

Existing Transportation System Evaluation

The transportation system in and near the City of Hailey consists of various transportation facilities such as state highways, city arterials, collector streets, and local streets. An evaluation of the existing transportation system was conducted as part of preparation for the 2006 Transportation Master Plan. The evaluation covers the roadway system, street inventory, traffic volumes, traffic operations, pedestrian and bicycle system, public transportation, and air service facilities.

Roadway System

The following summarizes the existing roadway system including roadway functional classifications, roadway geometry, and significant intersection traffic controls. The functional classification of Hailey public roads is set in coordination with the ITD Division of Transportation Planning. There are four functional classifications within the City of Hailey: principal arterials, minor arterials, collector streets, and local streets. Table A1 provides the general descriptions of these roadway types, and the classification of specific City roadways.

Table A1. Functional Classification

Functional Classification	Description	Roadway Identified in 2005 Plan
Principal Arterials	Regionally significant streets that link communities while also connecting important locations with the City. Major arterials most often facilitate the system's largest traffic volumes. Access to local streets and driveways is discouraged.	Main St (Hwy 75)
Minor Arterials	Major Streets that provide important intra-city connections, but may also play a regional role. Access to local streets is encouraged while driveway access is discouraged.	Buttercup Rd Myrtle St Croy Creek Rd (Bullion St)
Collector Streets	Important neighborhood streets that provide access to local residential streets. Driveway access is often provided along these routes.	McKercher Blvd River St Second Ave Third Ave Bullion St Croy St Elm St Airport Way Fox Acres Rd Woodside Blvd Countryside Blvd
Local Streets	Streets providing direct access to residential properties and serve a variety of local neighborhood uses in addition to providing driveway access.	All roads not otherwise classified

1. Source: City of Hailey

Principal Arterials

Within the City of Hailey, Main Street (Highway 75) is classified as a principal arterial. From a statewide perspective, ITD lists Highway 75 as minor arterial. From a regional perspective, ITD and regional cities list Highway 75 as a principal arterial serving as the

main route through the Wood River Valley. On rural sections outside of Hailey, Highway 75 is a two-lane roadway with a posted speed of 55 mph. Within the Hailey urban areas, Highway 75 transitions from two-lane roadway with a posted speed of 45 mph, to a five-lane road with a posted speed of 25 mph. Traffic signals control four Highway 75 intersections: McKercher Boulevard, Bullion Street, Airport Way, and Fox Acres Road.

Minor Arterials

Classified as minor arterials, important intra-city and rural county roadway connections are provided by sections of Buttercup Road, Myrtle Street, and Croy Creek Road (Bullion Street). These routes create arterials for travel within the city and surrounding rural areas. These are typically two-lane roads with posted speeds of 35 mph outside the city and 25 mph within the city.

Collector Streets

Collector roadways connect neighborhoods or commercial areas to the arterial network. Generally, collectors can also serve local traffic circulation needs which may otherwise reduce overall mobility on arterial roadways. However, they are not designed to provide alternative routes to arterial roadway traffic.

Within the City of Hailey, collectors are generally two-lane roads with posted speeds of 25 mph. The roads with sections listed as collectors are: McKercher Boulevard, River Street, Second Avenue, Third Avenue, Bullion Street, Croy Street, Elm Street, Airport Way, Fox Acres Road, Woodside Boulevard, and Countryside Boulevard. The intersections of Third Avenue/Walnut Street and Fourth Avenue/Pine Street are “raised” to discourage high speeds and regional truck activity bypassing the highway.

Local Streets

Local residential streets serve local abutting land uses and neighborhood traffic. All Hailey public streets not classified as principal arterials, minor arterials, or collector streets are considered local streets. The local streets are generally two-lane roads with 25 mph posted speed limits.

Street Layout

The older sections of the city north of the airport are laid out in a urban grid pattern with small blocks (generally 300 feet square) with large public right-of-way (80 to 100 feet wide). This grid street network provides good connectivity for both motorized and non-motorized travel. However, this grid reduces the ability of Highway 75 to efficiently move regional traffic because of the high number of access locations.

The newer sections of the city that surround this grid network are characterized by typical suburban residential and commercial development. Connectivity for motorized travel is typically lower quality by design to discourage higher traffic volumes. Connectivity for non-motorized traffic is provided in some suburban areas through parks and pathways. Where collector roadways are present, these suburban areas increase

the efficiency of Highway 75 by consolidating access points and handling local circulation traffic.

There are several constraints that dictate the nature of the street network layout. First, the network is limited on the east and on side by the Wood River and mountain slopes. This means that the regional highway must traverse the city rather than using a bypass route. Second, the Wood River Trail also bisects the city. To preserve the nature of this regional multi-use path, the number of roadway crossings is limited. Third, the airport site provides a challenge to east-west connectivity in southern Hailey. However, this constraint may be removed at some later date.

Street Inventory

Road Maintenance Recommendations were prepared as part of the Transportation Master Plan (see Appendix B). As part of the process, every street was inventoried to identify pavement conditions, as well as the location and condition of signs and poles. Details on the data collection process and results are discussed in the Road Maintenance Recommendations.

Traffic Volumes

Weekday daily and PM peak hour traffic volumes were collected from the Idaho Department of Transportation (ITD) and the City. For traffic operations analysis the evening peak, one-hour period was chosen, which generally occurs between 4:00 and 6:00 PM. Existing traffic volumes at major intersections within Hailey were measured during various months in 2004 and 2006. These data sets were normalized to average 2006 conditions based on seasonal adjustment factors and growth rates calculated from ITD's annual traffic volume data. Figure A1 illustrates the resulting daily and PM peak hour traffic volumes for select locations.

Daily and Seasonal Traffic Patterns

The daily traffic pattern by hour on Highway 75 just north of Hailey is illustrated in Figure A2. This count location reflects commuting traffic between Hailey and Ketchum as well as general regional traffic. Figure A2 shows two distinct times of day when traffic is heaviest, 7:00 to 9:00 am for northbound traffic and 4:00 to 6:00 pm for southbound. Using 15-minute volume data sets from January and July 2005, the PM peak hour was confirmed to be the highest peak hour of the day.

Seasonal traffic patterns at this same count location are shown in Figure A3. The figure indicates that traffic volumes are highest in July and August and lowest in January and February.

Figure A1. 2006 Existing Traffic Volumes



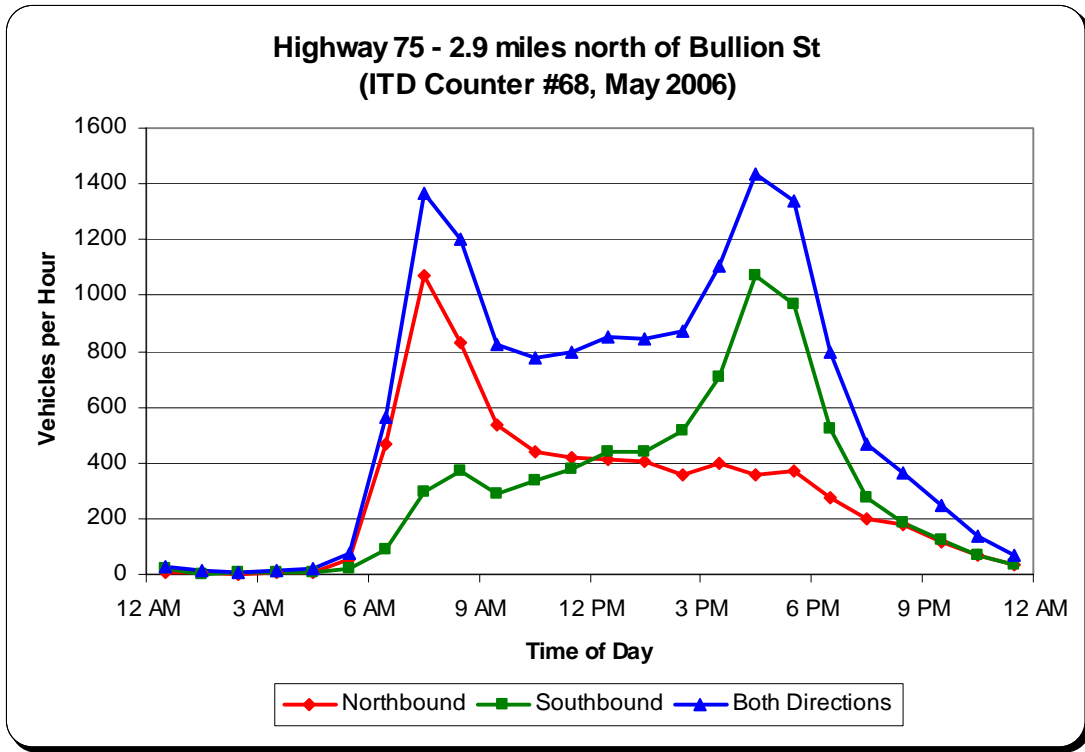


Figure A2. Daily Traffic Patterns by Hour

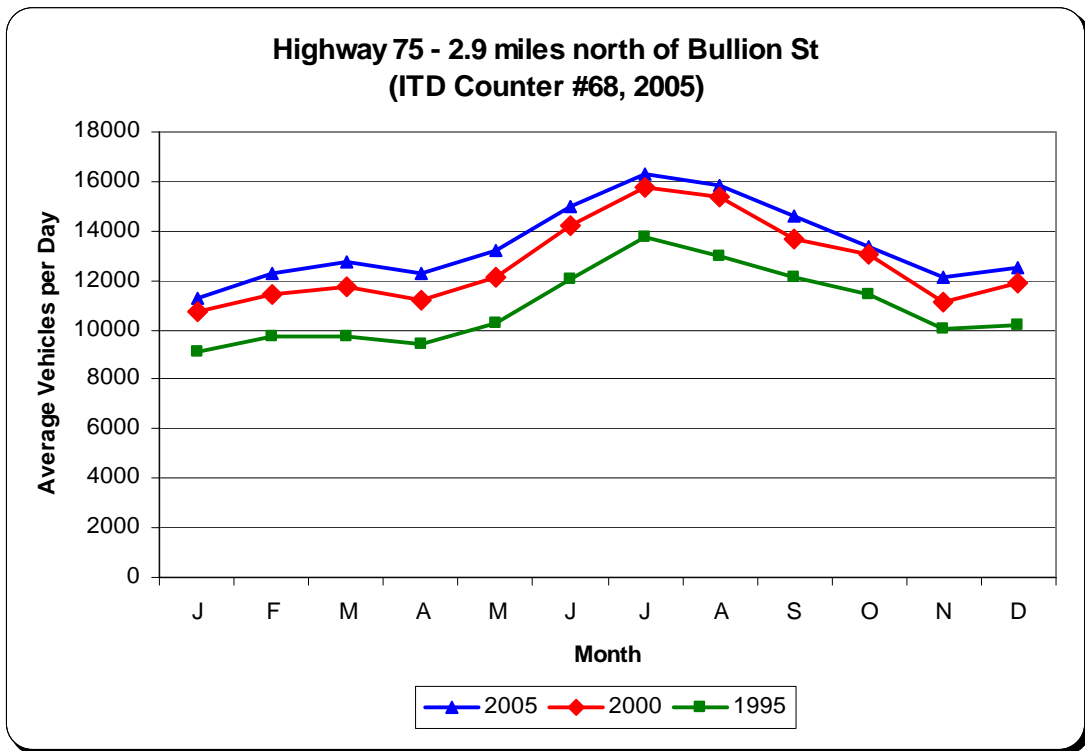


Figure A3. Monthly/Seasonal Traffic Patterns

Traffic Growth

Traffic volumes along Highway 75 north of Hailey have grown by 15 to 25 percent in the last ten years as shown in Table A2. Peak season traffic has grown about the same as average annual traffic. Figure A2 shows that a traffic growth has been steady for the last ten years until recently where it has leveled off.

Table A2. Historical Average Daily Traffic Volumes Comparisons (1995 to 2005)

Hwy 75, north of Hailey	1995 ADT ¹	2005 ADT ¹	Volume Change	Percent Change	Annual Growth Rate
Annual Average	10,900	13,500	+2,600	+24%	2.2%
July Average (Peak Month)	13,800	16,300	+2,500	+18%	1.7%

1. Source: ITD ATR #68 for 1995 and 2005, respectively.

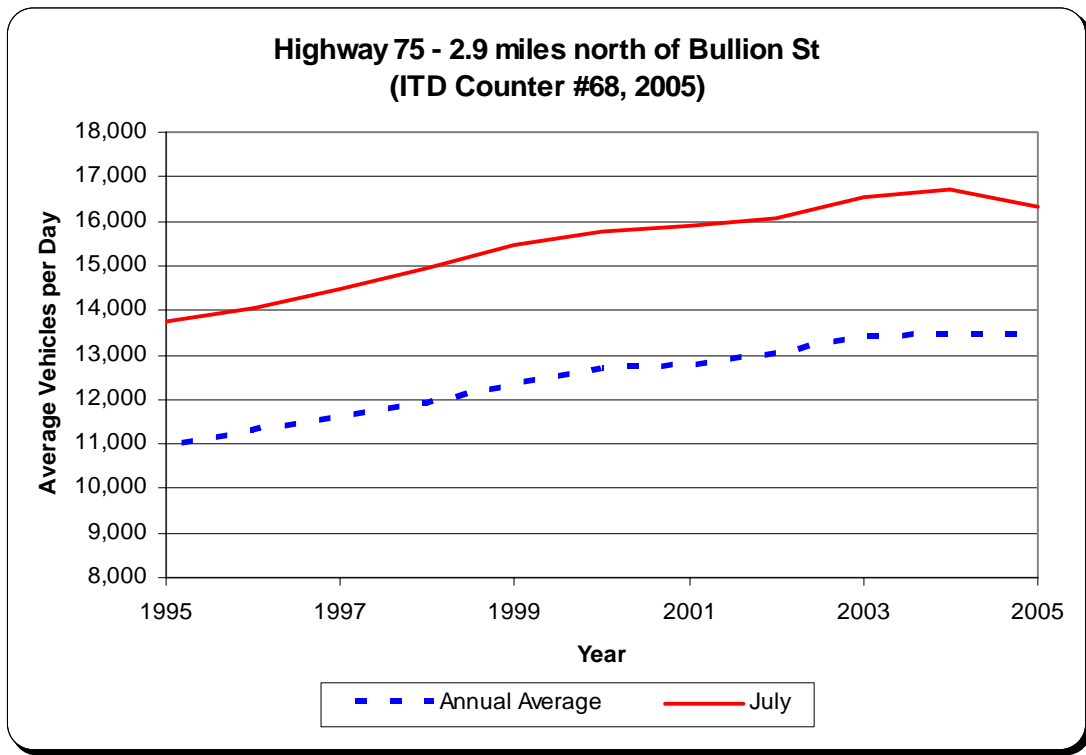


Figure A4. Average Daily Traffic Volume Growth (1995-2005)

Traffic Operations

The 2006 PM peak hour traffic volumes were used to evaluate traffic operations at major intersections within the City of Hailey. The traffic operations analysis provides a quantitative method for evaluating and comparing existing and future transportation alternatives. The analysis methodology and existing traffic operations analysis results are provided.

Analysis Methodology

Traffic operations were evaluated based upon the LOS (level of service) methodologies of the *Highway Capacity Manual* (Transportation Research Board, 2000). The *Highway Capacity Manual* (HCM) is a nationally recognized and accepted method of measuring traffic flow and congestion. Criteria range from LOS A, indicating free-flow conditions with minimal delays, to LOS F, indicating extreme congestion with significant delays. At signalized intersections, LOS is defined in terms of average delay per vehicle. At unsignalized intersections, LOS is measured in terms of the average delay per vehicle and is typically reported for the worst traffic movement instead of for the whole intersection. Table A3 shows LOS criteria for signalized and unsignalized intersections. Many jurisdictions have established LOS D as their standard for acceptable urban traffic operations.

Table A3. Level of Service Criteria

Level of Service	Average Control Delay (sec/veh)		
	Traffic Signal or Roundabout	All-Way Stop-Control	Two-Way Stop-Control
LOS A	0 - 10	0 - 10	0 - 10
LOS B	>10 - 20	>10 - 15	>10 - 15
LOS C	>20 - 35	>15 - 25	>15 - 25
LOS D	>35 - 55	>25 - 35	>25 - 35
LOS E	>55 - 80	>35 - 50	>35 - 50
LOS F	>80	>50	>50
Delays Typically Reported	Intersection Delays	Intersection Delays	Approach or Movement Delays

Source: *Highway Capacity Manual* (Transportation Research Board, 2000)

Intersection LOS

Intersection LOS analysis was performed for major intersections within the study area for 2006 PM peak hour traffic conditions. Intersections were selected based upon the location and likelihood that they might be impacted by future growth. A total of 19 intersections were evaluated. Table A4 summarizes the 2006 LOS results at study intersections.

The high traffic volumes using Highway 75 create limited opportunities for minor street vehicles to safely access unsignalized highway intersections. All but one Highway 75 unsignalized study intersection are operating a LOS E or F during the PM peak hour.

Of the four currently operating traffic signals, three are operating at LOS C or better. However, the Main Street/Bullion Street intersection with relatively higher side street volumes is operating at LOS E during the PM peak hour. Operations for non-highway intersections are LOS B or better.

Table A4. PM Peak Hour LOS at Study Intersections

Study Intersection	Control Type	2006 Existing PM Peak Hour		
		LOS ¹	Delay ²	v/c ³ or WM ⁴
Highway 75 Intersections				
SH 75 / W Meadow Dr	Stop	E	37	WB
SH 75/ McKercher Blvd	Signal	B	13	0.67
Main St (SH 75)/ Myrtle St	Stop	F	>200	EBL
Main St (SH 75)/ Bulllion St	Signal	E	58	0.87
Main St (SH 75)/ Elm St	Stop	F	>200	WB
Main St (SH 75)/ Cedar St	Stop	F	>200	EBL
Main St (SH 75) / Airport Way	Signal	C	25	0.93
Main St (SH 75) / 3rd Ave	Stop	D	29	SB
SH 75 / Fox Acres Rd	Signal	A	8	0.62
SH 75 / Countryside Blvd	Stop	F	>200	WBL
SH 75 / Woodside Blvd	Stop	F	>200	WBL
Non-highway Intersections				
Buttercup Rd / W Meadow Dr	Stop	B	11	EB
Buttercup Rd / McKercher Blvd	Stop	B	10	EB
Myrtle St/ River St	Stop (All-Way)	A	8	AWSC
Bullion St/ River St	Stop (All-Way)	B	11	AWSC
Croy St / 8th Ave	Stop	B	10	SB
Cedar St / River St	Stop	B	10	SB
Cedar St / Broadford Rd	Stop	A	9	NB
Woodside Blvd / Fox Acres Rd	Stop (All-Way)	B	12	AWSC
<ol style="list-style-type: none"> 1. Level of service, based on 2000 Highway Capacity Manual methodology. 2. Average delay in seconds per vehicle. 3. Volume-to-capacity ratio reported for signalized intersections. Worst movement for two-way, stop-controlled intersections (NB = northbound, etc.). AWSC = All-way, stop-controlled intersections; they are reported as an average of all movements. 				

Bikeway and Pedestrian System

The Blaine County Recreation District maintains the regional Wood River Trail that bisects the City of Hailey. This trail was developed using the Union Pacific Railroad corridor, which is up to 200 feet wide through the city. This regional path serves pedestrians, bicyclists, equestrians, and cross-country skiing in the winter.

Several types of pedestrian facilities are also provided in Hailey's downtown core along Main Street and side streets. Wide sidewalks are provided on both sides on the street, with on-street parking providing a buffer to traffic. Sidewalk bulb-outs to reduce traffic exposure, marked crosswalks every block, and portable flags to increase visibility have been provided to increase safety while crossing Main Street. Figure A5 summarizes the GPS walking inventory for Hailey's pedestrian system, including existing sidewalks and curb ramps.

Outside of these to areas, the bike and pedestrian facilities are limited. Most of Hailey's arterial and collector roadways, with the exception of the downtown core, do not have any sidewalks for pedestrians. Some have sidewalks on one side only, while others have pieces of sidewalks along certain parcels but not along others.

Some new residential development has been including sidewalks as part of the street. The TSP chapter will address the need for including sidewalks as part of the street standards.

Public Transportation

Partnered with ITD, Blaine County, and other public and private organizations, the Wood River Rideshare (WRRS) organization manages public transportation within the Wood River Valley. They provide bus service, carpool and rideshare programs, and other transportation demand management services.

In 2002, WRRS helped develop the Peak Bus, which is a regularly scheduled commuter bus service. This bus operates on one fixed route through the Wood River Valley connecting Bellevue to Sun Valley. Through the City of Hailey, the route follows Woodside Boulevard then shifts to Highway 75. The bus also stops at the Park-and-Ride located on northwest corner of Bullion Street and River Street. Headways are generally one hour during peak travel periods with a total of ten trips per weekday. Access to the bus is available at posted bus stops.

Air Service

In 1931, the Friedman family donated land just south of Hailey for the current Friedman Memorial Airport. With commercial flights beginning in 1946 with the Wood River Flying Service, today Hailey's Friedman Memorial Airport is the second busiest airport in Idaho. It is served by two regional air carriers and two international airfreight companies.

Figure A5. Hailey's Pedestrian System - GPS Walking Inventory

