

## Background Plans and Studies

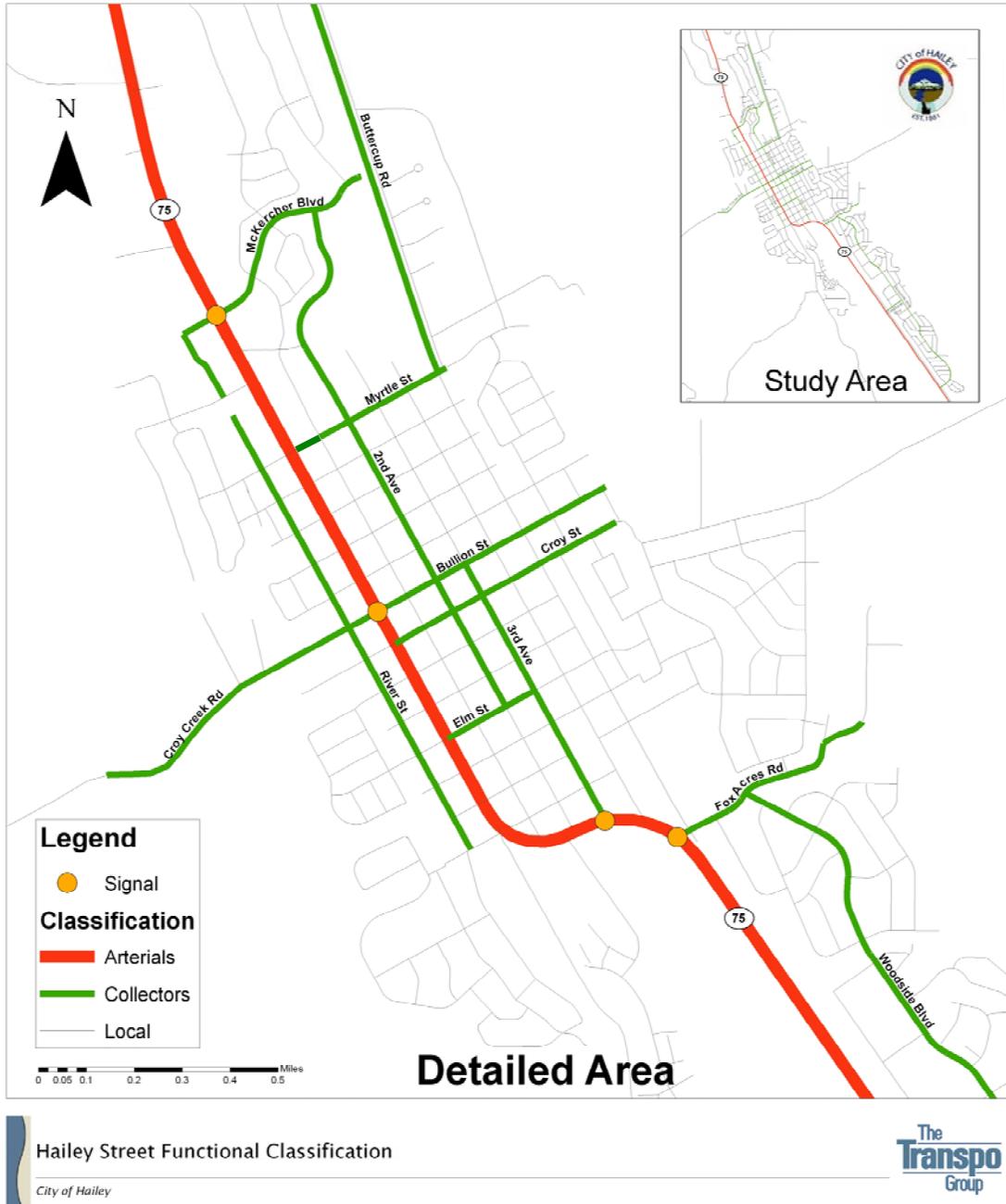
This memorandum summarizes our study activity in Task 2, Review of Plans and Policies as input in the City of Hailey Transportation Master Plan. At present the memo is in draft form, summarized by major section relating to each plan or study, and will be finalized following review of all plans and policies.

### ***Section 1: Hailey Comprehensive Plan***

The Hailey Comprehensive Plan was adopted by City Council in February 28, 2000. Section 10 pertains to Transportation. Other sections of importance of the Transportation Master Plan include plan and policy discussion of Land Use (Section 5), Public Facilities (Section 9), Growth Management (Section 12), Community Design (Section 13) and Schools (Section 15).

Hailey's Street Functional Classification Plan and Map is provided in Figure B-1.

Figure B-1 Hailey Street Functional Classification



## Other Comprehensive Plan Elements

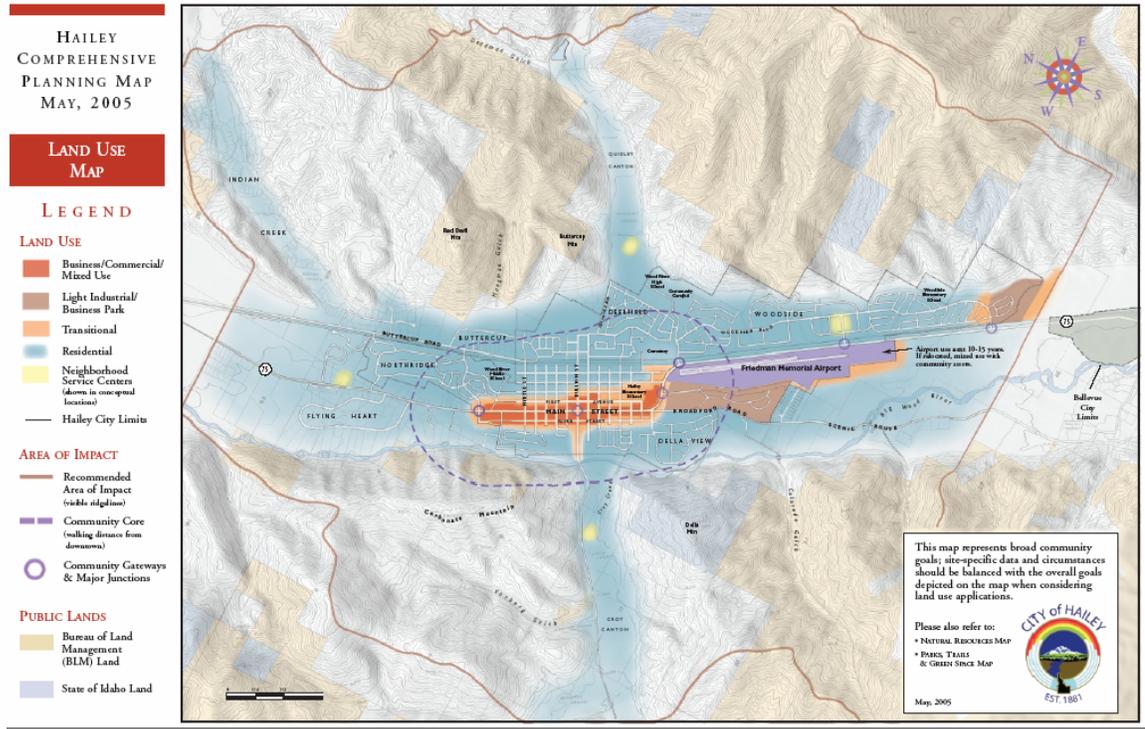
Hailey's Comprehensive Plan includes other critical policies that should be recognized within the Transportation Master Plan, including the following highlights:

### Land Use

- emphasis on linking land use and transportation
- special design consideration for transit facilities at Hailey's gateways (entrances to city)
- expedited provision of sidewalks and pedestrian safety amenities in all residential areas, prioritizing those in high traffic areas such as Second Avenue
- advanced planning for future transit and park-n-ride lots
- goals to increase alternative mode opportunities, reduce vehicular traffic, create safe/walkable neighborhoods by promoting appropriate housing densities

See Figure B-2 for Hailey's Comprehensive Planning (Land Use) map.

Figure B-2 Hailey Comprehensive Planning Map



**Population**

- to deal with population increase (growth) policy and implementation measure to formulate and implement an impact fee ordinance (not transportation-specific)

**Housing**

- full policy section to encourage pedestrian-oriented design of residences and developments
  - residential streets that include sidewalks and are interconnected
  - promote street tree program
  - provide sense of “human scale” as part of any street

**Public Facilities**

- full policy section to improve city streets and transportation services
  - Review and support street expansions where needed, such as Fox Acres Road

- Develop street and sidewalk upgrade and replacement program
- Complete the stop sign master plan
- Ensure adequate signage, including near all school and park areas
- Provide signage or other means to appropriately route truck traffic away from residential streets
- Explore and implement alternative traffic calming devices
- Work cooperatively with Idaho Transportation Department to obtain adequate signalization including directional turn signals at appropriate intersections
- Work cooperatively with Idaho Transportation Department in the Highway 75 corridor study to obtain improvements to the highway within city limits, particularly pedestrian safety improvements and amenities
- Complete the retrofitting of Main Street lights to comply with the Outdoor Lighting Ordinance.

### **Community Design**

- Goal of the city to become a pedestrian-friendly town with emphasis on human scale
- Community entrance design
- Require pedestrian and bicycle amenities in all commercial developments
- Encourage and allow street furniture and amenities
- Encourage and allow alternative sidewalk materials (meeting safety standards)
- Provide for a City street tree program
- Provide residential streets with sidewalks that are interconnected

### **School Facilities & Transportation**

- Hailey Elementary – 453 students grades 3-5
  - Fronts three streets – Elm, First & Third
  - No sidewalks serving either street/route
- Wood River Middle School – 617 students grades 6-8
  - Student pedestrian safety would be enhanced if sidewalks were constructed along Myrtle Street and Second Street
  - Pedestrian access connection should be considered for the school from Third and Fourth Streets (which are currently fenced off)
- Wood River High school – 654 students grades 9-12
  - Develop a secondary road connection to the school from Quigley Road that allows for a bike path from Quigley to school

- Fox Acres Road improvement to possibly include 4-lane road section and traffic signal at Woodside Boulevard – allowing completion of Foxmoor Subdivision bike path from SH-75 to school
- Develop secondary/tertiary street connections to school from Foxmoor Dr, Antler Dr, and Green Valley Dr
- Emergency vehicle and pedestrian access to school from Founder’s Field to be considered
- Construct pedestrian improvement consistent with City-adopted Recreation Master Plan with envisioned connection to Wood River Trail system from Woodside and Deerfield as well as Fox Acres Road
- Silver Creek Alternative School – 34 students grades 9-12

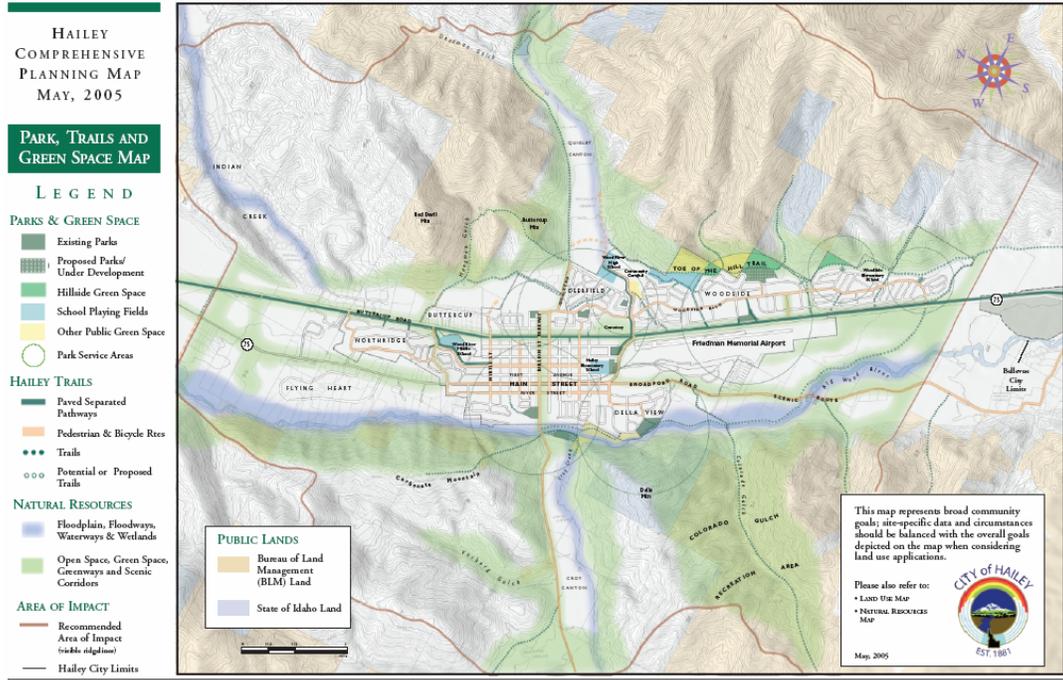
## **Section 2: Hailey Parks, Lands & Trails Master Plan**

The Hailey Parks, Lands & Trails Master Plan was completed and published in March 2002, and includes the following goals:

- Create and maintain an interconnected system of parks, recreational facilities, trails and green spaces....
- Establish permanent funding to ensure long-term creation and maintenance of recreation assets and opportunities.
- Maximize recreation opportunities and minimize tax dollars.
- Ensure future growth does not place undue demands on our current quality of life, recreational opportunities and/or facilities.

The plan emphasizes the connectivity of trails, pathways, and pedestrian-bicycle byways in the Hailey area. Although not directly available from the Master Plan, Figure B-3 highlights the Parks, Trails and Green Space Master Plan map of the Hailey area.

**Figure B-3 Hailey Parks, Trails & Green Space**



**Section 3: ITD / SH-75 Timmerman to Ketchum Environmental Analysis**

ITD is in the last steps of finalizing the Public Review draft of the SH-75 Timmerman to Ketchum Environmental Analysis. Portions of the Draft EA that were available were reviewed for this memo, including the *Stated Preference Survey* (Parsons Brinkerhoff, October 2001), *Transportation Demand Management Survey Results* (Parsons Brinkerhoff, February 2002), *Land Use Report* (Landmark Design, March 2002), *Transit Considerations* (Parsons Brinkerhoff, March 2002), and *Conceptual Design Alternatives* (Parsons Brinkerhoff, February 2004). A brief summary of the EA draft findings follows.

**Stated Preference Survey**

- o Survey conducted of Wood River Valley residents (224 survey respondents) to enable development of travel models able to estimate demand for carpooling and transit in SH-75 corridor for work trips
- o findings used in Transit Considerations

**Transportation Demand Management Survey Results**

- o examination of TDM measures as way to accommodate commuters in the SH-75 corridor

- survey results indicate that 80 percent of commuters drive alone to work
- TDM strategies typically are employer-based programs that encourage employees to switch from drive-alone to carpool, vanpool or other means of commuting, focusing on the morning and evening peak hours
- 96 Wood River Valley employers completed survey (from 180 employer list)
  - 25% of employers said they could adjust employee peak schedules
  - total number of Wood Valley employees eligible for work schedule adjustments ranged from 100-250

### **Land Use Report**

- Summary of existing and planned land uses, by jurisdiction, in the study area to help quantify future traffic conditions in the SH-75 corridor

### **Transit Considerations**

- Summary of existing transit services
  - Ketchum Area Rapid Transit (KART) – paratransit and 9 fixed route buses, 6 buses along 2 routes
  - Peak Bus – begun in 2002, offering peak hour service along SH-75 between Ketchum and Bellevue
- Estimate of future transit demand – through origin-destination, Stated-Preference and TDM surveys
- Evaluation of fixed guideway transit (e.g. light rail) with financial feasibility

### **Conceptual Design Alternatives**

- Drawings generally note a 4-lane cross-section in and through Hailey, with center, left-turn lane and some intersection enhancements
- Recognizes existing sidewalks but does not designate new sidewalks where missing within Hailey urban area
- Hailey Elementary – 453 students grades 3-5

## ***Section 4: Public Transportation in Blaine County***

Three separate and recent documents have been prepared concerning public transportation in Blaine County: the Feasibility Study (2001), Draft Transit Development Plan Concept (2005), and Peak Bus plans for new routes and stops in Hailey. Each is summarized here.

## **Blaine County Public Transportation Feasibility Study – May 2001**

The Feasibility Study studied the relationship between land use and transportation and developed an incremental approach to developing and implementing public transportation in Blaine County. Short- (0-2 years), mid-term (2-5 years) and long-term (5 plus years) recommendations were made as follows:

### **Short-term**

- Public education and promotion campaign to raise public transportation awareness
- Enhance KART service in Ketchum and Sun Valley
- Enhanced Wood River Rideshare Program
- Special events bus service between Bellevue and Ketchum/Sun Valley
- Suggested coordination between ITD and local communities to consider peak hour high occupancy vehicle queue bypass lanes on SH-75

### **Mid-term**

- Work with Idaho communities to secure enabling legislation for local option transit tax
- Negotiate intergovernmental agreement between Blain County communities to form a Regional Public Transportation Authority (RTA)
- Conduct county-wide election to approve RTA formation
- Initiate regularly scheduled, peak-hour bus service between Bellevue & Ketchum/Sun Valley
- Initiate a transportation management program, including paid parking in Ketchum central business district
- Consider capital improvements to construct (a) transit stations and park-n-ride facilities for commuter bus service between Bellevue and Ketchum, (b) develop peak hour HOV lanes on SH-75, and (c) identify and preserve an alignment for a fixed guideway corridor

### **Long-term**

- Extend RTA boundary to neighboring counties
- Initiate all-day bus service between Bellevue & Ketchum/Sun Valley
- Initiate peak hour bus service to neighboring communities
- Initiate local circulator bus service in Bellevue and Hailey
- Consider capital improvements to construct (a) park-n-ride facilities in Carey, Twin Falls and other communities by peak hour transit and (b) develop fixed-guideway transit in SH-75 corridor

Annual costs and potential revenue sources were identified for each incremental period.

## **Blaine County Transit Development Plan Concept – Draft June, 2005**

The Transit development Plan Concept is currently in draft form. The Draft plan builds from the Feasibility Study, and proposes a base line level of public transportation service in Blaine County, area of focus in the Wood River Valley. The base line service includes two phases:

### **Phase I**

- Year round, half-hour valley bus service during peak commute hours
- Year round, all-day hourly valley bus service during non peak commute hours
- Year round, half-hour service between Ketchum and Sun Valley
- 20-minute service during peak ski season between Ketchum and Sun Valley

### **Phase II**

- Consolidated service of current Sun Valley Company winter ski bus, Kart and Blaine County Peak Bus
- New intergovernmental agreement to establish mandated service, new organizational structure, and funding proportions

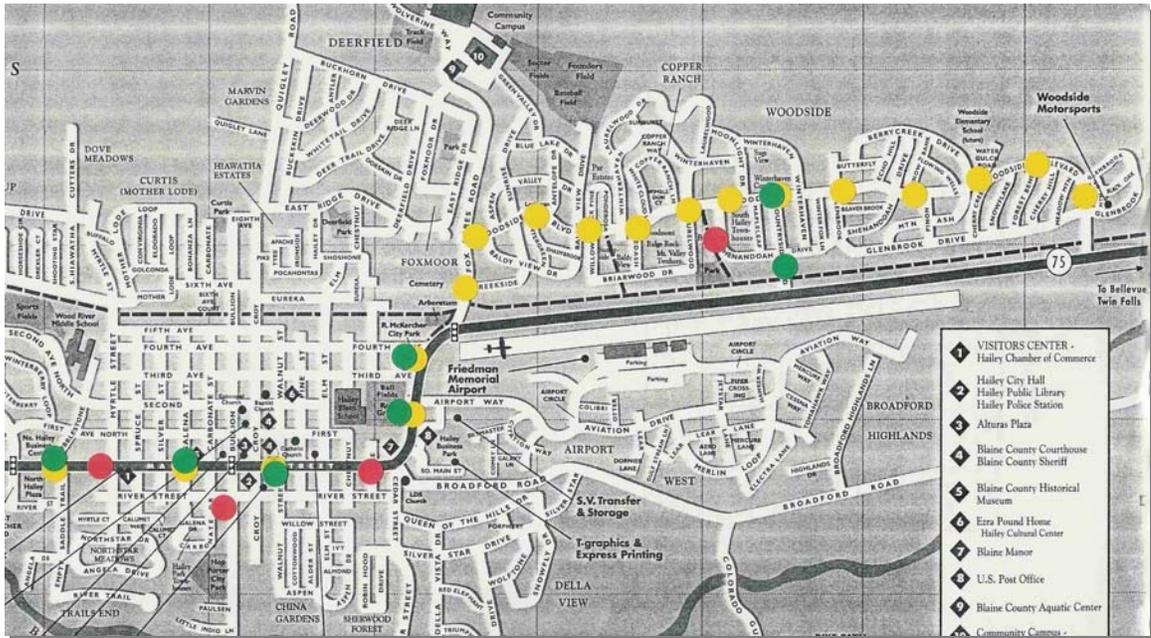
Specific operation plans for the various components Phases I and II are summarized, as is the support facilities likely need to support each. Factors that affect public transportation demand and funding sources and options are also identified.

## **Peak Bus Route and Stop Plan for Hailey, Idaho - September 2005**

Peak Bus is seeking Hailey Council approval for an expansion of the number of bus stops on the existing route in Hailey (Phase I) and then a shift in the bus route to Woodside Boulevard (Phase II).

Figure B-4 illustrates existing (red) and proposed (green & yellow) bus stop locations in Hailey.

Figure B-4 Peak Bus Stops in Hailey – Existing and Proposed



**Section 5: SH-75 Intersection Planning**

In addition to the SH-75 Environmental Assessment authored by ITD, separate studies have been prepared - one focusing on intersection design enhancements and the other pedestrian safety. Each is summarized here.

**SH-75 Intersection Design Enhancements – Galena Engineering, 2005**

For the City of Hailey, Galena Engineering has developed some intersection design enhancements to address issues regarding crosswalk location at major intersections of SH-75, narrowing pedestrian crossing distance of SH-75, and perhaps re-locating the crosswalk away from the intersection to better align with the City’s intersection sidewalks.

Figure B-5 illustrates the concept of possible enhancements at the intersection of SH-75 and Bullion Street.



Within the study report ITD recommended the following:

- If installed, left-turn arrow signal heads at Bullion and Airport Way should be similar to those at McKercher and Fox Acre Drive
- Additional left-turn arrow (phasing) be kept to a minimum to reduce traffic delay and avoid delay-related safety problems (e.g. potential rear-end accidents)
- Modify Bullion signal timing (yellow times from 3.6 to 3.2 seconds), all-red times (from 1.5 to 2.4 seconds), maximum east-west green times (from 25 to 35 seconds) and north-south green times (from 35 to 45 seconds) and walk times (from 5 to 7 seconds) – all in accordance with the MUTCD and ITD Traffic Manual.
- Install “Turning Traffic Must Yield to Pedestrians” signals at Bullion Street signal.
- Install “shark’s teeth” yield markings (20-50 feet) in advance of unprotected crosswalks (based on 2-3 test locations).