main Street/Highway 75, the sidewalk is concrete of widths between 6' and 10' with concrete pedestrian ramps located at street corners. These ramps are not ADA

compliant because they fail to meet minimum criteria. A majority of these ramps have poor drop-off depths at the flow line, no truncated domes and some have inadequate landings. Figure 2 provides an example of the pedestrian ramps and sidewalk located on Main Street/Highway 75. This ramp has been given a rating of 3.



Figure 2: Example of non-compliant (Rating = 3)

Other examples of ramps with a number 3 rating include:

- NW corner of River St and Bullion St
- All corners of Highway 75 and McKercher Blvd.

A majority of the pedestrian ramps that have a rating of 2 have no truncated domes. Figure 3 shows the typical layout of ramps that have received a rating of 2.



Figure 3: Example of non-compliant (Rating= 2)

Examples of other ramps that have received a rating of 2 include:

- o Location: Main St & Empty Saddle Rd – East Side
- Problems: Deteriorated Concrete
- o Location: 2<sup>nd</sup> & McKercher
- Problem: Missing Detectable Warning:

Figures 4 and 5 illustrate two different existing pedestrian ramps that were observed in the City of Hailey and are compliant with ADA criteria.

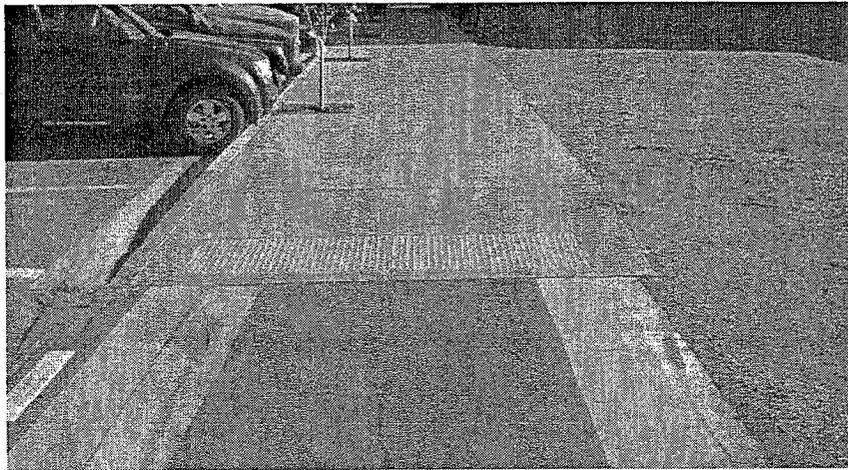


Figure 4: Existing pedestrian ramp (Rating= 1)

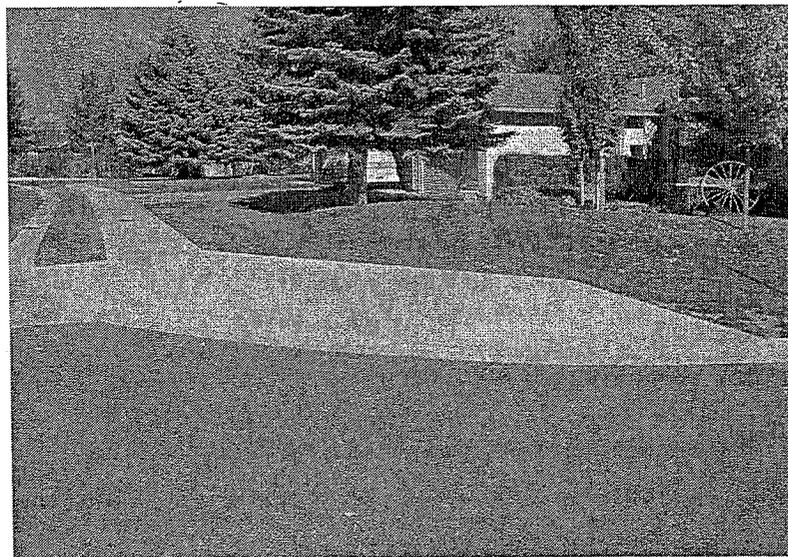


Figure 5: Existing pedestrian ramp (Rating= 1)

A complete list of the pedestrian ramps that were surveyed throughout Hailey is located in Appendix B, under the “Existing Conditions–Pedestrian Ramps” table.

## Sidewalks

Throughout the City of Hailey, 44.1 miles of roadway was surveyed. Of that, 10.8 miles (24%) of roadway exhibit pedestrian facilities that are compliant with ADA standards, 9.9 miles (22%) of roadway are non-compliant, and there are 23.4 miles (54%) where no sidewalk currently exists on either side of the street.

Figure 6, below, gives an example of a discontinuous sidewalk. These intersections/corners are noted in the discussion on pedestrian ramps as the 47 locations where pedestrian ramps are needed. This is prevalent in the –downtown residential area of Hailey, such as along N 2<sup>nd</sup> Avenue and Carbonate St.



Figure 6: Discontinuous Sidewalk (Rating= 3)

## Driveway Approaches

Driveway approaches must have a traversable pathway around the approach or acceptable ramps that meet ADA criteria for pedestrian ramps. Various neighborhoods in the City of Hailey do not have driveway approaches that are ADA-compliant. In addition, many commercial driveway approaches are non-compliant. An example of a commonly observed non-compliant driveway

approach can be seen in Figure 7. In this photo, there is no ramp or traversable pathway leading around the driveway approach.



Figure 7: Example of a non-compliant driveway approach

Location: Section 4

Areas in Hailey where approaches are non-compliant with ADA standards are listed below. A complete list can be found in Appendix C.

- N Main St between Empty Saddle and Myrtle St on the East side
- E Bullion St between Main St and Alley on the South side
- N River St between Granite and McKercher on the East side

Driveway approaches with 3" rolled curb do not require modifications to become ADA compliant unless the sidewalk has discontinuities, obstructions or doesn't meet the minimum width and maximum slope requirements. An example of this type of compliant driveway approach is shown in Figure 8.

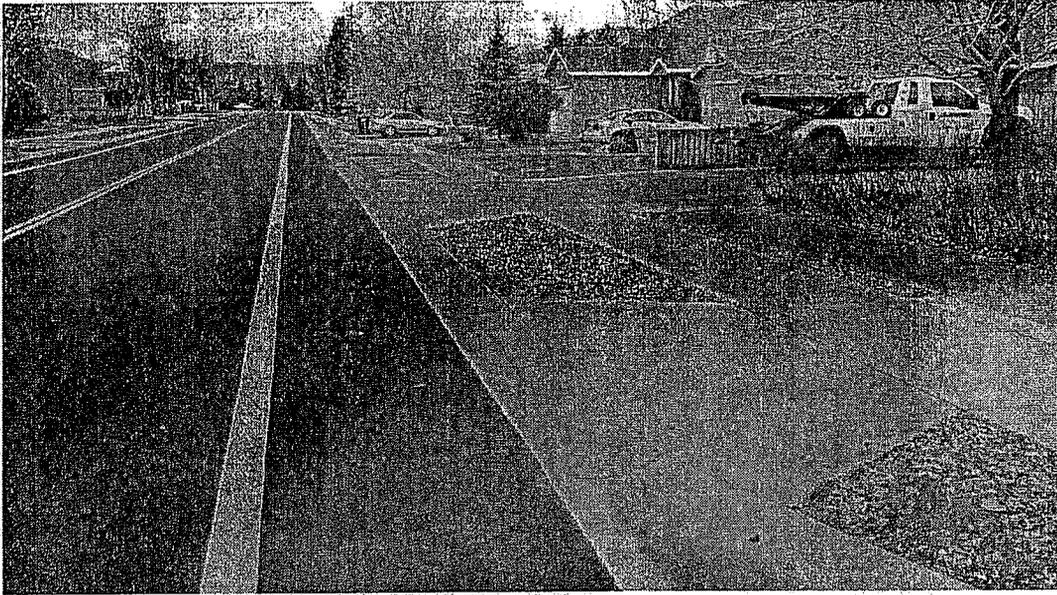


Figure 8: Example of compliant driveway approaches along Woodside Blvd

## **Recommendations**

This section presents recommendations for bringing City of Hailey facilities into compliance with ADA standards.

### **General**

#### **Provide Pedestrian Connectivity**

Designing pedestrian facilities that comply with ADA standards ensures access for people with disabilities. The minimum criteria set by ADA cover basic pedestrian needs and provides a safer environment for pedestrians.

In areas of high pedestrian usage, it is important to provide facilities for people to walk from location to location. The goal is to provide a continuous, accessible route for pedestrians of all abilities to use safely. Areas that often have high pedestrian traffic include: schools, churches, community centers, shopping centers, large employers, parks or other recreational areas, hospitals and libraries. In general, areas where these types of facilities are present should exhibit ADA-compliant routes on at least one side of the street, with compliant routes on both sides preferred. The sidewalk should provide a continuous, accessible route for pedestrians trying to reach their destination. Intersections along these routes should exhibit ADA-compliant pedestrian ramps at all corners with properly signed and striped crosswalks between. Driveways and approaches should also exhibit ADA compliant geometry and features.

Examples of areas within the City of Hailey where ADA-compliant routes should be provided:

- Cobblestone Lane – Access between Highway 75 and the Hailey Middle School
- W Bullion St – Access to Hop Porter Park
- 3<sup>rd</sup> Ave. South – Access to McKercher Park
- 2<sup>nd</sup> Ave South – Access to Hailey Elementary School

#### **Eliminate Obstructions**

The City of Hailey should coordinate with utility companies and developers to eliminate above-

ground utility obstructions within the sidewalk and to provide pedestrian facilities that meet current ADA standards throughout the development.

## **Pedestrian Ramps**

Typical corrective action for pedestrian ramp locations can be found in several resource documents. Two examples are the ISPWC and the Idaho Transportation Department (ITD) Standard Drawings. Section 700 (Concrete) of the ISPWC outlines several types of pedestrian ramps which meet or exceed the minimum tolerances for ADA compliance. Additional design information may be obtained from the City of Hailey's Standard Engineering Drawings. ITD Standard Drawing H-2-B identifies typical pedestrian ramp facilities to be constructed on State Highway facilities. Developers have been held responsible for meeting or exceeding ADA requirements and following nationally accepted standards for pedestrian ramp construction.

Out of the 483 pedestrian ramps observed throughout Hailey, 206 have a rank of 1. These 206 meet ADA Standards and do not need any improvements. It is recommended that no improvements be made to these 206 pedestrian ramps.

Conversely, 111 pedestrian ramps have been given a rating of 2. These ramps need minor improvements that may include: the addition of truncated domes, installation of a traversable pathway at the top of the existing ramp, a 4'x4' landing, and/or grinding of the drop-off discontinuity at the flow line. None of the aforementioned improvements require full reconstruction of the pedestrian ramp. It is recommended that site specific modifications be made to these 111 existing ramps in order to bring them into compliance. On a site-by-site basis, costs and the overall feasibility of making these improvements should be evaluated to determine whether full reconstruction is cost-effective compared to retro-fitting existing facilities.

Throughout Hailey, 119 existing pedestrian ramps have a rating of 3 and need to be fully reconstructed because the adjustments required to bring the ramp into compliance cannot be made cost-effectively without building an entirely new ramp. It is recommended that the City work towards full reconstruction of each of these 119 pedestrian ramps.

Primarily in the Old Hailey area there are 47 corners where the sidewalks do not connect to the street asphalt and are rated as a 3. Installing new concrete sidewalk with detectable warnings is recommended for these locations.

As noted before, it is important to consider the adjacent roadway characteristics when determining the pedestrian ramp's ADA-compliance ranking. Certain attributes of the adjacent roadway (i.e. longitudinal slope) will affect the geometry of pedestrian ramps and may make it infeasible to achieve ADA compliance in an economically responsible manner. Within the constraints presented by the roadway geometry, pedestrian ramps should be constructed or reconstructed to meet ADA requirements as close as possible. For example, if the longitudinal slope of a roadway is 7%, it may be infeasible to retrofit existing pedestrian ramps so that the throat cross slope is 2% or less without major reconstruction to the entire roadway. Any pedestrian ramp that is replaced along this section of roadway should exhibit as many ADA compliant attributes as possible, but full compliance may not be feasible within reasonable financial limits.

### **Sidewalks**

All sidewalks need to maintain a minimum traversable path of 4' and have a maximum cross slope of 2.0%. In certain instances, the clear width can be reduced to 32", over a maximum length of 24".

If the minimum ADA criteria are not met, then the sidewalk should be reconstructed. In some instances where minor discontinuities are present, individual slabs should be replaced. In areas where bumps or faults exist, grinding should be performed to smooth out the sidewalk surface.

### **Driveway Approaches**

A traversable pathway around the back of the driveway approach is necessary if the driveway slopes towards the street. Many existing driveways in Hailey are not compliant because they do not exhibit the traversable pathway behind the approach. These driveway approaches should be retro-fitted with the traversable pathway or reconstructed altogether. An alternative driveway approach is as shown in Figure 9. This type of driveway eliminates the need for a traversable pathway behind the driveway approach because the driveway, itself, provides a traversable path.

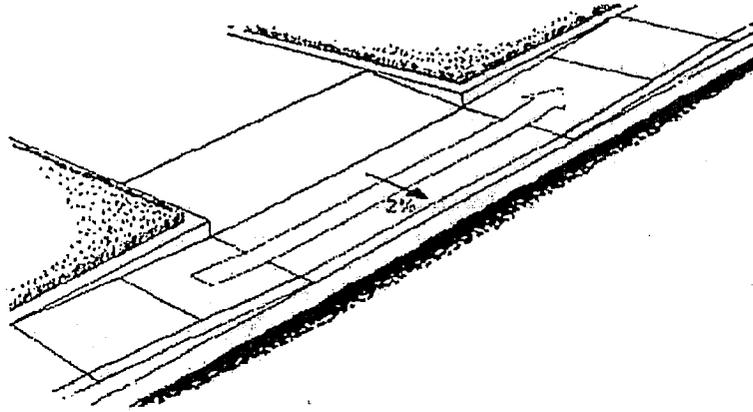


Figure 9: Drop-down style driveway approach

Figure Obtained From: <http://www.fhwa.dot.gov/download/hep/environment/06chapter5.pdf>

Some existing commercial driveway approaches exhibit pedestrian ramps, similar to a roadway intersection. At these locations, the ramps on both sides of the driveway must meet all ADA criteria set forth for standard pedestrian ramps and should be retro-fitted or reconstructed so as to meet the criteria.

In some cases, rolled curb is present and no physical driveway feature exists. Vehicles are permitted to drive over the rolled curb and sidewalk. Therefore, the sidewalk is continuous and traversable at these locations and no alternative pathway around an approach is required. Driveway approaches exhibiting 3" rolled curb do not require modifications to become ADA compliant unless the associated sidewalk has discontinuities, obstructions or doesn't meet the minimum width and maximum slope requirements. Therefore, no improvements are recommended for driveway locations exhibiting 3" rolled curb as long as the sidewalk itself is compliant.

## Cost of Improvements

Several components must be considered when evaluating the cost of constructing new or retrofitting existing pedestrian facilities to bring them into compliance with ADA standards. The minimal amount of raw materials (e.g. concrete, aggregate base, etc.) required to bring existing pedestrian facilities into compliance with ADA standards constitutes a relatively small portion of the overall cost. The majority of the cost is realized through mobilization of contractors for small amount of work, relocation of utilities when required, setting up and maintaining traffic control, and distributing the small amount of raw materials to unique project sites located throughout the city. The remainder of this section discusses costs associated with constructing new pedestrian ramps, new driveway approaches and sidewalk that meet ADA standards.

### Pedestrian Ramp Improvements

A cost breakdown was developed for both the ramps on Highway 75 and the ramps off the highway. All will require major reconstruction to comply with current ADA standards. The materials and labor required to construct an ADA compliant pedestrian ramp on Highway 75 is estimated at \$5,350 per ramp. For those off Highway 75 the estimated cost is \$2650 per ramp. This includes excavation of existing soil or old ramp material, construction of aggregate base, construction of concrete pedestrian ramp and repair of landscaping around the new pedestrian ramp. This cost does not include erosion & sediment control, utility relocation or site-specific incidental costs.

There are 166 existing pedestrian ramps that have a rating of 3. Of these 166 ramps the 65 on Highway 75 were constructed in 1993 and will require major reconstruction to bring them up to current ADA standards. At \$5,350 per ramp, the total cost to construct these ramps is \$347,750. In addition, there are 54 pedestrian ramps off Highway 75 rated as category 3 that need to be repaired. The unit replacement of these ramps is \$2,650 for a total cost of \$143,100. The 47 intersection corners that require sidewalk to meet the asphalt street are estimated at \$4,825 per corner for a total cost of \$226,775. Therefore; the total cost for these ramps is \$717,625.

There are 59 currently existing pedestrian ramps that have been given a rating of 2. To make these ramps ADA compliant, full reconstruction is not necessary. Each location would need a site specific cost estimate but an assumption has been made that the cost of retro-fitting an existing ramp is \$700. This makes the total cost for these types of ramps \$41,300.

A summary of these costs is provided in Table 3, at the end of the "Costs of Improvements" section.

### **Sidewalk Improvements**

A cost breakdown was developed for replacement of a typical 6-ft x 6-ft concrete slab as per ISPWC SD-709 and is included in Appendix F. The materials and labor required to construct a single 6-ft x 6-ft ADA compliant slab of sidewalk is estimated at \$260. This includes excavation of existing soil or old slab material, construction of aggregate base, construction of concrete slab and repair of landscaping around the new sidewalk. This cost does not include construction traffic control, erosion & sediment control, utility relocation or site-specific incidental costs. The cost also does not include construction of sidewalk on streets that currently have no sidewalk facilities, but allows for the construction of short segments of sidewalk where minor discontinuities occur. It should also be noted that proposed sidewalk repair locations may also overlap locations where future roadway projects are planned (e.g. River Street). These projects may eliminate the need to address pedestrian facility improvements where overlaps occur. The length of existing sidewalk needing replacement or construction to achieve ADA compliance is estimated at 7,212 feet. Therefore, an equivalent of 1,226 concrete slabs need replacement. The cost estimate for this construction is estimated at \$318,760.

### **Driveway Approach Improvements**

A cost breakdown was developed for a typical urban vehicle approaches as per ISPWC (SD-710A) and is included in Appendix F. The materials and labor required to construct a single ADA compliant driveway is estimated at \$6,750. This includes excavation of existing soil or old driveway material, construction of aggregate base, and repair of landscaping around the new driveway. This cost does not include construction traffic control, erosion & sediment control, utility relocation or site-specific incidental costs. There are estimated to be 62 non-compliant driveway approaches totaling to \$418,810.

Table 3 provides a summary of the predicted costs. The total cost of all improvements previously discussed is estimated at \$1,496,495.

<b>COST SUMMARY</b>			
<b>Item</b>	<b>Unit Cost</b>	<b>Quantity</b>	<b>Total Cost</b>
Hwy 75 Pedestrian Ramp – Category 3	\$5,350	65	\$347,750
Off Hwy 75 Pedestrian Ramp – Category 3	\$2,650	54	\$143,100
Pedestrian Ramp – Category 2	\$700	59	\$41,300
Connecting Sidewalk & Pedestrian Ramp	\$4,825	47	\$226,775
Driveway Approach	\$6,755	62	\$418,810
6' x 6' Sidewalk Slab	\$260	1,226	\$318,760
			\$1,496,495

Table 3: Summary of Predicted Improvement Costs

## **Phasing of Improvements**

### **Priorities**

#### **1. Sidewalks**

- First priority: Locations where complaints/problems have been identified by the public or where there is a high likelihood of ADA use, i.e., areas near hospitals, clinics, nursing homes or similar facilities
- Second priority: Locations where there is routine City business conducted
- Third priority: Locations where sidewalk damage has made the area dangerous
- Fourth priority: Locations in the downtown business area
- Fifth priority: All others

#### **2. Ramps/Intersections**

- First priority: Missing ramps at locations where complaints/problems have been identified by the public or where there is a high likelihood of ADA use, i.e., areas near hospitals, clinics, nursing homes or similar facilities
- Second priority: Missing ramps at locations where there is routine City business conducted
- Third priority: Missing ramps at locations in the downtown business area
- Fourth priority: Locations in residential areas where ramps are needed to connect sidewalks to streets
- Fifth priority: Upgrade of sub-standard ramps and all others

#### **3. Driveway Approaches**

- First priority: Missing or sub-standard driveway approaches at locations where complaints/problems have been identified by the public or where there is a high likelihood of ADA use, i.e., areas near hospitals, clinics, nursing homes or similar facilities
- Second priority: Missing or sub-standard driveway approaches at locations where there is routine City business conducted
- Third priority: Locations in the downtown business area
- Fourth priority: All others

### **Schedule**

Whereas general roadway improvement projects identified in the Hailey Master Transportation Plan (2007) will include provisions to construct new or improve existing pedestrian facilities, not all roads within Hailey are slated for improvements in the foreseeable future. It is therefore recommended that the City of Hailey to engage in a separate pedestrian improvements program.

Correcting all ADA deficiencies throughout town or adding pedestrian facilities where there currently are none all at one time would be financially infeasible. It is recommended that a phased plan be adopted to address the deficiencies in a timely manner. The City of Hailey should focus effort on constructing or reconstructing pedestrian facilities in high pedestrian use areas and areas where mobility of the disabled community is critical. Additionally, the City should address existing non-compliant facilities in a manner that replaces the older, deteriorated non-compliant facilities before replacing the recently constructed facilities that are in good condition and present only minor compliance issues. Project locations should be identified one or two years in advance of construction so that resources can be effectively allocated.

The City of Hailey should allocate a percentage of the annual roadway improvements budget to improving pedestrian facilities. With the number of locations identified as either non-compliant or lacking facilities altogether, a reasonable goal would be to repair or replace 2-5% of the deficient facilities annually. At the low end, completing 2% of the proposed improvements per year would constitute repair of approximately 3 category 3 non-compliant pedestrian ramps, 1 missing sidewalk corner, 2 category 2 pedestrian ramps, 1 non-compliant driveway, and approximately 145 linear feet of non-compliant sidewalk. Alternatively, completing 5% of the improvements per year would constitute repair of approximately 6 category 3 non-compliant pedestrian ramps, 3 missing sidewalk corners, 5 category 2 pedestrian ramps, 3 non-compliant driveways, and approximately 360 linear feet of non-compliant sidewalk.

The annual cost for repairs at 2% is approximately \$32,570. The annual cost at 5% would be approximately \$77,840. With the planned reconstruction of River Street and other areas of the city using the URA will lower the cost by approximately \$175,515. In addition, new ADA accessible sidewalk and pedestrian ramps will be added to over 1.25 miles of the city's infrastructure.

If grants or additional City funds become available, additional effort should be applied to repairing non-compliant pedestrian facilities.

## Summary

Through data collection and analysis, it has been concluded that there are locations within the City of Hailey that are in need of pedestrian facility improvements to meet ADA standards. Nearly 57% of existing pedestrian ramps are non-compliant and require either partial or full reconstruction to be classified as ADA compliant with current standards. There are also locations, as provided in the "Existing Conditions – Pedestrian Ramps" table, where pedestrian ramps are non-existent but needed in order to provide proper access for pedestrians. At 274 locations, pedestrian ramps need to be modified, fully reconstructed, or added where no ramp currently exists.

Along with installing and updating pedestrian ramps, it is suggested that Hailey improve sidewalks and driveway approaches at certain locations, as provided in the "Existing Conditions – Sidewalk" table. Out of the 44.1 miles of roadway surveyed, approximately 9.9 miles have existing facilities that need improvement. Also, nearly 24 miles of roadway does not currently exhibit sidewalk and depending on the location may need to have sidewalk installed in order to provide continuous ADA routes through the City. Typically, sidewalk is constructed with roadway improvement projects that also include curb & gutter. Some sections of sidewalk are non-compliant due to sloped driveway approaches that inhibit access, whereas other areas have discontinuous sidewalk or sidewalk in poor condition. The estimated length of sidewalk to be replaced is 7,212 ft.

The estimated total cost of all improvements is \$1,496,495. Completion of the suggested improvements will update Hailey's pedestrian facilities so that they are in compliance with current ADA standards.

**AGENDA ITEM SUMMARY**

DATE: 1/6/14 DEPARTMENT: PW - Engr DEPT. HEAD SIGNATURE: 

SUBJECT: Transportation Master Plan Update, consideration of Resolution 2014-04

AUTHORITY:  ID Code \_\_\_\_\_  IAR \_\_\_\_\_  City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

The attached memo outlines the progress we have made with our transportation system since the adoption of the Transportation Master Plan in December, 2007. While the memo notes some items to be reevaluated the Plan remains a valuable tool for our use. The attached Resolution would accompany the LHTAC grant application for River Street. This was recommended by the LHTAC Federal Aid Manager.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:** Caselle # \_\_\_\_\_

Budget Line Item # \_\_\_\_\_ YTD Line Item Balance \$ \_\_\_\_\_

Estimated Hours Spent to Date: \_\_\_\_\_ Estimated Completion Date: \_\_\_\_\_

Staff Contact: \_\_\_\_\_ Phone # \_\_\_\_\_

Comments: \_\_\_\_\_

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> City Administrator | <input type="checkbox"/> Library             | <input type="checkbox"/> Benefits Committee |
| <input type="checkbox"/> City Attorney      | <input type="checkbox"/> Mayor               | <input type="checkbox"/> Streets            |
| <input type="checkbox"/> City Clerk         | <input type="checkbox"/> Planning            | <input type="checkbox"/> Treasurer          |
| <input type="checkbox"/> Building           | <input type="checkbox"/> Police              | _____                                       |
| <input type="checkbox"/> Engineer           | <input type="checkbox"/> Public Works, Parks | _____                                       |
| <input type="checkbox"/> Fire Dept.         | <input type="checkbox"/> P & Z Commission    | _____                                       |

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Motion to adopt Resolution 2014 - 04 confirming the Hailey Transportation Master Plan

**ADMINISTRATIVE COMMENTS/APPROVAL:**

City Administrator \_\_\_\_\_ Dept. Head Attend Meeting (circle one) Yes No

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record

\*Additional/Exceptional Originals to: \_\_\_\_\_

Copies (all info.): \_\_\_\_\_

Copies (AIS only) \_\_\_\_\_

Instrument # \_\_\_\_\_

**CITY OF HAILEY  
RESOLUTION 2014-04**

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE  
CITY OF HAILEY, IDAHO, CONFIRMING THE HAILEY  
TRANSPORTATION MASTER PLAN.**

**WHEREAS**, the Hailey City Council on December 20, 2007 established a comprehensive infrastructure plan for motorized and non-motorized traffic and pedestrian amenities throughout the City of Hailey, and

**WHEREAS**, the Hailey City Engineer has reviewed the Transportation Master Plan, and

**WHEREAS**, the Hailey City Council has received and reviewed the attached memo from the City Engineer, and

**WHEREAS**, the Hailey City Council finds that the Hailey Transportation Master Plan continues to establish reasonable recommendations and policies for an infrastructure plan for motorized and non-motorized traffic and pedestrian amenities throughout the City of Hailey

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and City Council of the City of Hailey to confirm the 2007 Hailey Transportation Master Plan

**THIS RESOLUTION** is adopted by the Mayor and Hailey City Council and is in full force and effect upon its adoption this 6<sup>th</sup> day of January, 2014.

\_\_\_\_\_  
Fritz X. Haemmerle, Mayor

ATTEST:

\_\_\_\_\_  
Mary Cone, City Clerk

# City Engineer Memo

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**To:** Mayor Fritz Haemmerle  
City Council Members

**CC:** Heather Dawson, City Administrator

**From:** Tom Hellen, City Engineer 

**Date:** 1/2/2014

**Re:** Transportation Master Plan Update

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As a part of preparing the application for the River Street LHTAC Grant application I have reviewed the 2007 Transportation Master Plan to provide an update on what we have accomplished in the ensuing years. The following memo outlines that information.

#### Goal and Policies:

*Goal: Create and maintain a pedestrian and bicycle-friendly community with a convenient and efficient multi-modal system for all Hailey residents – “move people and not just cars.”*

The adoption of Title 18 – Mobility Design – has put into place many of the implementation recommendations, specifically the accommodation of pedestrians and bicyclists. In addition we participate with the Blaine County Regional Transportation Committee, have worked with Mountain Rides for establishing the local circulator bus and completed the Woodside Blvd project for our first true multi-modal street.

#### Traffic Forecasts & Alternative Evaluation:

When the plan was completed in 2007 the forecast had continued growth projected at 1.6% annually. Since that time traffic volume has decreased on Highway 75 by 10 – 15% and stayed steady through the last three years based upon the ITD traffic counter just north of Hailey. With this decrease along with the slowing of new home construction the projected peak hour traffic volumes and intersection levels of service should be reevaluated.

#### Transportation Systems Plan

Title 18 did follow through on a recommendation from the Plan by functionally classifying streets within Hailey and setting design guidelines for new and reconstructed streets.

For street maintenance the Plan recommended an increased level of funding in order to improve the average Remaining Service Life (RSL) of the streets. Funding has been increased with inclusion of an average of \$84,000 LOT funds for chip seal and other maintenance items. This increased funding has improved the RSL over the last 5 years.

The completion of Woodside Blvd and the formation of the Hailey Urban Renewal Agency (HURA) will remove two major projects from the list of Transportation Improvement Projects. The Safe Routes to School project on Elm St and the grant for a sidewalk connection to the Middle School add additional safe pedestrian routes.

#### Financial and Implementation Plan:

Funding for projects in the Capital Improvement Plan continues to be problematic. While we have been successful on many grants they don't normally cover city streets that are residential and often are for smaller amounts. Should Blaine County be successful with a capital levy vote there would be a small annual amount that would be useful. The HURA as a funding source for River St and several other projects within the Gateway District is also helpful. Eventually a GO Bond or establishment of LIDs may be necessary to fund the capital projects.

**AGENDA ITEM SUMMARY**

DATE: 1/6/14 DEPARTMENT: PW - Engr DEPT. HEAD SIGNATURE: [Signature]

SUBJECT: LHTAC River Street Project Grant Application with Resolution 2014-05

AUTHORITY:  ID Code \_\_\_\_\_  IAR \_\_\_\_\_  City Ordinance/Code \_\_\_\_\_  
(IF APPLICABLE)

**BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:**

This item was introduced at the December 16, 2013 City Council meeting for initial comments. With a deadline of January 23, 2014 and no further scheduled city council meetings a decision needs to be made on applying for this grant.

The attached information does not include the appendices to this grant as they have remained relatively unchanged. The application forms are completed except for the current traffic volume and 20 year projection which are being collected now. I have added a proposed project schedule for your review noting a desire for 2017 construction but including the ability to move that up to 2016 should funding be available earlier.

The submitted copies (15 are required) will be submitted in color to LHTAC by January 23, 2014.

**FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:** Caselle # \_\_\_\_\_

Budget Line Item # \_\_\_\_\_ YTD Line Item Balance \$ \_\_\_\_\_

Estimated Hours Spent to Date: \_\_\_\_\_ Estimated Completion Date: \_\_\_\_\_

Staff Contact: \_\_\_\_\_ Phone # \_\_\_\_\_

Comments: \_\_\_\_\_

**ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS:** (IF APPLICABLE)

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> City Administrator | <input type="checkbox"/> Library             | <input type="checkbox"/> Benefits Committee |
| <input type="checkbox"/> City Attorney      | <input type="checkbox"/> Mayor               | <input type="checkbox"/> Streets            |
| <input type="checkbox"/> City Clerk         | <input type="checkbox"/> Planning            | <input type="checkbox"/> Treasurer          |
| <input type="checkbox"/> Building           | <input type="checkbox"/> Police              | _____                                       |
| <input type="checkbox"/> Engineer           | <input type="checkbox"/> Public Works, Parks | _____                                       |
| <input type="checkbox"/> Fire Dept.         | <input type="checkbox"/> P & Z Commission    | _____                                       |

**RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:**

Motion to adopt Resolution 2014 - 05 and authorize the mayor to sign the LHTAC Grant Application for River Street.

**ADMINISTRATIVE COMMENTS/APPROVAL:**

City Administrator \_\_\_\_\_ Dept. Head Attend Meeting (circle one) Yes No

**ACTION OF THE CITY COUNCIL:**

Date \_\_\_\_\_

City Clerk \_\_\_\_\_

**FOLLOW-UP:**

\*Ord./Res./Agrmt./Order Originals: Record  
Copies (all info.): \_\_\_\_\_  
Instrument # \_\_\_\_\_

\*Additional/Exceptional Originals to: \_\_\_\_\_  
Copies (AIS only)

**CITY OF HAILEY  
RESOLUTION 2014-05**

**A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF HAILEY, IDAHO, SUPPORTING THE PROJECT GRANT APPLICATION FOR THE CONSTRUCTION OF RIVER STREET REVITALIZATION**

**WHEREAS**, the Hailey City Council seeks to revitalize River Street to enhance motorized and non-motorized traffic and pedestrian amenities;

**WHEREAS**, the Hailey City Council seeks to revitalize River Street to enhance commercial opportunities with improvements to the City infrastructure for traffic and pedestrian amenities;

**WHEREAS**, the Hailey City Council has received and reviewed the attached Grant Application to the Local Highway Technical Assistance Council (LHTAC) for a project estimated to cost \$2,018,000 requiring a contribution of \$148,721.00 of Hailey funds;

**NOW, THEREFORE, BE IT RESOLVED** by the Mayor and City Council of the City of Hailey to approve the Grant Application, authorize the Mayor to sign and submit to LHTAC for prioritization.

**THIS RESOLUTION** is adopted by the Mayor and Hailey City Council and is in full force and effect upon its adoption this 6<sup>th</sup> day of January, 2014.

\_\_\_\_\_  
Fritz X. Haemmerle, Mayor

ATTEST:

\_\_\_\_\_  
Mary Cone, City Clerk

January 13, 2014

Mr. Gerald Flatz  
Federal-Aid Manager  
Local Highway Technical Assistance Council  
3330 Grace Street  
Boise, ID 83703

**RE: 2014 Local Federal-Aid Incentive Program – STP Urban  
River Street (STC 8030); Walnut Street to Galena Street, Hailey**

Dear Mr. Flatz

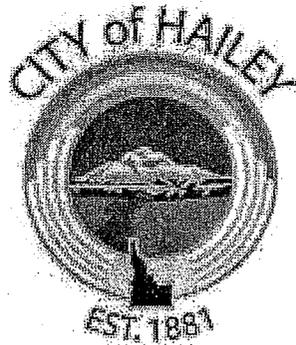
Enclosed you will find the City of Hailey's application for the 2014 Local Federal-Aid Incentive Program. The City of Hailey is seeking funding for the improvement of a downtown business area in conjunction with the City of Hailey Urban Renewal Agency to improve the roadway, add bike and pedestrian facilities and improve storm drainage on River Street, between Walnut Street and Galena Street.

Improving safety, mobility and providing an enhanced area for economic development are the City's ultimate goals with this project. This is a portion of the URA's overall project for the complete reconstruction of the River Street corridor for economic development. This project will begin the process of enhancing safety by providing ADA-compliant facilities where none exist currently, providing safety for bicyclists and adding storm drainage where it is minimally present now.

I look forward to a constructive review of this application and am eager for the City of Hailey to complete this project.

Sincerely,

Fritz X. Haemmerle  
Mayor  
City of Hailey



**CITY OF HAILEY  
2014 STP URBAN APPLICATION  
LOCAL FEDERAL-AID INCENTIVE PROGRAM**

Table of Contents

**Section 1 – Application**

- 2014 Local Federal-Aid Incentive Program Project Identification Form
- ITD Form 2435 – Local Federal-Aid Project Request
- ITD Form 1150 – Project Cost Summary Sheet
- 2014 Project Rating Criteria Form (Construction Project)

**Section 2 – Narrative**

- 2.1 – Project Description
- 2.2 – Typical Sections
- 2.3 – Site Photographs
- 2.4 – LHTAC Project Identification Form – Supporting Documentation
- 2.5 – Conclusion

**Section 3 - Appendices**

<b>Appendix</b>	<b>Items</b>
A	2007 City of Hailey Transportation Master Plan (Excerpt) 2010 City of Hailey Comprehensive Plan (Excerpt) 2010 Hailey Downtown Strategy (Excerpt) 2012 Municipal Code Title 18 – Mobility Design (Excerpt)
B	Participant Roster for Blaine County Regional Transportation Committee (BCRTC) BCRTC Project Prioritization List BCRTC Letter of Support Additional Letters of Support
C	Road Condition Assessment Street Maintenance Plan
D	City of Hailey Capital Improvement Plan (CIP)
E	Hailey Urban Renewal Agency (HURA) Plan
F	Traffic Data Accident Data (Source: Hailey Police Department)
G	Idaho T2 Center “Road Scholars” Course Transcript
H	City of Hailey ADA Inventory Report (Excerpt)
I	Support Resolution from City of Hailey

**SECTION 1  
APPLICATION FORMS**



**LOCAL FEDERAL-AID INCENTIVE PROGRAM  
 PROJECT IDENTIFICATION FORM**

\* Project Title: River Street (STC-8030) Walnut St to Galena St

\* Requested Construction Date: 2016-17 Entity's Priority: 1 of 2

**\* 1. GENERAL INFORMATION: (Name of requesting or sponsoring entity)**

City, County or Highway District: City of Hailey  
 Contact Person: Tom Hellen, City Engineer/Public Works Director  
 Phone #: 209-788-9830 X14  
 Address: 115 Main St S. Hailey, ID 83333

**\* 2. PROJECT TYPE: (Check all that applies)**

- Roadway reconstruction or rehabilitation
- Safety improvements
- Bridge - span over 20'
- Railroad crossing
- Planning
- Other

**3. FUNCTIONAL CLASSIFICATION OF ROAD/HIGHWAY: (Check all that apply.)**

- Urban arterial
- Urban collector
- Rural major collector
- Minor collector

**\* 4. REQUESTED PROJECT CATEGORY:**

- New construction - Paving, Bridge, Railroad Crossing.
- Upgrade existing facility (add lanes, add shoulders, improve geometric factors)
- Pavement surface improvements (overlay, seal coat)
- Transportation Planning

**NOTE: Chip seals are eligible — see the instruction for restrictions!**

**5. PROJECT DESCRIPTION:**

A. Route # N/A, STC # (Surface Transportation Collector) STC-8030  
 and/or Street Name: River Street

**\* Required information for a Transportation Planning project.**



**LHTAC PROJECT IDENTIFICATION FORM**

**PROJECT TITLE:** River Street (STC-8030) Walnut St to Galena St

**PROJECT SPONSOR:** City of Hailey

- B. **Project Termini:** Walnut St (South), Galena St (North)  
**Beginning/Ending Mileposts:** N/A  
**Project Length:** .30 miles (4 downtown blocks)
- \* C. **Short description of project (Attach an 8-1/2" x 11" vicinity map):** \_\_\_\_\_  
Reconstruction of 4 blocks of City of Hailey downtown business zone to a multi-modal street with improved pedestrian, bicycle, lighting and drainage infrastructure
- \* D. **List of Participants in your multi jurisdictional transportation planning group:**  
BCRTC Members listed in Appendix B
- \* E. **Justification:** River Street is a heavily traveled urban collector that lacks pedestrian and bicycle facilities as well as poor drainage and intersection lighting. It is included in our economic downtown strategy and Urban Renewal Agency plans.

**6. TECHNICAL INFORMATION: (Complete form ITD-2435).**

Horizontal alignment changes anticipated?  Yes  No  Unknown  
 Vertical alignment changes anticipated?  Yes  No  Unknown

**Existing Pavement Condition Information: (visual inspection)**

rutting  potholes  drop-offs  broken edges  
 poor striping  cracking  shoving  other \_\_\_\_\_

Pavement age? 25+ Years

**Traffic and Crash Information:**

Current	Date:	Projected (20 years)
---------	-------	----------------------

AADT \_\_\_\_\_ AADT \_\_\_\_\_/20 \_\_\_\_\_  
 DHV \_\_\_\_\_ DHV \_\_\_\_\_  
 LOS \_\_\_\_\_ LOS \_\_\_\_\_  
 % TK \_\_\_\_\_ % TK \_\_\_\_\_

Total number of crashes (property damage/injuries/fatalities) over a 3 year period: 6

**Bridge Information: (Complete if a bridge is included in the project.)**

- A. Name of crossing, i.e., over what roadway or waterway does the structure cross?  
 \_\_\_\_\_
- B. Existing bridge #: \_\_\_\_\_
- C. Sufficiency rating: \_\_\_\_\_
- D. Is the bridge on the LHTAC prioritization list?  Yes  No

**\* Required information for a Transportation Planning project.**



LHTAC PROJECT IDENTIFICATION FORM

PROJECT TITLE: River Street (STC-8030) Walnut St to Galena St

PROJECT SPONSOR: City of Hailey

Possible relationship to other projects:

- Phased:  Yes (If yes, indicate the name and year/s of the related project: Add'l URA Projects / '18+ ).  
Project Year  
 No
- Stand alone:  Yes  No

\* 7. PRELIMINARY COST ESTIMATE: (Include ITD form 1150)

\* 8. Public support: (NOTE: Matching funds must be available for project implementation.)

A. Has a resolution supporting the concept of the proposal been approved by the Local Highway Jurisdiction sponsoring the project? (See attached sample resolution), (attached a copy of your resolution)

- Yes  No  Unknown

B. Was the proposal previously identified in local infrastructure or comprehensive plans? (If so, please cite the name of the document and attach) \_\_\_\_\_

- '07 Trans Master Plan, '10 Downtown Strategy, '13 Capital Improvement Plan, 13 HURA Plan  
 Yes  No  Unknown

\* Required information for a Transportation Planning project.

Signature of authorized elected official of Local Highway Jurisdiction.

\_\_\_\_\_  
Chairman, Mayor, President

\_\_\_\_\_  
Date

**APPLICATIONS MUST BE SUMITTED WITH AN ITD FORM-2435 AND ITD FORM-1150.**

**APPLICATIONS ARE DUE TO LHTAC OFFICES BY 5:00 PM THURSDAY JANUARY 23, 2014.**



# Local Federal-Aid Project Request



**Instructions**

1. Under Character of Proposed Work, mark appropriate boxes when work includes Bridge Approaches in addition to a Bridge.
2. Attach a Vicinity Map showing the extent of the project limits.
3. Attach an ITD 1150, Project Cost Summary Sheet.
4. Signature of an appropriate local official is the only kind recognized.

**Note:** In Applying for a Federal-Aid Project, You are Agreeing to Follow all of the Federal Requirements Which Can Add Substantial Time and Costs to the Development of the Project.

Sponsor (City, County, Highway District, State/Federal Agency) City of Hailey	Date 1/23/14
--	-----------------

Project Title (Name of Street or Road) River Street	F.A. Route Number STC - 8030	Project Length 1,600 ft	Bridge Length N/A
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Project Limits (Local Landmarks at Each End of the Project)  
Walnut St to Galena St

Character of Proposed Work (Mark Appropriate Items)

<input checked="" type="checkbox"/> Excavation	<input checked="" type="checkbox"/> Bicycle Facilities	<input checked="" type="checkbox"/> Utilities	<input checked="" type="checkbox"/> Sidewalk
<input checked="" type="checkbox"/> Drainage	<input type="checkbox"/> Traffic Control	<input checked="" type="checkbox"/> Landscaping	<input type="checkbox"/> Seal Coat
<input checked="" type="checkbox"/> Base	<input type="checkbox"/> Bridge(s)	<input type="checkbox"/> Guardrail	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> Bit. Surface	<input checked="" type="checkbox"/> Curb & Gutter	<input checked="" type="checkbox"/> Lighting	

Estimated Costs (Attach ITD 1150, Project Cost Summary Sheet)

Preliminary Engineering (ITD 1150, Line 1)	\$ 140,000
Right-of-Way (ITD 1150, Line 2)	\$ 0
Construction (ITD 1150, Line 18)	\$ 1,878,000

Preliminary Engineering By:  Sponsor Forces  Consultant

Checklist (Provide Names, Locations, and Type of Facilities)

Railroad Crossing	
Within 2 miles of an Airport	Friedman Memorial Airport
Parks (City, County, State or Federal)	Hop Porter Park on Bullion St
Environmentally Sensitive Areas	
Federal Lands (Indian, BLM, etc.)	
Historical Sites	
Schools	
Other	

Additional Right-of-Way Required:  None  Minor (1-3 Parcels)  Extensive (4 or More Parcels)

Will any Person or Business be Displaced:  Yes  No  Possibly

Standards	Existing	Proposed	Standards	Existing	Proposed
Number of Lanes	2	2	Roadway Width (Shoulder to Shoulder)	30-75 ft	80 ft
Pavement Type	Asphalt	Asphalt	Right-of-Way Width	100 ft	100 ft

Sponsor's Signature	Title Mayor
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**Additional Information to be Furnished by the District**

Functional Classification	Terrain Type	20	ADT/DHV
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# Project Cost Summary Sheet

ITD 1150 (Rev. 09-13)  
itd.idaho.gov

Round Estimates to Nearest \$1,000

Key Number N/A	Project Number N/A	Date 1/23/2014	
Location River Street (STC-8030) Walnut St to Galena St			District 4
Segment Code N/A	Begin Mile Post N/A	End Mile Post N/A	Length in Miles 0.3

	Previous ITD 1150	Initial or Revise To
1a. Preliminary Engineering (PE)		
1b. Preliminary Engineering by Consultant (PEC)		\$140,000
2. Right-of-Way: Number of Parcels _____ Number of Relocations _____		
3. Utility Adjustments: <input checked="" type="checkbox"/> Work <input checked="" type="checkbox"/> Materials <input type="checkbox"/> By State <input type="checkbox"/> By Others		\$36,000
4. Earthwork		\$375,000
5. Drainage and Minor Structures		\$54,000
6. Pavement and Base		\$371,000
7. Railroad Crossing: Grade/Separation Structure _____ At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures: <input type="checkbox"/> New Structure Length/Width _____ Location _____ <input type="checkbox"/> Repair/Widening/Rehabilitation Length/Width _____ Location _____		
9. Traffic Items (Delineators, Signing, Channelization, Lighting, and Signals)		\$82,000
10. Construction Traffic Control (Sign, Pavement Markings, Flagging, and Traffic Separation)		\$75,000
11. Detours		
12. Landscaping		\$170,000
13. Mitigation Measures		
14. Other Items (Roadside Development, Guardrail, Fencing, Sidewalks, Curb and Gutter, C.S.S. Items)		\$267,000
15. Cost of Constructions (Items 3 through 14)		\$1,430,000
16. Mobilization 5 % of Item 15		\$72,000
17. Construction Engineer and Contingencies 25 % of Items 15 and 16		\$376,000
18. Total Construction Cost (15 + 16 + 17)		\$1,878,000
19. Total Project Cost ( 1 + 2 + 18)		\$2,018,000
20. Project Cost Per Mile	\$1,000	\$6,727,000
Prepared By:		

## 2014 PROJECT RATING CRITERIA (CONSTRUCTION PROJECT)

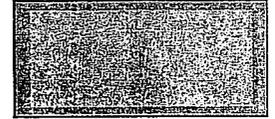
Sponsor: City of Hailey

Project Name: River Street (STC-8930)

Total Project Cost \$: 2,018,000

Preferred Year of Construction: 2017

For LHTAC Use



		YES	NO	Points Available	LHTAC Use Only
1.	Have you completed a comprehensive plan with a transportation element included in it, or if you are a Highway District, did you participate with the County in the transportation planning process? <u>2010</u> (Date of Completion) (Attach a copy of the transportation element) List year of last update <u>2010</u>	X		0-10	
2.	As the sponsoring entity, are you part of a multi-jurisdictional transportation planning group? (Include supportable documentation, i.e. meeting minutes, agreements, project priority). List which entities attend. (Example: transit provider, ITD, other LHM, school district, etc.) See Appendix B	X		0-15	
3.	Do you now have a Pavement Management Program in place? <input type="checkbox"/> Pending <u>2007</u> (Date of Completion) (List year of last update <u>2007</u> )	X		0-10	
4.	List examples of cooperation with other agencies, public or private, which improve your efficiency in maintaining your roads. (Attach 1 page, maximum)	X		0-5	
5.	Is the project included in your 5-year Transportation Capital Improvement Plan (CIP)? (Include a copy of relevant portions of your CIP)	X		0-10	
6.	Have you included a realistic schedule for the Plan or a schedule for the design and construction of the project? (Include copy of schedule.)	X		0-5	
7.	Has your Highway Jurisdiction received Federal-aid Highway funds for a construction project within the last five years? <u>2010 - 2013</u> (list last year of funding)	X		0-5	
8.	Is the Average Daily Traffic volume on the roadway over 400 vehicles per day? (list ADT and date taken) <u>ADT</u> <u>2013</u> Date	X		0-5	
9.	Does your highway maintenance crew include any members who have completed the LHTAC T2 (Idaho Technology Transfer Center) "Road Scholar" program or other training programs? (Attach a list of who attended and completed and include transcripts) List how many road maintenance employees you have (full-time equivalent) <u>6</u> List % Trained <u>83</u> % Enrolled <u>83</u>	X		0-5	
				<b>TOTAL POINTS</b>	
10.	If your agency has jurisdiction over pedestrian facilities in the public right-of-way, have you conducted a self-evaluation to determine the extent of corrections needed?	X			
	If your agency employs 50 or more persons, have you taken the additional step to develop a formal transition plan that complies with 28 CFR 35.105? ( <u>  </u> n/a)	X			



GALEN ST

CARBONATE ST

PELLION ST

CROFT ST

WALNUT ST

Main St (Highway 75)

RIVER STREET

PROJECT AREA

## PROJECT SCHEDULE

### Grant Award

Notice of Award	December, 2014
State-Local Agreement Signed	March, 2015

**Note:** Project schedule assumes funding available for construction in 2017. If funding is available in 2016 this schedule could be revised to accommodate construction in 2016.

### Preliminary Engineering

Issue RFQ and Select Consultant	March 1 – April 4, 2016
Surveying, Design, Cost Estimating	April 5 – June 13, 2016
Citizen Neighborhood Meetings	May 2 – June 13, 2016
Revised Design	June 14 – August 16, 2016
City Council Presentations	May – August, 2016
ITD/LHTAC Design Review & Approval	August 17 – December 15, 2016

### Environmental Documentation

Submittal for Categorical Exclusion	July, 2016
Approval	October, 2016

### Project Management

Kick-off meeting	April 5, 2016
Project Meetings (Bi-weekly)	April 5, 2016 – September 29, 2017
Administration & Reporting	April 7, 2015 – December 31, 2017

### Bidding and Construction

Complete Final Design Documents	December 15, 2016
Bidding	January 11 – February 8, 2017
Award Construction Contract	March 6, 2017
Construction	April 10 – September 29, 2017

## **SECTION 2 PROJECT NARRATIVE**

## **Application Narrative for River Street Walnut Street to Galena Street, Hailey**

### **2.1 - Project Description**

The City of Hailey is applying for STP-Urban funding to assist with the design and construction of numerous safety and circulation improvements to River Street, between Walnut Street and Galena Street. This project would be the beginning of a complete reconstruction of River Street from Cedar Street to Empty Saddle Trail, encompassing just over one mile of the River Street collector corridor.

The project consists of improving the existing two-lane asphalt street section to an urbanized two-lane section with curb, gutter, bike lanes and ADA-compliant sidewalk. The project will rehabilitate the existing pavement structure while adding width for parking and bike lanes. The project will include new storm drainage structures; energy efficient lighting at intersections and landscaping. The project will include connecting River Street to Main Street (highway 75) along the side streets as well as pedestrian access to Hop Porter Park on Bullion Street. Complete Streets design concepts and methods will be utilized throughout the project to ensure a safe, multi-modal corridor for all users.

Improving River Street was a top priority in a 2009 citizen survey. River Street has been consistently identified as an important street to downtown especially for bicyclists and pedestrians because Main Street is so busy and is viewed as an important connector from downtown to the north and south activity areas, as well as a way to better interconnect downtown by strengthening its third north/south spine; River Street is the frayed edge of downtown; its improvement will complete the physical definition/frame of the downtown and the associated improvements to the east/west streets will thread downtown together.

The infrastructure improvements required as part of development often become a barrier to development, but the improvements are vital to creating the type of environment that attracts people and where businesses will have a better opportunity to thrive.

## PROJECT MAP



With the completion of the reconstruction of Woodside Boulevard with a TIGER II Federal Grant River Street is the next priority project. In addition, the City of Hailey recently formed an Urban Renewal Agency that has prioritized River Street as its most important project for achieving the long-range goals of redevelopment and revitalization within Hailey's downtown and core commercial areas. The City of Hailey previously received an ICDBG Grant from the Idaho Commerce Department for this project but we were unable to provide the 50% required match when anticipated revenue was not received. **With this project the Hailey Urban Renewal Agency (HURA) could provide the required 7.34% match from tax increment revenues generated from the project area.**

This project is needed for several reasons.

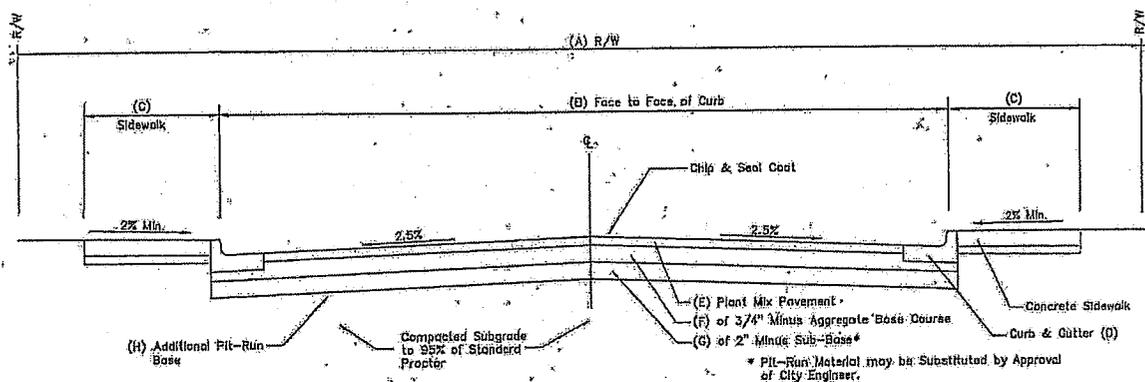
The project will include improved storm drainage infrastructure. There is currently minimal stormwater drainage; a drywell at Croy Street and at Bullion Street; and curb and gutter to direct stormwater flow is also lacking. The project would include catch basins with sufficient sediment and oil capture while directing the water to infiltration pipes as a supplement to landscape irrigation needs.

There is limited sidewalk along this section including the five side streets connecting to Main Street and most are not ADA compliant. There is also a complete lack of connectivity between

the existing facilities. This project proposes continuous ADA-compliant sidewalk throughout the project area to provide the much needed connectivity to the businesses, churches, parks and government buildings in downtown Hailey. As one of the busiest multi-modal corridors in the City of Hailey it lacks facilities throughout to ensure safe transportation for all users.

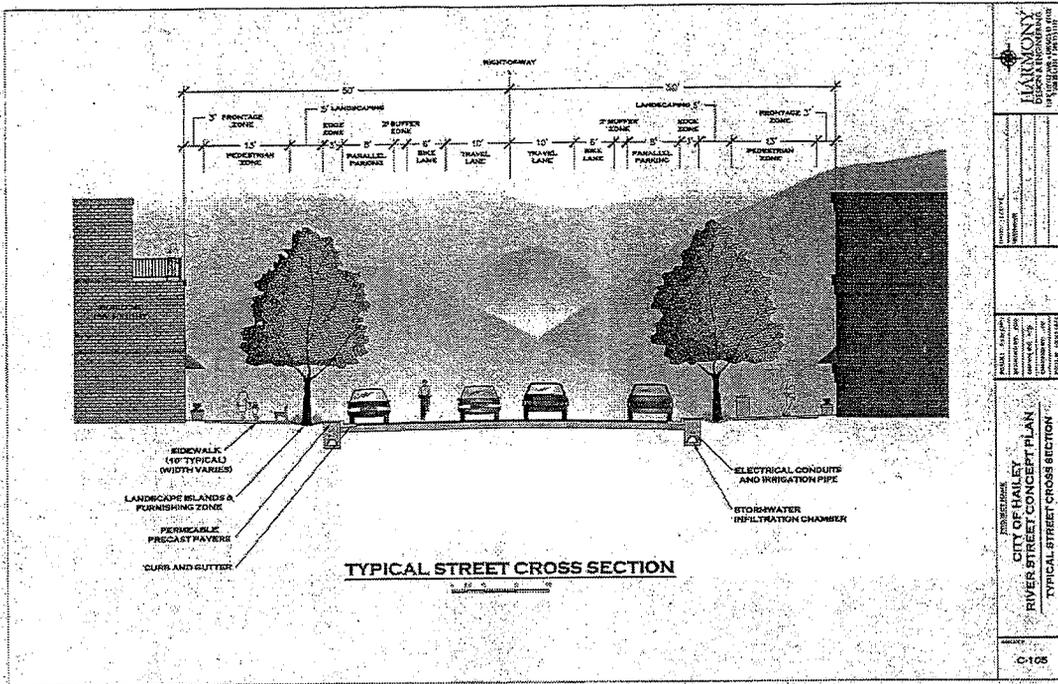
## 2.2 – Typical Sections

The following typical sections represent the proposed pavement and roadside improvements to River Street between Walnut Street and Galena Street. Materials and thicknesses identified in the typical section are the standard used by the City of Hailey for the Woodside Boulevard project which has harsher subgrade soil conditions. This standard is used to ensure long term viability of the new street.



**TABLE A – DIMENSIONS FOR STREET SECTIONS**

DESCRIPTION	COLLECTOR STREET	BUSINESS ZONE	INDUSTRIAL**
A RECOMMENDED RIGHT-OF-WAY	80'	100'	80'
B DISTANCE FACE-TO-FACE OF CURB	44'	60' - 80'	44'
C SIDEWALK WIDTH	6'	6' - 10'	6'
D CURB & GUTTER	TYPE 1	TYPE 1	TYPE 2
E HOT-PLANT MIX PAVEMENT	0.25'	0.25'	0.25'
F 3/4" MINUS AGGREGATE BASE	0.33'	0.33'	0.33'
G 2" MINUS AGGREGATE SUB-BASE	0.66'	0.66'	0.66'
H ADDITIONAL BASE (as needed)	VARIES	VARIES	VARIES



Possible Street Section

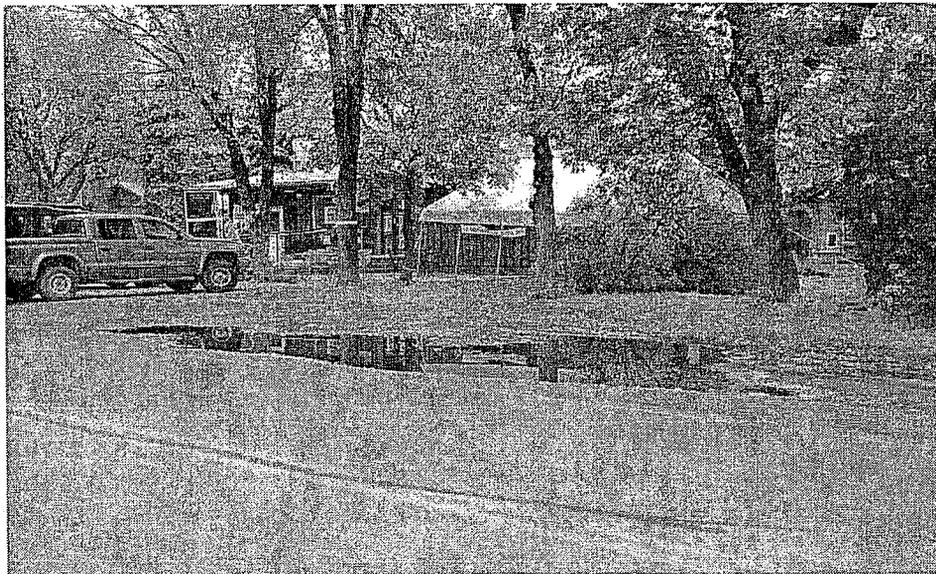
It is anticipated that rehabilitation of the existing infrastructure will not be feasible due to both the insufficient existing base material and the extent of excavation for drainage structures, landscaping and utilities. There is some existing sidewalk that can be preserved on both River Street and along several side streets.

The total anticipated cost to complete the improvements to River Street is approximately \$2,018,000, including Preliminary Engineering, Construction Costs, Construction Management and a 15% construction contingency. The City of Hailey is eager to invest in this beneficial transportation and economic improvement project and will provide more than the 7.34% local match required with STP-Urban funds through the HURA tax increment revenues or with a combination of City of Hailey capital funds, Water Enterprise funds and tax increment revenues.

## 2.3 – Site Photos



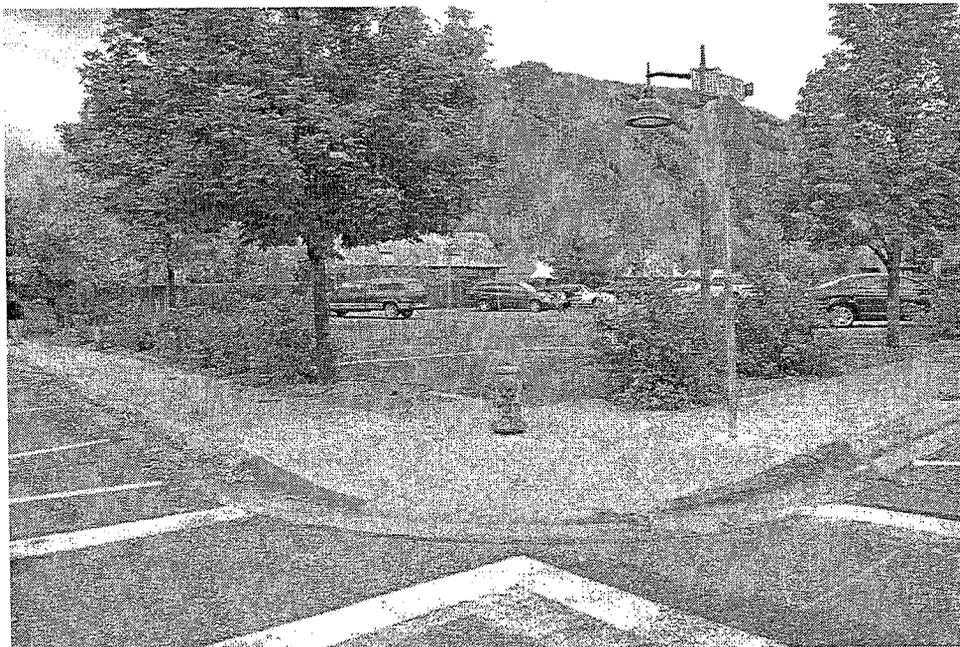
**Site Photo #1:** Intersection of River Street & Bullion Street showing the lack of drainage and pedestrian facilities



**Site Photo #2:** Lack of pedestrian facilities and drainage infrastructure along the east side of River Street just north of Carbonate Street.



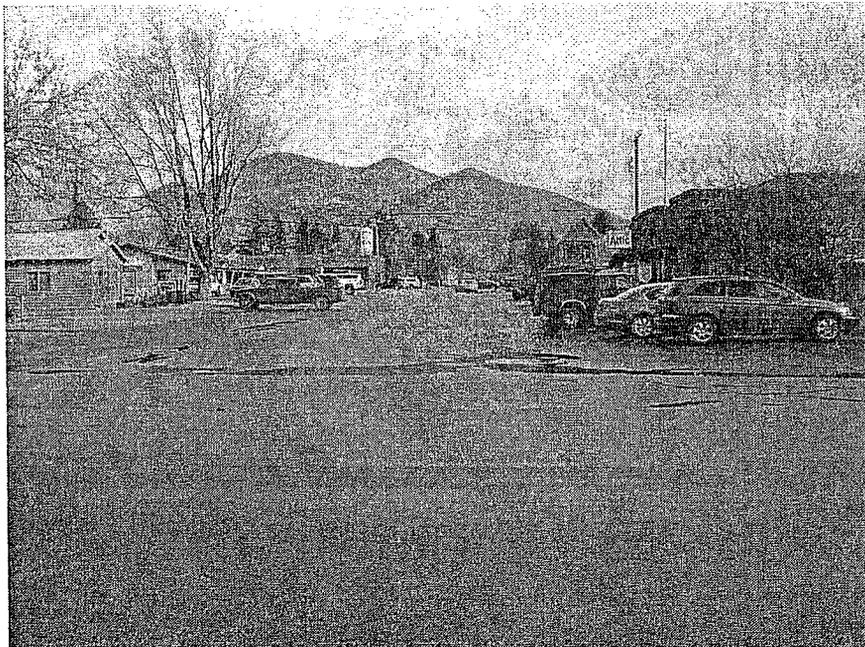
**Site Photo #3:** Sidewalk along Bullion Street showing too narrow of a sidewalk, lack of detectable warning at alley and no curb and gutter to aid drainage.



**Site Photo #4:** NW corner of River Street and Bullion showing the non-compliant ADA pedestrian ramp and the City owned Park & Ride lot used by citizens for the Mountain Rides Valley bus service.



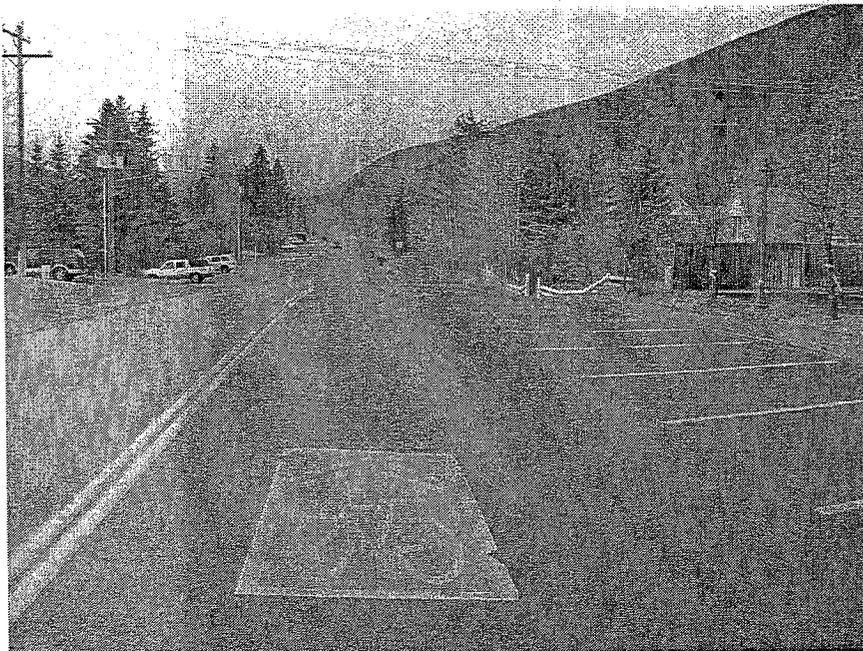
**Site Photo #5:** Mountain Rides bus on River Street at City Park & Ride lot.



**Site Photo #6:** River Street & Carbonate Street showing lack of pedestrian and drainage facilities



**Site Photo #7:** River Street looking south from Carbonate Street showing lack of pedestrian and drainage facilities.



**Site Photo #8:** View west on Bullion Street. A sidewalk along the north (right) side of Bullion is planned for connecting River Street to Hop Porter Park (600 feet from River Street).



**Site Photo #9:** Mothers have to push strollers in the traffic lane or gravel.

## **2.4 – LHTAC Project Identification Form – Supporting Documentation**

The information that follows is included as supporting documentation for answers provided on the Local Federal-Aid Incentive Program Project Identification Form.

### **Entity's Priority**

The 2007 Transportation Master Plan recommended numerous projects for the City of Hailey (See Appendix A). Of the eight recommended projects River Street was the highest priority project.

The River Street Project is also the number one priority of the City of Hailey Urban Renewal Agency (HURA) and the Hailey Capital Improvement Plan (CIP). The City of Hailey Downtown Strategy Plan also notes this area for redevelopment. The HURA, CIP and Downtown Strategy Plan information are included in Appendices A, D & E.

### **6) Technical Information – Possible Relationship to Other Projects**

The improvements for the proposed River Street project are anticipated to be constructed as a stand-alone project, but improvements to River Street will continue both north and south of this project's termini at Walnut Street and Galena Street. The URA will fund the remaining improvements with the tax increment revenues it will receive.

### **2.5 - Conclusion**

Completing the River Street project is the highest priority for the City of Hailey as identified in the 2007 Transportation Master Plan, the HURA's Redevelopment Plan and the CIP. It is also in the City of Hailey Downtown Strategy Plan as an area noted for redevelopment. This project ties directly to both bike and pedestrian safety and economic development for a downtown business core. The existing infrastructure is deficient in ADA-compliant facilities, drainage, lighting, and fails to provide for safe transportation for all who travel this collector. This project is needed by drivers, cyclists and pedestrians and will benefit all users and the City of Hailey as a whole.

