

2024

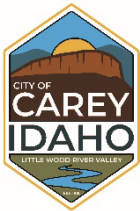
**BLAINE COUNTY
COMMUNITY BICYCLE AND
PEDESTRIAN MASTER PLAN
UPDATE**



February 2024



**BLAINE
COUNTY**
I D A H O



HARMONY
DESIGN & ENGINEERING



Acknowledgements

As alternative modes of travel continue to rise across the globe, so does our understanding of the positive impacts of reducing our dependence on vehicles.

By integrating various modes like road networks, public transit, cycling lanes, and pedestrian pathways, we ensure efficient and sustainable mobility, reducing congestion and environmental impact while fostering positive health outcomes. Multimodal planning strengthens the resilience of our urban environments by improving public health and reducing disparities, making it a crucial strategy for enhancing quality of life and promoting social equity.

The development of the Bicycle and Pedestrian Master Plan owes its success to the dedication and collaborative efforts of numerous individuals. This plan reflects the valuable contributions of government and community organizations, planners, community activists, and concerned citizens who worked to create a blueprint for sustainable and inclusive mobility. Their commitment of time and resources, as well as collective insights, are at the core of this master plan, which aims to improve the well-being of the Blaine County Community by making it more accessible, healthier, and more equitable for everyone.

Intergovernmental Group

- 🌐 *Aly Swindley, City of Ketchum*
- 🌐 *Angenie McCleary, Blaine County*
- 🌐 *Ashley Dyer, City of Bellevue*
- 🌐 *Brandi Hennefer, City of Carey*
- 🌐 *Brittany Skelton, City of Sun Valley*
- 🌐 *Cece Osborn, City of Hailey*
- 🌐 *Eric Rector, Blaine County Recreation District*
- 🌐 *Emily Rodrigue, City of Hailey*
- 🌐 *Isabel Crossen, Mountain Rides*
- 🌐 *Jade Riley, City of Ketchum*
- 🌐 *Jim Keating, City of Sun Valley*
- 🌐 *Kathy Grotto, Blaine County*
- 🌐 *Kim MacPherson, Mountain Rides*
- 🌐 *Lisa Enourato, City of Ketchum*
- 🌐 *Lisa Horowitz, City of Hailey*
- 🌐 *Mark Davidson, Blaine County Recreation District*
- 🌐 *Maya Lewis, City of Sun Valley*
- 🌐 *Mike Higgs, Soudance*
- 🌐 *Paige Nied, City of Hailey*
- 🌐 *Sarah Mecham, City of Carey*
- 🌐 *Sidnee Rose Hill, City of Carey*
- 🌐 *Stephanie Carlson, Blaine County*
- 🌐 *Tom Bergin, Blaine County*
- 🌐 *Wally Morgus, Mountain Rides*

Consultants

- 🌐 *Jennifer Zung, Harmony Design & Engineering*
- 🌐 *Allison Ahlert, Harmony Design & Engineering*

Table of Contents

<i>Acknowledgements</i>	3
Figures	6
Tables	6
Chapter 1. Introduction	8
Vision and Goal	9
Plans and Policies.....	9
Features of the 2023 Update:	13
Chapter 2. Process	14
Intergovernmental Group.....	14
Community Outreach.....	14
Online Tool.....	15
Pop-Up Workshops	16
Evaluation Criteria.....	17
New Criteria	17
Original Criteria	19
Prioritizing the Projects: Methodology	19
Priority Score.....	19
Difficulty Score	20
Chapter 3. Community Outreach Results	22
2014 Summary	22
2023 Results and Comments	24
Digital Data Gathering.....	24
Chapter 4. Current Conditions	27
Project Updates	28
North Valley Projects, 2014	28
Ketchum Area Projects, 2014.....	28
Sun Valley Area Projects, 2014	29
Main Valley Area Projects, 2014	29
Hailey Area Projects, 2014	29
Chapter 5. The Plan.....	32
North Valley Projects	34

Ketchum Area Projects.....	36
Sun Valley Area Projects	39
Main Valley Area Projects	42
Hailey Area Projects	45
Bellevue Area Projects	47
South Valley Area Projects	50
Project Prioritization	51
Low-Hanging Fruit; Short Term Projects.....	54
Mid-Term Projects; 5 + Years to Complete.....	54
Long-Term Projects; 10+ Years to Complete	55
Highest Priority-High Challenge	55
Chapter 6. Implementation.....	57
Possible Funding Options.....	57
Top Projects for Each Area.....	59
Recommendations	61
Blaine County Sustainability Action Plan	61
Task Force	61
Focus on On-Going Maintenance	61
Maintenance Funding	61
Inter-organizational Capacity Building.....	61
Design Guidelines.....	63
Planning for the Future	71
Projects Requiring Further Studies	71
Monitoring	71
Updates to this Plan.....	74

Figures

Figure 1. Features of the 2023 Bicycle and Pedestrian Master Plan Update	13
Figure 2. Components of the 2023 Bicycle and Pedestrian Master Plan Update	21
Figure 3. Social Equity- from "Inequality to Justice," Social Equity White Paper, ODOT 2021.....	72

Tables

Table 1. Evaluation Criteria Weighting Factor	20
---	----

Table 2. Mobile Workshop Results, 2014	23
Table 3. Evaluation Criteria Prioritization, 2014	24
Table 4. Potential Projects Ranked by Community Desire, 2022.....	25
Table 5. 2014 Project Status	27
Table 6. Projects Continued from 2014	33
Table 7. New Projects for 2022.....	33
Table 8. Project Priority Scores	52
Table 9. Project Priority Matrix.....	53
Table 10. Top Projects For Each Area	59
Table 11. Design Guidelines.....	63



Chapter 1. Introduction

Blaine County is known as a world class destination for scenic beauty and active recreational opportunities. Famous for America's 'first destination ski resort,' (Valley, 2023) Sun Valley became a center for alpine skiing, and today, Blaine County hosts excellent Nordic skiing facilities as well. These are complimented by hundreds of miles of trails for summer recreation including hiking, biking, horse packing, and motorized off-road use. Blaine County is also a destination for fishing, paragliding, and backcountry skiing.

Recognized for its thriving outdoor recreation community, Blaine County is also known as a cultural center with a spirited and engaged civic community. In addition to its full-time residents, Blaine County also has a significant population of visitors in winter and summer. Most of these residents and visitors concentrate in the Wood River Valley, home to Bellevue, Hailey, Ketchum, and Sun Valley. The Master Plan focuses on these population centers as well as the City of Carey, which is located in the southeastern portion of the county and is connected to the Wood River Valley via State Highway 75.

In the years since the original Bicycle and Pedestrian Master Plan (BPMP) was completed in 2014, Blaine County has grown from 21,000 residents to 25,000 residents (Bureau, 2023). US Census data shows that the median age is increasing, and that there is a higher proportion of Latino residents. The numbers also indicate that the wealth gap is increasing among residents and newcomers to Blaine County fall into

either high-income or low-income categories. Rapid population growth during the COVID-19 pandemic caused unanticipated pressure on transportation infrastructure, magnifying negative impacts on bicycle and pedestrian facilities, which has been a draw for new residents in the past (Evans, 2022). Providing a transit network for new population segments and changing needs of long-time residents requires a close look at the state of infrastructure, funding, and opportunities for new programming and facilities.

Vision and Goal

In 2014, a Working Group came together to define the Vision for the Bicycle and Pedestrian Master Plan, combining many concepts into a broad statement to guide goals, objectives, and strategies. The scope of the original BPMP and this update includes incorporated cities, the connectors between them, and connectors to other recreation sites. It does not include recreational dirt trails overseen by federal public land managers such as the US Forest Service and Bureau of Land Management.

Vision

“We desire bicycle and pedestrian infrastructure and amenities that are accessible, safe, attractive, and integrated for use as a transportation mode, form of recreation, and tool to improve the health of the community.”

Goal

Provide a cohesive and comprehensive vision for developing, standardizing, and growing bicycle and pedestrian infrastructure, amenities, and policies in Blaine County.

Plans and Policies

Human powered travel continues to be a high priority in Blaine County for residents and visitors. Significant progress has been made towards improving bicycle and pedestrian infrastructure since 2014, and efforts are not slowing down. Policies calling for implementation of the Plan resulted in multi-jurisdictional efforts to complete infrastructure and programming. In the last 9 years, many of the projects identified in the 2014 BPMP have been completed, highlighting the efficacy of the Plan and impetus of the community. This Update identifies the state of bike/ped infrastructure and planning efforts as they exist today.

An analysis of goals and policies in recent planning documents reveals community values surrounding bicycle and pedestrian planning are as strong as ever.

Blaine County's 2014 Bicycle and Pedestrian Master Plan utilized, coordinated, and built upon several existing policies and plans for bicycle and pedestrian facilities. In turn, the 2023 Plan utilizes current policy values to inform the prioritization of potential projects and provides guidance for the renewal of municipalities' future plans and policies from a comprehensive, county wide standpoint.

Blaine County Transportation Plan (2012)

Chapter 4 of the Blaine County Transportation Plan recognizes that “Blaine County is home to a robust bicycling community and bicycling is a point of attraction for tourists as well. The community is actively marketing the area as a destination for bicycle tourism. This is important to the local economy, as other western resort areas compete to attract bicycle-based tourism. The characteristics of county roads are directly related to the comfort and safety of riders using these roads.” This identification of the value of roadway condition for the local economy is reflected in the evaluation criterion ‘Economic Impact,’ used to prioritize potential projects in the 2014 plan as well as this plan.

Over ten years ago, the Blaine County Transportation Plan recognized the need for a ‘Comprehensive Regional Bike and Pedestrian Plan,’ recommending that the County engage with other municipalities to adopt such a document. In 2014, the various entities realized this goal with the first Blaine County Bicycle and Pedestrian Master Plan. With the 2023 update, Blaine County and its constitutional municipalities have documented progress towards the goals of the Master Plan, refined and redefined remaining priorities, and provided a tool guiding future implementation of bicycle and pedestrian infrastructure and programming.

Blaine County Comprehensive Plan (2021)

Blaine County's Comprehensive Plan lists a variety of ‘Key Guiding Principles’ to direct policy development. The Comprehensive Plan asserts that ‘integrated multi-modal transportation is necessary to maintain and enhance our quality of life,’ identifying pedestrians, bicyclists, automobile and truck drivers, transit riders, and air travelers. In the Plan's Transportation chapter, the Wood River Trail is identified as a top community amenity, with over 300,000 annual user visits. The Comprehensive Plan identifies updating the Blaine County Community Bicycle and Pedestrian Master Plan as the top priority for connectivity and transportation. This includes incorporating ‘nonmotorized and mobility improvements into a Capital Improvement Plans list, thus eligible for Development Impact Fees.’

Hailey Title 18, Mobility Design (2012)

Hailey's City Code identifies accessibility for all users as a priority for street design. The purpose of the ordinance defined as: “to adequately address and promote multi-modal needs and safe access for all users, including pedestrians, bicyclists, motorists, and transit vehicles and passengers... 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.” Recognizing how the needs of different user groups inform accessibility is a value reflected in the evaluation criteria ‘Safety Impacts’, ‘Health Impacts’, and ‘Social Equity.’

Hailey Greenway Master Plan (2018)

The master plan for Hailey’s Wood River greenway takes a holistic approach to planning for an area that serves social, ecological, and transportation functions, identifying a group of projects as a priority for access and connectivity. It defines the objectives of these projects as to ‘provide a sustainable and contiguous trail system that is easily accessed from adjacent neighborhoods and public parks, provides adequate parking, and accommodates a variety of user groups.’ Increasing accessibility to conservation areas improves health outcomes and contributes to environmental justice. Both of these values are furthered through the maintenance of floodplain function, which protects the community from flooding and has widespread benefits to overall riparian health for both human and biological communities.

Hailey Transportation Plan (2007 Updated 2019)

The City of Hailey conducted an update to their adopted Transportation Plan in 2019, incorporating changes in traffic volume, distribution, and community desires in recommendations for Hailey’s Capital Improvements Plan. The original 2007 Transportation Plan acknowledged that bicycle and pedestrian use had increased at a greater rate than vehicular use in the period leading up to the Transportation Plan, and that ‘a well established system encourages healthy recreational activities, reduces vehicle demand on city streets, and enhances safety within a livable community.’ For the 2019 update, multi-modal transit is highlighted as a specific priority: ‘there is a strong desire to continue to develop a network of bicycle and pedestrian facilities providing a safe link between the residential areas and the business areas of the City.’ Notably, River Street improvements have been augmented to include ‘complete street’ elements, a separated bicycle lane, and on-street parking.

City of Ketchum Master Transportation Plan (2020)

Ketchum updated their transportation plan beginning in November of 2020. The plan’s identified vision is to: “provide a framework for creating a balanced, integrated transportation system that serves a wide variety of users.” To achieve this, the plan further outlines the following objectives, “A complete system of bicycle routes and trails for commuter and recreational bicyclists; A safe, complete and comprehensive pedestrian circulation system.” The ‘Vision’ section, in fact, does not mention automobiles and instead focuses on the elements of the transportation system that provide alternatives to private vehicle use. 25 of the 35 Capital Improvement recommendations from this plan are for pedestrian and bicycle facilities.

Ketchum Comprehensive Plan (2014)

Vision #7 of the Ketchum Comprehensive Plan states “A connected community brings us together through a local, community-wide, and regional system of sidewalks, on-street bike lanes, trails, public transit opportunities, and functional streets for vehicles. The transportation system is designed in such a way that alternatives to automobile use are possible, and vehicular congestion throughout the community is minimized. Public transit is designed so citizens find it convenient and feel safe and comfortable using it. Connectivity also provides a means of linking neighborhoods and places to one another, to open spaces, bike trails, other desirable recreational/outdoor places, and transit. When our neighborhoods

and places are well-connected, it encourages social interaction and gatherings, allows outdoor experiences to be more spontaneous and accessible, decreases pollution, and allows for healthier lifestyles through walking and bicycling.” Several goals and policies highlight enhanced connectivity and safety for bicycles and pedestrians, as well as promoting active mobility and active lifestyles. These goals are mirrored closely in the 2014 Blaine County Bicycle and Pedestrian Master Plan’s focus on health outcomes. The City of Ketchum has initiated a targeted update to its existing comprehensive plan (2014) and the land use regulations that implement the goals and policies of the plan (Code). The full project will be executed in three phases that are anticipated to take approximately two and half years to complete.

Sun Valley Comprehensive Plan (2015)

Sun Valley’s current Comprehensive Plan seeks to protect the environment through development design that can ‘maximize all aspects of mass transportation and pedestrian and bicycle travel in new development to reduce individual car trips.’ Objective 7.1 calls to ‘Anticipate and plan for a balanced, integrated transportation and parking system’ by requiring developers to include transportation studies and mitigation plans that maximize pedestrian and bicycle oriented travel. Objective 7.3, ‘Provide for safe street system to meet current and future traffic needs, and Objective 7.4, Encourage the use and expansion of public paths and trails, further highlight action items to increase safety at specific intersections, protect public right of ways and access points, and expand trail connectivity.

Blaine County Road Standards (2017)

Blaine County’s Road and Bridge Department defines several road types for use in its system. Agricultural Access roads, which require a 50-foot minimum right of way, include a five-foot shoulder next to an 11-foot travel lane for each direction. A Rural Minor Access road can be built using a 60-foot right of way, which includes 11-foot travel lanes, five-foot wide bike lane, and a two-foot shoulder for each direction. Standardizing space for pedestrian and bicycle travel in adopted road types indicates multimodal travel priorities.

Mountain Rides Five Year Strategic Plan (2016-2020)

This five-year strategic plan identifies the connection between transit and bicycle and pedestrian travel, promoting implementation of the 2014 Bicycle and Pedestrian Master Plan. It identifies bike-ped facilities as an important factor in a connected transportation network: “almost every bike-ped project and initiative in the master plan helps bus operation by making riding the bus easier, safer, more attractive, and better connected. Successful bus operations are dependent on passengers being able to walk or bike to and from bus stops.” The link between transit and multimodal travel is evaluated through the first last mile criteria in the 2023 Master Plan update evaluation framework.

The previous Goal and Vision set forth in the 2014 BPMP remain relevant and directive of this 2023 update. This update considers new policy and current conditions, adds new evaluation criteria for project prioritization, and community feedback to help provide bicycle and pedestrian infrastructure tailored to the current and future demographics of Blaine County.

Features of the 2023 Update:



Figure 1. Features of the 2023 Bicycle and Pedestrian Master Plan Update

Chapter 2. Process

The focus of the 2023 Update was to create a project list for each area that accurately reflects current conditions, progress that has been made, and changing community priorities. The update also modified the evaluation framework to reflect current community values, adding social justice and first/last mile accessibility as criteria for project prioritization. Qualitative and quantitative data was gathered and inserted into a scoring matrix. The updated BPMP identifies a priority list of projects using the current conditions information and weighted evaluation framework described below. From this list of projects, implementation strategies and recommendations were created to target community priorities.

To gather the information necessary, the Intergovernmental Group provided feedback on specific projects that had been completed, were underway, or were now infeasible. The group also provided data on the relative cost and complexity of proposed projects and evaluated them based on six criteria: safety impacts, connecting missing links, economic impacts, health impacts, first/last mile, and social equity. The seventh criteria in the evaluation framework, community desire, was measured using an online document and survey tool, as well as in person outreach at three locations in Blaine County on November 8, 2022.

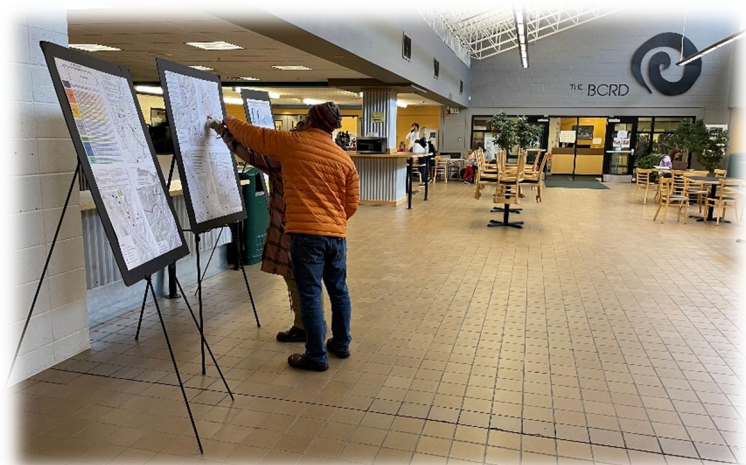
Intergovernmental Group

Similar to the ‘Working Group’ process followed in 2014, an ‘Intergovernmental Group’ was convened consisting of 18 staff members from Blaine County, Mountain Rides, Blaine County Recreation District, and the Cities of Carey, Bellevue, Ketchum, Hailey, and Sun Valley. A kick-off meeting was held in September of 2022, and the Group met frequently between September and May 2023 to discuss various project elements.

The Intergovernmental Group was responsible for advising the consulting team on community outreach strategies and locations, the overall structure of the final plan, and the methodology for prioritizing projects. The Group also provided existing conditions information, project updates, and evaluated projects based on the criteria described later in this chapter. Implementation strategies and recommendations came from the expertise of these group members.

Community Outreach

The 2014 BPMP combined a variety of data sources from the community to inform the priorities, evaluation criteria, and implementation strategies. These included mobile workshops, community surveys, working group meetings, stakeholder interviews, and site analysis. The 2023 Update is based largely on the original 2014 Plan, utilizing data gathered in



the first round of community outreach. To augment this and assess current community priorities, a two-part public outreach program was conducted in November of 2022. The results of this outreach were recorded as values for the 'Community Desire' criterion of the evaluation framework.

Online Tool

Updated maps and project descriptions were loaded onto a website hosted by Konveio that utilized multiple pathways for providing feedback. Maps contained project locations and descriptions, and community members were asked to rank each project from one to five stars, based on importance to them. Participants were also able to leave open ended comments on project descriptions and maps, and they were also asked to leave comments on the 2014 Bicycle and Pedestrian Master Plan document. Participants could rank as many projects as they liked for any area in Blaine County. This tool was active from November 8th until December 1st, 2022, and received 217 responses from 89 individuals.



Blaine County Bicycle and Pedestrian Master Plan Update
Actualización del plan maestro para ciclistas y peatones del condado de Blaine



Improve safety, access, social equity, health, and economic-impacts for our community.
Mejorar la seguridad, el acceso, la equidad social, la salud y los impactos económicos para nuestra comunidad.

Help create a seamless recreation and transit system for the area.
Ayudar a crear un sistema de tránsito y recreación sin interrupciones para el área.

Rank new pedestrian and bicycle projects to assess community priority.
Calicar nuevos proyectos para peatones y bicicletas para evaluar la prioridad de la comunidad.



GIVE US YOUR FEEDBACK AT:
DANOS TU OPINIÓN:
<http://blainecounty.konveio.com/>

Survey open Nov 8th - Dec 1st
Encuesta abierta del 8 de noviembre al 1 de diciembre



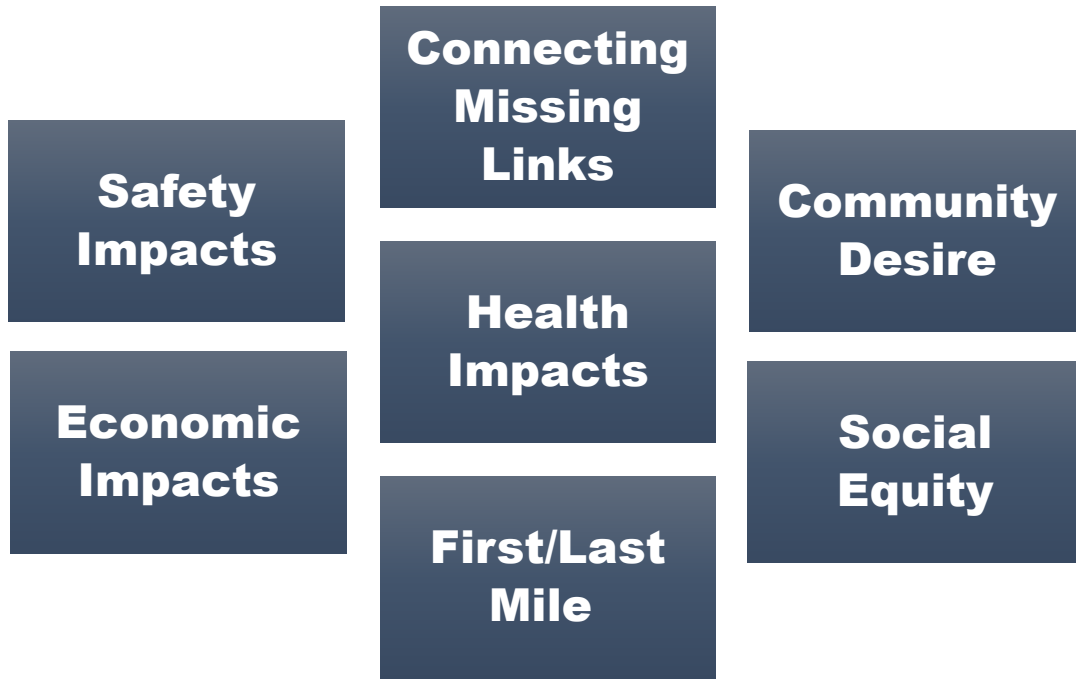
Pop-Up Workshops

The Intergovernmental Group chose election day as an ideal opportunity to capture feedback from community members in public spaces. Three stations were set up in areas targeted to balance high pedestrian traffic with different community demographics. These locations were the Hailey Community Campus, a polling location for many residents, Visit Sun Valley visitors' center in Ketchum, and Atkinson's Market in Bellevue. Staff presented information boards and handed out cards that directed participants to the online tool. Staff were available to fill out the online ranking surveys for community members and advised people on how to participate on their own. The three stations were staffed for two hours in the morning and afternoon, and an additional two-hour period during the middle of the day at the Community Campus.



Evaluation Criteria

A framework to evaluate and rank the proposed bicycle and pedestrian projects was developed for the 2014 BPMP using five criteria. For the 2023 Update, two additional criteria were added, resulting in seven evaluation criteria:



The November 2022 in-person and online surveys provided data for the 'Community Desire' element of the evaluation framework. Because this plan update utilized largely the same project list as the original 2014 Plan, data for 'Safety Impacts', 'Connecting Missing Links', 'Economic Impacts' and 'Health Impacts' was transferred from the 2014 Community Outreach program results. For new projects, or any missing data, the Intergovernmental Group helped to fill in data gaps. Members from the Intergovernmental Group also provided values for the two new criteria, first/last mile and social equity, based on their area of expertise and/or location of employment. A description of each criterion and its valuation method are below.

New Criteria



Social Equity

The Intergovernmental Group felt that social equity was an important criterion to include in the plan update that was not wholly captured by the criteria used in 2014 BCMP or the Health Impact Assessment. Social equity addresses targeted remedies for communities or groups that have experienced higher barriers to mobility, and therefore higher barriers to employment and services. These barriers

could include the location of physical infrastructure, communication pathways, disabilities, or cost, among others.

“A central goal of transportation equity is to facilitate social and economic opportunities through equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.” (Sandt, Combs, & Cohn, 2016)

Projects that served transit to employment centers and community services, rather than recreation, were given higher rankings, as well as those that served an area with higher impacts from pollution, health disparities, climate change, service gaps, low income, very young/very old populations, low education rates, or concentration of people of color or non-English speaking populations.



First-Last Mile

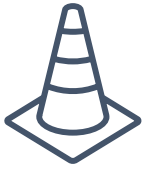
‘First-last mile’ is a term applied to the distance an individual must travel to reach transit options, usually from their home. Travelers must employ their own mode of travel to reach public transit, such as walking, bicycling, or driving. The Los Angeles County Metropolitan Transportation Authority identifies the challenges to integrating transit journeys with individual modes of travel in their *First-Last Mile Strategic Plan*:

“Though the streets and infrastructure that comprise the first-last mile fall outside the boundaries of Metro’s jurisdiction and control, they remain critical components of an effective public transportation system. Simply put, all Metro riders must contend with the first-last mile challenge, and the easier it is to access the system, the more likely people are to use it.” (Los Angeles County Metropolitan Transportation Authority, Southern California Association of Governments, 2014)

In Blaine County, where some neighborhoods are dispersed and transitioning from a rural character, the figurative first last mile can become a long distance and a significant barrier to mobility. Projects were given the highest rating of 5 if they contributed to first last mile accessibility and were given a rating of 0 if they were purely recreational or did not connect to public transit.

In Blaine County where some neighborhoods are dispersed and transitioning from a rural character, the figurative first last mile can become a long distance and a significant barrier to mobility.

Original Criteria



Safety Impacts

Projects that increase the safety of users most or addressed current identified safety issues were given the highest rating of 5. Almost all identified projects address some aspect of safety.



Connecting Missing Links

This criterion addresses connectivity for non-vehicular travel in the county-wide transportation system: for example, isolated trail segments or street sections without sidewalks. Projects were given the highest rating of 5 if they connected important destinations that were highly valued by the community according to the 2014 online survey.



Community Desire

Community Desire measures the importance of potential projects to individual community members. Participants in the public survey were asked to rank projects on a scale from 1 to 5. These scores were averaged and multiplied by a coefficient accounting for the variation in number of responses for each project.



Economic Impacts

Most projects have some economic impact, but those that have more direct economic impact with respect to tourism or local business were given higher ratings.



Health Impacts

Projects that directly address the recommended high priority areas from the 2014 Health Impact Assessment were given the highest rating of 5. This includes projects in the Hailey area due to high overall youth population and high number of SNAP recipients, senior citizen friendly designs in West Ketchum/Sun Valley, and connections with economic centers in Bellevue/Carey.

Prioritizing the Projects: Methodology

Once all the necessary information was gathered from the Intergovernmental Group and the public, quantitative data was input into a priority ranking. The method for ranking the projects is described below. Qualitative data collected as part of the public outreach came in the form of comments accompanying votes for individual projects and open-ended comment forms. This data was recorded and sorted by project and can be found in Appendix A.

Priority Score

Values from 0 to 5 for each of the seven criteria were compiled and tabulated. Then each evaluation criteria was assigned a weighting factor, reflecting its overall importance to the community. Based on

community outreach from the 2014 BPMP, ‘Safety Impacts’ was the most important evaluation criteria. ‘Connecting Missing Links’ was the second most important criteria, reflecting the need to create a complete network for mobility. ‘Community Desire’ was the third most important criteria. ‘Economic Impacts,’ ‘Health Impacts,’ ‘Social Equity,’ and ‘First/Last Mile’ all received the same weighting factor. Table 2 shows each evaluation criteria and its weighting factor, which add up to 20. The value for each project was multiplied by this weighting factor, then added together to create each project’s ‘overall priority score.’

For the ‘Community Desire’ criteria, which was measured via public online survey, participants were not required to vote on every project and, therefore, the number of votes varied widely between project areas and individual projects. To capture this discrepancy as a measure of the importance of the projects to voters and to balance differences in engagement between the project areas, the average score for each project was multiplied by a coefficient. This number was derived from the number of votes each project received divided by the total number of votes for the project area. Results from the public online survey can be found in Chapter Four.

Difficulty Score

This ‘overall priority score’ reflects the projects’ contribution to bicycle and pedestrian goals of the community. In order to prioritize implementation of the projects, the BPMP also incorporated a measure of the difficulty of completing the projects. This ‘overall difficulty score’ measures the attainability of each project. The Intergovernmental Group assigned a value from 0 to 5 for relative cost and relative complexity to each project. These scores were added together to create ‘overall difficulty.’ By combining the two measures, the projects can be sorted and ranked for a feasible and meaningful implementation plan. Table 8 shows the complete priority matrix with scores for each evaluation criteria, the overall priority score, and overall difficulty score for each project.

Table 1. Evaluation Criteria Weighting Factor

	SAFETY IMPACTS	CONNECTS MISSING LINKS	COMMUNITY DESIRE	ECONOMIC IMPACTS	HEALTH IMPACTS	SOCIAL EQUITY	FIRST/LAST MILE
Weighting Factor	4.5	4.4	3.5	1.9	1.9	1.9	1.9

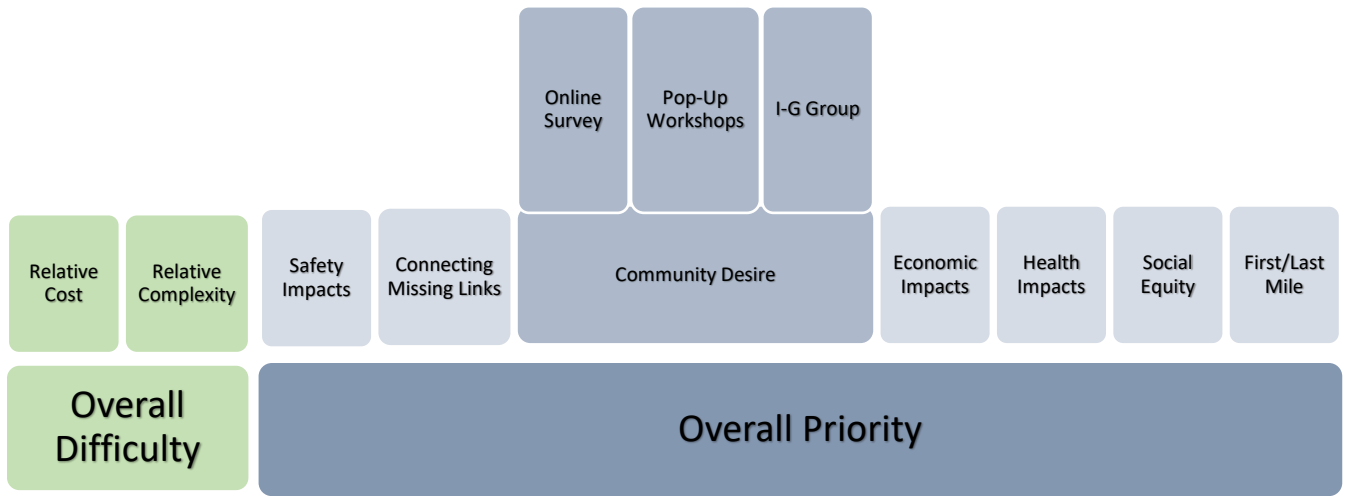


Figure 2. Components of the 2023 Bicycle and Pedestrian Master Plan Update



Chapter 3. Community Outreach Results

The efficacy of any plan is founded in its integration of community values and perspectives. By reaching community members on an individual basis and in representative groups, the changes Blaine County is experiencing and its evolving needs can be reflected in its guiding documents as well as in the landscape through implementation of this plan.

2014 Summary

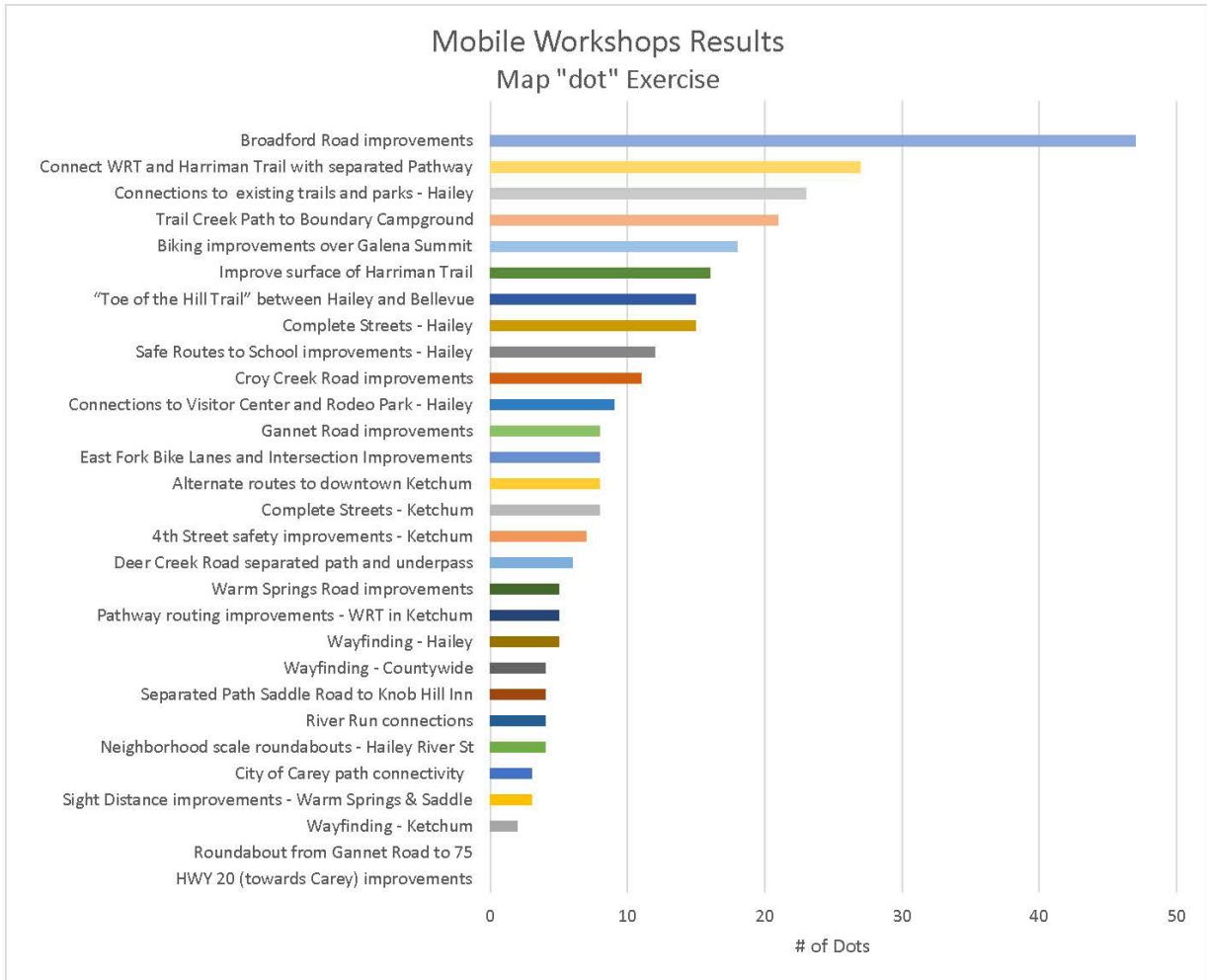
The 2014 Bicycle and Pedestrian Master Plan included a robust public outreach program, which took place from November 2013 to January 2014. A variety of outreach methods included community workshops in the form of a government and resort group stakeholder meeting, a bike advocacy and shop owner stakeholder meeting, and three mobile workshops for the general public. An online survey was also utilized to gather feedback from those who could not attend a workshop. These responses augmented the efforts of the working group, who convened throughout the process.



Figure 2. Elements of Community Outreach contribute to an integrated Master Plan

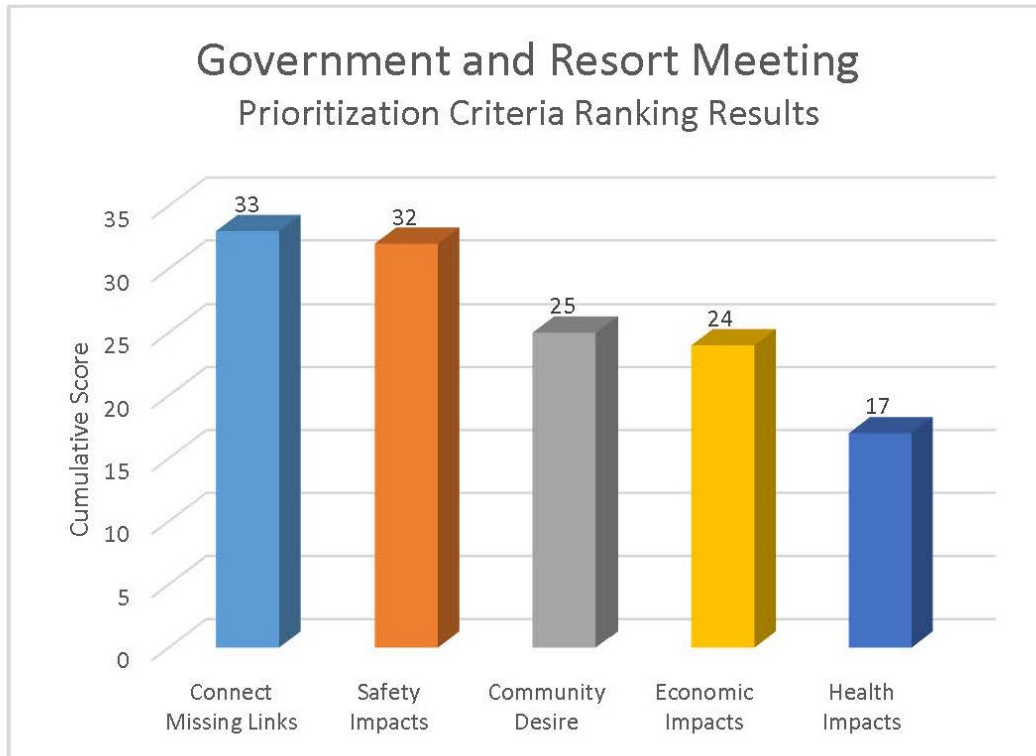
The 2014 outreach program measured community desire for the identified potential projects which were ranked by area in the online survey and mobile workshops. These were used to prioritize implementation for the original project list. One element of the mobile workshops was a “map dot” exercise where participants were invited to place a dot on a map near the projects they considered most important. Results of the “map dot” exercise are shown on the bar graph below. The clear preference was for Broadford Road improvements, followed by connecting the Wood River Trail with the Harriman Trail.

Table 2. Mobile Workshop Results, 2014



In the Government and Resort stakeholder meeting, participants were asked to rank six evaluation criteria. These rankings were used to create the weighting factor for the criteria in compiling their overall priority score. These rankings were carried over for the five original criteria into the 2023 Update methodology. The table below summarizes the Government and Resort Group stakeholder results for the relative importance of the evaluation criteria.

Table 3. Evaluation Criteria Prioritization, 2014



Overall, around 300 people participated in the 2014 Community Outreach events, contributing to a representative and robust Bicycle and Pedestrian Master Plan.

2023 Results and Comments

In 2022, the Update picked up where the 2014 Plan left off. Rankings for five evaluation criteria as well as project cost and difficulty, were transferred to the new data set. Two new evaluation criteria were added, as well as a number of projects. Data for these elements of the Plan were gathered through a Community Outreach Program which involved an Intergovernmental Working Group, an online survey, and mobile workshops at three locations in Blaine County. Details on the process and methodology for prioritizing projects can be found in Chapter Three.

Digital Data Gathering

People who interacted with our Pop-Ups in Hailey, Ketchum, and Bellevue were directed towards the online tool to rank projects and leave comments. The online tool was also advertised on a variety of social media pages and websites via the municipalities and organizations involved. Flyers were hung at high traffic areas around Blaine County, and posters were exhibited at the Community Campus as well as other planning events.

Participants were asked to rank projects in each area on a scale from one to five, based on importance. They were also free to leave comments on area project maps, on any section of the 2014 BPMP, or

general comments. In total, 89 individuals left 217 responses on the tool. Around 80 people spoke to representatives at the Pop-Up stations. Table 6 shows the final ranking for all potential projects.

Table 4. Potential Projects Ranked by Community Desire, 2022

PROJECT	AVERAGE NUMBER OF STARS	NUMBER OF VOTES	SCORE
S1 Gannet Road Improvements	4.2	11/13	3.6
H7 Airport Way Complete Streets	4.1	24/30	3.3
B4 Pedestrian Safety and Connectivity to Major Amenities	3.9	18/24	2.9
B6 South Bellevue WRT Terminus Extension	4	16/24	2.7
N2 Improve Surface of Harriman Trail	3.2	23/28	2.6
B5 Toe of the Hill Trail	4.2	15/24	2.6
K5 Alternate Routes to Downtown	4.1	41/66	2.5
K8 Warm Springs Rd Improvements	3.9	43/66	2.5
H2 Connections to Visitors' Center and Wertheimer Park	3.3	23/30	2.5
B3 Safety Improvements at Popular Highway Crossings	4	15/24	2.5
K7 Separated Path Saddle Rd to Knob Hill Inn	3.9	42/66	2.5
M6 Toe of the Hill connection to Hailey and Bellevue	4.2	18/31	2.4
K4 Improve and Upgrade Sidewalks- Complete Streets	3.9	41/66	2.4
SV5 Build a Bike Lane by Striping and Signing Fairway Rd	2.8	21/25	2.4
S3 City of Carey Pathway Connectivity	3.3	9/13	2.3
M1 East Fork Bike Lanes and Intersection Improvements	3.5	20/31	2.3
M2 Deer Creek Rd Separated Pathway and Underpass	4.3	15/31	2.1
M4 Broadford Rd Improvements	4.3	15/31	2.1
M3 Croy Creek Rd Improvements	4.6	14/31	2.1
S2 South WRT Terminus and Extension to Carey	3.4	7/13	1.8
K1 4th St Safety Improvements	3.5	34/66	1.8

B2 Roundabout at Gannett Rd and SH-75	2.9	14/24	1.7
SV7 Improvements at Sun Valley Rd and Saddle/Dollar Intersection	3.2	13/25	1.7
B1 WRT and Street Intersection Improvements	3.3	12/24	1.7
SV8 Pathway Amenities	2.9	14/25	1.6
M5 Bike Lanes along SH-75	2.7	17/31	1.5
SV9 Festival Meadows Bike Amenities	2.5	14/25	1.4
SV6 Crosswalk Improvements	3	11/25	1.3
SV10 Construct a Bike Lane or Separated Path along Juniper Rd	2.8	11/25	1.2
M8 Sidewalk on East Side of Hospital Dr	3.2	10/31	1.0
H1 River St Improvements	4.7	3/30	0.5

Results for each area, including a complete set of comments from the digital public outreach, can be found in Appendix A.

Chapter 4. Current Conditions

Projects listed below are from the original 2014 project list and have been updated with current conditions. These items augment the infrastructure and programming existing prior to 2014, including the Wood River Trail and its appurtenant spurs, downtown sidewalks and pedestrian amenities, bike lanes, wayfinding signage, and more. The list highlights targeted progress around the 2014 planning effort and is by no means an exhaustive representation of bike/ped infrastructure in Blaine County. As planning and implementation activities continue, many of these projects should be revisited from a maintenance or relevancy standpoint. Table 5 shows the status of 2014 projects; descriptions and conditions are listed below by area. They can be identified by project number on the accompanying maps. New projects do not appear on this table and have been included in the updated plan that can be found in Chapter 5. The Plan.

Table 5. 2014 Project Status

	PROJECT ID	PROJECT NAME	STATUS
NORTH VALLEY AREA	N1	Connect WRT to Harriman Trail with Separated Pathway	UNFEASIBLE
	N3	Biking Improvements over Galena Summit	COMPLETED
	N4	Improvements around Galena Lodge	COMPLETED
KETCHUM AREA	K2	River Run Connections	IN PROGRESS
	K6	Site Distance Improvements	COMPLETE
	K9	Wayfinding	IN PROGRESS
SUN VALLEY AREA	SV1	Trail Creek Path Improvements	COMPLETED
	SV2	Bitterroot/Gopher Gulch Connection	COMPLETED
	SV3	Trail Creek Path Surface Improvements	UNFEASIBLE
	SV4	Connection Between Trail Creek Rd and Fairway Rd	COMPLETED
MAIN VALLEY AREA	M7	Wayfinding and Amenities	IN PROGRESS
HAILEY AREA	H1	River Street Improvements	IN PROGRESS
	H3	Downtown Sidewalk Improvements	IN PROGRESS
	H4	Connections to Trails and Parks	IN PROGRESS
	H5	Safe Routes to School Improvements	IN PROGRESS
	H6	Wayfinding	IN PROGRESS

Project Updates

North Valley Projects, 2014

N1 – Connect Wood River Trail (WRT) to Harriman Trail with Separated Pathway

- o **Unfeasible.** Due to challenges in acquiring right of way from private landowners that would be required to connect these pathways, the Intergovernmental Committee felt that ultimately the project was unfeasible. The group acknowledged that connecting the Wood River Trail to the Harriman Trail would create a valuable amenity, and it remains an aspiration of the community as reported through public outreach in both 2014 and 2022.

N3 – Biking Improvements over Galena Summit

- o **Completed.** Improvements were completed by Idaho Transportation Department (ITD) including re-stripping, signage, and a wider bike lane.

N4 – Improvements around Galena Lodge

- o **Completed.** The speed limit was lowered to advisory 35 MPH by ITD with a black and yellow sign warning of the pedestrian crossing near Galena Lodge. Crosswalks and an improved turnoff from the highway into the parking lot were installed by Blaine County Recreation District (BCRD) and ITD. The US Forest Service improved parking capacity and added parking spaces in the lot at Galena Lodge with a change in parking configuration.

Ketchum Area Projects, 2014

K2 - River Run Connections

- o **In Progress.** Design is currently underway for pathway connections between the River Run and Warm Springs bases of the Sun Valley Ski Area as part of Ketchum's Transportation Plan.

- o **Improvements:** The project includes a pathway on the west side of the Big Wood River with a proposed bridge connecting West Ketchum at Buss Elle to the connector trail and the Warm Springs Preserve.

K6 - Sight Distance Improvements

- o **Complete.** To remedy impediments to sight distance at pathway intersections, the City of Ketchum added signage on existing posts and added painted pathway warnings for cyclists at the Warm Springs/Saddle Road intersection to alert cyclists to stop at the intersection. Concept design has been completed for new intersections on Warm Springs at Lewis and 10th St. A new rapid flashing beacon has been installed at the Warm Springs bike path crossing.

K9 - Wayfinding and Amenities

- o **In Progress.** There is some wayfinding along the WRT, but it is currently inadequate to direct visitors who are unfamiliar with the area. Additionally, some of the wayfinding is inaccurate. Ketchum will include a study of wayfinding strategies from a digital/ physical integration perspective as part of the City Plan. BCRD has a wayfinding and education project for the WRT scheduled for 2023-2024.

Sun Valley Area Projects, 2014

SV1 – Trail Creek Path Improvements

- o **Completed.** The surface of the separated path along Trail Creek Road was resurfaced in 2015.

SV2 – Trail Creek Path to Boundary Campground

- o **Completed.** In 2020, the pathway was extended 0.25 miles to the City Limits. Connecting the remaining distance to Boundary Creek Campground was deemed unfeasible due to the cost to widen and retain the shoulder and the required access to US Forest Service land.

SV3 - Boundary Campground to Base of Trail Creek Pass

- o **Unfeasible.** Trail Creek Road to the base of Trail Creek Pass or the end of the pavement from Boundary Creek Campground is narrow but is popular with road cyclists. Blaine County has reported that widening the road is a low priority for funding at this time.

SV4 – Connection Between Trail Creek Road and Fairway Road (new for 2015)

- o **Completed.** A dirt and partially paved footpath connects these roads between Hemingway Memorial off Trail Creek Rd and the Proctor Mountain trail off Fairway Rd. In 2021, an additional parking lot was constructed near Hemingway Memorial to eliminate trail head vehicle parking on Fairway Rd.

Main Valley Area Projects, 2014

M7 – Wayfinding and Amenities

- o **In Progress.** Limited signage exists along the WRT to orient pathway users to major road crossings and destinations. BCRD has a wayfinding and education project scheduled for 2023-2024 for the entire WRT.

Hailey Area Projects, 2014

H1 - River Street Improvements

- o **In Progress:** River Street runs parallel to Main Street (SH 75) and has a mix of residential and commercial land uses. This corridor has been identified as a key north-south pedestrian/bike route

through Downtown Hailey. Sidewalks, a separated bike path, and ADA curb ramps are partially built and fully planned for the corridor under the River Street Mobility Concept as shown in the Hailey Municipal Code. The River Street Mobility Concept involves a raised bike path, landscaping buffer, sidewalk, and ADA curb ramps on both sides of River Street. Bicycle and pedestrian improvements are triggered when individual developments are constructed on an on-going basis. Where there are gaps between the built-out concept, the City has striped buffered bike lanes and intersection crossing markings. The River Street Mobility Concept is planned to connect McKercher Boulevard to north of West Bullion through new development, Urban Renewal Agency funding, and competitive grants.

H3 – Downtown Sidewalk Improvements

o **In Progress.** Sidewalks improvements have been made throughout east Hailey; however, Hailey is now taking more of a strategic rather than a blanket approach to planning for sidewalks and bike lanes. Curb ramp improvements are a priority where sidewalks exist. The north-south bicycle and pedestrian corridors in Downtown Hailey are River Street, 2nd Street, and the Wood River Trail. The east-west corridors are Myrtle St, Croy St, and Elm St. Traffic control at all intersections is evaluated on a case-by-case basis, using adopted standards such as the MUTCD.

H4 – Connections to Trails and Parks (See M6 and B6 for Comprehensive Project Completion)

o **In Progress.** A shared use path system to the Quigley Trails Park, via East Croy St to Quigley Rd, is largely complete. Starting at Main Street, rapid flashing beacons facilitate crossing onto the east side of the City. A shared-use path (SUP) on East Croy is constructed to the Sunbeam Subdivision along Quigley Road. Hailey plans to annex Quigley Road into the City and extend the shared-use path from Sunbeam Subdivision to the Quigley Trails Park trailhead.

West Bullion Street is a two-lane residential collector street, with sharrows, and 30 to 50-feet of right-of-way on either side of the street. Two parks that host events and a wildlife preserve are located on West Bullion Street. Additionally, the street provides access to recreational facilities and rural homes out West Croy Canyon, a popular trailhead on the City boundary with access from Downtown Hailey. Future improvements include installing a protected multi-use pathway connecting Lions Park, Hop Porter Park, and Main Street, in addition to sidewalks and curb extensions at the intersections between Lions Park in the west and Main Street to the east.

Broadford Road is a popular recreational bicycle route that runs north-south for approximately 4.8 miles, through the City of Hailey, Blaine County, and City of Bellevue. Broadford Road connects low-density residential and rural neighborhoods in the County to the downtowns of Hailey and Bellevue. Within Hailey City Limits, Broadford Road intersects low density neighborhoods and industrial zones with mixed-uses. Some portions of Broadford Road that border private property have a narrow and curvy geometry. Two shared-use path sections, which are approximately 850 feet and 2,300 feet in length, exist along the County section of Broadford Road near Hailey. Improvements include redesigning the approximately 0.9-mile section of Broadford Road through Hailey to plan for a shared-use path to West Cedar Street and into downtown Hailey. Plans also include improving the road and shoulders to

relocate and/or accommodate a shared-use path. Securing right of way or routing the path through pedestrian easements adjacent to Hailey’s industrial zones may be necessary.

H5 – Safe Routes to School Improvements

o **In Progress.** Improvements include rapid flashing beacons at Cobblestone and Elm St intersections with Main St, advisory bike lanes on 2nd St, a sidewalk on Elm St to South River St and curb extensions, Myrtle St SUP, Fox Acres SUP and roundabout, and sidewalks and SUPs in the Sunbeam Subdivision. An SUP extension is planned on McKercher Blvd, from east to west, across Main St/SH 75, and connecting to North River St.

H6 – Wayfinding and Amenities

o **In Progress.** The BCRD is designing and planning a new wayfinding system for the entire Wood River Trail corridor. BCRD will work with major partners and all cities to coordinate a safe and consistent signage for directions to public trail systems and Big Wood River access points.



Chapter 5. The Plan

The people and organizations of Blaine County made considerable progress on the plan outlined in the 2014 BPMP. As noted in Chapter 2, 14 original projects are either complete or in progress. Some projects included in the original project list are still relevant and important to residents, while new projects have also been identified to address new and changing needs. These projects are the focus of this Update and are listed in Table 6 and Table 7. Descriptions of each project's current conditions and prospective improvements are included. In the next section, projects are prioritized based on the evaluation criteria, comprising The Plan for Bicycle and Pedestrian programming and infrastructure.



Table 6. Projects Continued from 2014

NORTH VALLEY AREA	N2	Improve Surface of Harriman Trail
KETCHUM AREA	K1	4th Street Safety Improvements
	K4	Improve and Upgrade Sidewalks- Complete Streets
	K5	Alternate Routes to Downtown
	K7	Separated Path Saddle Road to Knob Hill Inn
	K8	Warm Springs Road Improvements
MAIN VALLEY AREA	M1	East Fork Bike Lanes and Intersection Improvements
	M2	Deer Creek Road Improvements
	M3	Croy Creek Road Improvements
	M4	Broadford Road Improvements
	M5	Bike Lanes along SH-75
	M6	"Toe of the Hill" connection Hailey and Bellevue
HAILEY AREA	H2	Connections to the Visitor's Center and Wertheimer Park
SOUTH VALLEY AREA	S1	Gannett Road Improvements
	S2	South WRT Terminus and Extension to Carey

Table 7. New Projects for 2022

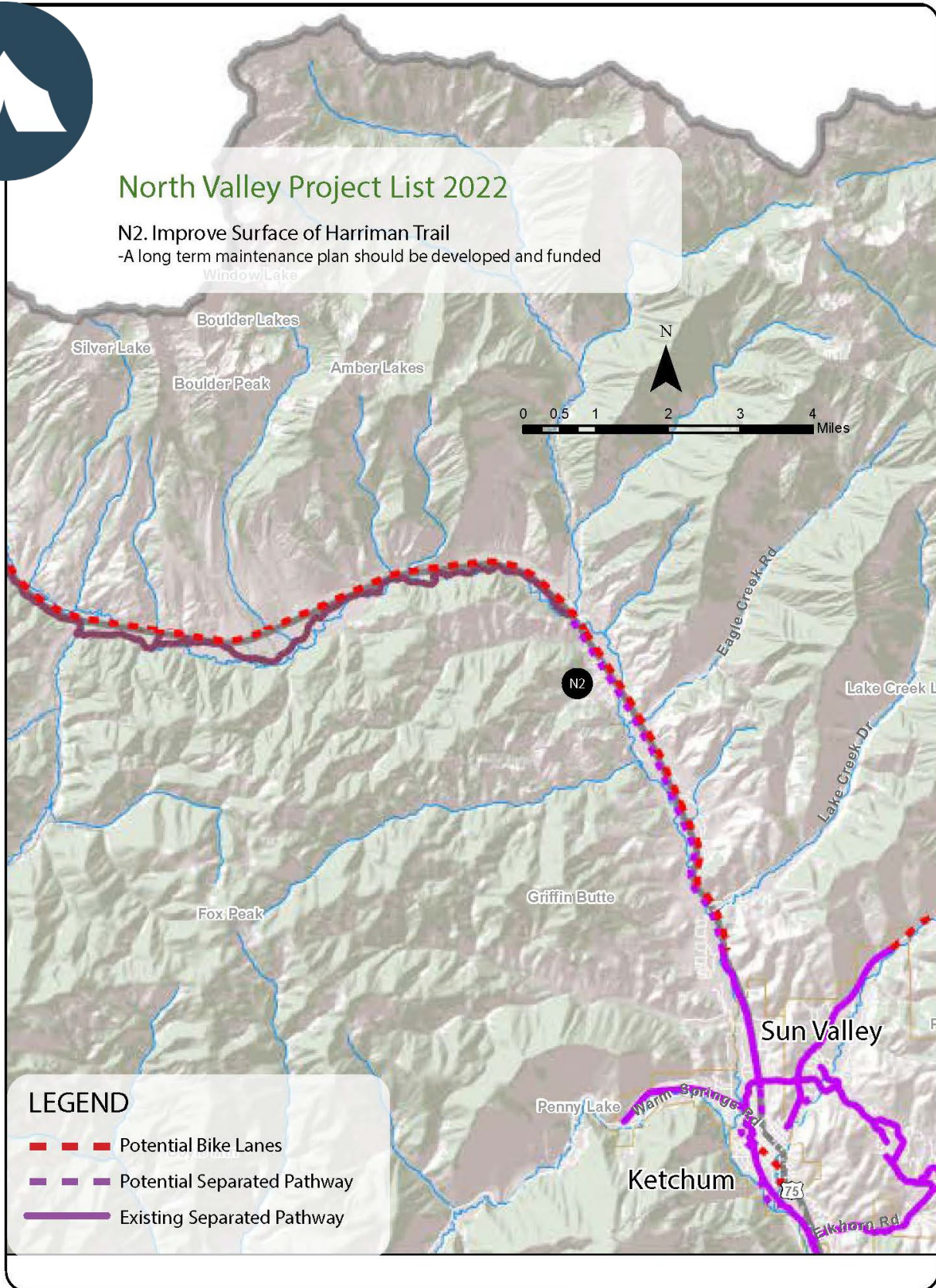
SUN VALLEY AREA	SV5	Build a Bike Lane by Striping and Signing Fairway Rd
	SV6	Crosswalk Improvements
	SV7	Improvements at Sun Valley Road and Saddle/Dollar Int.
	SV8	Pathway Amenities
	SV9	Festival Meadow Bike Amenities
	SV10	Construct a Bike Lane or Separated Path along Juniper Rd
MAIN VALLEY AREA	M8	Sidewalk on East Side of Hospital Dr
HAILEY AREA	H7	Airport Way Complete Streets
BELLEVUE AREA	B1	WRT and Street Intersection Improvements
	B2	Roundabout at Gannett Road and SH-75
	B3	Safety Improvements at Popular Hwy Crossings
	B4	Pedestrian Safety and Connectivity to Major Amenities
	B5	Toe of the Hill Trail
	B6	South Bellevue WRT Terminus Extension



North Valley Project List 2022

N2. Improve Surface of Harriman Trail

-A long term maintenance plan should be developed and funded





N2 – Improve Surface of Harriman Trail

- o Current Conditions: Many portions of the Harriman Trail are unridable in the summer due to soft or cobbled surfaces. This route is likely to become even more popular with the future biking trails planned near Galena Lodge.
- o Initial Improvements: Improve the surface of the trail with graded crushed aggregate to provide a smoother and firmer all-weather surface that would accommodate travel by medium to fat tired bicycles. While this is a very complicated project, the bike-ped working group will continue to champion this effort to see it eventually gets completed.
- o Ultimate Improvements: A long-term plan for maintaining and/or improving the surface of the trail should be developed and funded.

Ketchum Area Projects



Ketchum Project List 2022

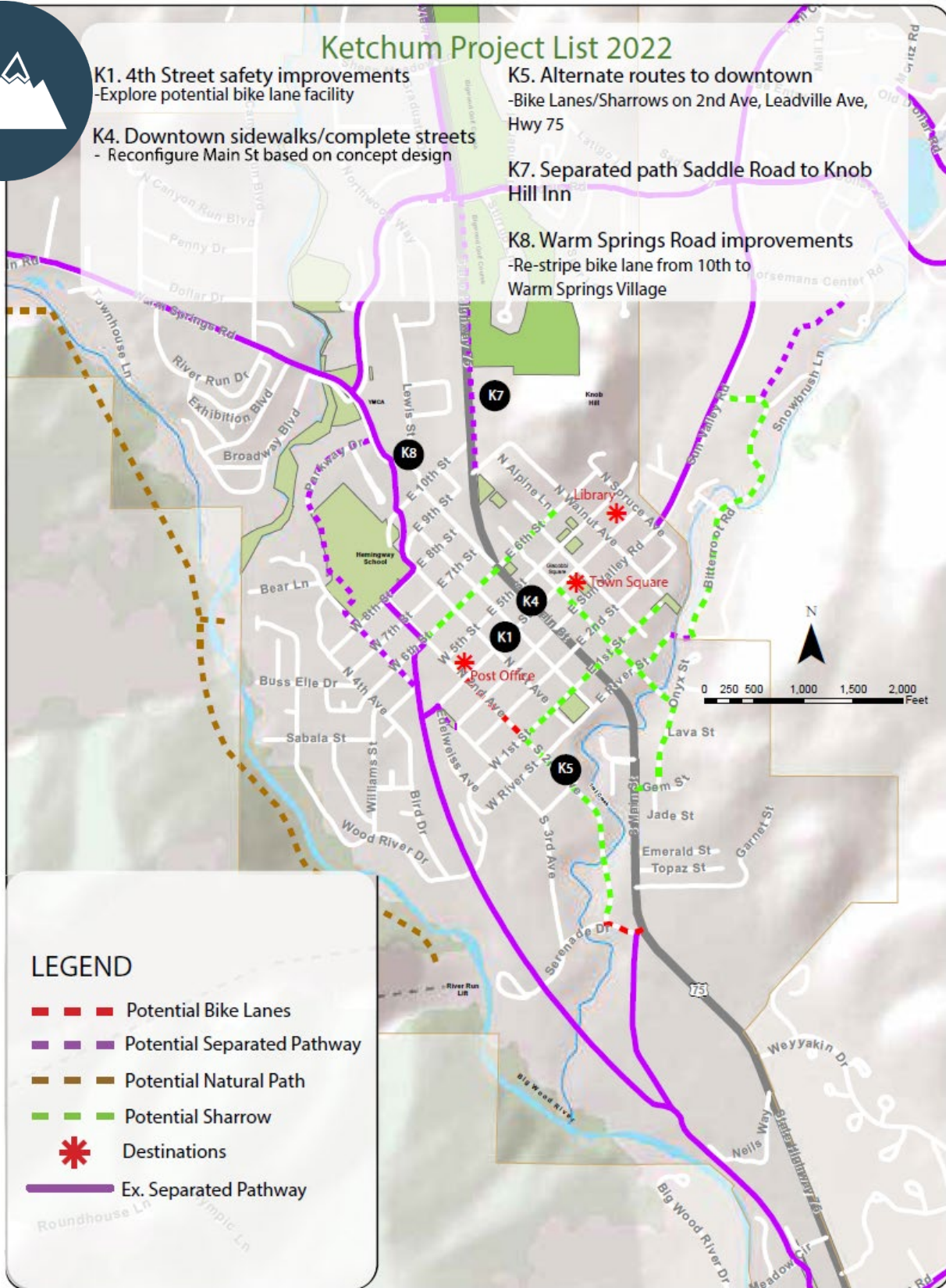
K1. 4th Street safety improvements
-Explore potential bike lane facility

K4. Downtown sidewalks/complete streets
- Reconfigure Main St based on concept design

K5. Alternate routes to downtown
-Bike Lanes/Sharrows on 2nd Ave, Leadville Ave, Hwy 75

K7. Separated path Saddle Road to Knob Hill Inn

K8. Warm Springs Road improvements
-Re-stripe bike lane from 10th to Warm Springs Village



LEGEND

- Potential Bike Lanes
- Potential Separated Pathway
- Potential Natural Path
- Potential Sharrow
- ✱ Destinations
- Ex. Separated Pathway



K1 - 4th Street Safety Improvements

- o Current Conditions: 4th Street is heavily used by pedestrians and has been recently improved with substantial bicycle and pedestrian improvements. Conflicts between pedestrians, bicyclists, and motor vehicles still exist, especially at the intersection of Main Street (SH 75). A rapid flashing beacon signal and right turn only sign were installed in the summer of 2015. A HAWK signal was installed in 2021. The street was temporarily closed to motor vehicles on an experimental basis, then re-opened to traffic.
- o Improvements: Explore potential bike lane facility.

K4 – Downtown Core Sidewalks

- o Current Conditions: Many city streets lack acceptable sidewalks; they're often not ADA compliant, undersized, or are missing entirely. The narrow sidewalks on Main Street do not have adequate clear travel way for pedestrians. Missing links are not complete but annual progress is being made. Striping and sharrows have been painted; bike lanes are being studied. A concept design for Main Street reconstruction is being developed, as part of Ketchum's Transportation Plan.
- o Improvements: Main Street sidewalk improvements (widening, bulbouts) are part of the 2024 road rebuild. City developing new five-year sidewalk improvement projects. City to evaluate developing protected bike routes on both sides of Main Street and one connecting across Main Street.

K5 - Alternate Routes to Downtown

- o Current Conditions: Bicycle access to downtown from the south edge of town at Serenade Lane is undefined and unsafe between River Street and Serenade Lane; plans have been developed as part of ITD's 'Elkhorn to River Street' project. Concept designs for protected bike facilities on 2nd Avenue, East or Walnut Avenue, and 4th Street are under consideration. The City is investigating tiling the current irrigation ditch through the Gem Street neighborhood to serve as a walk/bike connection to town.
- o Improvements: Improve and designate alternate routes to Downtown via 2nd Avenue and Leadville Avenue and add bike lanes or sharrows where appropriate. ITD will improve bicycle and pedestrian infrastructure between Serenade Lane and River Street.

K7 - Separated Path Saddle Road to Knob Hill

- o Current Conditions: The route between downtown and Saddle Road currently forces riders to ride along the highway. ITD has committed to expand the gravel shoulder by 3-4 feet on the east side of Highway 75 between Knob Hill Inn and Saddle Road to help walkers and cyclists (this will help more of the casual cyclist not road bikers who will not ride on the gravel). Concept design is completed and includes 8' wide lanes that are 20' off the roadway as part of Ketchum's Transportation Plan.

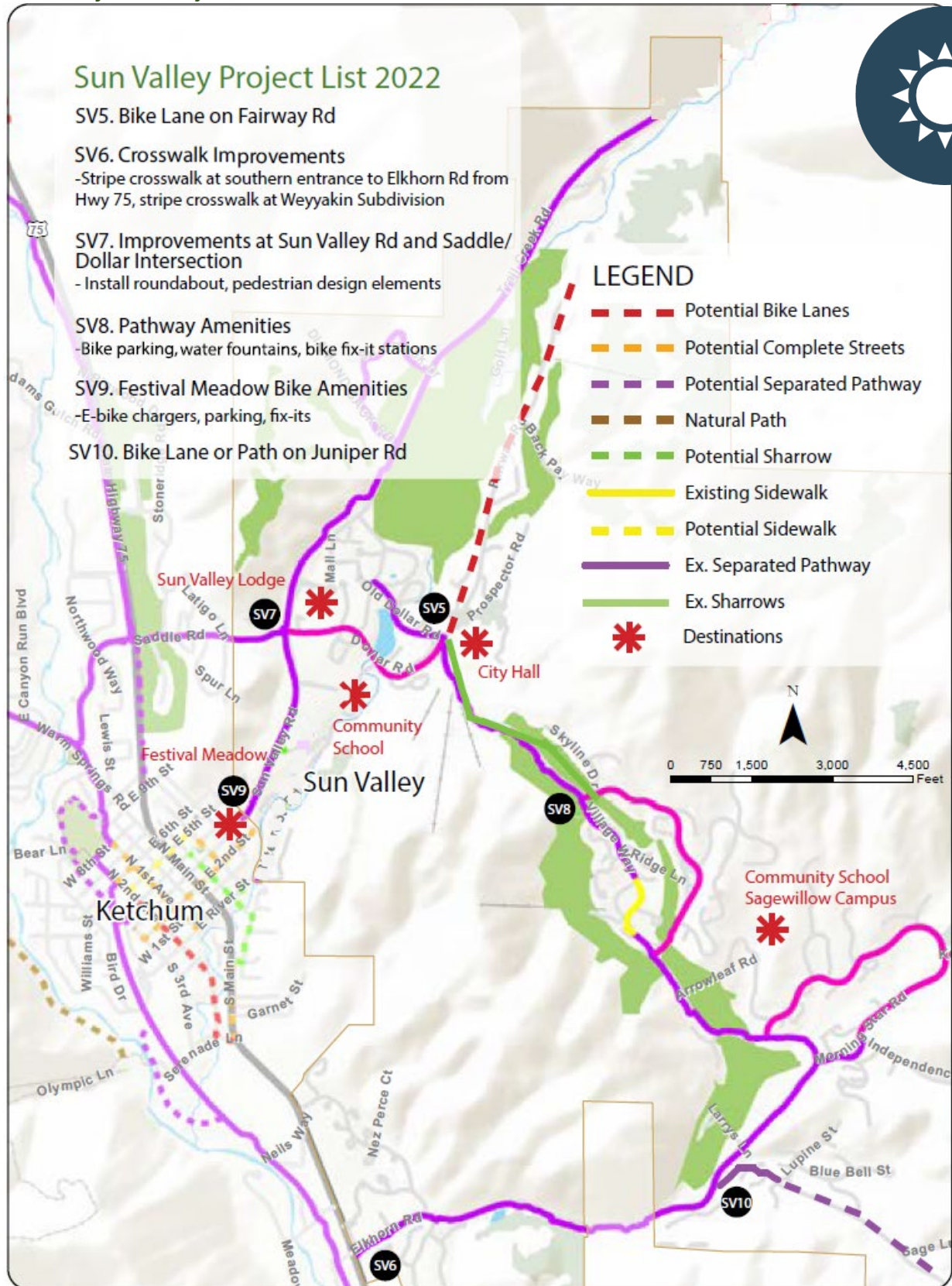
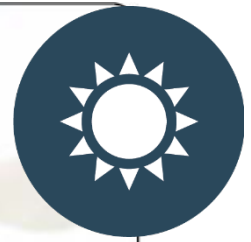
- o Improvements: Construct a separate, paved multi-use path from Saddle Road to Knob Hill. The city is determining potential funding sources and the year of construction.

K8 - Warm Springs Road Improvements

- o Current Conditions: Warm Springs Road is heavily traveled by motorists, cyclists, pedestrians. There are numerous private accesses to adjacent properties, as well as hazards of two-way cycle traffic adjacent to vehicular traffic. Line of sight obstructions have been removed from the paved, two-way cycle track on the north side of the road.

- o Improvements: Reconstruct Warm Springs Road as a complete street with bicycle and pedestrian facilities on both sides of the road. Re-stripe the in-bound bike lane from 10th Street to Warm Springs Village.

Sun Valley Area Projects





SV5 – Build a Bike Lane by Striping and Signing Fairway Road (new for 2015)

- o Current Conditions: There is no bike lane on Fairway Rd, but the road is wide enough to build one in both directions. There is a lot of pedestrian and cyclist traffic on Fairway Rd to access Proctor Mountain trail.
- o Improvements: Stripe road centerline, and stripe and sign bike lanes. Widen shoulder where needed to accommodate bike lanes to end of pavement.

SV6 – Crosswalk Improvements

- o Current Conditions: There are no crosswalks across Elkhorn Road providing connectivity between the Weyyakin Subdivision and the multi-use path. Furthermore, no crosswalks exist at the intersection of SH 75 and Elkhorn Rd.
- o Improvements: Stripe crosswalk at the southern entrance to Elkhorn Road from Highway 75 to improve pedestrian safety for the Lane Ranch subdivision. Also stripe crosswalk at the Weyyakin subdivision.

SV7 – Improvements at Sun Valley Road and Saddle/Dollar Intersection

- o Current Condition: Pedestrian crossing signals exist at each corner of the intersection but only two crosswalks are marked creating user conflicts and unsafe conditions.

Bicyclists and pedestrians often cross unmarked intersections to the shoulder of the roadway with no sidewalk. The Sun Valley Transportation Plan identifies this intersection as subject to major congestion during special events and conflicts are common between vehicles turning on Saddle Rd and pedestrians and cyclists.

- o Improvements: Install a roundabout, as outlined in the Sun Valley Transportation Plan. Incorporate pedestrian friendly design elements such as a central island with landscaping, striped and signed crossings, and splitter islands.

SV8 – Pathway Amenities

- o Current Condition: Sun Valley has many popular hiking trails with access located along or within a short distance from the bike path. The City would like to initiate a 'bike to hike' project, adding amenities along the bike path and at popular trail heads. Overall an ongoing maintenance for pathway and pathway amenities also needs to be prioritized.
- o Improvements: Bike parking, water fountains, bike fix-it stations at various locations.

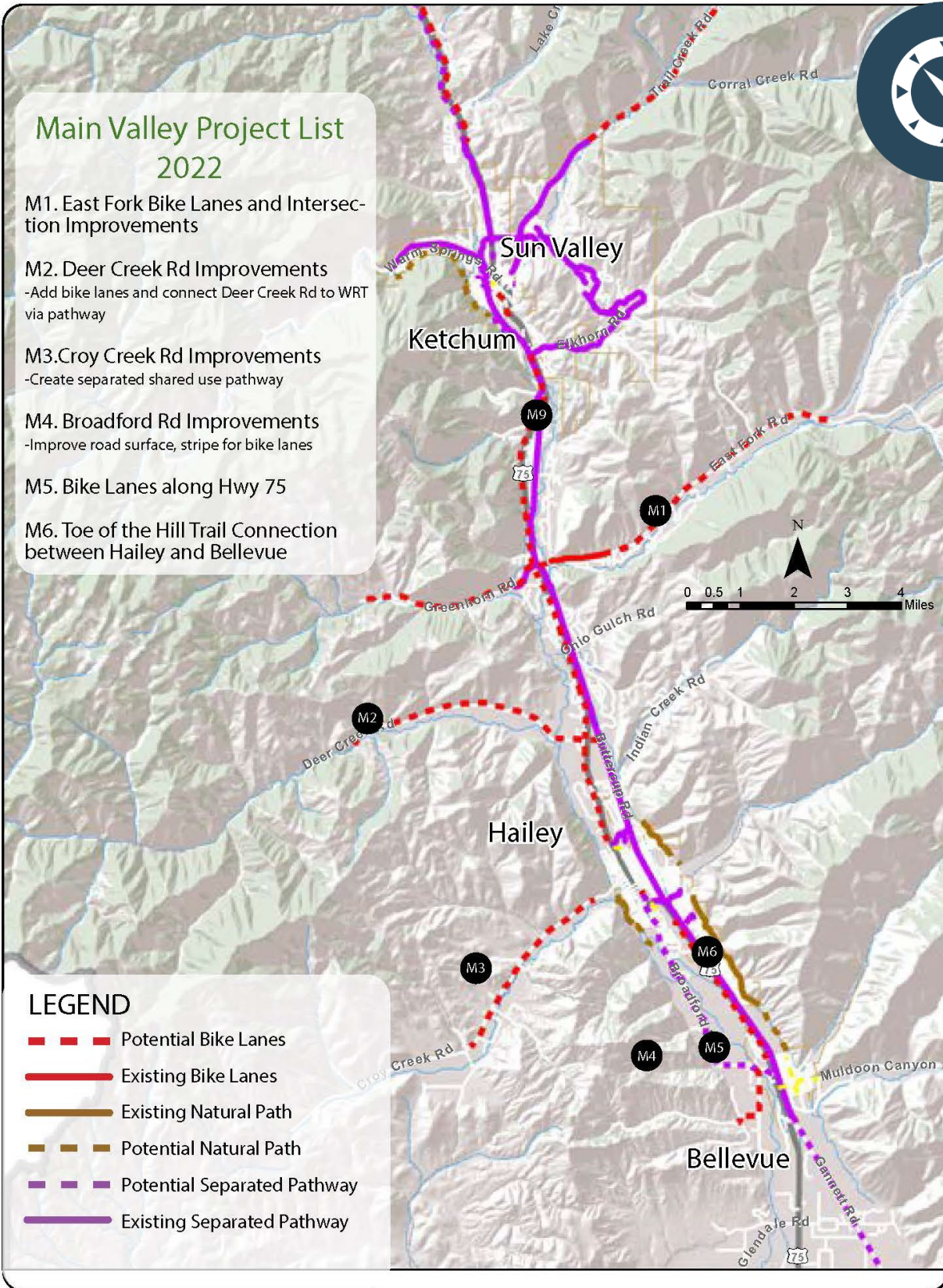
SV9 – Festival Meadow Bicycle Amenities

- o Current Condition: Festival Meadow is a city owned parcel located at the gateway to Sun Valley across Sun Valley Road from the iconic red barn. The parcel is located along the bike path and hosts a variety of popular events. The City is exploring future development of the site into a community park.
- o Improvements: Install E-bike charging stations, bike parking, and bike fix it stations to promote and encourage bicycle travel to Festival Meadow.

SV10 – Construct a Bike Lane or Separated Path along Juniper Rd

- o Current Condition: A path connection exists along the Sun Valley Elkhorn Association owned parcel between Juniper Road and the bike path. This path provides connectivity to Juniper Road, but no separated path or bike lanes exist on Juniper Road. Due to limited sight lines, pedestrians experience conflicts with each other and vehicles at the intersection of the path and roadway.
- o Improvements: Install a separated bike path along Juniper Road or widen the road, stripe centerline, and stripe and sign bike lanes. Complete study of Juniper Road to determine feasible improvements to provide connectivity to the bike path and increase cyclist and pedestrian safety.

Main Valley Area Projects





M1 – East Fork Bike Lanes and Intersection Improvements

o Current Conditions: The bike lanes along East Fork Road end a short distance from SH 75 and then continue up East Fork for approximately six miles. This is a popular road bike ride. Also, the WRT is braided at the intersection of East Fork Road creating multiple crossings. The parking area is being used as a de-facto park-n-ride facility for the bus stop.

o Improvements: Stripe and sign bike lanes and widen shoulder where needed to accommodate bike lanes to end of pavement and connect WRT to existing bike path on west end of Eastfork Rd. Abandon unnecessary pathway segments to eliminate multiple crossings just east of the intersection with the highway. Improve restroom facilities, add a designated parking lot to serve the bus stop and construct a sidewalk from the parking lot to the bus stop.

M2 – Deer Creek Road Separated Pathway and Underpass

o Current Conditions: Deer Creek Road lies on the west side of SH 75 and accesses a residential area.

o Improvements: Connect Deer Creek road to the WRT via a separated path and under- pass under SH 75. Add bike lanes along Deer Creek to connect to recreational trails.

M3 – Croy Creek Road Improvements

o Current Conditions: Croy Creek Road connects the City of Hailey to popular recreational trail heads and parks west of town. The road is narrow and no bike lanes exist.

o Improvements: Create a separated shared use pathway.

M4 – Broadford Road Improvements

o Current Conditions: Broadford Road is a popular walking and biking route that has easy access from residential areas and can be part of a loop from Hailey to Bellevue. The road is narrow and has a rough chip seal surface. A short separated pathway spur exists along the north end of Broadford. A separated use pathway for North Broadford Rd has been planned but not funded.

o Initial Improvements: Improve road surface on shoulders and stripe bike shoulders.

o Ultimate Improvements: Construct a contiguous separated pathway parallel to the road from Hailey to Bellevue.

M5 – Bike Lanes along SH-75

- o Current Conditions: Many skilled road cyclists use the highway instead of the WRT for recreational rides, and the amount of use is increasing. Additionally, many year-round commuters must ride along SH 75 during the winter when the WRT is being groomed for nordic skiing. In 2015 shoulders were widened to four feet in each direction, improving safety. Mountain Rides has secured funding for a pedestrian tunnel and improvements at Ohio Gulch, So. Broadway Run, and Elkhorn Rd. The projects are scheduled for fiscal year 2022.
- o Improvements: Designate with painting and signage bike lanes along the highway. The project area could still use signage to increase safety for cyclists.

M6 – “Toe of the Hill Trail” connection between Hailey and Bellevue (See H4)

- o Current Conditions: A natural surface single track trail exists between Hailey and Bellevue but has some large missing segments. Toe of the Hill has been completed in Hailey, and progress is being made to connect the trail to Bellevue through annexations and land acquisitions in partnership with BCRD.
- o Improvements: Construct missing trail segments to Bellevue and improve existing trail where needed.

M8 - Sidewalk on east side of Hospital Drive

- o Current Conditions: Sidewalk exists on the west side of Hospital Drive. The east side has no sidewalk, but is needed to connect the Cold Springs Crossings apartments (north) to the ITD property (south), with curb, gutter, ADA accessible curb cuts, and a crosswalk to assist people in crossing to the sidewalk on St. Luke's property and onto the path that leads to the pedestrian tunnel.
- o Improvements: Study preferred crossings for this scenario and improve intersection.



H2 – Connections to the Visitor's Center and Wertheimer Park (Ice House/Skate Park)

o Current Conditions: A shared-use path was constructed to the east, in front of Roberta McKercher Park. Additional pedestrian easements exist where there are currently BCSD athletic facilities. Some funding has been earmarked from the Pathways for People levy to create connections here, in addition to the requirement for new developments and significant remodels to built out mobility improvements.

o Improvements: Potential connection may be possible along easement along west edge of Hailey Elementary School field (BCRD facilities).

H7 – Airport Way Complete Streets

o Current Conditions: Airport Way runs north-south similar to and situated in between Broadford Road and Highway 75. Currently, all traffic on Airport Way enters and exits via the intersection with Main Street. Airport Way services mixed-use development including industrial, retail, office, residential, and government uses—such as Friedman Memorial Airport, Blaine County Jail, Blaine County School District Office, and City of Hailey Public Works offices and equipment. Current infrastructure includes incomplete sidewalks on Airport Dr, south of Airport Way.

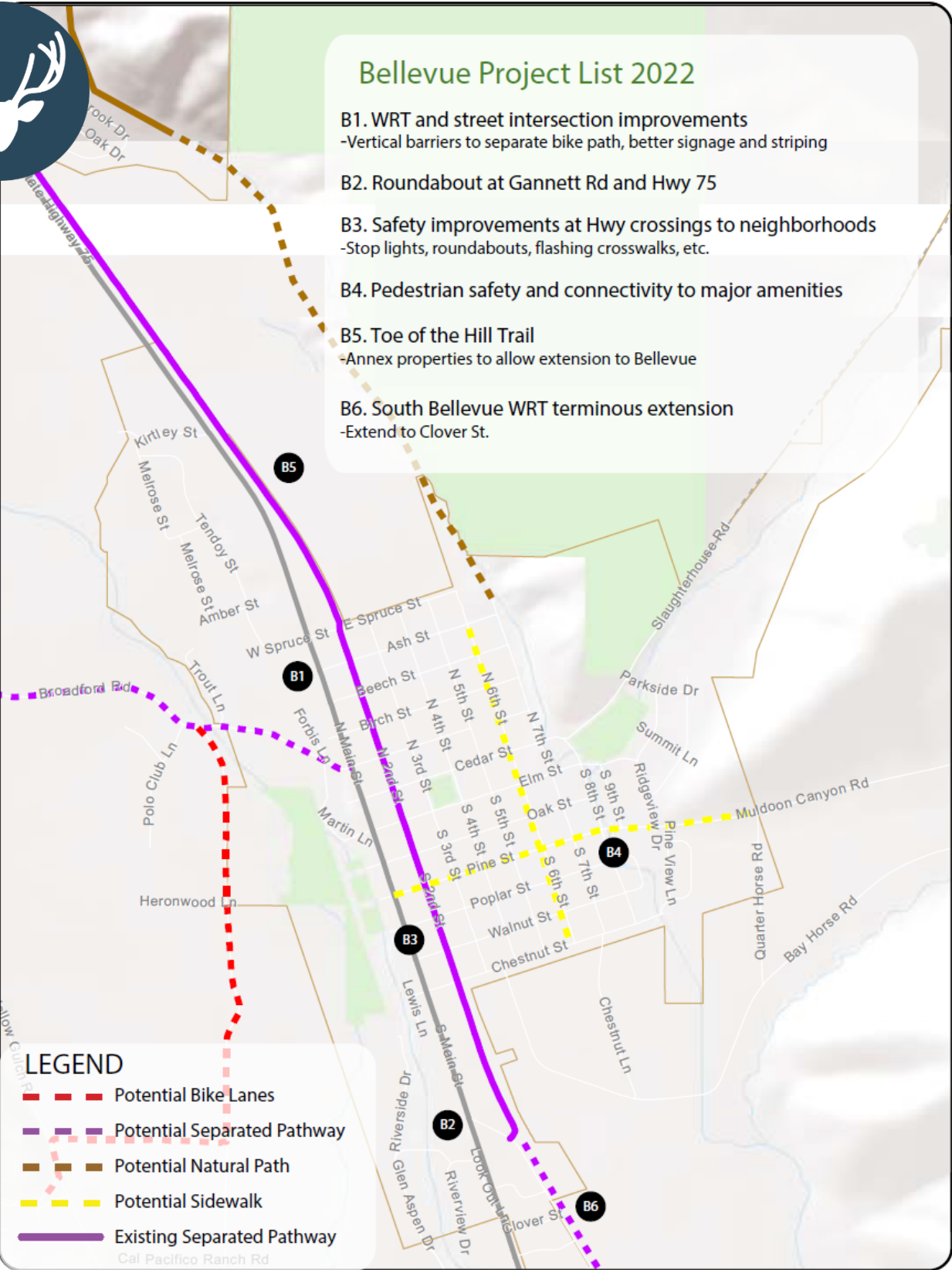
o Improvements: Install bike lanes and sidewalks on Airport Way between Airport Dr and Main St/Highway 75 through city-initiated projects, grant funding, and Hailey Urban Renewal Agency funding.

Bellevue Area Projects



Bellevue Project List 2022

- B1. WRT and street intersection improvements**
-Vertical barriers to separate bike path, better signage and striping
- B2. Roundabout at Gannett Rd and Hwy 75**
- B3. Safety improvements at Hwy crossings to neighborhoods**
-Stop lights, roundabouts, flashing crosswalks, etc.
- B4. Pedestrian safety and connectivity to major amenities**
- B5. Toe of the Hill Trail**
-Annex properties to allow extension to Bellevue
- B6. South Bellevue WRT terminous extension**
-Extend to Clover St.



LEGEND

- - - Potential Bike Lanes
- - - Potential Separated Pathway
- - - Potential Natural Path
- - - Potential Sidewalk
- Existing Separated Pathway



B1 – WRT and Street Intersection Improvements in Bellevue

o Current Conditions: The WRT splits the N. 2nd Street in Bellevue with south bound traffic located on the west side of the bike path and north bound traffic located on the east side. This results in confusing intersections and is a dangerous combination of bicycle, pedestrian and vehicular traffic.

o Improvements: Better separation of the bike path from the road with vertical barriers, add better signage and striping, to warn motorists of the location of the bike path. Invest in a traffic study to create a safe and efficient design that benefits all users and improves safety and ultimately implement a design that works.

B2 – Roundabout at Gannett Road and SH 75

o Current Conditions: The intersection of Gannett Road and SH 75 in Bellevue has a sharply angled approach resulting in a confusing intersection, which can cause safety issues for motorists, pedestrians, and cyclists.

o Improvements: Utilize the Idaho Department of Transportation design to re-align the intersection and construct a roundabout to improve safety and create a gateway into Bellevue.

B3 – Safety Improvements at Popular Highway Crossings to Connect Neighborhoods

o Current Conditions: Bellevue's Main Street/SH 75 is often times difficult and unsafe to cross providing problems for pedestrians and cyclists particularly at specific popular locations. Though three flashing crosswalks have been installed at Oak St, Cottonwood Drive, and Spruce St, additional work needs to be accomplished to allow for safe crossings on other sections of the roadway. The Highway is very wide and has no safe pedestrian island, it is very difficult to cross 5 lanes of traffic especially with such wide travel lanes.

o Improvements: Study and identify appropriate locations for stop lights, roundabouts, flashings crosswalks, tunnels, bridges, pedestrian islands, etc. to improve safety for pedestrians and cyclists.

B4 – Enhance Pedestrian Safety and Connectivity to Major Amenities in the City

o Current Conditions: Connectivity is currently not robust and lacks good access to important amenities throughout Bellevue from neighborhoods to area parks, the Elementary School, and other popular destinations.

o Improvements: Connect Wood River Trail east via Cedar St and west to the Big Wood River via Cottonwood and Broadford Streets, as well as to Bell Mountain Care Facility via Spruce St, with

sidewalks and bike lanes. Identify, develop and maintain Seventh St as a north/south bicycle and pedestrian route to access Chestnut St. Continue the bicycle and pedestrian route through the Strahorn subdivision as it is developed to the east. Enhance the alley west of Main Street from Walnut to Elm to provide better traffic flow and access to businesses and provide an enjoyable promenade with a view of the Howard Preserve.

B5 – Toe of The Hill Trail

- o Current Conditions: The Toe of The Hill Trail currently ends in Hailey. Both the cities of Hailey and Bellevue are interested in extending this popular trail to the south making the new terminus in Bellevue. Land owners between Hailey’s South Woodside industrial area and Bellevue’s northern neighborhood have begun the process for annexation into Bellevue city limits. This is a very popular trail and should go all the way to Bellevue.
- o Improvements: Initiate work between the cities of Hailey and Bellevue and include provisions that would allow Toe of the Hill Trail to extend south to Bellevue in the annexation process for associated properties.

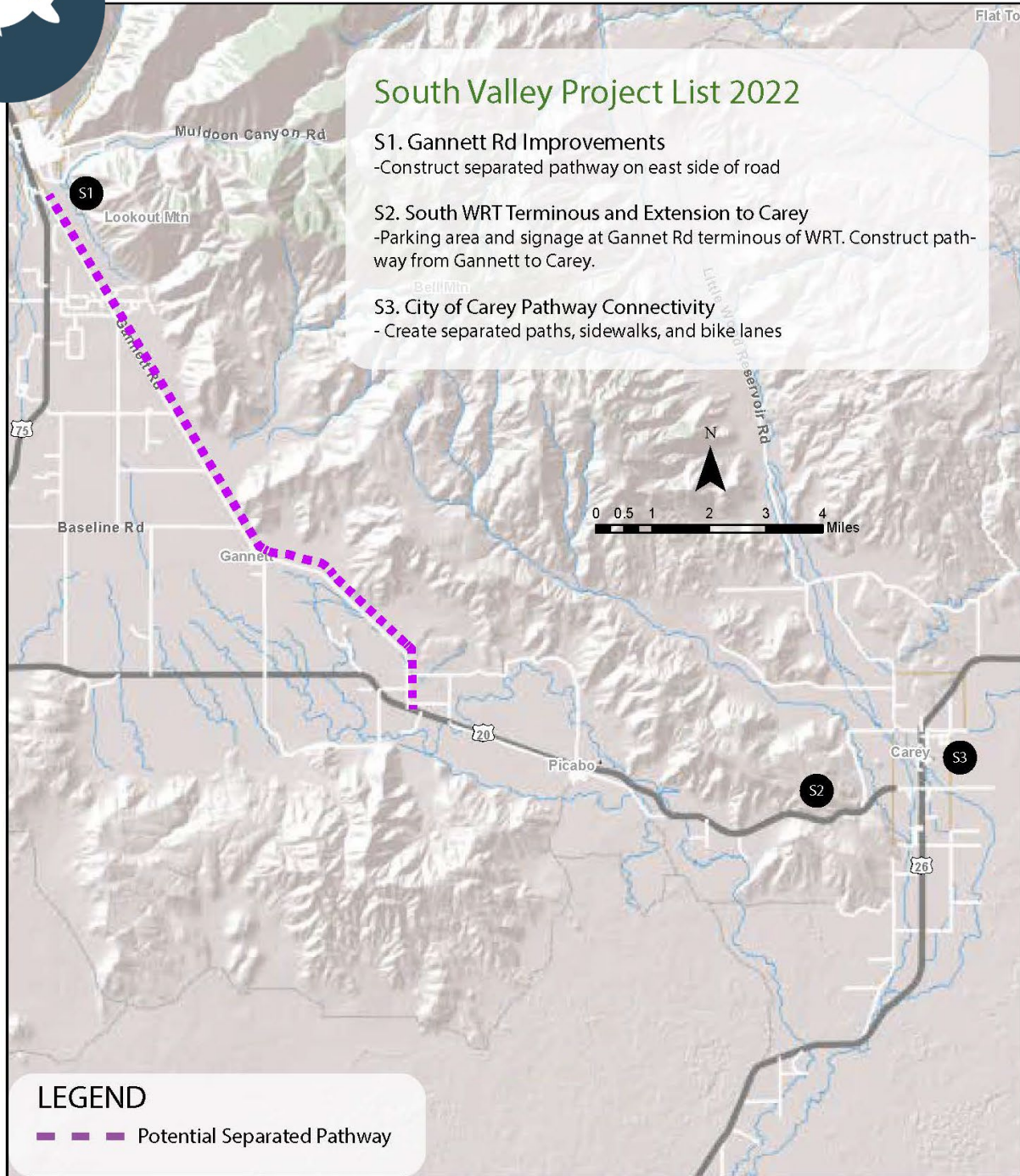
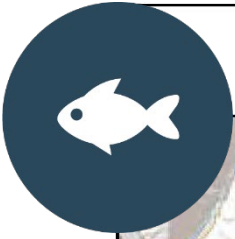
B6 – South Bellevue WRT Terminus Extension

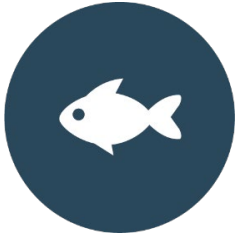
- o Current Conditions: The WRT today ends in Bellevue at Gannett Road. There is no paved-path past this point to the southern portion of Bellevue and the rest of the county and therefore does not accommodate pedestrians and cyclists south of this location.
- o Improvements: Improve the current terminus of the WRT and extend the pathway to Clover St, where the new Mountain Rides bus and park and ride facility exists to improve opportunity for multi-modal transportation and increase safety and a way for kids and adults to stay off the streets and highway while biking and walking.

B7 – Wayfinding and Amenities

- o In Progress. BCRD will work with major partners and all cities to coordinate a safe and consistent signage that will include all access points to public land and all public access spots along the Big Wood River.

South Valley Area Projects





S1 – Gannett Road Improvements

- o Current Conditions: There is very little development between Bellevue and Gannett. Gannett Road, however, is a popular road bike ride for adventurous, long distance cyclists riding to Gannett, Carey, and other loops in the south county.
- o Improvements: Construct a paved separated pathway on the east side of the road along the old railroad bed. If more development occurs along Gannett Road in the future, this may become a more critical link to Bellevue and the WRT. Contributions to the cost of building a separated pathway could be included in development proposals.

S2 – South WRT Terminus and Extension to Carey

- o Current Conditions: The WRT ends in Bellevue and there is no connection to the southeastern portion of the county via pathways.
- o Improvements: Include a parking area and signage at the current terminus of the WRT at Gannett Road. When demand warrants, construct a separated path from the end of Gannett Road to Carey along the north side of the highway.

S3 – City of Carey Pathway Connectivity

- o Current Conditions: Few pathway amenities exist within Carey.
- o Improvements: Create a system of separated paths, sidewalks, and bike lanes within Carey utilizing existing right of ways and easements.

Project Prioritization

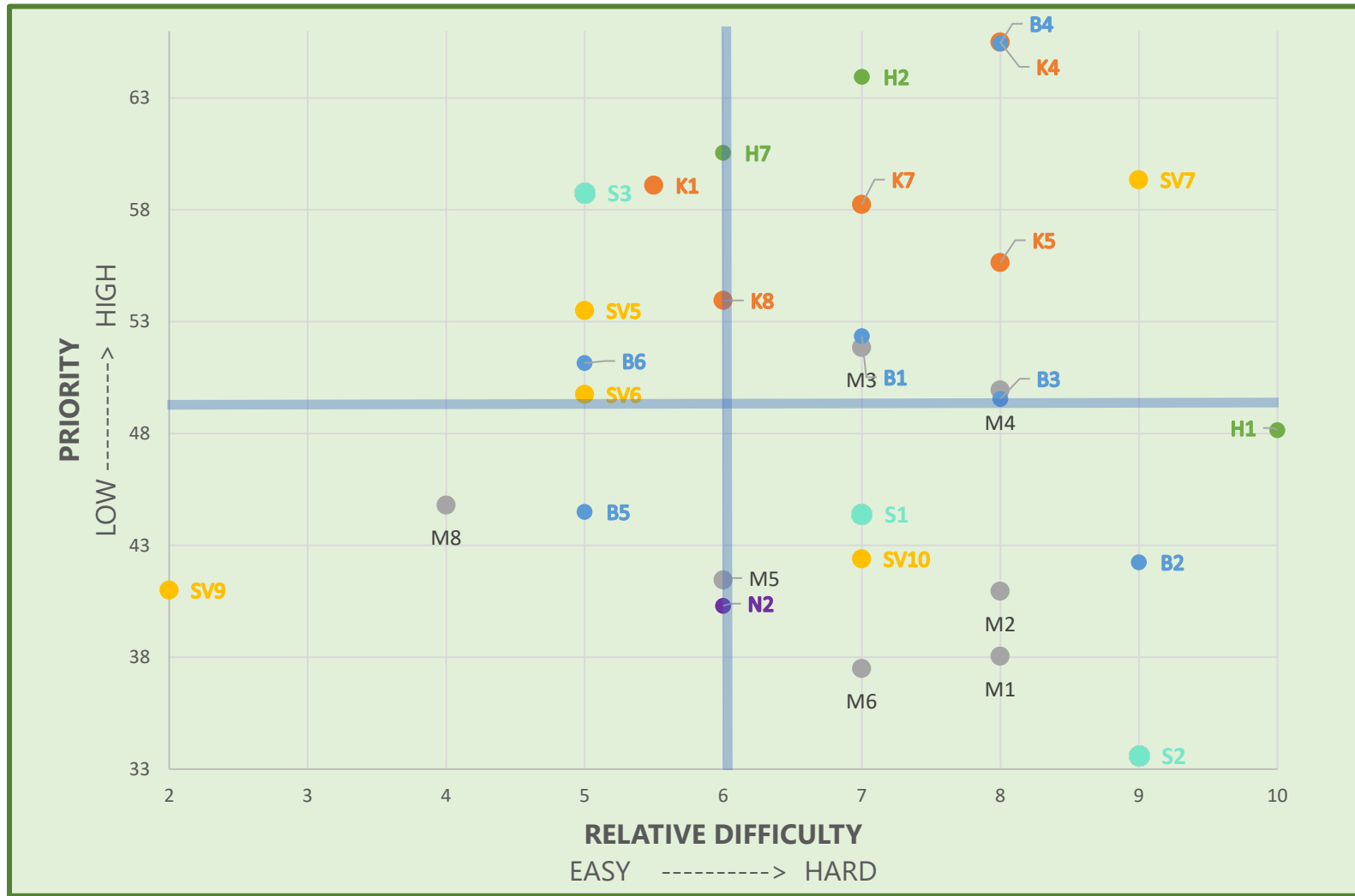
Using the process and methodology described in Chapter 3, the potential projects list were assigned a score for each evaluation criteria. These were compiled into an overall priority score and an overall difficulty score. Table 8 shows the score for each project and the components of overall priority and overall difficulty. Each project was plotted on a matrix using its scores for priority and difficulty. Table 9 , shows the Project Priority Matrix in chart form.

Table 8. Project Priority Scores

PROJECT PRIORITIZATION MATRIX

	PROJECT ID	PROJECT NAME	SAFETY IMPACTS	CONNECTS MISSING LINKS	COMMUNITY DESIRE	ECONOMIC IMPACTS	HEALTH IMPACTS	SOCIAL EQUITY	FIRST/LAST MILE	OVERALL PRIORITY SCORE	RELATIVE COST	RELATIVE COMPLEXITY	OVERALL DIFFICULTY SCORE
		weighting factor	4.5	4.4	3.5	1.9	1.9	1.9	1.9	20			
NORTH VALLEY AREA	N2	Improve Surface of Harriman Trail	3	1	2.6	3	4	1	0	40	3	3	6
KETCHUM AREA	K1	4th Street Safety Improvements	5	3	1.8	5	4	2	5	59	2.5	3	5.5
	K4	Improve and Upgrade Sidwalks - Complete Streets	4	5	2.4	5	4	4	5	66	4	4	8
	K5	Alternate Routes to Downtown	3	5	2.5	3	3	3	3	56	4	4	8
	K7	Separated Path Saddle Road to Knob Hill Inn	4	5	2.5	2	3	2	0	58	4	3	7
	K8	Warm Springs Road Improvements	5	3	2.5	2	3	1	5	54	4	2	6
SUN VALLEY AREA	SV5	Build a Bike Lane by Striping and Signing Fairway Rd	4	4	2.4	2	3	2	4	54	3	2	5
	SV6	Crosswalk Improvements	5	3	1.3	2	3	2	4	50	2	3	5
	SV7	Improvements at Sun Valley Road and Saddle/Dollar Int.	5	4	1.7	4	3	3	2	59	5	4	9
	SV8	Pathway Amenities	2	2	1.6	2	3	2	0	33	2	2	4
	SV9	Festival Meadow Bike Amenities	2	4	1.4	2	3	2	0	41	1	1	2
	SV10	Construct a Bike Lane or Separated Path along Juniper Rd	4	2	1.2	2	4	2	4	42	4	3	7
MAIN VALLEY AREA	M1	East Fork Bike Lanes and Intersection Improvements	4	1	2.3	1	3	1	5	38	4	4	8
	M2	Deer Creek Road Separated Pathway and Underpass	2	3	2.1	3	3	2	4	41	4	4	8
	M3	Croy Creek Road Improvements	4	3	2.1	4	3	2	5	52	3	4	7
	M4	Broadford Road Improvements	4	3	2.1	3	3	2	3	50	4	4	8
	M5	Bike Lanes along SH-75	3	3	1.5	2	3	2	3	41	1	5	6
	M6	"Toe of the Hill" connection Hailey and Bellevue	1	3	2.4	3	3	4	0	38	2	5	7
	M8	Sidewalk on East Side of Hospital Drive	4	4	1	1	2	5	5	45	2	2	4
HAILEY AREA	H1	River Street Improvements	4	3	0.5	5	3	3	4	48	5	5	10
	H2	Connections to the Visitor's Center and Wertheimer Park	4	5	2.5	5	3	3	4	64	3	4	7
	H7	Airport Way Complete Streets	5	3	3.3	4	3	4	5	61	3	3	6
BELLEVUE AREA	B1	WRT and Street Intersection Improvements	4	3	1.7	3	5	1	0	52	3	4	7
	B2	Roundabout at Gannett Road and SH-75	4	2	1.7	2	3	3	0	42	4	5	9
	B3	Safety Improvements at Popular Hwy Crossings	5	2	2.5	2	3	5	5	50	4	4	8
	B4	Pedestrian Safety and Connectivity to Major Amenities	5	4	2.9	3	5	5	5	65	4	4	8
	B5	Toe of the Hill Trail	1	4	2.6	3	4	1	0	45	3	2	5
	B6	South Bellevue WRT Terminus Extension	1	5	2.7	4	4	2	4	51	3	2	5
SOUTH VALLEY AREA	S1	Gannett Road Improvements	3	2	3.6	2	3	2	4	44	4	3	7
	S2	South WRT Terminus and Extension to Carey	2	2	1.8	2	3	1	0	34	4	5	9
	S3	City of Carey Pathway Connectivity	3	5	2.3	3	5	4	0	59	3	2	5

Table 9. Project Priority Matrix



In the Project Priority Matrix, the horizontal axis represents difficulty to complete projects, while the vertical axis represents relative priority. As can be anticipated, few projects fall into the 'high priority' and 'easy' quadrant, and many fall into the right half of the chart representing relatively difficult implementation. The four quadrants of the chart can be correlated to a time line for implementation, with the top left, high priority-easy projects being the first to move forward. Mid-term projects, in the range of five years, are in the bottom left quadrant under 'low priority,' and 'easy.' Long-term, or ten plus years for completion, fall into the bottom right quadrant, which are difficult and lower priority. The top right quadrant represents the highest priority projects that are the most difficult to complete. Many of these projects remain on the list from the 2014 BPMP and should therefore be given serious consideration despite the challenges they pose. These projects can be further ranked based on difficulty and overall priority score. Projects are listed below in order of relative difficulty, by group.

Low-Hanging Fruit; Short Term Projects

Focusing on easier to achieve projects that have relatively high importance is a win for municipalities and the community. Completing these projects can create favorable optics for the effort behind the Master Plan and create community momentum for further project implementation.

S3- City of Carey Pathway Connectivity

SV5- Build a Bike Lane by Striping and Signing Fairway Rd

B6- South Bellevue WRT Terminus Extension

SV6- Crosswalk Improvements

K1- 4th Street Safety Improvements

H7- Airport Way Complete Streets

K8- Warm Springs Road Improvements

Mid-Term Projects; 5 + Years to Complete

This group of projects do not present as much challenge to complete but were ranked lower on the priority scale based on seven criteria. They can be achieved through cooperation and planning in a mid-term timeframe.

SV9- Festival Meadow Bicycle Amenities

M8- Sidewalk on East Side of Hospital Drive

SV8- Pathway Amenities

B5- Toe of the Hill Trail

M5- Bike Lanes along SH-75

N2- Improve Surface of Harriman Trail

Long-Term Projects; 10+ Years to Complete

The most items, 12 projects, fell into this category, with a wide variation in relative priority and difficulty. While these 12 projects are a lower priority, those nearer the middle of the chart with a priority rating above 45 should be considered for implementation. In a time frame of 10 years, these projects can be considered individually as funding and capacity allows, or reconsidered in the next plan update. Certain projects may present a higher priority for individual areas, moving them up in the implementation timeline.

S1- Gannett Road Improvements

SV10- Construct a Bike Lane or Separated Path along Juniper Road

M6- “Toe of the Hill” Connection Hailey and Bellevue

M2- Deer Creek Road Separated Pathway and Underpass

M1- East Fork Bike Lanes and Intersection Improvements

B2- Roundabout at Gannett Road and SH-75

S2- South WRT Terminus and Extension to Carey

H1- River Street Improvements

Highest Priority-High Challenge

These projects represent many that have remained a high priority for Blaine County residents since the first Bicycle and Pedestrian Master Plan in 2014 but have remained unfinished due to the challenges to implementation. Because of this, special priority should be given to seeking resources for completing these projects.

B1- WRT and Street Intersection Improvements

M3-Croy Creek Road Improvements

H2- Connections to the Visitors' Center and Wertheimer Park

K7- Separated Path Saddle Road to Knob Hill Inn

B3- Safety Improvement at Popular Highway Crossings

M4- Broadford Road Improvements

B4- Pedestrian Safety and Connectivity to Major Amenities

K4- Improve and Upgrade Sidewalks- Complete Streets

K5- Alternate Routes to Downtown

SV7- Improvements at Sun Valley Road and Saddle/Dollar Intersection



Chapter 6. Implementation

Implementing the Plan means making our identified priorities into reality. To do this, the partnering municipalities and organizations need to work individually and together on their top projects. The Intergovernmental Group brainstormed to create conceptual cost estimates, possible funding options, and identify responsible parties for each area's top projects. Each organization can use this as a jumping off point to move from planning to implementation. While some of this information is readily available, certain projects will require more time and research. For projects with blank spaces in Table 10 below, an implementation task force should be convened to collect the information necessary to get these projects rolling.

Possible Funding Options

Capacity for seeking funding can be a primary barrier to implementing infrastructure and programming. Known sources of funding must be allocated carefully, as the time required to acquire new sources can be prohibitive. The following list contains sources of funding for various projects suggested by the Intergovernmental Group. This list is not exhaustive and should be augmented and revised as new resources become available.

Safe Streets and Roads for All Grant

The Safe Streets and Roads for All Grant is a Bipartisan Infrastructure Law allocating \$5 billion from 2022 to 2026. Funding in the form of Implementation Grants can be used to address roadway safety. Blaine County applied for and received \$160,000 for fiscal year 23-24 to develop a comprehensive safety action plan.

Safe Routes to Schools

This federal program funds infrastructure projects and programming to encourage safe multi-modal travel for school children. Locally, Mountain Rides Transportation Authority hosts a Wood River Valley Safe Routes to School Program which improves, designates, and promotes these routes.

Levy/Bonds

Bonds are financing tools that local municipalities can employ to fund individual projects or a program of infrastructure projects, approved by voters. Tax Levies can be created through a special district to fund infrastructure for that district and must be approved by the voters. They are a common funding source for schools and fire districts. These mechanisms are commonly used to fund long-term projects in a Capital Improvements Plan.

Private Donations (BCRD)

Many of BCRD's projects are funded through private donors and institutional fund raising. Land acquisition in the form of easement and right of way dedications can be considered private donations.

HOA Partnerships

Home Owner's Associations have the ability to collect dues from residents and vote on how to allocate these funds for community benefit. Where infrastructure projects overlap with HOA neighborhoods, municipalities can partner with these groups for mutual benefit.

General Fund

Many projects, especially maintenance costs, are allocated from the general fund of individual municipalities. These are subject to budgeting constraints each year, competing against other financial obligations.

Impact Fees/Exactions

Building and land development permits are often obligated by fees to offset the impacts of the new development. These contribute to available funding for public improvements related to those impacts. Similarly, a municipality can require a fee or dedication of land to offset impacts as a condition of approving new development. These exactions can be in the form of easements, dedicated rights of way, maintenance agreements, ownership, or others.



Top Projects for Each Area

Table 10. Top Projects for Each Area

	PROJECT ID	PROJECT NAME	PRIORITY	POSSIBLE FUNDING SOURCES	RESPONSIBLE PARTIES	COST ESTIMATE
NORTH VALLEY AREA	N2	Improve Surface of Harriman Trail	MID TERM	Grants/ private \$	BCRD	
KETCHUM AREA	K1	4th Street Safety Improvements	SHORT TERM	Urban Renewal Agency (URA)	City of Ketchum	
	K4	Improve and Upgrade Sidewalks- Complete Streets	CHALLENGE	URA	City/ ITD	
	K5	Alternate Routes to Downtown	CHALLENGE	URA/City	City	
	K7	Separated Path Saddle Road to Knob Hill Inn	CHALLENGE	URA/City	City	\$500k
	K8	Warm Springs Road Improvements	SHORT TERM	URA/City	City	
SUN VALLEY AREA	SV5	Build a Bike Lane by Striping and Signing Fairway Rd	SHORT TERM	General Fund	City	
	SV6	Crosswalk Improvements	MID TERM		City/ Partner Weyyakin HOA, Lane Ranch HOA	
	SV7	Improvements at Sun Valley Road and Saddle/Dollar Int.	CHALLENGE		City	\$3.5 Mill
	SV8	Pathway Amenities	MID TERM		SV Elkhorn Ass.	
	SV9	Festival Meadow Bike Amenities	MID TERM		City	

	SV10	Construct Bike Lane or Separated Path along Juniper Rd	LONG TERM		City	
MAIN VALLEY AREA	M1	East Fork Bike Lanes and Intersection Improvements	LONG TERM	Levy/grants	County	
	M2	Deer Creek Road Improvements	LONG TERM		County	
	M3	Croy Creek Road Improvements	CHALLENGE		County	
	M4	Broadford Road Improvements	CHALLENGE		County	
	M5	Bike Lanes along SH-75	MID TERM		ITD	
	M6	"Toe of the Hill" connection Hailey and Bellevue	LONG TERM	Annexation?	BCRD	
	M8	Sidewalk on East Side of Hospital Dr	MID TERM	Grant	County	
HAILEY AREA	H1	River Street Improvements	LONG TERM	Developers, URA, Competitive Grants	City	\$13 Mill, \$1 Mil/block
	H2	Connections to the Visitor's Center and Wertheimer Park	CHALLENGE	URA, Community Partnerships	City	\$10 Mill
	H7	Airport Way Complete Streets	SHORT TERM		City	\$5 Mill
SOUTH VALLEY AREA	S1	Gannett Road Improvements	LONG TERM	Levy	Co	
	S2	South WRT Terminus and Extension to Carey	LONG TERM		BCRD/City	
	S3	City of Carey Pathway Connectivity	SHORT TERM	Grant- safe routes to school	BCRD/City	
BELLEVUE AREA	B1	WRT and Street Intersection Improvements	CHALLENGE		City	
	B2	Roundabout at Gannett Road and SH-75	LONG TERM		ITD/City	
	B3	Safety Improvements at Popular Hwy Crossings	CHALLENGE	Grant-Safe streets for all	ITD/City	
	B4	Pedestrian Safety and Connectivity to Major Amenities	CHALLENGE		City	
	B5	Toe of the Hill Trail	MID TERM		BCRD	
	B6	South Bellevue WRT Terminus Extension	SHORT TERM		BCRD	

Recommendations

With responsible parties and possible funding sources identified, priority projects are on their way to implementation. The recommendations below can be applied to ensure that installation takes place with techniques and standards for the best possible social outcomes, and that projects are implemented in the manner they are imagined.

Blaine County Climate Action Plan

One opportunity to strengthen the goals of this plan is coordinating implementation with the Blaine County Climate Action Plan, to be adopted in 2024. Like the Bicycle and Pedestrian Master Plan, the Climate Action Plan is a collaborative effort between municipalities which aims to increase regional multi-modal resiliency through planning, education, and program/project implementation.

Bicycle and pedestrian projects from this plan can help realize goals from the Climate Action Plan, including reducing short and long-distance vehicle trips and fostering vibrant, walkable town centers.

Task Force

To see these projects through to completion, encourage institutional knowledge, interagency cooperation, and accountability, we recommend that responsible parties for each project delegate or participate in a task force. The task force will pick up where this Master Plan leaves off, creating a plan to secure funding. Taking the implementation information from this chapter and community feedback comments, the task force can utilize the Plan as intended.

Focus on On-Going Maintenance

Often an implementation plan can focus on the momentum created through community outreach and funding for new projects. Equally important is capacity to maintain infrastructure and programming. Each of the potential projects listed in this plan requires on-going maintenance and monitoring, and funding for this should be a part of budgeting for each project. While these costs are not included in the 'relative cost and complexity' criteria, they should be considered separately for any projects that are installed.

Maintenance Funding

- *Identify maintenance costs when project is budgeted*
- *Create special fund for maintenance similar to enterprise fund*
- *Identify maintenance as part of levies*
- *Bond for pathway maintenance*
- *Add maintenance costs into impact fee ordinances*

Inter-organizational Capacity Building

- *Create a county-wide shared position: grants coordinator*
- *Cooperate through a variety of issue specific organizations:*

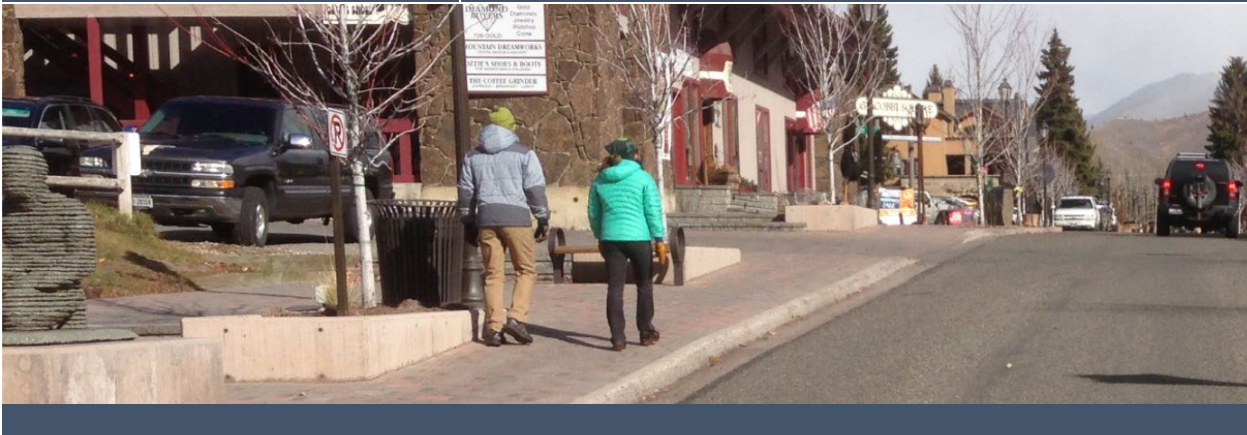
- *Blaine Co Regional Transportation Commission*
- *Housing groups*
- *County/Ketchum/Hailey shared sustainability coordinator*
- *Informal groups*
 - *Planners group, meeting periodically*
 - *Administrators' lunch, monthly*
- *Build new relationships with Carey*
- *Utilize non-profits*
 - *Wood River Land Trust*
 - *Safe Pathways Grant process*
 - *5B Suicide Prevention Alliance*
- *Increase formal meeting forums*



Design Guidelines

Multimodal transportation planning has gained momentum since the 2014 Bicycle and Pedestrian Master Plan, expanding considerably during the COVID-19 Pandemic. Statistics and studies following the success of bicycle and pedestrian programming have led to updated design guidelines which can be applied and adapted for specific uses in Blaine County. The 2012 “Guide for the Development of Bicycle Facilities” by the American Association of State Highway and Transportation Officials (AASHTO) and the 2009 “Manual on Uniform Traffic Control Devices” from the Federal Highway Administration remain accepted national design standards. Supplementing these, AASHTO updated their “Guide for the Planning, Design, and Operation of Pedestrian Facilities” and the National Association of City Transportation Officials have updated their “Urban Bikeway Design Guide” in 2022 and 2023. The Federal Highway Administration added to the standards with a “Separated Bike Lane Planning and Design Guide” and “Small Town and Rural Multimodal Networks” guide. Together these documents provide comprehensive design conventions used by municipalities nationwide. Recommendations in Table 11 are summarized from these guides and other studies and have been tailored for the priority projects identified in this Master Plan.

Table 11. Design Guidelines

Feature	Design Elements	Example
<p>Sidewalks</p>	<ul style="list-style-type: none"> • Recommended for all streets • Should contain 3 sections: a 2-foot frontage zone to access buildings, a 6-foot pedestrian travel zone, and a 4-foot furnishing zone • Furnishing zone can be used for stormwater management or snow storage 	<p>Hospital Drive</p>
		

Separated Path

- Hard surface paving
- Minimum 10-foot wide
- 12-14-foot wide where there is a high mix of user types
- Should conform to BCRD adopted Bikeway and Path Design Standards for cohesiveness
- Design speed should generally be 20 mph
- Minimum turn radius of 74-feet for 20 mph, tighter curves can be used to reduce speeds

Croy Creek Rd,
Harriman Trail



Bike Lane

- Minimum 5-foot wide, preferred 6.5-foot width
- For higher speed roads, a 1.5-foot buffer may be added
- Minimum 3-foot buffer when placed next to parking
- Drainage grates and gutter seams generally not be included in usable width
- Parking should be prohibited within 20 feet of driveways
- Separated by 6-inch white line with periodic bike symbol and directional arrow

Fairway Rd

- Ongoing maintenance and clearing of gravel, debris, and snow



Pathway Crossing

- 90 degree angles preferred
- Grade should be as level as possible
- Preserve lines of sight
- Design speed of 12 mph for intersection approach
- Lighting recommended
- Signs for traffic control on path and roadway
- Enhancements such as rapid flashing beacons or median islands for intersections with over 14,000 average daily trips and vehicle speeds of 40 mph

YMCA/
Wertheimer Park



Sharrows

- Not for streets with speed limit over 35 mph
- Place 4 feet from curb, 11 feet from curb where parking lane is present
- Can be used where bicycle infrastructure is discontinuous or interrupted

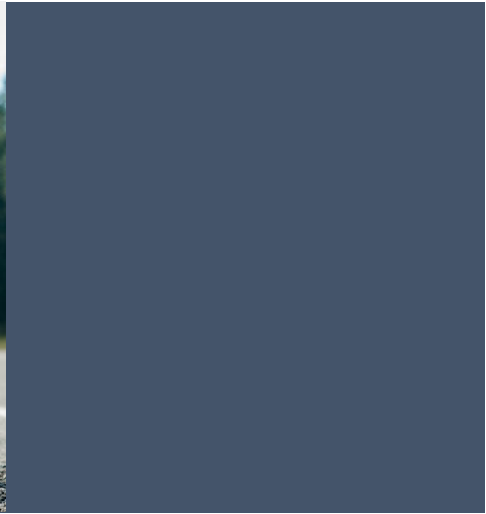
Downtown
Ketchum



Shoulder Surface

- Minimum 4 feet wide
- Separated by 8 inch white line, or for higher speed roads, two 4 inch lines with 18 inches and/or chevron between
- Bicycle friendly drainage grates
- Rumble strips may reduce vehicle encroachment and accidents
- Differentiated color or texture may reduce accidents
- Ongoing maintenance and clearing of gravel, debris, and snow

Broadford Rd



Advisory Shoulder

- Can be installed on roads too narrow to accommodate a regular bike lane
- Vehicles must yield to bicycles or slow in order to accommodate two-way traffic
- Preferred width 6 feet with a 16 foot two way vehicle travel lane
- Dashed line or colored pavement demarcating bicycle shoulder

Carey Pathway
Connectivity



Roundabout

- Bike lanes should integrate into vehicular traffic on approach to roundabout
- Bicycle ramps can provide access to sidewalks for traversing roundabout
- Single lane roundabouts are easier for bicyclists and pedestrians to use
- Crosswalks should be set back from yield line
- Can include public art or landscaping on middle island

Gannet Rd & SH75



Bicycle Parking

- Visible from street and sidewalk for security and accessibility
- Illumination recommended
- Should not impede maintenance or snow removal
- Covered, if practical
- Should allow at least two attachment points
- Can accommodate high-security U-Bolt locks

Festival Meadow



Complete Streets

- Should contain pedestrian travel way and furnishing zone, on-street parking, and bicycle facilities in addition to vehicle travel lanes
- Can accommodate 2, 4, or 5 travel lanes
- Optimum vehicle travel speed is 25 mph

Airport Way



Sources: (FHWA, 2010), (AASHTO, 2012), (FHWA, 2009), (AASHTO, 2021), (NACTO, 2023), (FHWA, 2015), (FHWA, 2016)

Planning for the Future

Once this plan is complete and implementation has begun, it's time to start thinking about the future. Ever-changing conditions require continuous planning efforts, and while some projects identified in Chapter 5 are ready to go, some elements of this BPMP will require more planning before becoming reality. Projects identified here that require further studies to assess the best use of space, feasibility, and impacts are listed below.

Projects Requiring Further Studies

- *M8 Crossings for hospital drive*
- *B1 WRT routing in Bellevue*
- *SV10 Juniper Road traffic study*
- *B3 Bellevue Main St*

Monitoring

In addition to maintaining bicycle and pedestrian infrastructure and conducting feasibility studies, monitoring is a key component of all implementation plans. We need to consistently assess if the chosen projects are having the outcomes we desire, and whether the conditions that affect the evaluation criteria are improving. Network connectivity, safety, and economic impacts can usually be measured on an individual project basis- and should be evaluated in the next round of Bicycle and Pedestrian Master Plan Updates for each project that remains on the priority list. For county-wide impacts, it can be effective to look at changes to health, social equity, and accessibility, and how these changes are spatially distributed. Below are recommendations for monitoring these three evaluation criteria.

Monitoring Social Equity Outcomes

In a 2021 white paper, the Oregon Department of Transportation states “measuring, evaluating, and monitoring Social Equity is an act of an agency holding itself to account.” (ODOT, 2021) It is critical to ensure that inclusion of this criteria is not lip service to a complex issue. We must verify whether the chosen methods improve social equity and that there are no unintended negative impacts in order to be effective. Means of measuring this criterion include:

- **Total multimodal transportation investment-** comparing total transportation investments to multimodal investments can describe social equity investment, recognizing that some social groups are traditionally underserved by transportation systems, requiring alternative modes and access.
- **Social Equity Indices-** looking for changes in distribution of variables measured in the EPA's Environmental Justice Screen, or utilizing other social justice tools can synthesize large data sets. EPA Social Justice Screen can be found at: <https://ejscreen.epa.gov/mapper/>.
- **Surveys and Community Feedback-** reaching out to underserved communities can provide essential information on the functionality of bicycle and pedestrian infrastructure. Additionally, qualitative data is necessary to understand groups that can be excluded from conventional quantitative datasets.

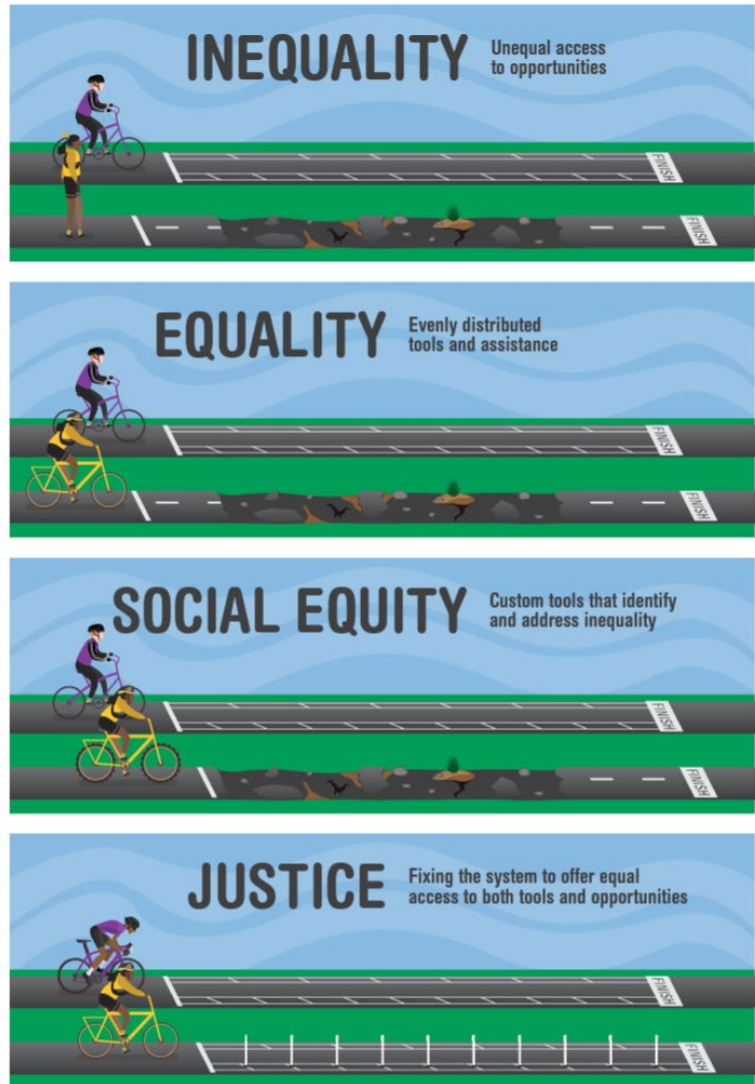


Figure 3. Social Equity- from "Inequality to Justice," Social Equity White Paper, ODOT 2021

Qualitative data is necessary to understand groups that can be excluded from conventional quantitative datasets

Monitoring First/Last Mile Outcomes

Improving First/Last mile accessibility will encourage usership of transit, and can result in better health, social equity, economic, and connectivity outcomes. A number of analyses can shed light on spatial barriers to transit connections.

- The simplest of these is a **buffer analysis using GIS** to determine the number of housing units within a given distance of transit stops.

- *GIS raster data can be created to describe obstacles in the landscape such as slope, sidewalk availability, highway crossings, and others, then reclassified and compiled to create a **map of spatial accessibility**.*
- *Similar to social equity, attention should be given to community feedback and qualitative data gathering, since **issues that prevent people from traveling a certain path may not be obvious and may not be captured by other datasets**.*

Monitoring Health Outcomes

A Health Impact Assessment (HIA) was undertaken in 2014 as part of the original Bicycle and Pedestrian Master Plan. This study analyzed 'how the different dimensions of health can be impacted and the extent to which health measures amongst Blaine County residents could realize such impacts.' The HIA identified four top priorities for health interventions:

- *Combating poor mental health*
- *Reversing both overweight and obese adults and teenagers*
- *Reducing substance abuse of both alcohol and illicit drugs*
- *Reducing the number of vehicle crash deaths*

Many of the projects from the original BPMP as well as the 2023 Update address these topics through increased physical activity, exposure to nature, reduction in costs for access to services and employment, and infrastructure improvements. In order to ensure that these objectives continue to be realized, the HIA recommends measuring specific variables:

- *Usage at key locations within communities for on-road pedestrian and bicycle facilities and at trailhead and major junctions of paved multi-use trails and natural trails. This should include data related to: gender, age range, type of user, and helmet use for bicyclists*
- *Work with St. Luke's Wood River Hospital and other stakeholders to conduct regular intercept survey of trail users to identify key health conditions and comfort using the system*
- *Investment levels (by dollar/capita) for active transportation projects and programs*
- *Community mental stress levels*
- *Obesity rates amongst all population segments*
- *Air quality changes and impacts*
- *Ambient noise levels, specifically along major corridors*
- *Car parking demand to determine if development regulations can be adjusted accordingly*
- *Asthma rates amongst all population segments*
- *Property values along major active transportation routes and downtown cores*
- *Walking/biking customer proportion at local businesses*
- *Walking/biking rates of school children to area school and recreation facilities*
- *Use at fitness sites among walkers and bicyclists*
- *Household transportation costs post Plan implementation*

At times the most cost-effective and lowest barrier monitoring and analysis methods utilize existing data and can be performed in the office. These quantitative methods can be powerful arguments for adaptive

implementation. However, social equity, health, and first/last mile criteria all emphasize the need for qualitative data and community feedback in monitoring outcomes.

Qualitative data can require more investment to collect but can create multivarious benefits including unique insights into specific problems, community buy-in and understanding of the planning process, inclusion of data not captured by other methods, and relationship building with groups not typically represented in planning processes.

Updates to this Plan

Even the best plans will need to be updated as conditions change in the physical, economic, and social landscapes of our communities. Through monitoring, as described above, discoveries about these changes as well as the effectiveness of implemented projects will need to be incorporated into the next round of bicycle and pedestrian planning. Updates and adaptations to the implementation strategy should be continuous, incorporating funding needs and availability, climate conditions, economic variables, and population changes, among others. Blaine County should also undertake an overhaul of the BPMP at ten-year intervals to reassess current conditions and community needs from a comprehensive perspective. Municipalities and citizen groups should anticipate funding the next Bicycle and Pedestrian Master Plan in 2033.

