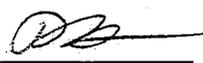


AGENDA ITEM SUMMARY

DATE: 12/16/13 DEPARTMENT: PW/CD DEPT. HEAD SIGNATURE: 

SUBJECT: Introduction of LHTAC River Street Project Grant Application

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

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

The Local Highway Technical Assistance Council (LHTAC) is charged with overseeing Federal-aid Funds for ITD. As shown on the attachments the available funds for Hailey (inc. Bellevue) will be over \$1.6 million by 2016. LHTAC has approached the city encouraging us to apply for these funds.

We are proposing that these funds be requested for River Street to leverage the incoming tax increment revenues from the Hailey Urban Renewal District as the required match. The attached application is an early draft for your review and comment. No decision is required tonight.

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:

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)

Idaho Transportation Department
 STP Urban Federal-Aid Program
 Balancing Worksheet FY 2007 - FY 2016 (with Match)
 FY 2009 - FY 2011 Actuals
 FY 2011 - 2016 Approved Program

	2015			2016				
	Allocation of Federal \$	Beg. Balance with Match	Projects with Match	End Balance with Match	Allocation of Federal \$	Beg. Balance with Match	Projects with Match	End Balance with Match
TMA	6,600,126	7,122,951	6,152,000	970,951	6,600,126	7,122,951	5,858,000	1,264,951
COMPASS (inc. Boise, Eagle, Garden City & Meridian)								
MPOs								
Coeur d'Alene UA (inc. Post Falls & Hayden)	1,266,650	(7,227,066)	1,325,000	(8,552,066)	1,266,650	(7,185,079)	122,000	(7,185,079)
Idaho Falls UA (inc. Ammon)	1,134,109	2,725,149		2,725,149	1,134,109	3,949,095		3,827,095
Lewiston UA (ID population only)	524,034	1,951,552		1,951,552	524,034	2,527,098		2,527,098
Nampa UA (inc. Caldwell & Middleton - Compass)	1,624,106	(4,357,151)	981,000	(5,338,151)	1,624,106	(3,585,392)		(3,585,392)
Pocatello UA (inc. Chubbuck)	1,058,330	4,067,166	1,000,000	3,067,166	1,058,330	4,209,331	3,536,000	673,331
Other (Cities >5000 & <50,000)								
Blackfoot	164,614	234,783		234,783	164,614	412,436		412,436
Burley (inc. Heyburn)	206,847	(312,302)		(312,302)	206,847	(89,070)		(89,070)
Emmett	92,967	1,062,907		1,062,907	92,967	1,163,238		1,163,238
Halley (inc. Bellevue)	136,759	1,486,305		1,486,305	136,759	1,633,999		1,633,999
Jerome	131,745	33,284		33,284	131,745	176,465		176,465
Kuna	91,138	1,229,268		1,229,268	91,138	1,327,625		1,327,625
Moscow	360,338	3,265,810		3,265,810	360,338	3,654,908	62,000	3,592,908
Mountain Home	188,694	1,267,718	75,000	1,192,718	188,694	1,396,359		1,396,359
Payette	119,451	(1,007,899)		(1,007,899)	119,451	(876,985)		(876,985)
Rexburg	292,227	(1,484,892)		(1,484,892)	292,227	(1,169,517)		(1,169,517)
Rupert	95,591	(2,725,161)		(2,725,161)	95,591	(2,621,998)		(2,621,998)
Sandpoint (inc. Dover, Ponderay, & Kootenai)	139,806	414,727	1,562,000	1,147,273	139,806	(996,392)		(996,392)
Twin Falls	563,692	1,485,279		1,485,279	563,692	2,115,208		2,115,208
Weiser	90,477	883,670		883,670	90,477	981,315		981,315
Subtotal - Other	2,694,544	5,933,500	1,637,000	4,196,500	2,694,544	7,104,491	62,000	7,042,491
PY Increase								
LHTAC Overlay Set-Aside	60,000		80,000		60,000		0	
LTAP-tech	80,000		827,000		80,000		0	
Slatewide RideShare								
Set Asides								
Loan from State to Urban								
Total - TMA, MPOs, Other			5,850,000					3,720,000

New Project in PD, KN 13089
 New Project in PD, KN 13014
 Project in PD, KN 12382
 w/o \$6 million from Hi.Pri.
 Project in PD, KN 12049

CITY	2000		% of	
	POPULATION	TMA, MPO & LHTAC	POPULATION	TMA, MPO & LHTAC
TMA's				
Boise (inc. Eagle, Garden City & Meridian - Compass)	272,625	34.8781%	349,684	33.5557%
Total - TMA's	272,625		349,684	
MPO's				
Coeur d'Alene (inc. Post Falls & Hayden)	74,800	9.5695%	98,378	9.4404% (also Dalton Gardens, Fernan Lake Village, Hauser, Hayden Lake, Huetter, State Line city)
Idaho Falls (inc. Ammon)	66,973	8.5681%	90,733	8.7067% (also Iona, Ucon)
Lewiston (exc. Clarkston WA)*	30,946	3.9591%	31,740	3.0458%
Nampa (inc. Caldwell & Middleton - Compass)	95,909	12.2700%	151,499	14.5379%
Pocatello (inc. Chubbuck)	62,498	7.9956%	69,809	6.6989%
Total - MPO's	331,126		442,159	
LHTAC - (population > 5,000 < 200,000)				
Blackfoot	13,374	1.7110%	15,352	1.4732%
Burley (inc. Heyburn & portion of Minidoka Co.)	13,048	1.6693%	15,977	1.5332% (also Paul)
Emmett	8,311	1.0633%	9,192	0.8821%
Hailey	8,227	1.0525%	10,453	1.0031% (also Bellevue)
Jerome	7,968	1.0194%	10,892	1.0452%
Kuna	5,866	0.7505%	15,234	1.4619%
Moscow	21,791	2.7878%	24,212	2.3234%
Mountain Home	13,380	1.7118%	16,531	1.5863%
Payette (inc. Fruitland)	11,652	1.4907%	12,970	1.2446%
Rexburg	19,110	2.4448%	26,852	2.5767% (also Sugar City)
Rupert	5,764	0.7374%	6,346	0.6090%
Sandpoint	8,312	1.0634%	10,840	1.0402% (also Dover, Kootenai, Ponderay)
Twin Falls	35,603	4.5548%	48,836	4.6863% (also Kimberly)
Weiser	5,495	0.7030%	5,551	0.5327%
NEW - Rathdrum			6,539	0.6275%
NEW - Rigby			8,729	0.8376%
NEW - Star			5,751	0.5519%
Total - LHTAC	177,901		250,257	
Total TMA, MPO, & LHTAC	781,652	100.00%	1,042,100	100.00%

* Washington side 19,371 in 2000; 20,184 in 2010.

City of Hailey

115 MAIN STREET SOUTH, SUITE H
HAILEY, IDAHO 83333

(208) 788-4221
Fax: (208) 788-2924

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

Table of Contents

Section 1 – Application **Page**

- 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 **Page**

- 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

Appendix	Items
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



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

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

* Requested Construction Date: 2016-2017 Entity's Priority: 1 of

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

City, County or Highway District: City of Hailey
 Contact Person: Tom Hellen, Public Works Director
 Phone #: (208) 788-9830 x 14
 Address: 115 Main Street 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) 8030
 and/or Street Name: River Street

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



LHTAC PROJECT IDENTIFICATION FORM

PROJECT TITLE: River Street (STC-8030)
PROJECT SPONSOR: City of Hailey

B. Project Termini: Walnut St (South) to Galena St (North)
 Beginning/Ending Mileposts: N/A
 Project Length: 0.25 Miles (4 downtown city 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

* D. List of Participants in your multi jurisdictional transportation planning group:
BCRTC roster is in Appendix B

* E. Justification: River St is a heavily traveled collector that lacks pedestrian and bicycle facilities as well as poor drainage and street lighting

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? Over 25 years

Traffic and Crash Information:	
Current	Projected (20 years)
ADT _____	ADT _____/20_____
DHV _____	DHV _____
LOS _____	LOS _____
% TK _____	% TK _____

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

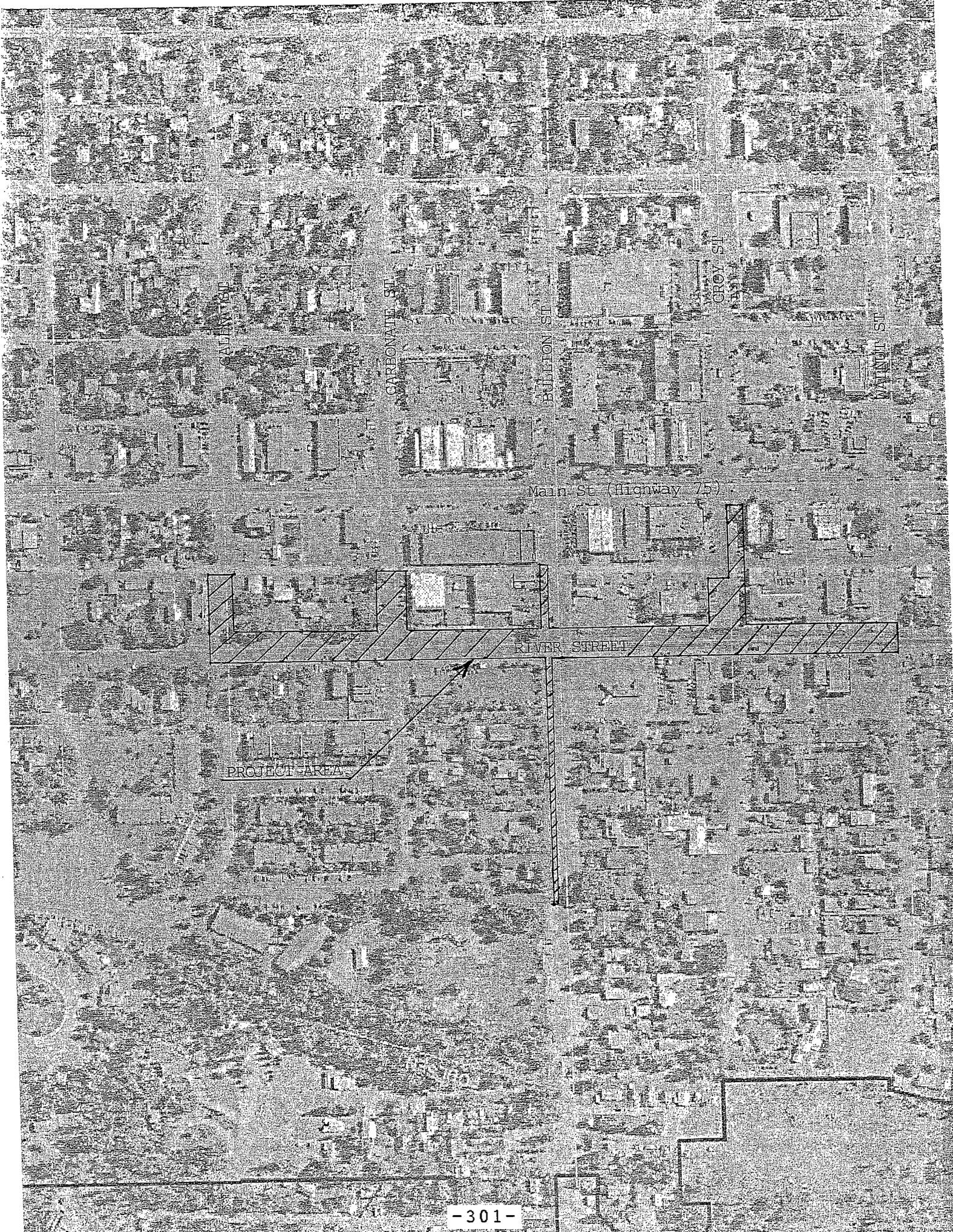
Bridge Information: (Complete if a bridge is included in the project.)

- 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.**





CALVERTON ST

CARBONATE ST

EULLION ST

GROY ST

WAINUT ST

Main St (Highway 75)

RIVER STREET

PROJECT AREA

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 1/23/13
Project Title (Name of Street or Road) River Street	F.A. Route Number STC - 8030	Project Length 1,200	Bridge Length N/A

Project Limits (Local Landmarks at Each End of the Project)
Walnut Street to Galena Street

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)	\$ 1,876,000

Preliminary Engineering By: Sponsor Forces Consultant

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

Railroad Crossing	
Within 2 miles of an Airport	Friedman Memorial Airpport
Parks (City, County, State or Federal)	City Hop Porter Park on Bullion Street.
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)	30-075 ft	80 ft
Pavement Type	Asphalt	Asphalt	Right-of-Way Width	100 ft	100 ft

Sponsor's Signature	Title
---------------------	-------

Additional Information to be Furnished by the District

Functional Classification	Terrain Type	20	ADT/DHV
---------------------------	--------------	----	---------

Project Cost Summary Sheet



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 0.25		

	Previous ITD 1150	Initial or Revise To
1. Preliminary Engineering		\$140,000
2. Right-of-Way: Number of Parcels 0 Number of Relocations 0		\$ 0
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:		\$0
Grade/Separation Structure _____		
At-Grade Signals <input type="checkbox"/> Yes <input type="checkbox"/> No		
8. Bridges/Grade Separation Structures:		\$0
<input type="checkbox"/> New Structure		\$0
Location _____		
Length/Width _____		
<input type="checkbox"/> Repair/Widening/Rehabilitation		\$0
Location _____		
Length/Width _____		
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		\$0
12. Landscaping		\$170,000
13. Mitigation Measures		\$0
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		\$71,000
17. Construction Engineer and Contingencies 25 % of Items 15 and 16		\$375,000
18. Total Construction Cost (15 + 16 + 17)		\$1,876,000
19. Total Project Cost (1 + 2 + 18)		\$2,016,000
20. Project Cost Per Mile		\$8,064,000
Prepared By: _____		

2014 PROJECT RATING CRITERIA (CONSTRUCTION PROJECT)

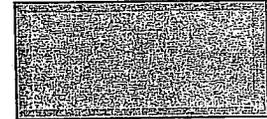
Sponsor: City of Hailey

Project Name: River Street (STC-8930)

Total Project Cost \$: 2,016,000

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> ADT 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 _____ % Enrolled _____	X		0-5	
				TOTAL POINTS	
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			



SAMPLE RESOLUTION

CITY, COUNTY, OR HIGHWAY DISTRICT RESOLUTION

EXTRACT FROM THE MINUTES OF A REGULAR OR SPECIAL
MEETING OF THE _____ OF THE

COUNCIL OR COMMISSION

OF _____, IDAHO

CITY, COUNTY, OR HIGHWAY DISTRICT LOCATION

HELD ON _____, 20__

The following Resolution was introduced by _____, read in full, considered and adopted:

COUNCILPERSON OR COMMISSIONER

RESOLUTION NO. _____ OF THE _____, IDAHO, SUPPORTING THE PROJECT

CITY, COUNTY, OR HIGHWAY DISTRICT

IDENTIFICATION SUBMITTAL FOR THE CONSTRUCTION OF _____

PROJECT NAME

TO THE LOCAL HIGHWAY TECHNICAL ASSISTANCE COUNCIL, (LHTAC). TOTAL PROJECT COST
ESTIMATE IS \$ _____, WHICH WILL REQUIRE \$ _____ OF LOCAL
MATCHING FUNDS AVAILABLE FROM _____.

CITY, COUNTY, OR HIGHWAY DISTRICT

BE IT RESOLVED THAT THE _____ IS HEREBY AUTHORIZED AND DIRECTED TO

MAYOR OR CHAIRMAN OF THE COMMISSION

SIGN THE PROJECT IDENTIFICATION PACKET AND SUBMIT TO LHTAC FOR PRIORITIZATION.

PASSED BY THE _____ AND APPROVED BY THE _____

COUNCIL OR COMMISSION

COUNCIL OR COMMISSION

THIS _____ DAY OF _____, 20__.

MAYOR OR CHAIRMAN OF THE COMMISSION

ATTEST:

_____, Clerk

CERTIFICATE

I, _____, _____, do hereby certify that the

NAME

CITY, COUNTY, OR HIGHWAY DISTRICT

foregoing is a full, true, and correct copy of Resolution No. _____ adopted at a regular or special
meeting of the _____ held on the _____ day of _____, 20__, and that
the same is now in full force and effect. IN WITNESS WHEREOF, I have hereunto set my hand
and impressed the official seal of the _____, this _____ day of
_____, 20__.

CITY, COUNTY, OR HIGHWAY DISTRICT

SIGNATURE

NAME

_____, Clerk



2014 URBAN Federal-aid Application
Sample Resolution

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.

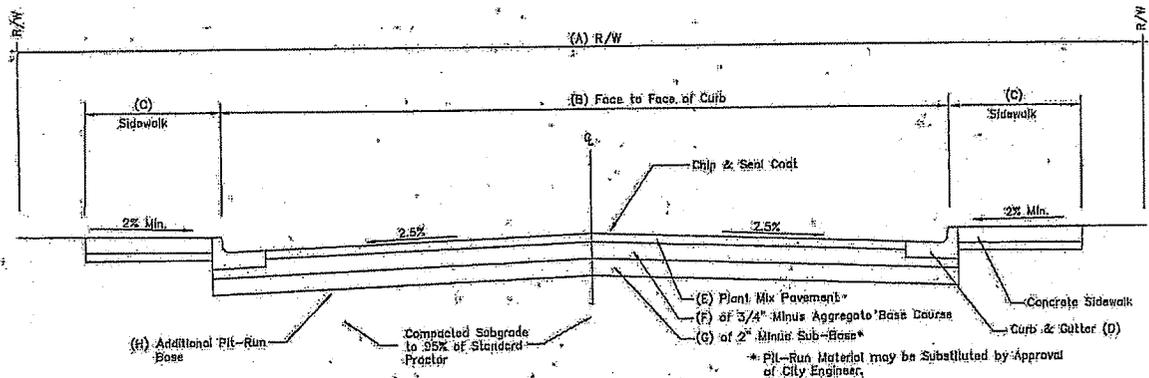
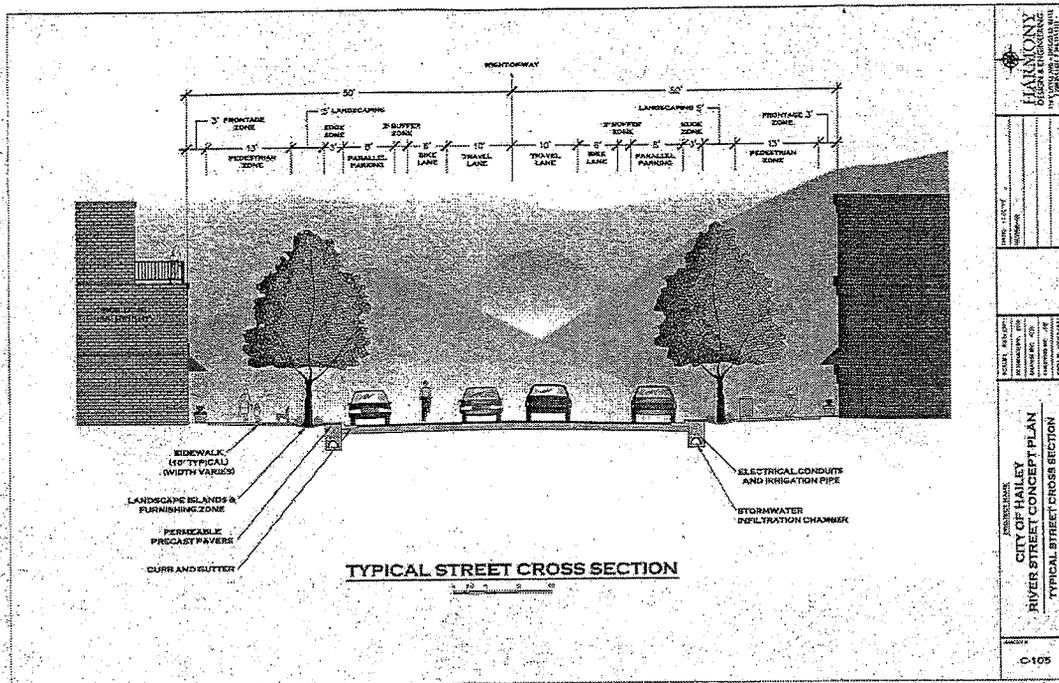


TABLE A – DIMENSIONS FOR STREET SECTIONS

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'	5'
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



Proposed Street Section

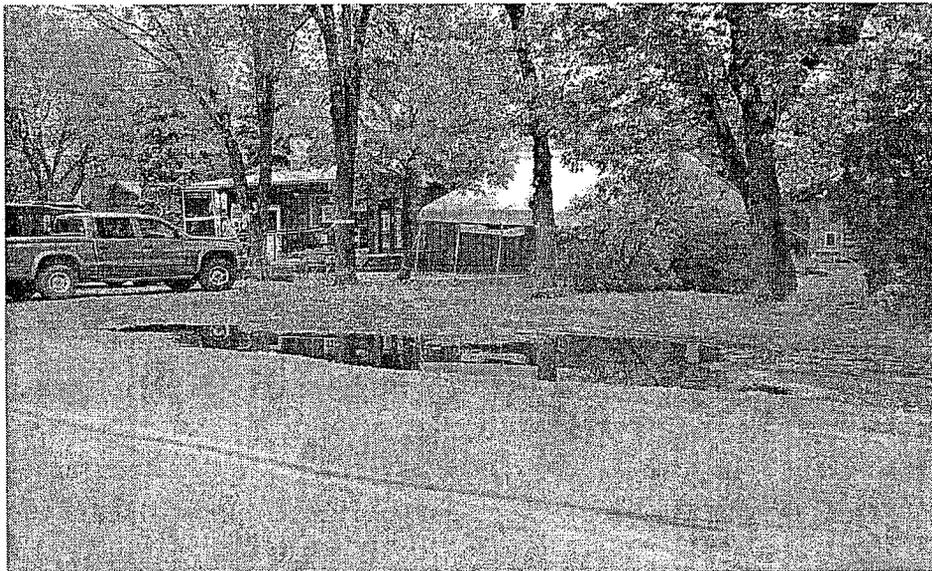
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The total anticipated cost to complete the improvements to River Street is approximately \$2,016,000, including Preliminary Engineering, Construction Costs, Construction Management and a 15% construction contingency. The City of Hailey is eager to 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



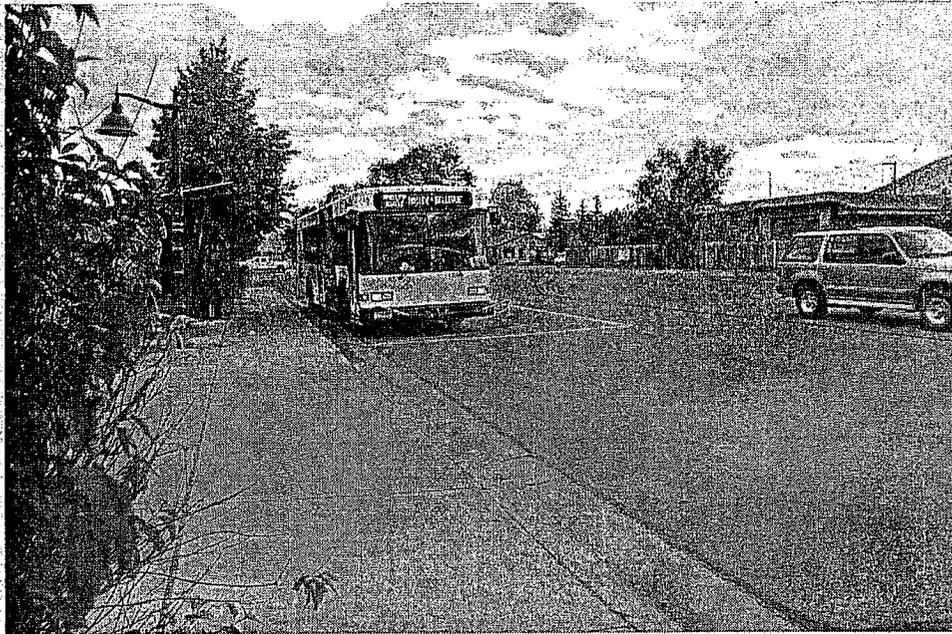
Site Photo #2: Lack of pedestrian facilities and drainage infrastructure along the east side of River Street just north of Carbonate Street.



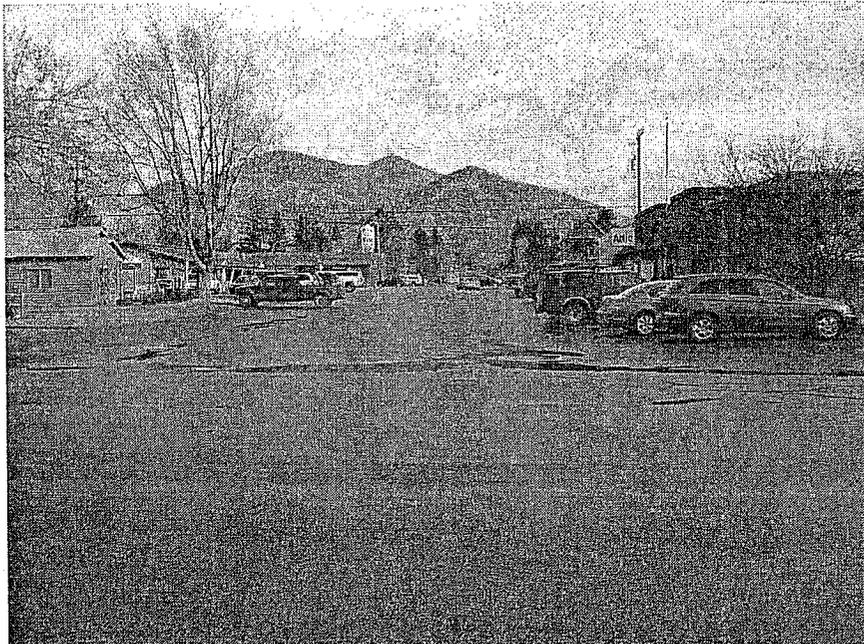
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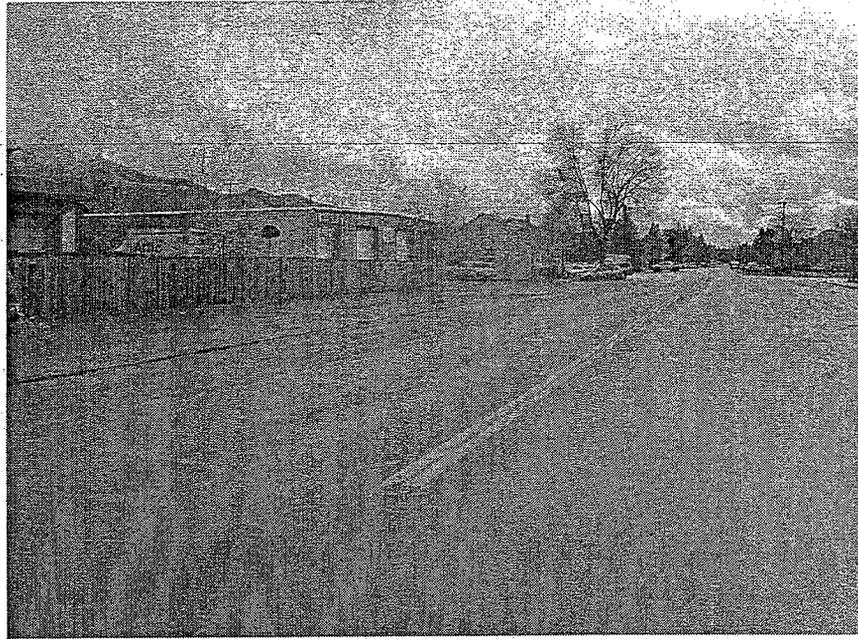
Site Photo #4: NW corner of River Street and Bullion showing the non-compliant ADA pedestrian ramp and the City owned Park & Ride lot used by citizens for the Mountain Rides Valley bus service.



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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 noted 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.

2014 PROJECT RATING CRITERIA (CONSTRUCTION PROJECT)

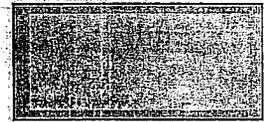
Sponsor: CITY OF HAMBURG

Project Name: RAVIA STREET (STC-8030)

Total Project Cost \$: _____

Preferred Year of Construction: 2015 - 2016

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? _____ (Date of Completion) (Attach a copy of the transportation element) List year of last update _____	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 LHH, school district, etc.)	X		0-15	
3. Do you now have a Pavement Management Program in place? <input type="checkbox"/> Pending _____ (Date of Completion) (List year of last update _____)			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) <u>CITY OF HAMBURG URBAN REVENUE AGENCY</u>	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>2010-2012</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) _____ ADT 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>7</u> . List % Trained _____ % Enrolled _____	X		0-5	
			TOTAL POINTS	
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? (___ n/a)	X			



Application Narrative for River Street Walnut Street to Silver 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 Silver 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 Silver 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.

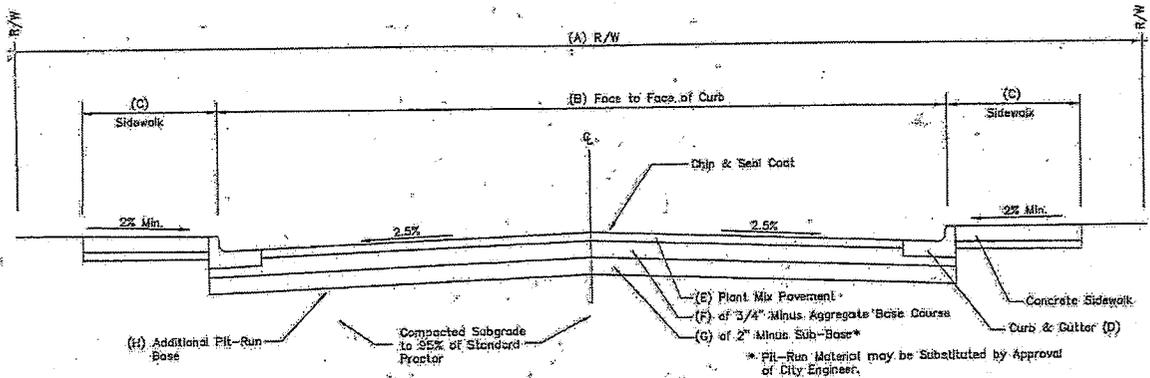


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It is anticipated that rehabilitation of the existing infrastructure will not be feasible due to both the insufficient existing base material and the extent of excavation for both drainage structures and utilities. There is some existing sidewalk that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

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2.3 – Site Photos



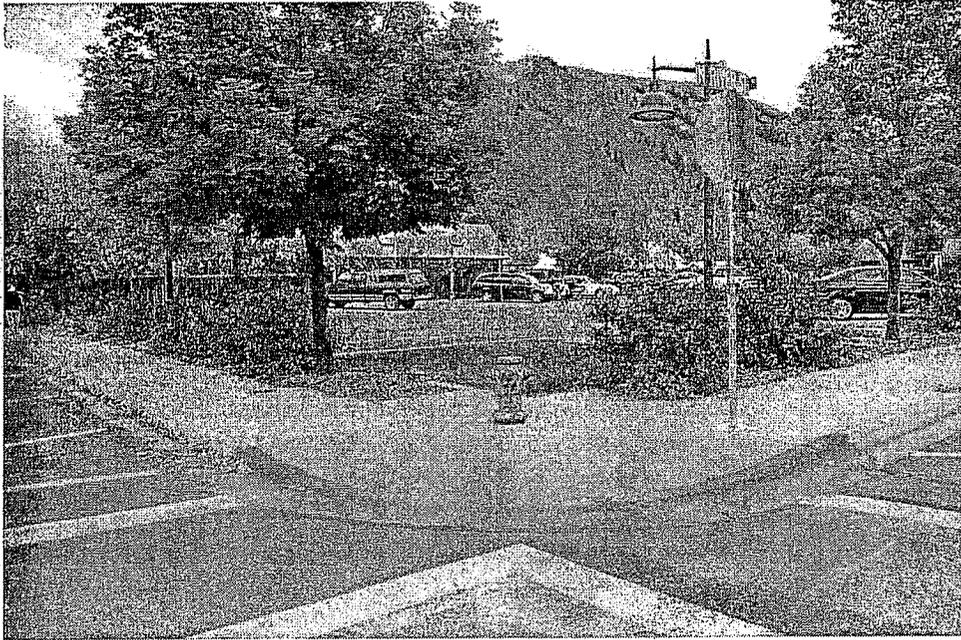
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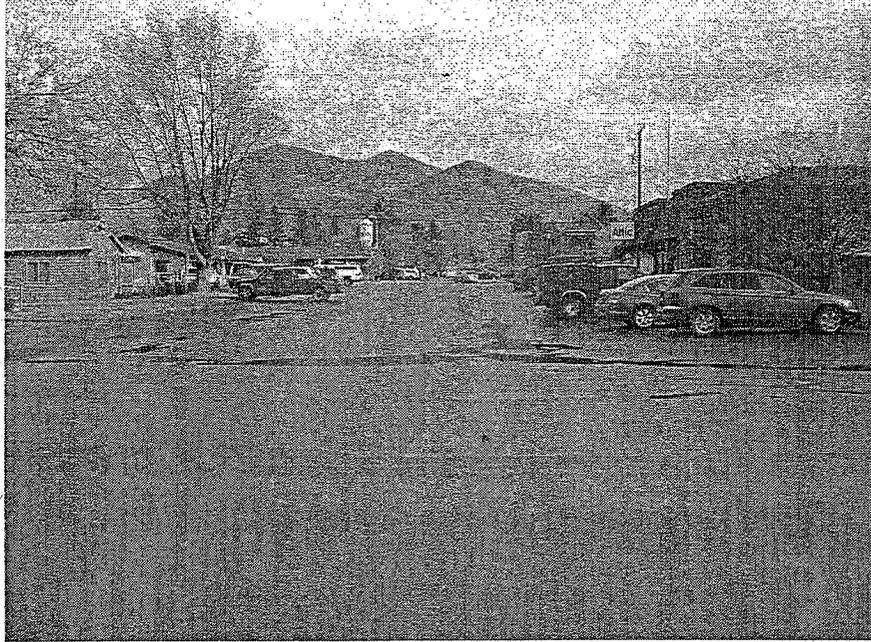
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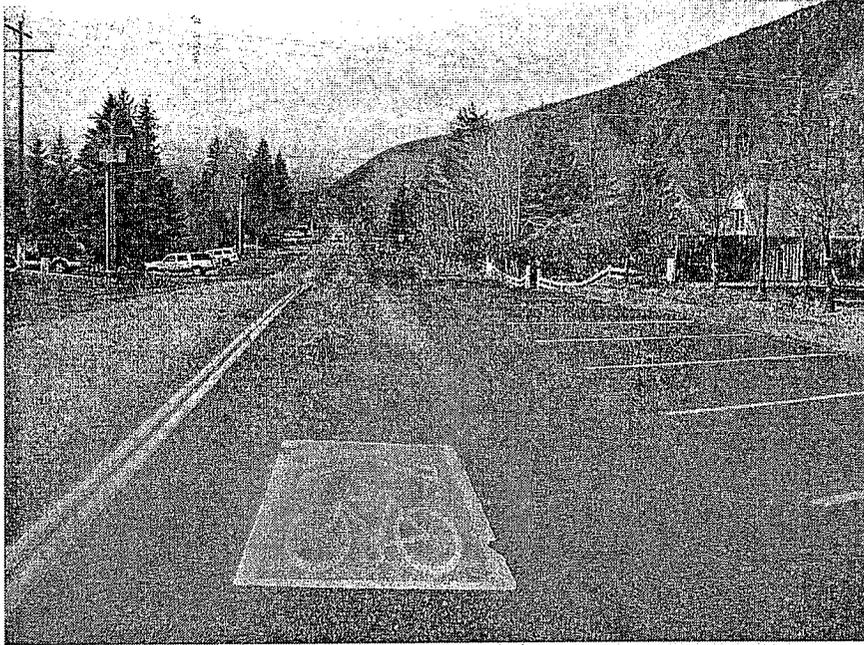
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City of Hailey, Idaho

TRANSPORTATION MASTER PLAN

Prepared for:

City of Hailey

November 2007

Prepared by:

The Transpo Group, Inc.

11730 118th Avenue NE, Suite 600

Kirkland, WA 98034-7120

Phone: 425.821.3665

Fax: 425.825.8434

www.thetranspogroup.com

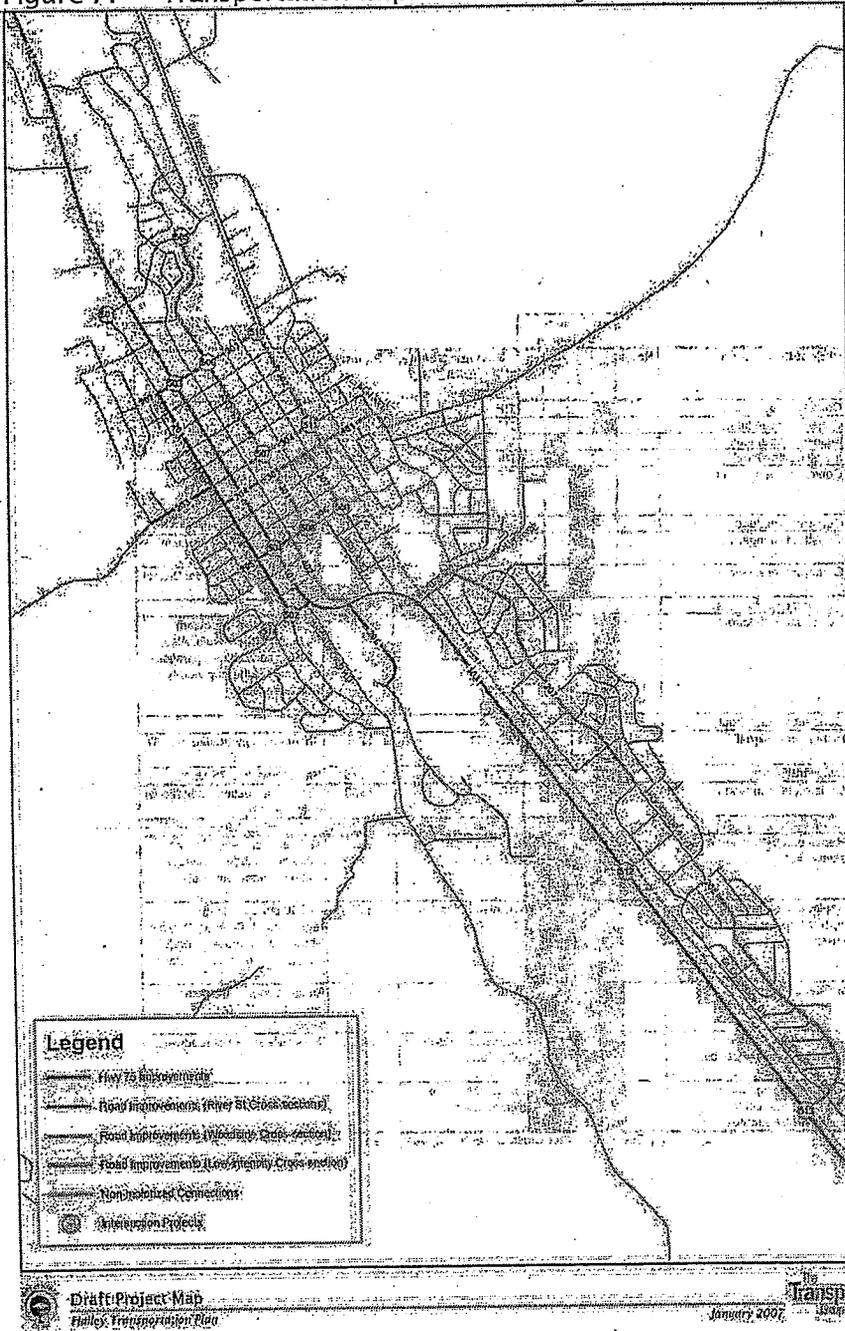
© 2007 The Transpo Group

Table 5. Long-Range Transportation Project List

Long-Range Transportation Project List

Type	ID#	Project Name	Project Extents	Project Description	Notes	Project Schedule			Revenue Source (DRAFT Assumptions)	Planning Cost (\$1,000)	Comments
						07-05	08-10	11-15			
Highway 75	101	Main Street	McKercher Blvd to Cedar St	Median and pedestrian Streetscape enhancements					ITD-GARVEE	tbd	
	102	Highway 75 (North)	McKercher Blvd to (north)	Widen per Hwy 75 EIS (widen 4-5 lanes)					ITD-GARVEE	tbd	
	103	Highway 75 (South)	Fox Acres Rd to (south)	Widen per Hwy 75 EIS (widen 4-5 lanes)					ITD-GARVEE	tbd	
Urban Street Improvements	201	River Street	Myrtle St to Cedar St, with connections to Main St	Reconstruct per River St Plan	[1]				Federal Grant/LID/ City Contribution/Bond	\$8,537	Assumes back-in, 60 degree parking (19 ft parking width from curb)
	202	Myrtle Street (West)	Main St to First Ave	Reconstruct to 2-lanes	[2]				Bond	\$177	Sidewalk should extend to Second Ave, which is route to Middle school
	203	Bullion Street (West)	Little Indio Ln to River St	Reconstruct to 2-lanes	[2]				Bond	\$498	
	204	Croy Street (West)	River St to First Ave	Reconstruct to 2-lanes	[2]				Bond	\$177	Only a small section needs new sidewalk - maintenance and drainage needs for remainder
	205	Elm Street (West)	River St to First Ave	Reconstruct to 2-lanes	[2]				Bond	\$177	
	206	Airport Way	Hwy 75 to Aviation Dr	Reconstruct to 3-lanes	[2]				Bond	\$432	
	207	Woodside Blvd (North)	Fox Acres Rd to Shenandoah Dr	Reconstruct to 2-lanes	[2]				Development/Bond	\$1,276	Some sidewalk development exists
	208	Woodside Blvd (South)	Winterhaven Dr to Highway 75	Reconstruct to 2-lanes	[2]				Development/Bond	\$1,386	
Low Intensity Street Improvements	301	Second Avenue	McKercher Blvd to Elm St	Reconstruct to 2-lanes					Bond	\$1,120	Myrtle St to McKercher has asphalt sidewalk on east side. Non-motorized improvements only north of Myrtle.
	302	Fifth Avenue	Myrtle St to Croy St	Reconstruct to 2-lanes					Bond	\$431	
	303	Myrtle Street (East)	First Ave to Buttercup Rd	Reconstruct to 2-lanes					Bond	\$289	
	304	Bullion Street (East)	First Ave to Wood River Trail	Reconstruct to 2-lanes					Bond	\$260	
	305	Croy Street (Central)	First Ave to Fifth Ave	Reconstruct to 2-lanes					Bond	\$260	
	306	Elm Street (East)	First Ave to Bike Path	Reconstruct to 2-lanes					Bond	\$270	School District is improving south side of Elm St from 1st to 3rd
Ped. Conn	401	Fourth Avenue	Croy St to Elm St	Reconstruct to 2-lanes					Bond	\$222	
	402	Croy Street (East)	Fifth Ave to Quigley Rd	Add sidewalks					Grants	\$51	
		First Ave Multi-use Path	Elm St to Airport Way	Add shared-use path to improve north-south non-motorized connectivity.					Grants	\$128	

Figure 7. Transportation Improvement Projects

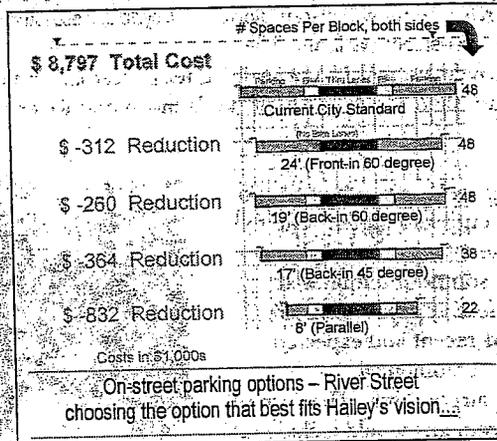


Urban Street Improvements

A number of Hailey's arterial and collector streets lack the full dimension and features of urban streets, particularly those elements that are critical to cyclists (bike lanes) and pedestrians (sidewalks). Eight specific street projects are identified in the TMP for urban street upgrades. Each of these projects has unique issues and solutions.

River Street

River Street is identified as Hailey's "local" main street, in parallel to SH-75 (Main Street), and connecting north and central Hailey (commercial mix) and south Hailey (residential). The desired context for River Street is a lower speed (lower than SH-75), two-lane (one in each direction) arterial with bike lanes and on-street parking. The underlying design objectives for River Street balances are (1) optimum pedestrian access, (2) bicycle circulation and (3) retain and enhance (if possible) vehicular capacity and mobility. Various conceptual designs for River Street were examined as part of the TMP process. Various on-street parking dimensions (and their cost implications) were considered, including their impact on overall project costs (see exhibit).

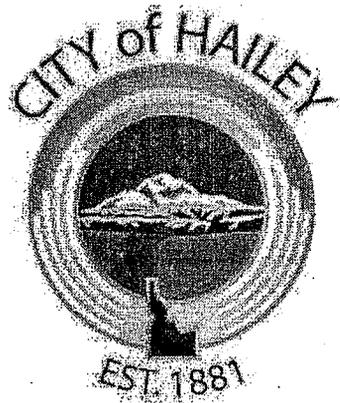


Balancing the pedestrian street crossing width, pedestrian streetscape space, and type/width of on-street parking was discussed by staff, Advisory Group and City Council and also by participants the public Open House meetings. Within the commercial area it was noted that the most likely successful package included the following:

- Wider pedestrian streetscape (10-12 feet) with street trees in buffer zone
- Back-in, diagonal parking on the east side (maximize # spaces and minimize right-of-way) and parallel parking on west side, and
- One travel lane in each direction and on-street bike lanes.

These issues will be further addressed at the time of preliminary and final design.

Both the southern and northern termini of River Street are possible design candidates for urban, single-lane roundabouts (see intersection projects #501 and #502). It is anticipated that an all-way stop traffic control measure is the best solution at the intersection of River and Bullion.



COMPREHENSIVE PLAN

Adopted	1978
Updated	1982
Updated	1998 – 2003
Updated	2010

2010 Comprehensive Plan Adopted by Resolution 2010-18

Section 10 Transportation

Purpose

The purpose of this section is to provide an analysis prepared in coordination with the local jurisdiction(s) having authority over the public highways and streets showing the general locations and widths of a system of major traffic thoroughfares and other traffic ways, and of streets and the recommended treatment thereof. This component may also make recommendations on building line setbacks, control of access, street naming and numbering, and a proposed system of public or other transit lines and related facilities including rights-of-way, terminals, future corridors, viaducts and grade separations. The component may also include port, harbor, aviation, and other related transportation facilities (Idaho Code Section 67-6508 (i)).

Related Master Plan or Work Plan:	Transportation Master Plan
--	-----------------------------------

Background Information

The 1982 Comprehensive Plan recognized the importance of connections between neighborhoods. As new neighborhoods came on line, the City required provisions be made for future connections in addition to Highway 75/Main Street but allowed developers to defer those connections. Northridge and Woodside residents were not connected to the rest of Hailey without using Highway 75 until 1998 and 1999. In 1999, Deerfield and north Hailey residents were connected to the Wood River High School and the Blaine County Aquatic Center with a connection through Foxmoor. The 1982 Plan also reflected the community's forethought regarding the need for transportation options. The plan called for minimizing the adverse impacts of all forms of transportation on land uses and mass commuter systems in and around Hailey. The plan urged cooperation with Ketchum that had a transit system serving the northern part of the valley, called for shelters at pick-up points and encouraged the city to generate ridership.

The focus of the 1998 – 2003 Comprehensive Plan was the safe and efficient movement of people (not just cars), while minimizing the adverse impacts of all forms of transportation with recognition of the importance of transportation choices, street design, and land use patterns. The 1998 – 2003 Plan detailed the three components to manage traffic and create a healthy transportation system: Engineering, to build multi-modal and pedestrian-friendly transportation elements; Enforcement, to provide both incentives for positive actions and disincentives for undesirable actions; and Education, to increase social awareness and encourage personal change (see Appendix D).

The Hailey Transportation Master Plan (TMP) was adopted by the City Council in November 2007. The TMP was intended as the City's implementation of the 1998 – 2003 Comprehensive Plan. The TMP made recommendations pertaining to specific policy decisions involving pedestrian and bicycle infrastructure improvements; the draft amendments to the street standards and procedures, was intended to be the next step in the implementation process.

Goals	Indicators	Desired Trends or Benchmarks
10.1 Create and maintain a pedestrian and bicycle-friendly community that provides a safe, convenient and efficient multi-modal transportation system for all Hailey residents.	Transit Ridership	
	Percent of population within ¼ mile of a transit stop	
	Percent of residents who walk, bike, use transit, or carpool to work	
	The length and proportion of major streets that meet the city's minimum Complete Streets standard	
	Percent of the residential neighborhoods connected to 'destination' areas (schools, shops, restaurants) by pedestrian friendly streets	

City of Hailey Downtown Strategy

Section 1 Introduction

Downtown Defined

Downtown is the center of the Central Business District and encompasses an eight block area along Main Street, between Pine Street (to the south) and Galena Street (to the north), and along River Street (west of Main) and First Ave (east of Main), between Walnut (to the south) and Carbonate (to the north).

The three main characteristics that distinguish Downtown from other Community Activity Areas (existing or future) are 1) it is the traditional retail core and civic center, 2) it is the historic downtown and 3) it has the greatest current concentration of both commercial, cultural and civic activity.

Downtown



Two Community Activity Areas outside of Downtown but within the Main Street Corridor, have been identified - one to the north, with a grocery store, hotel and movie theater as the anchor activities and one to the south, with the post office and Rodeo Park as the anchor activities. The areas are intimately related, but the extent and type of development occurring outside of Downtown should be carefully considered and phased.

Distance between = 1/2 mile



City of Hailey Downtown Strategy

Complete Streets

The City of Hailey is developing a Complete Streets Plan and accompanying standards for adoption into the Municipal Code. Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a Complete Street. A Complete Streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.

Connections to Community Activity Areas

Downtown is the priority area to encourage development. The same principles applied to Downtown may be applied to the development of the other Community Activity Areas when future growth warrants infill of these other areas. The blocks along River Street and the side streets between Empty Saddle and Carbonate to the north and Walnut and Cedar to the south are prime locations for multi-family housing marketed to young people, empty nesters, couples, singles, or retirees. Residences within and near Downtown bring people to the businesses and public spaces in Downtown. These people create the vitality and contribute to the success of Downtown.

River Street

River Street should be the primary focus for sidewalk improvements to connect Downtown to the Community Activity Areas to the north and south and to connect River Street to Main Street. The desire to provide additional on-street parking should be carefully balanced with the desire to accommodate bicyclists with varying skill levels; tradeoffs are likely to be inevitable in determining the final design.

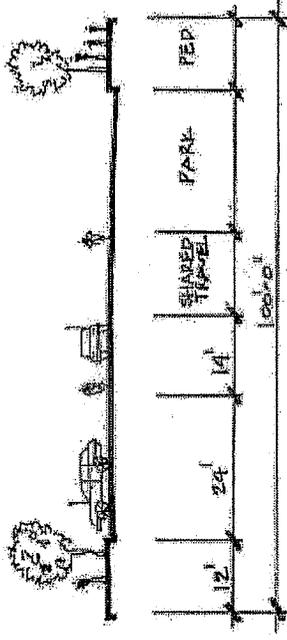
Alleys

Examples of alleys that have been transformed into places for outside dining, public art, community gathering and pedestrian meandering can be found across the country. Alleys within Downtown serve an essential function as loading areas for delivery and service vehicles. However, alleys within certain blocks could be transformed into interesting places for pedestrians. The primary candidate is the alley west of Main between Bullion and Croy. The alley would still be used for service purposes but could be designed and utilized to create a unique and unexpected place within the center of downtown.

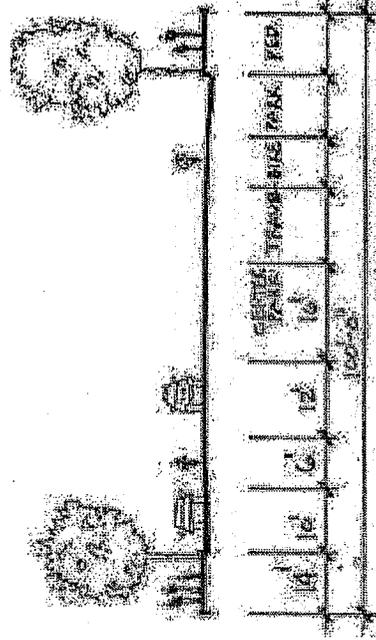
Section 2 Improvement Strategy

Best practices in bicycle facility design and pedestrian facility design were applied to create sections for all Hailey streets, including these downtown streets:

Walnut, Bullion, Croy



River Street



This River Street section is an example of a configuration to increase parking supply. Such a configuration would limit the height of buildings to 30 feet and would be appropriate for bicyclists with advanced riding skills but may be uncomfortable for less experienced or less assertive bicyclists.

City of Hailey Downtown Strategy

Section 5 Action Plan

Specific Projects – Design and Infrastructure	Priority Level	Lead	Timeline initiate w/in (months)
❖ Plan and construct street improvements including sidewalk connections, drainage and street lights along River Street and all side streets within Downtown (refer to Complete Streets Plan and Standards)	High	City Engineer & Public Works Dept w/ Planning Dept	6 plan 24 construct
❖ Initiate Special Event Street Program	High	Public Works Dept w/ Hailey Chamber and SVMA	6
❖ Identify funding to add bike lanes and routes, according to the Complete Streets standards, throughout Downtown with planned connections to other areas and adequate signage including signs from downtown directing one back to the Wood River Trail and other destinations.	High	City Engineer & Public Works Dept w/ City Administrator and Grants Coordinator	24
❖ Develop effective Wayfinding System Plan and Design Standards	Medium	Planning Dept	18
❖ Pursue Main Street redesign from Croy to Carbonate to create additional sidewalk width and influence traffic to travel at posted 25 mph	Medium	Planning Dept w/ City Engineer	18
❖ Conduct Parking Duration and Turnover Survey and on-site parking inventory,	Medium	Planning Dept	18
❖ Develop Bike Parking in conformance with adopted city bicycle rack standards	Medium	Planning Dept w/ Mountain Rides	12
❖ Identify Mountain Rides Bike Station locations	Medium	Planning Dept w/ Mountain Rides	6
❖ Develop comprehensive Sidewalk Maintenance Plan including snow removal and replacing street trees that have been damaged or destroyed (refer to Complete Streets Plan)	Low	City Engineer & Public Works Dept	36
Organization	Priority Level	Lead	Timeline
❖ The City of Hailey has initiated the process to form an Urban Renewal Agency separate from the development of the Downtown Strategy. The completion of the process will facilitate the implementation of infrastructure improvements identified in the Downtown Strategy.	High	City Administrator w/ City Treasurer and Planning Dept	In progress
❖ Form Central Plaza Committee	High	Mayor w/ Planning Dept	4
❖ Annual State of Downtown Event	High	Mayor w/ Planning and Chamber	

HAILEY ORDINANCE NO. 1116

AN ORDINANCE OF THE CITY OF HAILEY, IDAHO, AMENDING THE HAILEY MUNICIPAL CODE, BY ADDING A NEW TITLE, TITLE 18, MOBILITY DESIGN, TO ESTABLISH PROCEDURES FOR DESIGN, CONSTRUCTION AND RECONSTRUCTION OF STREET INFRASTRUCTURE AND TO CREATE STREET DESIGN GUIDELINES AND STANDARDS; PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR A REPEALER CLAUSE; AND PROVIDING FOR THE EFFECTIVE DATE OF THIS ORDINANCE UPON PASSAGE, APPROVAL AND PUBLICATION ACCORDING TO LAW.

WHEREAS, designing and operating streets with all users in mind - including bicyclists, transit vehicles and passengers and pedestrians of all ages and abilities is considered by the City of Hailey as a best practice and serves as the basis to comprehensively develop street design standards to appropriately address multi-modal needs and enable safe access for all users in a context sensitive manner;

WHEREAS, the 1998-2003 Hailey Comprehensive Plan includes goals and policy statements that embody these best practices principles, such as, "Ensure an interconnected community that provides multi-modal access to all neighborhoods."

WHEREAS, the City of Hailey 2007 Transportation Master Plan (TMP) is intended as the City's implementation of the 1998-2003 Hailey Comprehensive Plan Transportation section and provides the City with a guide for transportation system improvements to meet existing and future travel needs. The purpose of the TMP is to provide a link between the City's land use assumptions and the transportation facilities and services needed to support the growth projected over a 20 year period. The TMP focuses on safety, capacity, and operational improvements on SH-75 and the city's arterial and collector streets. The TMP incorporates pedestrian and bicycle programs to meet the overall transportation needs of the community. Appendix E of the TMP identified needed revisions to the City's street standards for consistency with the most recent federal bicycle and pedestrian standards and policies;

WHEREAS, the purpose of the street design standards is to implement components of the TMP involving pedestrian and bicycle infrastructure improvements by setting the framework to formally adopt the following:

- Standards for pedestrian and bicycle infrastructure projects,
- Process for engaging the public in the development of pedestrian and bicycle infrastructure projects, and
- Procedure for project design, review and approval;

WHEREAS, the Hailey City Council has found that the following amendment to the Hailey Municipal Code will generally conform to the Hailey Comprehensive Plan;

WHEREAS, the amendments will not create excessive additional requirements at public cost for public facilities and services;

WHEREAS, the proposed uses are compatible with the surrounding area; and

WHEREAS, the amendment will be in accordance with the safety and welfare of the general public.

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF HAILEY, IDAHO, AS FOLLOWS:

Section 1. The Hailey Municipal Code is hereby amended by the addition of a new Title 18, Mobility Design, as follows:

Title 18

Mobility Design

Chapters:

- 18.04 Procedures
- 18.06 Street Design
- 18.07 Transit Stop Standards - reserved
- 18.08 Street and Drainage Construction
- 18.10 Water and Sewer Line Construction
- 18.12 Excavation and Backfill
- 18.14 Standard Drawings

Chapter 18.04

Procedures

Sections:

- 18.04.010 Purpose
- 18.04.012 Applicability
- 18.04.014 Exemptions
- 18.04.015 Definitions
- 18.04.016 Administration
- 18.04.018 Submittal Requirements and Review Procedure
- 18.04.020 Amendment

18.04.010 Purpose. This ordinance is enacted to provide a uniform set of standards and procedures for Infrastructure Projects, to update Hailey street design standards to adequately address and promote multi-modal needs and safe access for all users, including pedestrians, bicyclists, motorists and transit vehicles and passengers, to establish a process for project design which provides flexibility and accountability, balances the safety and convenience of all users of the transportation system in the design, operation, maintenance, construction and reconstruction of new and existing Infrastructure Projects, considers whether people of all ages and abilities are able to travel safely and comfortably within the right-of-way of public and private streets, and considers how design variations may affect the safety and convenience of certain user groups.

18.04.012 Applicability.

A. Design. Unless otherwise exempted or as otherwise stated herein, the guidelines and standards of this Title 18 shall apply to any design of Infrastructure Projects within the jurisdiction of the City of Hailey. For any Large Subdivision application, all guidelines identified herein shall be treated as standards.

B. Construction and Reconstruction. Unless otherwise exempted, the City Standards set forth in Chapters 18.07, 18.08, 18.10, 18.12 and 18.14 of this Title 18 shall apply to any construction and reconstruction of Infrastructure Projects within the jurisdiction of the City of Hailey. If the City Standards do not address a

Participant Roster for Blaine County Regional Transportation Committee (BCRTC)

The following are the entities comprising the BCRTC:

- Blaine County
- Blaine County Sheriff
- Blaine County School District
- Mountain Rides Transit Authority
- City of Sun Valley
- City of Ketchum
- City of Hailey
- City of Bellevue

ITD District 4 attends the meetings on a regular basis



November 17, 2010

Idaho Department of Commerce
PO Box 83720
Boise, ID 83720-0093

Subject: Support for the City of Hailey's
ICDBG Application for River Street Improvements

Dear Idaho Department of Commerce:

On behalf of the Hailey Chamber of Commerce, I am writing this letter of support for the application by the City of Hailey for River Street improvements.

River Street is an important route through Hailey. It is a significant part of the downtown, hosting numerous businesses that attract residents and visitors alike. The current state of River Street is unsafe for pedestrian and bicycle traffic. Sidewalks are lacking and the sidewalks that do exist are uneven and eroded, making it safer to walk on the road. The citizens of Hailey are very active and want to walk and ride their bikes downtown. This type of activity is limited on River Street due to safety concerns.

Improvements to River Street will enhance overall safety and connectivity for pedestrians, bicyclists, and motorists. Additionally, we assert that improvement to River Street will support economic development activities in the downtown area. The Hailey Chamber of Commerce believes that the River Street Project is of great value to the people living, working and visiting Hailey. An investment in River Street improvements will generate short and long term economic benefits to our City as well as increase our quality of life.

We urge you to look favorably upon the City of Hailey's application for funding. Thank you for your consideration.

Respectfully,


Heather LawMonica Deckard
Executive Director
Hailey Chamber of Commerce

October 12, 2010

Idaho Department of Commerce
PO Box 83720
Boise, ID 83720-0093

Subject: Support for the City of Hailey's
ICDBG Application for River Street Improvements

Dear Idaho Department of Commerce:

I am writing to express my support for Hailey's grant application for improvements to the downtown area of River Street. My family owns property at the corner of Croy and River Streets, which is in the project area.

Improving the downtown area of River Street will have a positive effect on our town. River Street is an important route through Hailey, and sees more and more use all the time – by motorists, bicyclists and pedestrians. All users must currently share the roadway, which is a safety concern, especially in the low light of winter when it is impossible to walk in the dirt and gravel right of way because of snow. Reduced vehicle speeds and amenities for pedestrians and bicyclists will be a much needed safety improvement.

The project will strongly support our small businesses on River Street. More customers will frequent the area with a visually pleasing environment and improvements that encourage foot and bicycle traffic and provide adequate parking. This project is an important improvement for existing businesses, and will also attract new businesses.

This is an important project in our community, and I thank you for your consideration of Hailey's grant application.

Sincerely,



John R. Bolliger

PO Box 1288
Hailey, Idaho 83333

October 20, 2010

Idaho Department of Commerce
PO Box 83720
Boise, ID 83720-0093

Subject: Support for the City of Hailey's
ICDBG Application for River Street Improvements

Dear Idaho Department of Commerce:

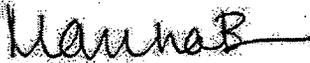
I am writing to express my support for Hailey's grant application for improvements to the downtown area of River Street. I own a business at 12 West Bullion, which is in/near the project area.

Improving the downtown area of River Street will have a positive effect on our town. River Street is an important route through Hailey, and sees more and more use all the time - by motorists, bicyclists and pedestrians. All users must currently share the roadway, which is a safety concern, especially in the low light of winter when it is impossible to walk in the dirt and gravel right of way because of snow. Reduced vehicle speeds and amenities for pedestrians and bicyclists will be a much needed safety improvement.

The project will strongly support our small businesses on or adjacent to River Street. More customers will frequent the area with a visually pleasing environment and improvements that encourage foot and bicycle traffic and provide adequate parking. This project is an important improvement for existing businesses, and will also attract new businesses.

This is an important project in our community, and I thank you for your consideration of Hailey's grant application.

Sincerely,



Marina Broschofsky
Red Door Design House, Inc.

12 November 2010

Idaho Department of Commerce
PO Box 83720
Boise, ID 83720-0093

Subject: Support for the City of Hailey's
ICDBG Application for River Street Improvements

Dear Idaho Department of Commerce:

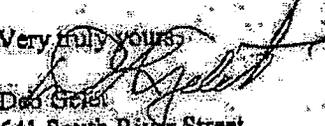
Please accept this letter as my enthusiastic support for Hailey's grant application for improvements to the downtown area of River Street. I am a long-time resident of the local Hailey area (30 years) and currently live in a home located on River Street, very near the proposed project area.

River Street is used in our neighborhood as the "local's Main Street" for commuting on many levels. On a daily basis, we walk, bike, and drive to work, schools, parks, trails, the post office and grocery store on River Street. We often walk our dogs and chat with our neighbors there as well. Currently, all users must share the roadway, which is a safety concern, especially in the low light of winter when it is impossible to walk in the dirt and gravel right of way because of high snow banks. Reduced vehicle speeds and amenities for pedestrians and bicyclists are critical for much needed safety improvement.

The proposed project will strongly support our devoted small businesses on or adjacent to River Street. I also believe more customers will frequent the area with a visually pleasing environment and improvements that encourage safe foot and bicycle traffic, a stronger sense of community and neighborhood, and provide adequate parking for times when driving is necessary. This project is an important improvement for existing businesses, as well as businesses that may be looking for new opportunities in Hailey.

The process for developing this project has been a very inclusive and thoughtful one, and I hope you will support our community efforts in producing this grant application. This is an important project in our community, and I thank you for your careful consideration of Hailey's grant application.

Very truly yours,


Dan Gies
641 South River Street
Postal Box 3672
Hailey, Idaho 83333

11/14/10

Idaho Department of Commerce
PO Box 83720
Boise, ID 83720-0093

Subject: Hailey's ICDBG Application for Improvements on River Street

Ladies and Gentlemen of the Idaho Department of Commerce,

I am writing you this letter in support of Hailey's grant application toward improvements in the central business district of Hailey, River Street.

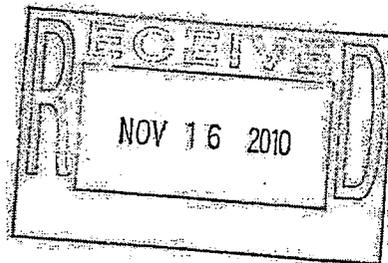
I have been a property owner on River Street for eleven years, and have seen the increase in pedestrians and businesses in this area since I was a child. I believe that attention to improvements within the city was focused mainly on Main Street throughout much of the past two decades, and although River Street was a more affordable place to conduct business, the lack of sidewalks, on-street parking, and lighting provided a less-than-inviting business environment. River Street looks today a lot like it did in 1990.

I own many contiguous lots on River Street and would like to develop them someday, hopefully sooner than later. Today, Hailey's 2nd Main Street, River Street: 1. Has no continuous sidewalk that will take a pedestrian over half a block; 2. Despite the outrageous growth in population, has no bike lane to transport those choosing to ride a bike; 3. Supplies no orderly parking spaces, decreasing the amount of available parking. I believe that Hailey's grant application, when approved, will encourage property owners like myself to develop their land to its highest and best use

River Street has historically been a place of commerce and trade and it is important to our community that businesses establish and stay in the CBD. Thank you for your consideration of Hailey's grant application and helping make River Street once again a place of business, not just a way to bypass Main Street.

Sincerely,


Judd McManan
26 Townsend Gulch Rd.
Bellevue, ID 83313



SUN VALLEY REAL ESTATE LLC

11/12/10

Idaho Department of Commerce
PO Box 83720
Boise, ID 83720-0093

Subject: Support for the City of Hailey's
ICDBG Application for River Street Improvements

Dear Idaho Department of Commerce:

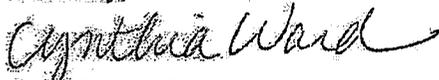
I am writing to express my support for Hailey's grant application for improvements to the downtown area of River Street. I own property and I have a business at 19 W. Bullion, which is in the project area.

Improving the downtown area of River Street will have a positive effect on our town. River Street is an important route through Hailey, and sees more and more use all the time – by motorists, bicyclists and pedestrians. All users must currently share the roadway, which is a safety concern, especially in the low light of winter when it is impossible to walk in the dirt and gravel right of way because of snow. Reduced vehicle speeds and amenities for pedestrians and bicyclists will be a much needed safety improvement.

The project will strongly support our small businesses on or adjacent to River Street. More customers will frequent the area with a visually pleasing environment and improvements that encourage foot and bicycle traffic and provide adequate parking. This project is an important improvement for existing businesses, and will also attract new businesses.

This is an important project in our community, and I thank you for your consideration of Hailey's grant application.

Sincerely,



Cynthia Ward
Cell: 208-720-0485
PO Box 278
Hailey, ID 83333

216 West Bullion Street
Hailey, ID 83333
November 5, 2010

Idaho Department of Commerce
PO Box 83720
Boise, ID 83720-0093

Re: Support for ICDBG Application for River Street Improvements in Hailey, Idaho

Dear Idaho Department of Commerce:

We are very supportive of the potential grant approval for improvements to the downtown River Street area in Hailey, Idaho. Our home is adjacent to the project area. This is a heavily traveled street that is very hazardous for pedestrians and bicyclists, since there are not proper sidewalks and bike lanes. In the winter, pedestrians are restricted to walking in the traffic lanes, due to the snow accumulations.

Improvements will not only greatly increase the safety for those of us that are not motorists, but it is felt that others will be encouraged to bicycle and walk more in the downtown area if they feel safe doing so. Additionally, motorists' safety will be greatly improved, if there are designated lanes for all users.

This area of the downtown is vital to traffic and commerce and currently is quite blighted in appearance. Beautification of this street, which is the next one over from Main, will help draw in new businesses. The potential exists for many parking spaces on River Street, which would help relieve some of the congestion on Main Street.

It is a very exciting project for the City of Hailey and will undoubtedly be a "win/win" situation for all. Thank you kindly for your consideration for approval of this grant.

Sincerely,

A handwritten signature in cursive script that reads "Daniel R. Smith". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

Stephy and Dan Smith



Pavement General

Segment ID	Road Name	Current RSL	Recommended Treatment	Recommended Treatment Cost	From Address	To Address
2235.0	S River St	10.0	Crack FILL	\$297.92	W Maple St	W Cedar St
2234.0	S River St	13.0	2010 CHIP SEAL	\$1,351.11	W Chestnut St	W Maple St
2233.0	S River St	13.0	2010 CHIP SEAL	\$1,351.11	W Elm St	W Chestnut St
2232.0	S River St	10.0	No Maintenance	\$0.00	W Pine St	W Elm St
2231.0	S River St	10.0	Crack FILL	\$297.92	W Walnut St	W Pine St
2231.0	S River St	10.0	Crack FILL	\$297.92	W Walnut St	W Pine St
2231.0	S River St	10.0	Crack FILL	\$297.92	W Walnut St	W Pine St
2231.0	S River St	10.0	Crack FILL	\$297.92	W Walnut St	W Pine St
2230.0	S River St	10.0	Crack FILL	\$298.67	W Croy St	W Walnut St
2230.0	S River St	10.0	Crack FILL	\$298.67	W Croy St	W Walnut St
2230.0	S River St	10.0	Crack FILL	\$298.67	W Croy St	W Walnut St
2230.0	S River St	10.0	Crack FILL	\$298.67	W Croy St	W Walnut St
2230.0	S River St	10.0	Crack FILL	\$298.67	W Croy St	W Walnut St
2230.0	S River St	10.0	Crack FILL	\$298.67	W Croy St	W Walnut St
2229.0	S River St	10.0	Crack FILL	\$429.33	W Bullion St	W Croy St
2229.0	S River St	10.0	Crack FILL	\$429.33	W Bullion St	W Croy St
2164.0	N River St	10.0	Crack FILL	\$599.06	W Carbonate St	W Bullion St
2164.0	N River St	10.0	Crack FILL	\$599.06	W Carbonate St	W Bullion St
2164.0	N River St	10.0	Crack FILL	\$599.06	W Carbonate St	W Bullion St
2164.0	N River St	10.0	Crack FILL	\$599.06	W Carbonate St	W Bullion St
2163.0	N River St	10.0	Crack FILL	\$305.39	W Galena St	W Carbonate St
2162.0	N River St	10.0	Crack FILL	\$224.56	W Silver St	W Galena St
2161.0	N River St	10.0	No Maintenance	\$0.00	W Spruce St	W Silver St
2160.0	N River St	10.0	Crack FILL	\$297.92	W Myrtle St	W Spruce St
2159.0	N River St	8.0	2010 CHIP SEAL	\$3,972.27	Empty Saddle Trl	W Myrtle St
2159.0	N River St	8.0	2010 CHIP SEAL	\$3,972.27	Empty Saddle Trl	W Myrtle St
2159.0	N River St	8.0	2010 CHIP SEAL	\$3,972.27	Empty Saddle Trl	W Myrtle St
2159.0	N River St	8.0	2010 CHIP SEAL	\$3,972.27	Empty Saddle Trl	W Myrtle St
2159.0	N River St	8.0	2010 CHIP SEAL	\$3,972.27	Empty Saddle Trl	W Myrtle St
2159.0	N River St	8.0	2010 CHIP SEAL	\$3,972.27	Empty Saddle Trl	W Myrtle St
2159.0	N River St	8.0	2010 CHIP SEAL	\$3,972.27	Empty Saddle Trl	W Myrtle St
2159.0	N River St	8.0	2010 CHIP SEAL	\$3,972.27	Empty Saddle Trl	W Myrtle St
2158.0	N River St	20.0	No Maintenance	\$0.00	Granite Ln	Empty Saddle Trl
2157.0	N River St	10.0	Crack FILL	\$407.68	Mc Kercher Blvd	Granite Ln
				\$42,551.07		

Total Records: 35

Street Maintenance Plan

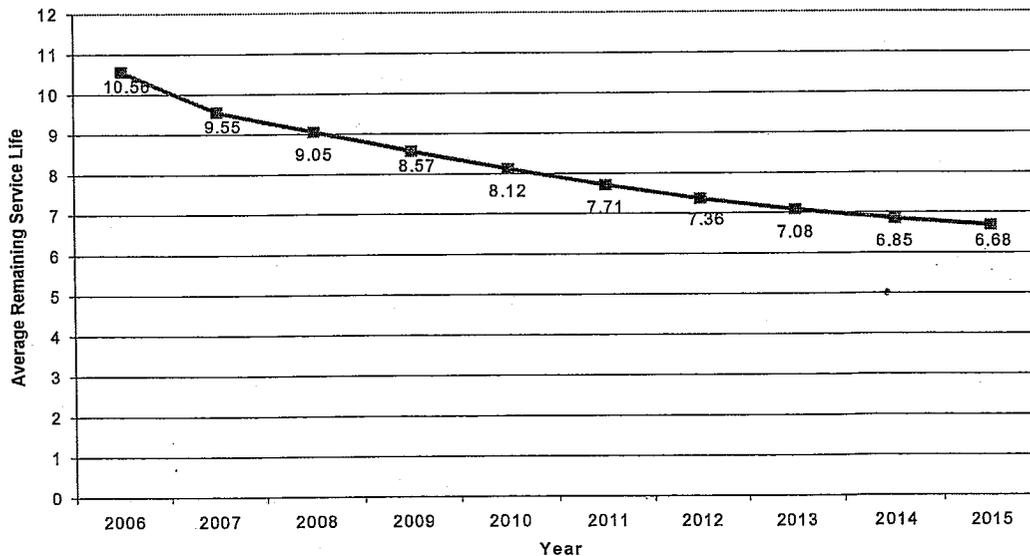
This appendix summarizes the Street Maintenance Plan, prepared by Toothman-Orton.

City of Hailey Road Maintenance Recommendations Summary

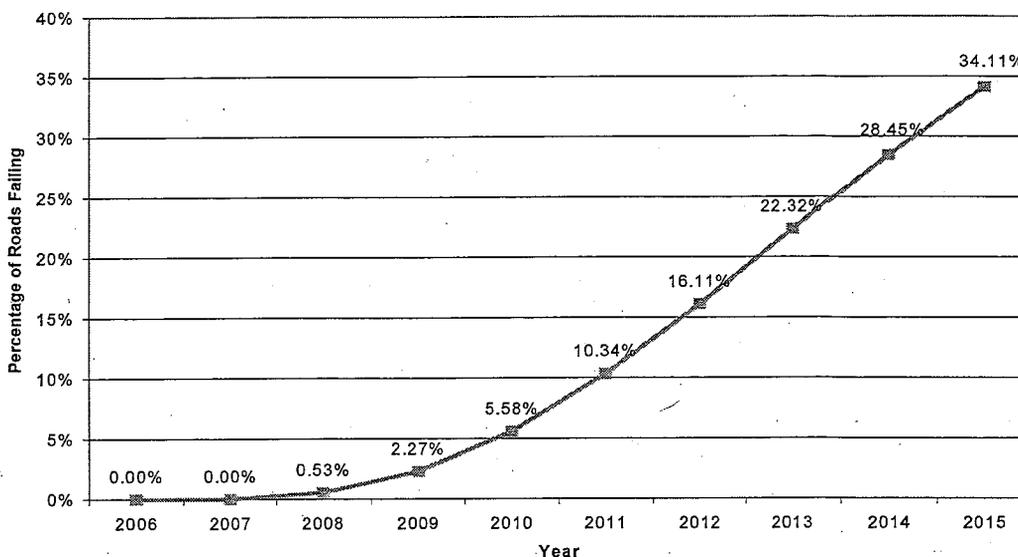
The Analysis conducted in the City of Hailey Road Maintenance Recommendations dated October 2006 was based on information collected by City personnel. This information is detailed in *Appendix A: Inventory Report – Asphalt* and *Appendix B: Condition Report – Asphalt*. *Appendix C: Recommendations – Asphalt* contains the recommendations generated by the Transportation Asset Management System (TAMS) program based on the preset, optimal treatments for each governing distress. The program takes the road surface distress that results in the lowest remaining service life (RSL) and lists the treatment recommended for that specific distress. An example of this would be Segment 4, Airport Way, where the governing distress is Longitudinal cracking and the recommended treatment is a crack seal. Ideally all of these recommendations would be applied, but this is unrealistic with the estimated upfront cost of \$1.67 million. See Appendix C for the summary breakdown of the individual estimates. These estimates are based on the unit costs listed in *Appendix E: Typical Repairs for Asphalt Streets and Costs* and the road surface areas in question, and are based on the best information available at this time.

The analysis shows that the road maintenance budget should be increased to at least \$250,000 in order to maintain and improve the overall road system. Under the current budget and as shown in *Appendix F: Model 1*, there is a decrease in the average remaining service life and the increase in the percentage of failing roads. The following charts show these trends.

City of Hailey - Average Remaining Service Life under Current Budget



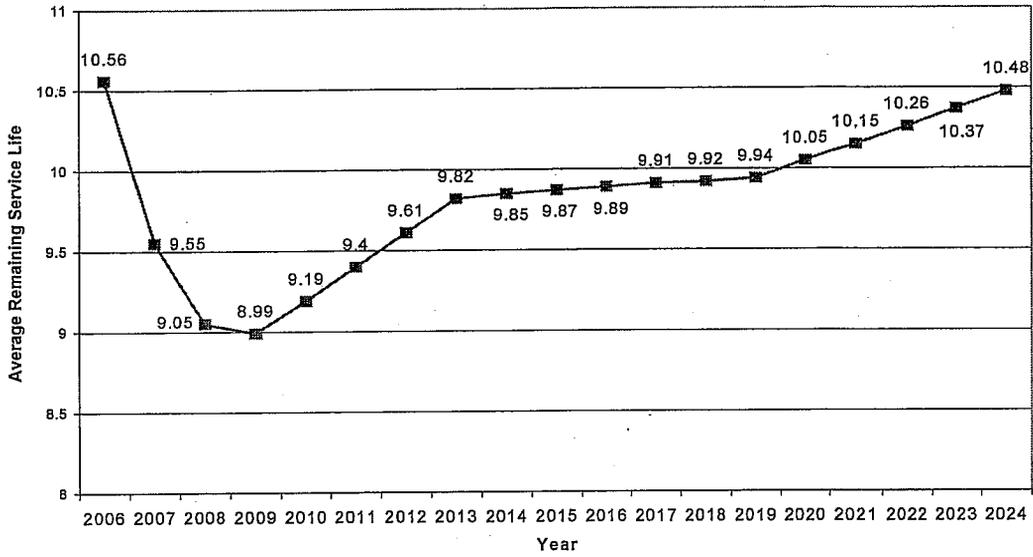
City of Hailey - Percentage of Roads Failing under Current Budget



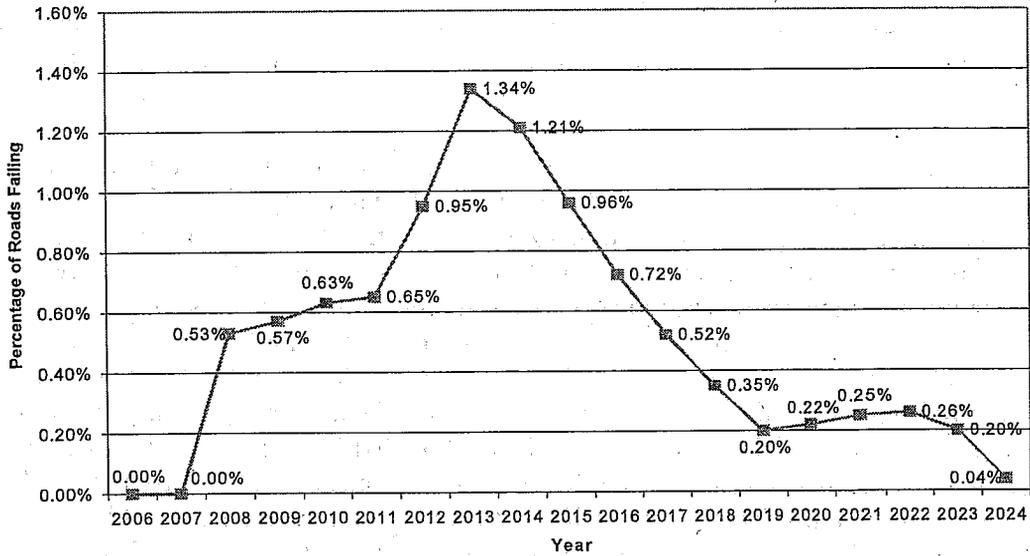
No improvements were undertaken following the condition survey during the summer and fall of 2006 and thus the average RSL dropped 1.01 years from 10.56 years in 2006 to 9.55 years in 2007. Under this scenario the RSL of the majority of the roads are estimated to fall in the 7-9 year or 10-12 year category as can be seen in Appendix F. This makes it much more difficult to maintain or improve the overall road system due to the diminishing returns the less expensive maintenance procedures provide below the 7-9 year category. Additionally, road construction costs have doubled in the last year making an increase necessary just to match historic expenditures.

Using the proposed increase budget of \$250,000, *Appendix G: Model 2*, details the result of an optimized budget that minimizes both road failures and the increase in the budget. Under this proposed model, the average RSL will fall to a low of 8.99 in 2009 and then begin to increase over the following 15 years. This model requires that the budget be distributed differently between maintenance and reconstruction each year in order to maximize the overall improvements to the road system. The maintenance recommendations are the same under both models until 2008 when Model 2 increases the distribution of funds under the assumption the additional funds will be available at that time. Changes to the allocation of funds between maintenance and reconstruction also occur in 2009, 2010, 2013 and 2019. This model projects that a maximum of 1.34% of roads will fall into the failing category (RSL = 0) in 2013 the percentage of failing roads decreases over the next 6 year. There will be a slight increase to this percentage after the 2019 budget change due to the reallocation of funds. This is necessary to maximize the overall benefits to the road system. The following charts show these trends.

City of Hailey - Average Remaining Service Life under Proposed Budget



City of Hailey - Percentage of Roads Failing under Proposed Budget



The table below compares the miles of road within the system, the funds budgeted specifically for road improvements over 3 years, the percentage increase/decrease over the previous year, and the budgeted cost per mile of road based on the 2006-2007 projected budgets for the agencies listed. These agencies were chosen to provide a reasonable comparison to the City of Hailey.

Agency	Miles of Road ¹	2004-2005 Budget ²	2005-2006 Budget ³	% Increase	2006-2007 Budget ⁴	% Increase	Budgeted cost/mile
Hailey	43.34	\$87,466.06	\$97,453.78 ⁵	11.42% ⁵	\$81,500	-16.37%	\$1,880.48
Twin Falls	±200	\$1,054,373	\$1,834,546	73.99%	\$2,606,864	42.10%	\$13,034.32
TFHD	751.77	\$2,602,000	\$2,719,616	4.52%	\$2,225,421	-18.17%	\$2,960.25
ACHD	658.79	\$22,727,124	\$17,555,245	-22.76%	\$23,579,000	34.31%	\$35,791.38

1. Based off information collected from agencies and other public information sites.
2. Based off the 2004 Annual Road and Street Financial Report on file with the Idaho Transportation Department.
3. Based off the 2005 Annual Road and Street Financial Report on file with the Idaho Transportation Department.
4. Based off information collected from agencies and other public information sites.
5. No road improvements were constructed in the summer and fall of 2006 based on information provided by the City Engineer.

The table shows that the City of Hailey spends significantly less than the other agencies listed on a budgeted cost/mile basis. The proposed budget increase to \$250,000 would give the City of Hailey a cost per mile of \$5,768.34. While this would exceed the cost per mile of the Twin Falls Highway District (TFHD) it would be significantly less than that of either the City of Twin Falls or the Ada County Highway District (ACHD).

This analysis is based on a snapshot of the existing conditions and the probable results of using specific maintenance procedures. The TAMS program is meant to be an ongoing analysis tool and should be used on a regular basis to reevaluate the current road conditions and to refine the use of public funds.

CITY OF HAILEY TAMS PROJECT EXISTING ROAD CONDITIONS IN 2006



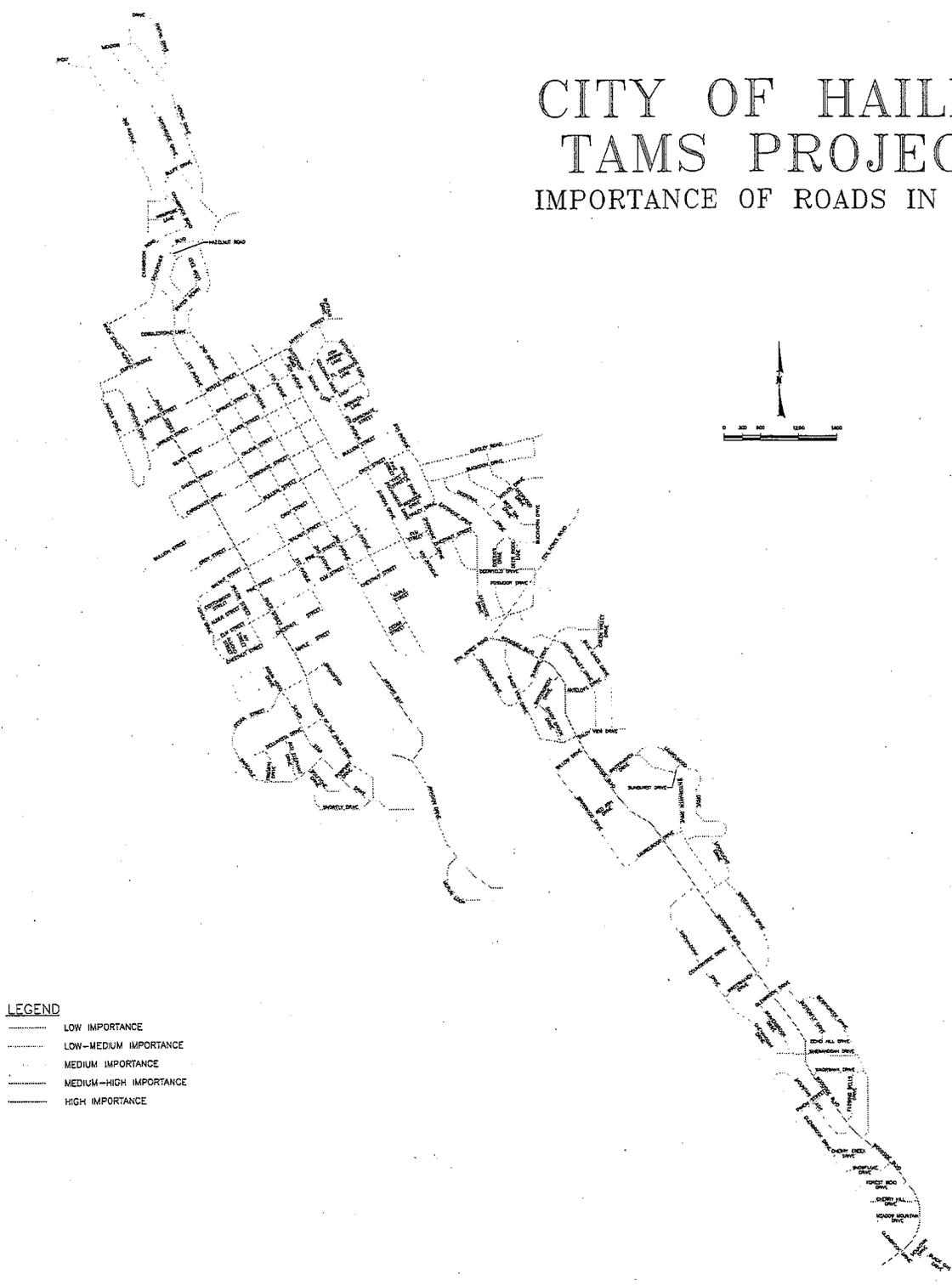
LEGEND

- 0 YEARS OF REMAINING SERVICE LIFE
- 1-3 YEARS OF REMAINING SERVICE LIFE
- 4-6 YEARS OF REMAINING SERVICE LIFE
- 7-9 YEARS OF REMAINING SERVICE LIFE
- 10-12 YEARS OF REMAINING SERVICE LIFE
- 13-15 YEARS OF REMAINING SERVICE LIFE
- 16-18 YEARS OF REMAINING SERVICE LIFE
- 19-21 YEARS OF REMAINING SERVICE LIFE

PERCENTAGE OF ROADS IN EACH CATEGORY	
RSL*	PERCENTAGE
0	0.00%
1-3	0.00%
4-6	4.74%
7-9	27.92%
10-12	53.42%
13-15	9.63%
16-18	0.00%
19-21	4.30%

* - REMAINING SERVICE LIFE

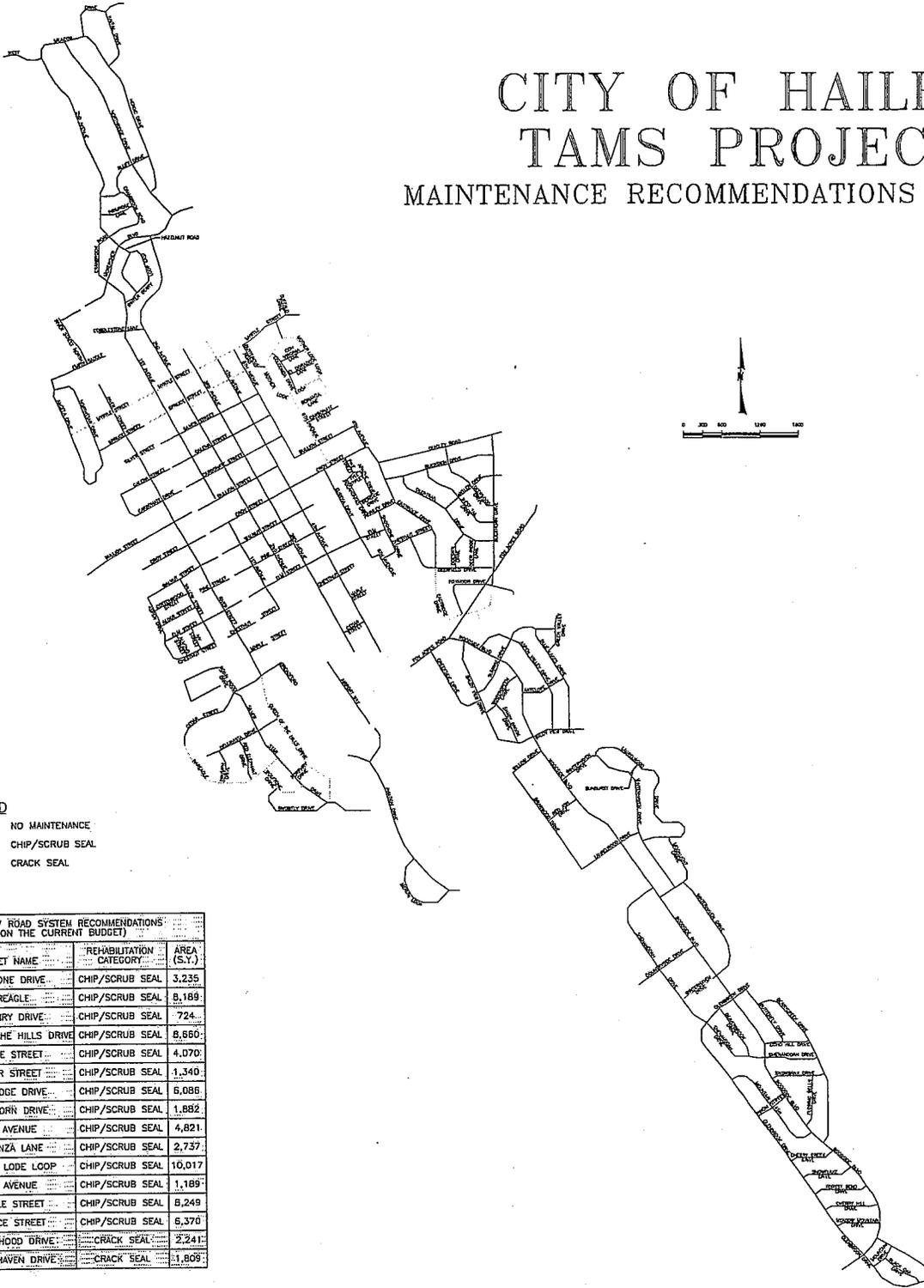
CITY OF HAILEY TAMS PROJECT IMPORTANCE OF ROADS IN 2006



- LEGEND**
- LOW IMPORTANCE
 - - - - - LOW-MEDIUM IMPORTANCE
 - MEDIUM IMPORTANCE
 - MEDIUM-HIGH IMPORTANCE
 - HIGH IMPORTANCE

CITY OF HAILEY TAMS PROJECT

MAINTENANCE RECOMMENDATIONS FOR 2007



LEGEND

- NO MAINTENANCE
- CHIP/SCRUB SEAL
- CRACK SEAL

PROPOSED 2007 ROAD SYSTEM RECOMMENDATIONS (BASED ON THE CURRENT BUDGET)			
SEGMENT ID	STREET NAME	REHABILITATION CATEGORY	AREA (S.Y.)
7	WOLFTONE DRIVE	CHIP/SCRUB SEAL	3,235
11	WARCAGLE	CHIP/SCRUB SEAL	8,189
17	PORPHYRY DRIVE	CHIP/SCRUB SEAL	724
18	QUEEN OF THE HILLS DRIVE	CHIP/SCRUB SEAL	8,860
22	MYRTLE STREET	CHIP/SCRUB SEAL	4,070
35	SILVER STREET	CHIP/SCRUB SEAL	1,340
94	EASTRIDGE DRIVE	CHIP/SCRUB SEAL	6,088
96	BÜCKHORN DRIVE	CHIP/SCRUB SEAL	1,882
125	6TH AVENUE	CHIP/SCRUB SEAL	4,821
127	BONANZA LANE	CHIP/SCRUB SEAL	2,737
128	MOTHER LODE LOOP	CHIP/SCRUB SEAL	10,017
136	4TH AVENUE	CHIP/SCRUB SEAL	1,189
155	MYRTLE STREET	CHIP/SCRUB SEAL	8,249
174	SPRUCE STREET	CHIP/SCRUB SEAL	6,370
5	ROBIN HOOD DRIVE	CRACK SEAL	2,241
53	WINTERHAVEN DRIVE	CRACK SEAL	1,809

Capital Improvement Plan Project List - 06/2013 Update

Sorted By Type	Project Description	FY 12-13 Projected	FY 13-14 Projected	FY 14-15 Projected	FY 15-16 Projected	FY 16-17 Projected	FY 17-18 Projected	Future	Total	% DIF Funding
PRIORITY		% of Growth								
	Street Projects									
	River Street Reconstruction/Upgrade (URA)	N/A	0	0	1,312,000	0	0	3,502,000	4,814,000	0
	Snow Storage - Requires Land	30%	0	940,000	400,000	0	0	0	1,340,000	402,000
	W. Bullion St Reconstruction (URA)	40%	0	0	0	0	0	360,000	360,000	144,000
	Second Ave Reconstruction	40%	0	0	0	0	0	1,052,000	1,052,000	420,800
	Airport Way Reconstruction	40%	0	0	0	0	0	500,000	500,000	200,000
	Broadford Road (Partial URA)	25%	0	0	0	0	32,000	430,000	462,000	115,500
	NE Woodside Streets	25%	0	0	0	0	0	2,121,000	2,121,000	530,250
	3rd Ave Sidewalks (Elm St - Hwy 75) (Partial URA)	40%	0	0	0	0	0	193,000	193,000	77,200
	Croy Street - 2nd to Bike Path	40%	0	0	0	0	0	304,000	304,000	121,600
	Croy St - Bike Path to Quigley Rd	40%	0	0	0	0	0	185,000	185,000	74,000
	4th Ave Reconstruction (Croy - Elm)	40%	0	0	0	0	0	357,000	357,000	142,800
	5th Avenue Reconstruction	25%	0	0	0	0	0	729,000	729,000	182,250
	South Woodside Industrial Park Street Reconstruction	25%	0	0	0	0	0	1,468,000	1,468,000	367,000
	E Elm St Reconstruction	40%	0	0	0	0	0	229,000	229,000	91,600
	E Myrtle St Reconstruction (Partial URA)	40%	0	0	0	0	0	644,000	644,000	257,600
	E Bullion St Reconstruction	40%	0	0	0	0	0	644,000	644,000	257,600
	Main St sidewalk and accessibility upgrades (URA)	N/A	0	0	0	0	0	750,000	750,000	0
	Wayfinding System - design and implementation (URA)	N/A	0	0	0	0	0	65,000	65,000	0
	Alley Improvements (URA)	N/A	0	0	0	0	0	200,000	200,000	0
	Sidewalk to Middle School - Cobblestone Lane	N/A	11,000	145,000	0	0	0	0	156,000	0
	Missing Sidewalk Connections - LOT Funded	40%	0	20,000	20,000	20,000	20,000	0	80,000	32,000
	Old Hailey Sidewalks	N/A	0	0	0	0	0	1,500,000	1,500,000	0
	Pedestrian Crossing RRFB Lights (LOT Eligible)	25%	0	12,000	0	0	0	0	12,000	6,000
	New Portable Emergency Generator	N/A	0	30,000	0	0	0	0	30,000	0
	Street Shop Fuel Storage	N/A	0	55,000	0	0	0	0	55,000	0
	Inside Storage for Salt	N/A	0	0	35,000	0	0	0	35,000	0
	Street Shop Security	N/A	0	30,000	0	0	0	0	30,000	0
	City Shop Cold Storage Building	N/A	0	0	0	0	0	88,000	88,000	0
	Rolling Stock	30%	0	183,750	40,000	275,000	0	525,000	1,023,750	307,125
	River St & Cedar St Roundabout (URA)	30%	0	0	0	0	0	350,000	350,000	105,000
	Silver Star Dr & Cedar St Roundabout (URA)	30%	0	0	0	0	0	350,000	350,000	105,000
	2nd & Myrtle Roundabout	30%	0	0	0	0	0	350,000	350,000	105,000
	4th & Elm Roundabout	30%	0	0	0	0	0	350,000	350,000	105,000
	Street Project Total		11,000	157,000	1,807,000	295,000	52,000	17,246,000	20,636,750	4,149,325
	Water Projects									
	3rd Avenue Wellhouse & Contact Basin	N/A	0	0	50,000	450,000	0	0	500,000	0
	Second Ave Water Main Installation	N/A	0	0	0	0	0	440,000	440,000	0
	River St Water Main Upgrade	N/A	0	10,000	130,000	0	0	0	140,000	0
	Silver St Water Main Installation	N/A	0	0	0	0	0	314,000	314,000	0
	Woodside Subdivision Water Grid Improvements	N/A	0	0	0	0	0	269,000	269,000	0
	Middle School Irrigation	N/A	0	0	0	0	0	0	0	0
	Next City Well - Requires Land	N/A	0	0	0	0	0	825,000	825,000	0
	Woodside Blvd Irrigation Pump Station	N/A	80,000	20,000	0	0	0	0	100,000	0
	Lions, Hop Porter Irrigation Systems	N/A	120,000	10,000	0	0	0	0	130,000	0
	Heagle Irrigation Systems	N/A	100,000	10,000	0	0	0	0	110,000	0

URBAN RENEWAL PLAN
FOR THE GATEWAY DISTRICT URBAN RENEWAL PROJECT
HAILEY URBAN RENEWAL AGENCY

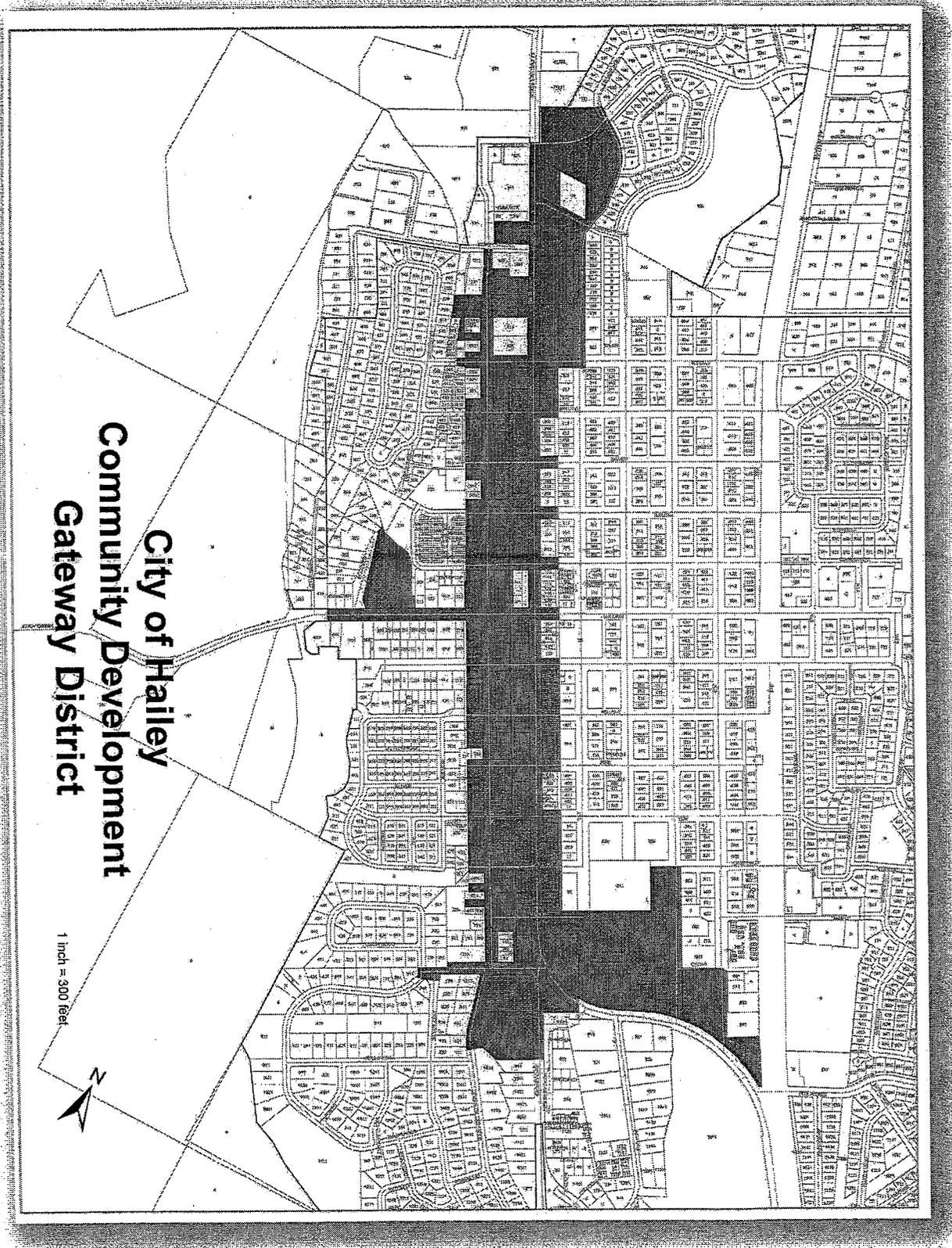
CITY OF HAILEY, IDAHO

Ordinance No. 1138
Adopted: October 15, 2013
Effective: October 23, 2013

Gateway District Urban Renewal Project
Effective: October 23, 2013
Ordinance 1138

ATTACHMENT I

Map of the Urban Renewal Project Area and Revenue Allocation Area



ATTACHMENT 5.1

Public Improvements within the Revenue Allocation Area

This attachment includes a project list of proposed public works or improvements within the Project area. The Project area includes streets, alleys and other public right-of-way.

The Hailey URA Public Improvement List identifies needed investments in capital facilities by the Hailey URA. Capital facilities generally have long useful lives and significant costs. Some of the improvement projects contained in the Hailey URA Public Improvement List are also contained in the City of Hailey Capital Improvement Plan (CIP) or have been identified in the "Hailey Downtown Strategy." Some improvement projects included in the Hailey URA Public Improvement List have evolved upon consideration of these and various other city plans and policies, including the Comprehensive Plan, have grant funding allocated. The project list is not an appropriation or approval of any specific project. The identification of projects needs to be flexible and updated periodically to respond to changing circumstances. The Hailey URA covers the 20-year period 2013 to 2033.

The Hailey URA is estimated to generate \$8,680,451³ in tax increment revenue between 2013 and 2033 in addition to the initial \$50,000 loan from the City of Hailey to activate the program. The total from both sources is estimated to be \$8,730,451. There are presently \$8,072,000 of project costs identified in the Public Improvement List for the URA as well as a sum of \$649,020 for administrative costs over the life of the district. Total estimated expenditures therefore, equal \$8,721,020 leaving a positive program balance of \$9,431 at the end of the term. See attached cash flow analysis for detailed estimates.

Secure funding includes revenue allocation funds and is money the URA is highly likely to receive. The funds may not be in the URA's possession at the beginning of the Plan period, but it is virtually certain that the URA will receive the funds. The URA may need to take specific actions to generate the funding, but those actions are within the URA's powers. Despite the high probability of secure funding, no project can proceed until a specific, enforceable funding plan is in place.

Potential funding is money that might be received by the URA. In every case the URA is eligible for the funding, and the source of funding exists under current law. However, each potential funding source requires one or more additional steps or decisions before the URA can obtain

³ As explained in Section 5.7 of the Plan, the projected revenues were based on the levy rate of 0.9658963, which did not include the levy rates of the Wood River Flood Control District No. 9 and the Wood River Recreation District. Including the levies of those two districts increases the overall levy rate to 0.96607492. This higher levy rate would result in a slight increase in revenue to the Agency. The actual amount of revenue to the Agency will be based on increases in assessed value above the base assessment roll and the annual levy rate imposed by all of the taxing districts. The Agency in its annual budget will identify the revenues anticipated for each fiscal year.

the resources, and the ultimate decision is outside of the URA's independent control. Grant funds are an example of potential funding.

Unfunded projects, or portions of projects lack secure or potential funding.

The amount of tax increment contributed to each project will vary. These projects will be funded in part from a variety of other revenue sources. The timing of each project and the availability of all revenue sources will determine the final combination of funding sources.

The plan proposes certain public improvements that will facilitate development and support rehabilitation in the Project area. The investments will be funded from a variety of financing methods and sources. The primary method of financing will be through the use of tax increment revenue (i.e., incremental property taxes from the revenue allocation area). This plan anticipates that the tax increment revenue may be used to pay for improvements on a pay-as-you-go basis, or through the issuance of bonds, or a combination of both.

Other sources of funding for project may include, but are not limited to:

- Local Improvement District (LID)
- Business Improvement District (BID)
- Local Option Tax (LOT) from the City of Hailey in support of Economic Development projects that pertain to the Hailey Urban Renewal Agency's Plan for the Gateway District.
- Development Impact Fees
- Franchise Fees
- Grants from federal, state, regional agencies and/or private entities
- Other bonds, notes and/or loans
- Improvements and/or payments by developers
- Jointly funded partnerships with local agencies

The total project costs and the amount of tax increment contributed to each project are estimates. The estimated project costs and revenues are based on the URA's present knowledge and expectations. The URA may modify the project and/or the plan if the Board deems such modifications necessary to effectuate the plan. The timing of each project and the availability of all revenue sources will determine the final combination of funding sources.

Summary of Projects

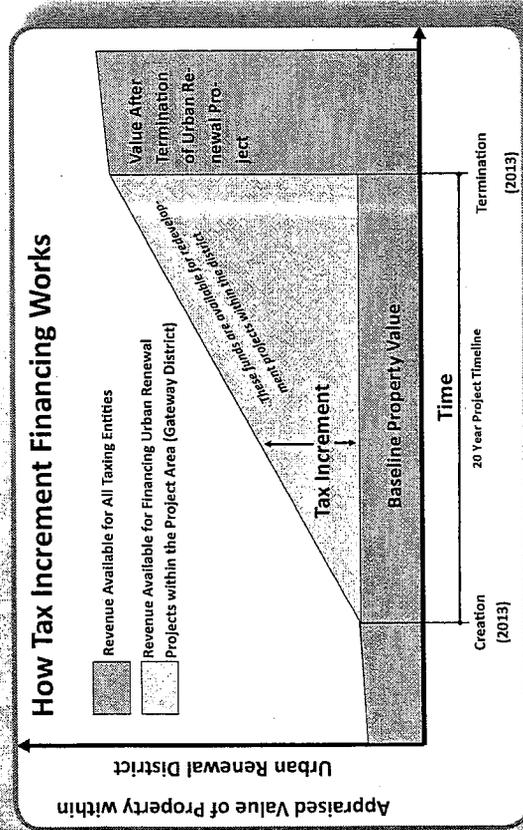
The following table summarizes the estimated total project costs for each project. Specific project funding will be reviewed by the Hailey Urban Renewal Board during the annual budget cycle.

Urban Renewal Agency Projects: Gateway District	
Street Improvements	\$6,129,000.00
Includes Drainage Improvements	
Includes Landscaping	
Includes Arterial and Collector Streets	
Water System Improvements	\$150,000.00
Downtown Public Infrastructure Improvements	\$1,525,000.00
Includes Plaza and Town Square	
Public Art	\$60,000.00
Other Public Facilities	\$158,000.00
Total Project Costs	\$8,072,020.00

Benefits of URA

What is Urban Renewal and How Does it Work?

Urban Renewal Agencies fund all redevelopment and economic development projects through a tool known as Tax Increment Financing. Tax increment financing, or TIF, is a public financing method used for redevelopment, infrastructure projects, and other community-improvement projects that assist in the redevelopment and economic development of a specific area. This area, known as the Urban Renewal District, has specific geographic boundaries and has been designated by the City Council as an area that qualifies for the use of tax increment financing funds. In Hailey, this area is the Gateway District and the boundaries are shown here on the map.



When an Urban Renewal District is established, a Baseline Assessed Property Value for the district is simultaneously established, based on the current taxable value of property within the District. The Baseline Assessed Value determines how TIF funds are calculated for the remainder of the project. If property values increase above the Baseline Assessed Value within the district, the Urban Renewal Agency is required to redirect any property taxes generated from the increased property value directly back to the District for improvements that are necessary for redevelopment and economic development. For example, if a baseline assessed value was set at \$1,000,000 for the District and increased to \$1,500,000 in the years following the establishment of

the District, property taxes from the \$500,000 increase in values would be redirected to improvements within the District. If property values do not increase above the Baseline Assessed Value or if they decrease, the Urban Renewal Agency receives no funding for improvements within the District.

For the City of Hailey, the Gateway District is projected to generate \$8,721,720 in Tax Increment Funding over 20 years, which is dedicated to improvements within the Gateway District.

CONTACT INFO

Hailey Urban Renewal Agency
 Telephone: 208-788-9815 ext. 13
 Fax: 208-788-2924
www.haileycityhall.org/planning/UrbanRenewalAgency.asp
mich.austin@haileycityhall.org

Hailey
 URBAN RENEWAL
 AGENCY

INTRODUCES THE

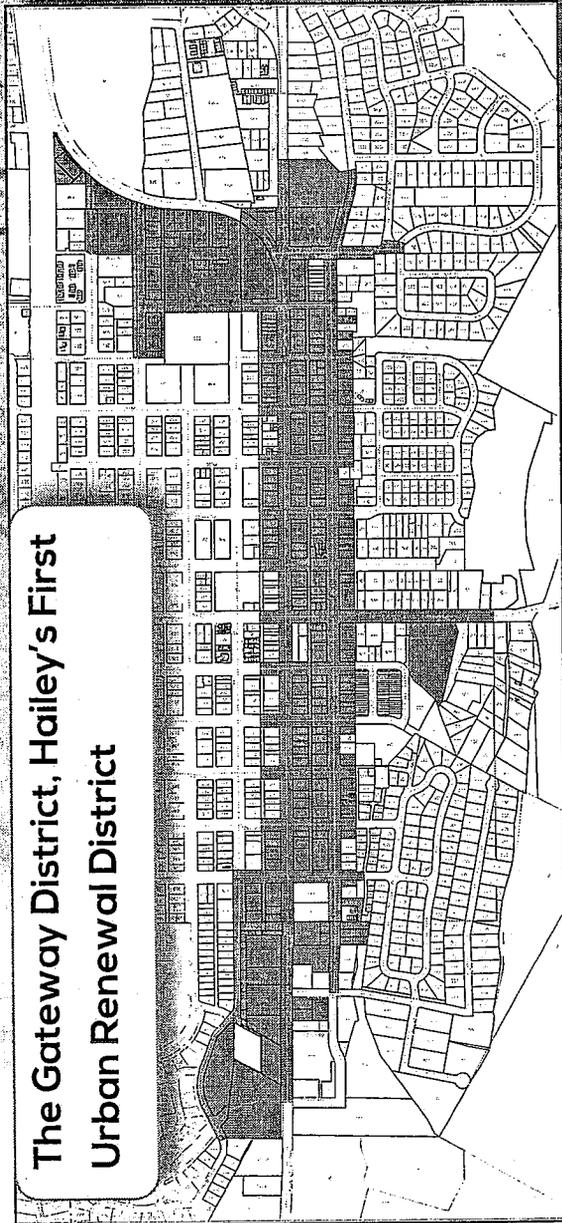
GATEWAY DISTRICT

The public is invited to a Town Hall Meeting to discuss the Gateway District Plan, the benefits of urban renewal for Hailey, and address any other questions on August 13, 5:30-7:00 pm in the City Council Chambers, located at 115 Main St. South in Hailey

Town Hall Meeting
 August 13, 5:30-7:00 pm
 City Council Chambers
 115 Main Street So in Hailey



The Gateway District, Hailey's First Urban Renewal District



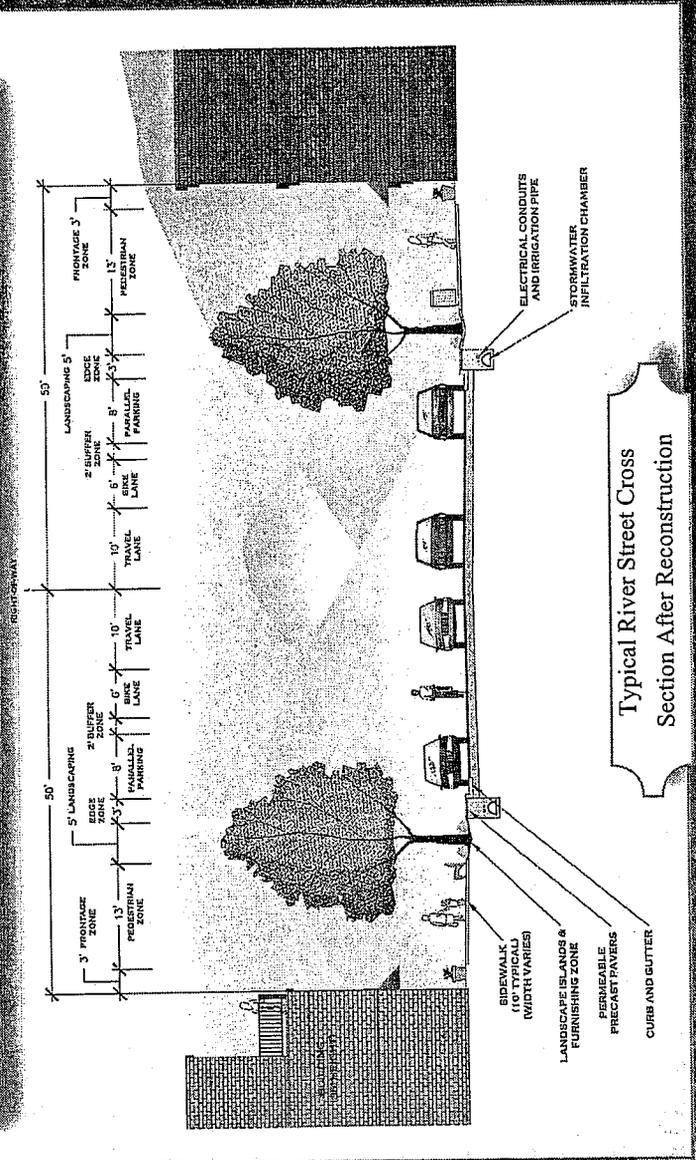
Projected Funding and Major Project Categories

Total Projected TIF Revenue	\$8,680,451.00
Street Improvements	\$6,129,000.00
Water System Improvements	\$150,000.00
Downtown Public Infrastructure	\$1,525,000.00
Public Art	\$60,000.00
Other Public Facilities	\$158,000.00
Total Project Costs	\$8,072,020.00

FAQs

- Q** : Will the urban renewal district raise my taxes?
A: No, the urban renewal agency is not a taxing district and does not establish levies. Property tax levies paid within the District are identical to those paid outside the District.
- Q** : How will I benefit from the Gateway District?
A: The improvements planned for the Gateway District will directly improve the quality of life and economic development potential for those within and surrounding the District. See the list of projects in this brochure.
- Q** : Where does the URA get its funding?
A: Urban Renewal Agencies receive their funding from Tax Incremental Financing. For a detailed explanation, please see the back page of this brochure.
- Q** : Is the URA a public agency?
 Yes, subject to all open meetings laws and statutory restrictions applicable to all public agencies.

URA Project: River Street Reconstruction



AGENDA ITEM SUMMARY

DATE: 12-16-2013 **DEPARTMENT:** CDD **DEPT. HEAD SIGNATURE:** MA

SUBJECT: Proposal to submit an application to the Blaine County Land Water and Wildlife Program for educational signage at Old Cutters and Quigley Canyon regarding sensitive mule deer and elk winter range areas.

AUTHORITY: ID Code 39-4116 IAR _____ City Ordinance/Code Title 15
(IFAPPLICABLE)

BACKGROUND/SUMMARY OF ALTERNATIVES CONSIDERED:

Background

When Old Cutters was annexed and platted, there was significant concern from the public and from Idaho Fish and Game on the impacts the subdivision may cause on wintering wildlife in the foothills east of Cutters. As a result, the plat was amended to reflect these concerns and required that the trails east of Cutters remain 3-season trails to minimize negative impact on wintering wildlife. On the recorded Old Cutters Subdivision Plat, Note #10 now states that, "The trail on the east side of the high ditch is a 3-season trail and will be closed in the winter for big game habitat".

Since that time, the City of Hailey has tried closing the areas east of Old Cutters from recreational use, however the areas are owned and maintained by the Bureau of Land Management and the City does not have the authority to close publically owned, federal lands. As a result, a group of concerned citizens have approached the City of Hailey to propose educational signage that will inform recreation users on how to recreate in the area without negatively impacting the sensitive winter wildlife populations. The signage would be posted near the parking areas at Old Cutters Park to inform all users of the wildlife wintering in the area. Quigley Canyon would also be a location for placing educational signage.

Proposal:

This group of citizens has approached the City of Hailey to apply for funds from the Blaine County Land Water and Wildlife Program. This would involve the City submitting an application with the LWWP and being the recipient of the funds. Total funds proposed for the grant request is \$7,500. Staff is seeking approval from the City Council to proceed with the grant application.

FISCAL IMPACT / PROJECT FINANCIAL ANALYSIS:

The Public Works Department would install the signage, requiring some labor in digging holes, pouring concrete, etc.

ACKNOWLEDGEMENT BY OTHER AFFECTED CITY DEPARTMENTS: (IFAPPLICABLE)

- | | | |
|--|-------------------------------------|--|
| <input checked="" type="checkbox"/> City Administrator | <input type="checkbox"/> Fire Dept. | <input type="checkbox"/> Library |
| <input checked="" type="checkbox"/> City Attorney | | <input type="checkbox"/> Mayor |
| <input type="checkbox"/> City Clerk | | <input checked="" type="checkbox"/> Comm. Dev. |
| <input type="checkbox"/> Building | | <input type="checkbox"/> Police |
| <input type="checkbox"/> Engineer | | <input type="checkbox"/> Public Works, |

Parks

P & Z Commission

Benefits Committee

Streets

Treasurer

Sustainability

RECOMMENDATION FROM APPLICABLE DEPARTMENT HEAD:

Staff is seeking approval from the City Council to proceed with the grant application to LWWP for \$7,500 for educational signage.

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 # _____

**Blaine County Land Water & Wildlife Program
Pre-Application for Conservation Funding**

The Blaine County Land, Water and Wildlife Program (Program) was created to invest the funds from the 2008 Land Water and Wildlife Levy. For complete information about the purposes, policies and procedures, please refer to the Program website (blainecounty.org >>>County Departments >>> Land, Water & Wildlife Program >>> Info >>> Application Materials OR [click here](#)). The Program Guide and Project Evaluation Checklist provide background on the application process, eligibility and selection criteria.

Landowners, non-profit organizations, or other local government agencies wishing to request funding from the Program should take the following steps to initiate their project:

Step 1: Review background information about the Program and talk to the Land, Water & Wildlife Program Coordinator, Land Use & Building Services, 219 1st Avenue South, Ste. 208, Hailey, telephone 208-788-5570.

Step 2: Complete this Pre-Application. It is used to present an initial project proposal to the Program. Pre-Applications are reviewed by county staff and the Levy Advisory Board (a volunteer board of citizens, appointed by the Board of County Commissioners to advise on Levy expenditures and make recommendations to the County Commissioners). This is the first of two application phases. A fillable version of this Form, for optional use, is available on the website.

Pre- Applications are accepted anytime, and evaluated promptly by the Levy Advisory Board (LAB). If a project appears to serve Levy objectives, the Applicant will be invited to submit a Full Application for Conservation Funding. Following submittal of the Full Application, the project would be evaluated during the next competitive application cycle. The Full Application deadlines are on the website.

Step 3: Following review of your Pre-Application, the Land, Water and Wildlife Program Coordinator will contact you to schedule a meeting to discuss the initial evaluation and the next steps.

Please see the Program Guide for a thorough explanation of the application process. If you have questions regarding this process please contact the Program Coordinator at (208) 788-5570.

Pre-Applications should be submitted digitally and with two (2) paper copies to:

Land, Water and Wildlife Program Coordinator
Blaine County Land, Water & Wildlife Program
Land Use & Building Services
219 1st Avenue S., Ste. 208
Hailey, ID 83333
pzcounter@co.blaine.id.us

Please Note: When submitted to the County, this application will become a public document, and all information contained in it may be viewed by any member of the public who may request to do so.

1. Applicant Information

Project Name: Old Cutter's Crucial Winter Range Educational Signage

Applicant (Note that only landowners and their representatives or partners may apply):

City of Hailey, ID

Contact Name (if different than Applicant): Micah Austin, Community Development Director

Address: 115 Main St South, Hailey, ID 83333

Contact primary phone number: 788-9815 ext 13

Cell or other alternative phone number:

Contact e-mail address: micah.austin@haileycityhall.org

2. Project Type (check one):

Land acquisition Easement acquisition TDR Non-acquisition*

Other (explain)

* Non-acquisition projects could include wildlife habitat, water quantity and quality, stream reconnections, improvement to natural systems and processes, and studies linked to projects.

If the project is an acquisition, is there a willing seller? n/a

If the project involves a conservation easement (acquired or donated), is there a qualified entity willing and able to hold and maintain the interest to be conveyed? n/a Will it be perpetual? n/a

If the project is a restoration, are the landowner(s) committed to the project? n/a

Do you know whether the Property is a lot of record as defined in Blaine County Code (Section 9.2.1), or its equivalent in incorporated cities? _____

Are you aware of any permits or approvals you may need in order to do your project? yes If "Yes," what are they? Approval by City Council 12/16/13

3. Project Description

Approximate acreage of project: n/a

Using a separate sheet of paper, describe the property proposed for protection, the conservation purpose of the proposed project and how it will fulfill the purposes of the Land, Water and Wildlife Program. To the extent known, please discuss how the conservation outcomes will be lasting. Refer to the Program Guide for an understanding of the Program priorities. Please answer in **500 words or fewer**.

4. Project Funding and Partnership Information

Estimated total project cost: \$7500

Estimated Land, Water & Wildlife Program funding request: \$7,500

If a non-acquisition project, please include a basic budget that identifies which costs you are requesting funding for.

Are any funds for this project already secured? \$1000 City of Hailey

If yes, please list sources and amounts:

Prospective or committed project partners:

Name: City of Hailey

Mailing Address: 115 Main St South, Hailey, ID 83333

E-mail or Phone: 208 788-9815 ext 13

5. Project Maps and Photos

Please include up to two maps of your proposed project and the general area. The map (or maps) should depict project boundaries, property ownership (private or public), roads, significant topographic or ecological features, and any parcels within the project area that may be excluded from the project. Also include up to two photos that illustrate the conservation values of the project.

6. Signatures

I/we have read and understand the LWWP Program Guide.

I/we understand that approval of the Pre-Application is no guarantee of funding, and that public resources will be used in the evaluation process.

Applicant (if not the landowner)	Date
Micah Austin, City of Hailey Community Development Director	12/9/13
Landowner(s) or authorized Representative	Date
see above	
Authorized Representative of managing agency (if project is on public land)	Date
see above	

**Blaine County Land Water & Wildlife Program
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Are you aware of any permits or approvals you may need in order to do your project? yes If "Yes," what are they? Approval by City Council 12/16/13

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Approximate acreage of project: n/a

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4. Project Funding and Partnership Information

Estimated total project cost: \$7500

Estimated Land, Water & Wildlife Program funding request: \$7,500

If a non-acquisition project, please include a basic budget that identifies which costs you are requesting funding for.

Are any funds for this project already secured? \$1000 City of Hailey

If yes, please list sources and amounts:

Prospective or committed project partners:

Name: City of Hailey

Mailing Address: 115 Main St South, Hailey, ID 83333

E-mail or Phone: 208 788-9815 ext 13

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Please include up to two maps of your proposed project and the general area. The map (or maps) should depict project boundaries, property ownership (private or public), roads, significant topographic or ecological features, and any parcels within the project area that may be excluded from the project. Also include up to two photos that illustrate the conservation values of the project.

6. Signatures

I/we have read and understand the LWWP Program Guide.

I/we understand that approval of the Pre-Application is no guarantee of funding, and that public resources will be used in the evaluation process.

Applicant (if not the landowner)	Date
Micah Austin, City of Hailey Community Development Director	12/9/13
Landowner(s) or authorized Representative	Date
see above	
Authorized Representative of managing agency (if project is on public land)	Date
see above	

Important Wildlife Habitat

HIKERS, RIDERS AND OTHER USERS: Give the critters a break!

This area is important to wildlife all year long.

- Crucial winter range for mule deer and elk from December until late April
- Migration corridor for mule deer
- Fawning area for mule deer in upper Red Devil and Deadman's Gulch

In winter and early spring, please use trails on the bench at the base of the hill.

Please consider recreating elsewhere from December to late April when

- temperatures dip into the teens, wind is blowing, or snow is deeper than 18 inches, beginning in December.
- wildlife is trying to recover by feeding in narrow drainages in late spring, which is often late April.

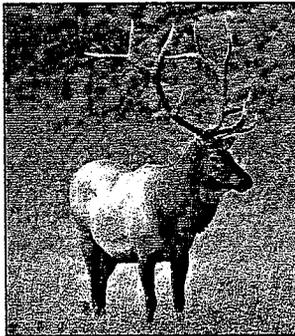


Photo by Alan D. Wilson, Nature's Pic Online

Stay on Trails.

Move away from wildlife if you see them, and keep your **Dogs on Leash.**



American kestrel
Photo by Ben Dudley, Feathered Photography



Lewis's Woodpecker
Photo by Alan D. Wilson, Nature's Pic Online



Red-tailed Hawk
Photo by Alan D. Wilson, Nature's Pic Online



Great Horned Owl
Photo by Alan D. Wilson, Nature's Pic Online

Critical Winter Range



Photo by Alan Ramsey, Hagg Ranch

The northernmost winter range for mule deer in the Big Wood River drainage, the Quigley area is considered a contiguous block of important winter habitat. Red Devil, Hangman Gulch and neighboring gulches are home to some 400-500 deer in winter. This is the highest density of wintering deer in the valley.

Deep snow and cold temperatures make winter a stressful time for wildlife. Causing them to move, stop feeding or get up from their beds or away from thermal cover makes them use precious energy in the form of vital fat stores. Not only important in the depths of winter, they will need these body stores to survive into late winter and spring.

In Summer

Many birds nest in cottonwoods along the ditch, they include Red-tailed Hawks and Great Horned Owls. They feed on mice and voles in nearby fields, and can be seen carrying snakes from the top of Red Devil Mountain. Also frequently spotted are cavity-nesting birds such as American Kestrels, Lewis's and other Woodpeckers, and many types of songbirds.

Wildlife Conflicts? Call

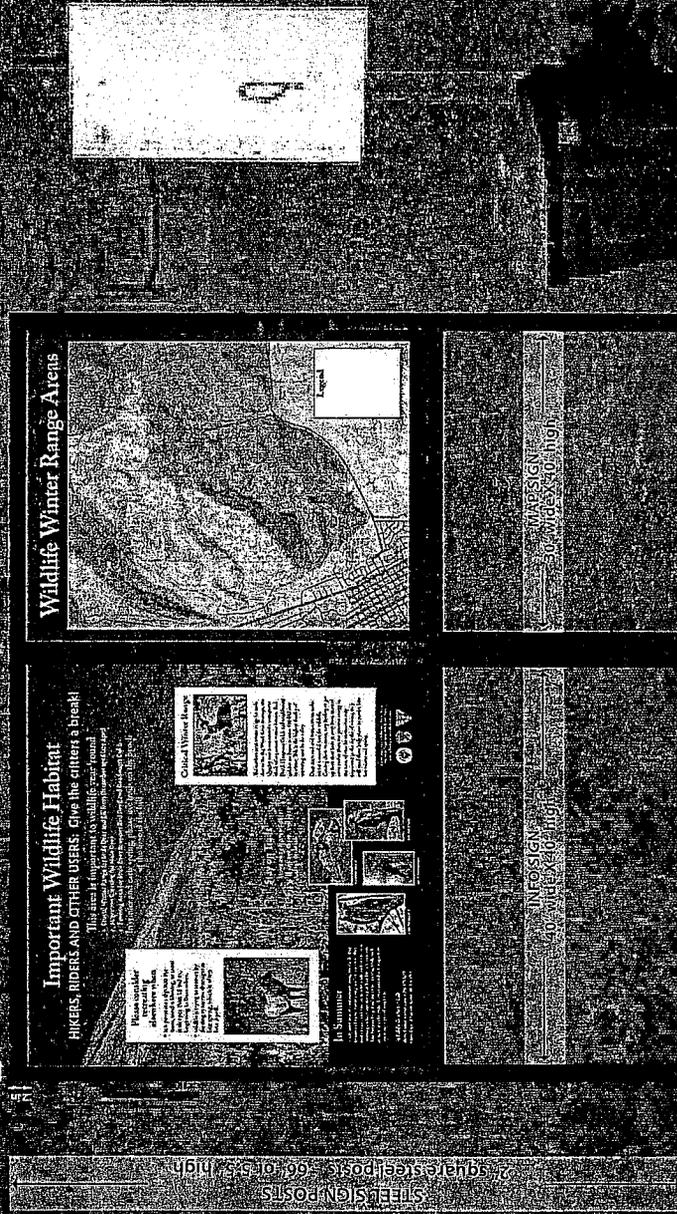
Blaine County Animal Control 208.578.3377
Idaho Dept. of Fish and Game 208.324.4359

A joint project supported by the City of Hailey, the Idaho Department of Fish and Game and the Bureau of Land Management.



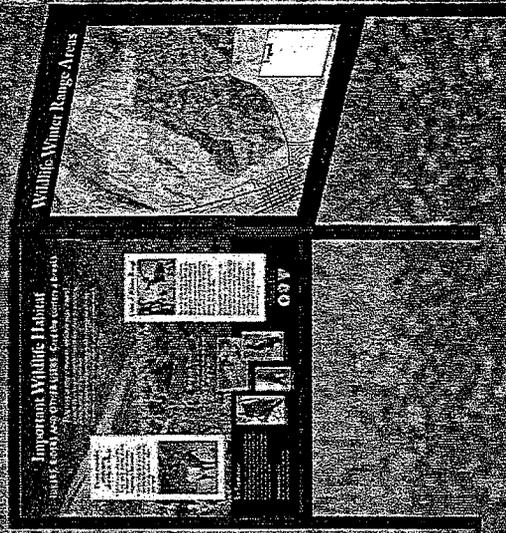
Mock of Signs on Ground

on north side of Quigley Road at mouth of Quigley Canyon, Hailey, Idaho



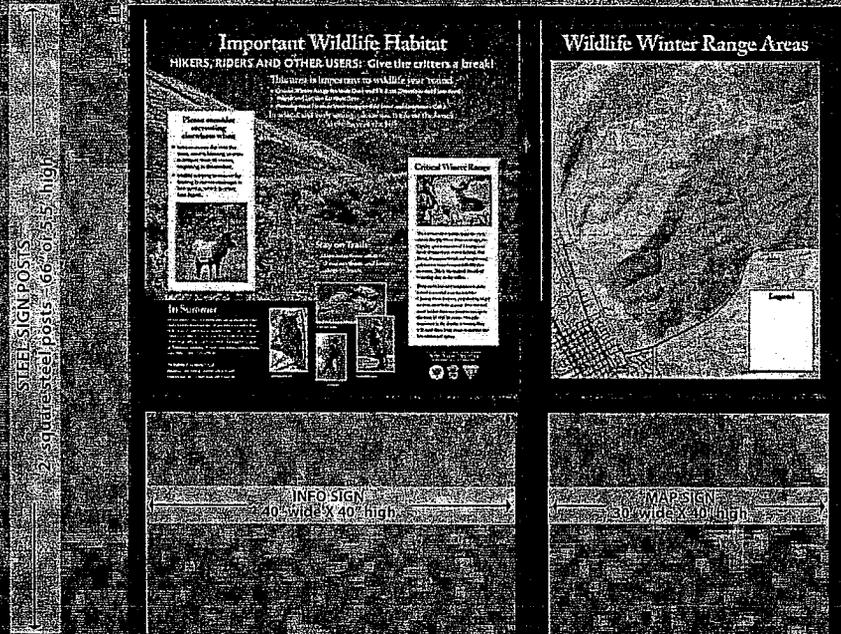
Mock of Signs on Ground

on west side of Hiawatha Canal, Old Cutters Subdivision, Hailey, Idaho



Mock of Signs on Ground

on west side of Hiawatha Canal, Old Cutters Subdivision, Hailey, Idaho



In 2006, The City of Hailey, Idaho, held public hearings for the consideration of annexation of a planned private subdivision known as Old Cutter's. As part of the process of review by various agencies, the Idaho Department of Fish and Game (IDFG) considered the impact of the subdivision on wildlife resources. IDFG made a positive finding for the annexation and subdivision with the requirement that the City of Hailey post as closed the area behind the subdivision as Crucial Winter Range from December 1-April 30 each year. The requirement was recorded on the plat notes and the property legal description.

Within the northernmost winter range for mule deer in the Big Wood River drainage, the Quigley area is considered a contiguous block of important winter habitat. Red Devil, Hangman Gulch and neighboring gulches are home to some 400-500 deer in winter. This is the highest density of wintering deer in the valley. The topography and vegetation provide important cover and protection from winter winds, and on west-facing aspects provide warmth from low angle winter sun. The area also has substantial bitterbrush, sagebrush, chokecherry and forb growth that are important winter foods for Mule deer. Elk utilize grasses on the south-facing slopes.

Deep snow and cold temperatures make winter a stressful time for wildlife. Causing them to move, stop feeding or get up from their beds or away from thermal cover makes them use precious energy in the form of vital fat stores. Because wintering animals heavily utilize the area, IDFG recognized that recreational demand in winter could compromise wintering wildlife populations. This resulted in the IDFG recommendation for winter recreational closure.

The land ownership of the area is a combination of private land within the boundaries of the City of Hailey, within the boundaries of Blaine County, and land under the jurisdiction of the Bureau of Land Management (BLM), Department of the Interior. These entities have differing management considerations, which has led to some confusion about the combined administration of the closure. The BLM is undergoing travel planning, but because of limited funding and other planning issues, the North Highway 20 Travel Plan is on hold. As a result, access to BLM property cannot be posted as closed by the City.

The City of Hailey wishes to sign City property with information about crucial winter range and other elements of habitat in order to encourage the public to limit impacts on wildlife in winter. The attached draft sign is educational and non-regulatory in nature, which will encourage changes in recreational use and fulfill requirements for posting in the interim until the BLM Travel Plan is finalized.

The project serves the primary Levy purpose of protecting wildlife by protecting Mule deer and Rocky Mountain elk during winter. Winter range has been identified as a crucial element in the survival of these ungulate populations. As human population increases, the number of residents seeking recreation in the hills surrounding municipalities in the Wood River Valley will also increase.

Education about the importance of limiting disturbance of wintering wildlife will serve as a valuable tool in influencing public choices about where they choose to ski, snowshoe or hike in winter or spring. This should creating lasting outcomes of healthy populations of ungulates, as well as other wildlife, while raising public awareness of wildlife needs in Blaine County.