BLAINE COUNTY
Safety Action Plan

OCTOBER 2024

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INTRODUCTION

PURPOSE

Blaine County has received federal funding as part of the Safe Streets for All (SS4A) program to complete this Safety Action Plan (SAP). The purpose of this plan is to improve roadway safety for all road users in Blaine County and the Cities of Bellevue, Carey, Hailey, Ketchum, and Sun Valley. These users include pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro mobility users, and commercial vehicle operators.

The end goal of this plan and subsequent safety improvements is **zero fatalities and serious injuries on roadways.**

The project team's goals are to engage with the public to understand local safety concerns and observations, use a data-driven process to identify safety issues and countermeasures, and develop an implementable plan that meets the criteria for SS4A funding.

SAFE STREETS FOR ALL

SS4A Requirements

The Federal SS4A program dictates that at least six of eight requirements be met, with two of these requirements being mandatory. The requirements are as follows (with mandatory items in blue):

Leadership Commitment and Goal Setting	Planning Structure	Safety Analysis	Engagement and Collaboration
Equity Considerations	Policy and Process Changes	Strategy and Project Selections	Progress and Transparency

The following are additional details regarding these requirements and how they apply to the Safety Action Plan:

- **Leadership Commitment and Goal Setting**
  - Public commitment (resolution) by a County Commission to an eventual goal of zero roadway fatalities and serious injuries along with a target date to achieve this goal
- **Planning Structure**
  - A steering committee charged with oversight of the Action Plan development, implementation, and monitoring post-plan adoption
- **Safety Analysis - Mandatory**
  - Analysis of existing conditions and historical trends, high-injury network, and a systemic network safety trends in the County
- **Engagement and Collaboration**
  - Robust engagement with the public and relevant stakeholders that allows for community representation and feedback
- **Equity Considerations**
  - Use inclusive and representative processes by identifying underserved communities and implementing projects in an equitable manner
- **Policy and Process Changes**
  - Assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety
- **Strategy and Project Selections - Mandatory**
  - Identification of a comprehensive set of projects and strategies and prioritize them based on need, feasibility, funding, and equity considerations
- **Progress and Transparency**
  - Ensure ongoing transparency of plan development with residents and relevant stakeholders; also includes transparency of safety progress post-plan development

Within this plan, the project team has aimed to address all eight of these criteria, though only six were required, to ensure a comprehensive safety action plan.

SAFE SYSTEMS APPROACH

In recent years, the U.S. DOT has adopted a paradigm to address roadway safety called the Safe Systems Approach (not to be confused with Safe Streets for All, or SS4A). This is the guiding basis through the action plan both in the analysis and in selecting projects.

The Safe Systems Approach includes the following five principles:

1 Death and serious injuries are unacceptable: The elimination of crashes that result in deaths and serious injuries should be prioritized
2 Humans make mistakes: Because people are fallible, a safe transportation system cannot operate under the assumption that individuals will follow the rules all the time. Certain types and levels of human mistakes should be accommodated to minimize fatalities and serious injury.
3 Humans are vulnerable: The human body can only withstand so much force in a crash. For this reason, it is critical to design a human-centric transportation system.
4 Responsibility is shared: All stakeholders, including industry, government, and the general public, are vital to preventing severe crashes on roadways.
5 Safety is Proactive: While crash patterns are a vital tool in determining what areas may need safety improvements, proactive tools such as public engagement are also needed as a preventative measure. For this reason, not all improvements contained in this study will be as a result of identified crash trends.

RESOLUTION

As part of the Leadership and Goal Setting requirement, Blaine County adopted the resolution shown on the following page to commit to a goal of eliminating fatal and serious injury crashes. It is worth noting that such a resolution is not required for municipalities within the County, though it was discussed with all municipalities.

Resolution 2024-18

A RESOLUTION OF BLAINE COUNTY, IDAHO

SETTING A GOAL OF ELIMINATING ALL TRAFFIC FATALITIES FOR ALL USERS ON BLAINE COUNTY ROADWAYS

WHEREAS, Blaine County aspires to reduce the number of fatal and serious injury crashes on its roads to zero; and

WHEREAS, the forthcoming County Safety Action Plan takes an ethical, equitable, and sustainable approach toward achieving safety for all road users; and

WHEREAS, in the past five years more than 21 people have lost their lives and more than 50 people were seriously injured on Blaine County roads; and

WHEREAS, traffic-related deaths and serious injuries are preventable; and

WHEREAS, Blaine County wants to be proactive in reducing fatal and serious injury crashes on our roads; and

WHEREAS, transportation safety is everybody's responsibility, including the County and road users; and

WHEREAS, multiple County Departments, that include Road & Bridge, Sustainability, and Sheriff's departments, are actively employing programs to improve safety; and

WHEREAS, the forthcoming Safety Action Plan will leverage existing programs and can create new programs and strategies to help meet the Commission's adopted performance measure to achieve a reduction in the number of fatal and serious injury crashes to zero.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF BLAINE COUNTY COMMISSIONERS, BLAINE COUNTY, IDAHO THAT: The Blaine County Board of Commissioners hereby sets the goal of eliminating all traffic fatalities for all users on Blaine County roadways.

BLAINE COUNTY BOARD OF COMMISSIONERSOF BLAINE COUNTY, IDAHO

DATED this 14th day of May, 2024.

BLAINE COUNTY BOARD OF COUNTY COMMISSIONERS

Muffy Davis, Chair

ATTEST:

Stephen McDougall Graham, Clerk

BOARD OF COUNTY COMMISSIONERS BLAINE COUNTY IDAHO SEAL

Angenie McCleary, Vice Chair

Lindsay Mollineaux, Commissioner

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PUBLIC ENGAGEMENT

OVERVIEW

A crucial part of the plan is a transparent process that both seeks input from and informs the public as the plan progresses. Because the public utilizes the road and pedestrian network on a daily basis, they have a vested interest and unique insight into the needs of the community.

To facilitate public engagement, a website was created for the project which includes interactive maps that display information about the project.

To get a feel for transportation safety needs within the community, a survey was also distributed that asked a few questions about what residents and visitors thought could be improved.

Public meetings were also attended, including an open house to introduce the plan and a few City Council and County Commission meetings.

STEERING COMMITTEE

To create a County-wide plan, it was crucial to involve multiple stakeholders. To accomplish this, a steering committee was formed which consisted of the following members:

- Andrew Mentzer, Sustainability Manager, Blaine County
- Angenie McCleary, County Commissioner, Blaine County
- Aly Swindley, Management and Communications Analyst, City of Ketchum
- Gunner Thompson, Public Works Operator - Streets, City of Carey
- Brittany Skelton, Community Development Director, City of Sun Valley
- Casey McGehee, Street Superintendent, City of Bellevue
- Emily Rodrigue, City Planner, City of Hailey
- Emily Williams, Sustainability Coordinator, City of Hailey
- Heidi Goedhart, Senior Planner, City of Sun Valley
- Jade Riley, City Administrator, City of Ketchum
- Kristy Heitzman, Administrative Services Director, Blaine County
- Lisa Horowitz, City Administrator, City of Hailey
- Trey Mink, Senior Transportation Planner, Idaho Transportation Department

Several other individuals from the County and municipalities also participated in various committee meetings, though the ones listed above were the primary points of contact for the Safety Action Plan.

ONLINE TOOLS

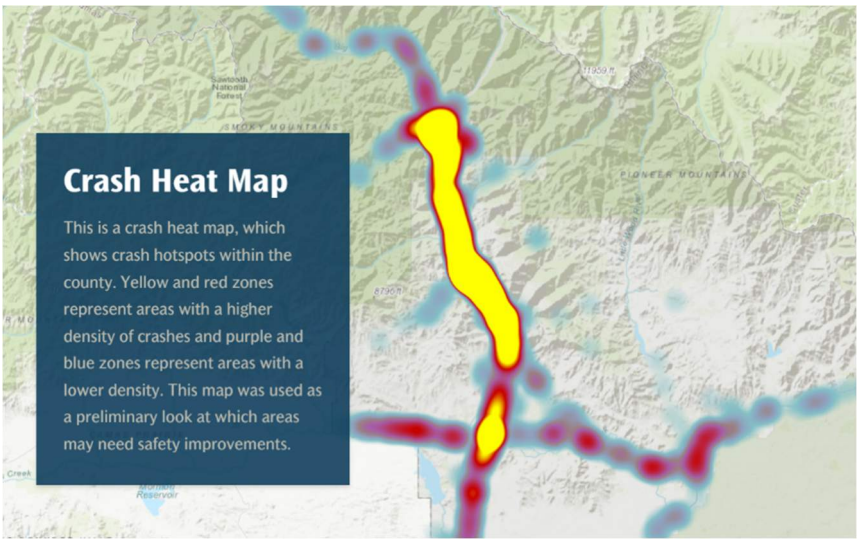
Website

As part of our efforts to connect with the public, we created a website for the plan. The website contained information about the project listed in English and Spanish, including a few articles updating viewers on the progress of the plan. Additionally, it contained a link to the survey for members of the public to provide their input on transportation safety issues.

The website also contained links to some maps related to the plan, which gave viewers a way to see safety context and proposed improvements near where they live, work, or recreate.

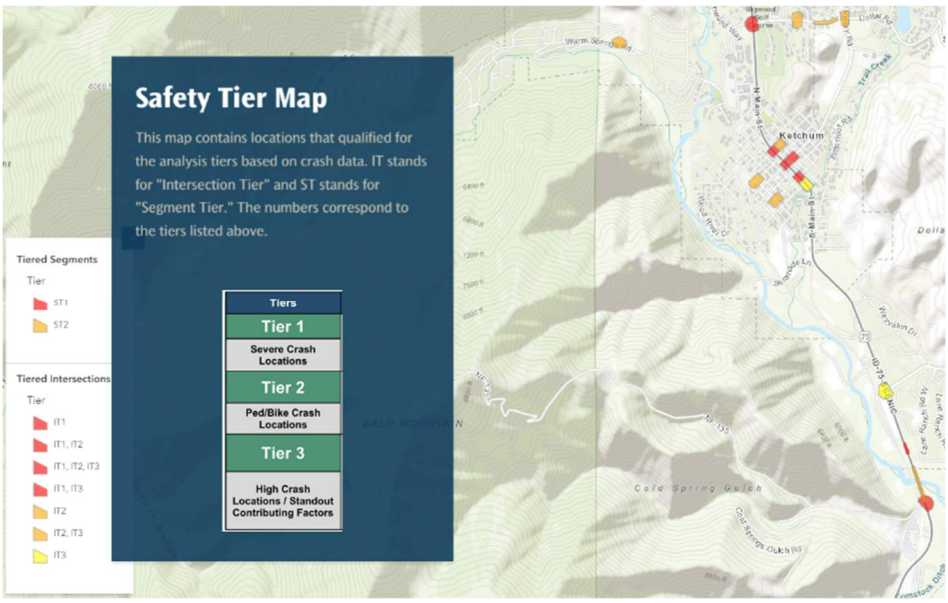
Interactive Mapping

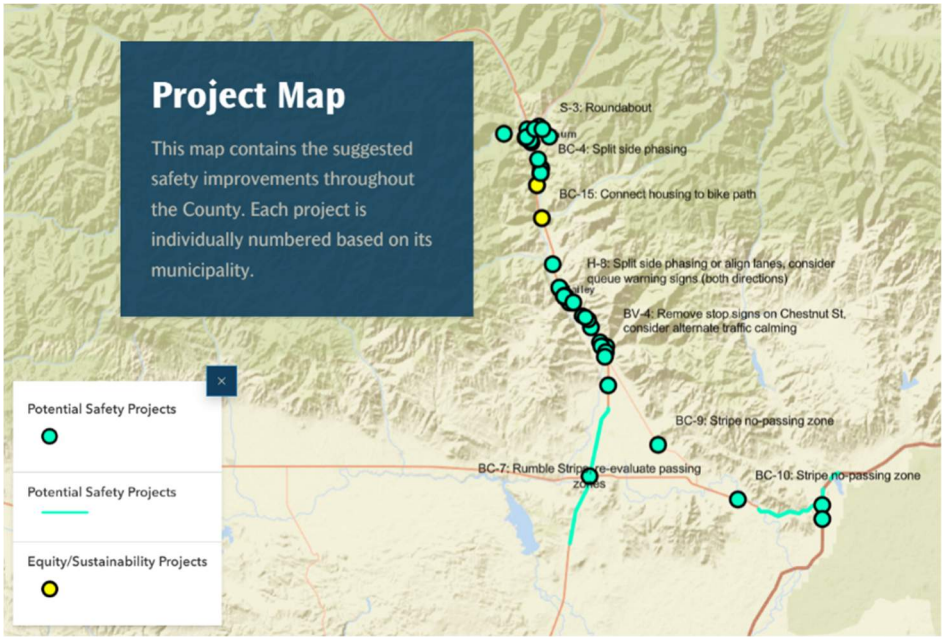
The online maps were compiled into an ArcGIS StoryMap, which provides information on both context of crashes in the area as well as the results of the plan. It was hosted on the website through the course of the project and was then transferred to the County. The following is a description of the maps contained in the StoryMap:



Crash Heat Map: This displays a visual representation of crash hotspots without showing individual crashes. While large clusters of crashes tend to correlate with roads that carry more traffic, it serves as a useful baseline for determining which areas might have more crashes than expected.

Safety Tier Map: This map contains a visualization of the process and methodology that was used to identify locations that may need improvements, based on the crash data. The methodology is explained fully in this plan but consists of categorizing locations based on the type and number of crashes that occurred.

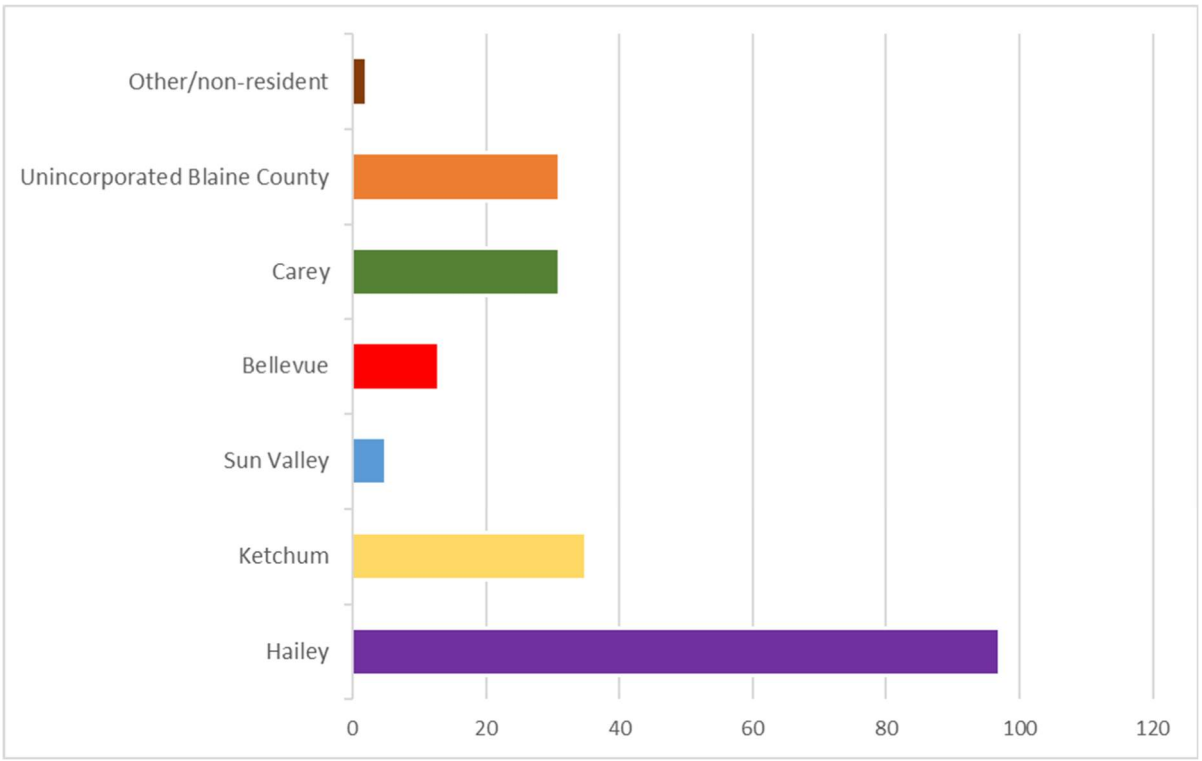




Project Map: This map contains the recommended improvements that came about through the analysis. Improvements which were included from an equity and sustainability perspective are shown separately to distinguish them from the improvements that came about from the crash analysis and site visit.

SURVEYS

The project team received well over 200 responses to the survey on transportation safety while it was open. The team was enthusiastic about the level of engagement that was received and that there is such an interest in transportation safety. Below is a chart showing where the responses came from:



With these results, the project team identified safety issues that we wouldn't have found otherwise and do what we can to address the public's concerns. Below are some summaries of the **top five most common** responses we received to each of our questions:

What should be the priority of this Safety Action Plan?

1. Pedestrian and cyclist safety
2. Reduce congestion
3. Speed
4. Highway 75
5. Infrastructure repair/upgrade

Pedestrian and cyclist safety was by far the most common response we received to this question. The team aims to make this a real focus in the plan to protect vulnerable road users. Reducing congestion was another common response- while the focus of this plan is on safety, rather than improving flow of traffic, congestion and safety are related and we looked at ways to minimize safety risks that come about because of congestion.

What general transportation safety concerns do you have?

1. Driver behavior
2. Pedestrian and cyclist safety
3. Speed
4. Lack of sidewalks, bike paths, and crosswalks
5. Congestion

Many of the responses to this question were similar to those in the prior question. Driver behavior is a major concern of Blaine County residents, and this can be addressed in a number of ways, including education, enforcement, and good road design that is clear and encourages drivers to travel at lower speeds. While not in the top five, wildlife crossings were another standout issue.

What do you think could be done to improve roadway safety in Blaine County?

1. Enforcement
2. Add additional lanes to Highway 75
3. Speed limit review
4. Repair and maintain roads
5. Wildlife over/under-crossings and roundabouts (tied)

The ideas that were submitted mirror the concerns and are excellent ways to address safety issues. Regarding speed limits, traditionally, these have been set at the speeds drivers are going. However, recent federal guidance has been to set speed limit more based on context, meaning this could be a good opportunity to review speed limits.

What do you think could be done to improve safety for pedestrians and cyclists in Blaine County?

1. Additional sidewalks
2. More bike lanes
3. Enforcement
4. More bike paths
5. Flashing lights at crossings

Many of these items are geared toward separating pedestrians and cyclists from vehicles. Other responses recommended improvements such as wider shoulders and bridges or under-crossings to reduce potential for conflict between vehicles and more vulnerable road users.

What areas, if any, in the County do you feel are under-served in terms of transportation improvements?

1. Bellevue
2. Gannett/Timmerman area Carey (tied for second)
4. Hailey
5. Between Hailey and Ketchum

Some of these areas listed above have lower-income residents and lack the funding to improve and maintain their infrastructure. Carey in particular had an outsized response compared to its population and this plan will prioritize under-served areas to improve safety as much as possible.

Open House

A Safety Action Plan public open house was held at Hailey City Hall on January 23, 2024, with the project team and staff members from the steering committee. Thank you to those that attended! We had great conversations with many of you regarding the Safety Action Plan and your thoughts on local

roadway and transportation safety. Here are some of the themes of transportation safety that were heard at the open house:

- Bicyclists: concerns with bike/vehicle conflict points at trail crossings and sight distance at intersections
- Speeding: concerns with vehicles speeding on local roads and the need for speed management and traffic calming measures
- Pedestrians: desire for more crossings and safer crossings, specifically across State Highway 75; need for better lighting at pedestrian crossings and transit stops
- Intersections: desire to improve sight distance at intersections and to slow cars down

Elected Official Meetings

To coordinate with elected officials and share our findings and methodology, we attended a few public meetings, both virtually and in-person. We presented at the following meetings:

- Blaine County Commission: January 23, 2024
- Blaine County Commission: May 14, 2024
- Ketchum City Council: June 3, 2024
- Hailey City Council: July 8, 2024
- Carey City Council: July 22, 2024

These meetings provided an opportunity for us to present the preliminary results of the plan to the public in these jurisdictions. We also received excellent feedback from elected leadership as we progressed through the plan.

Interviews and Plan Review

As part of the preliminary phase of the plan, several interviews were held with key stakeholders, including various municipalities, schools, and other governmental organizations to get a feel for the safety needs in the County. Through these interviews, a few common themes were identified:

- Need for sidewalks
- Safe crossings
- E-bikes
- Path connections
- Timmerman Junction
- Bus pullouts
- Speeding

In addition, existing and draft plans within the County were reviewed, including the following:

- Blaine County Community Bicycle and Pedestrian Master Plan
- Transportation Element of the Blaine County Comprehensive Plan
- Blaine County Transportation Plan
- Ketchum Main Street Plan
- Safe Routes to School Map

Elements from these plans were incorporated into the project. The project team has no specific recommendations for changes to these plans at this time.

SAFETY ANALYSIS

PURPOSE

The purpose of this chapter is to describe the methodology and the findings of the safety analysis. A brief summary of county-wide crash statistics, a description of the tiered approach that was used to identify which locations may need improvements, and the results of the analysis are presented in the following sections.

CONGESTION VS SAFETY

Through the Safety Action Plan process, the project team had several conversations with individuals about the congestion that is experienced in the County during peak times of day and how that relates to safety. The team was also asked what improvements would be recommended to mitigate congestion. The purpose of this Safety Action Plan is to look at improvements to roadway safety, and not improvements of roadway capacity or congestion mitigation. The Safety Action Plan will include recommendations to improve safety at intersections, roadway segments, and active transportation crossings. Some of these recommendations may have impacts to roadway capacity, but the recommendations will not be made based on capacity issues. Roadway capacity and congestion is typically evaluated in a Transportation Plan. An updated 2024 version will likely be adopted by the end of the year. In the meantime, Blaine County's latest published Transportation Plan can be found on the County website at the following link:

https://www.co.blaine.id.us/DocumentCenter/View/945/Transportation-Plan-PDF?bidId=

While the focus of this plan is safety, the project team understands the relationship between safety and congestion on a roadway system. In general, the number of crashes ("crash frequency") increase on roadways as traffic volumes increase. The crash rate, meaning the number of crashes per number of vehicles on the roadway, stays relatively constant as volumes increase.

Beyond the general relationship between traffic volumes and crash numbers, congestion can also have negative impacts on safety at specific locations. For example, a congested roadway with long queues of cars can result in sight distance issues for vehicles turning from the side streets. Even when gaps are left within the queues for these vehicles to turn, the drivers may not be able to see the vehicles coming the other direction on the road.

There are also cases in the recommended safety improvements that will result in higher capacity on roadways. For example, the addition of turn pockets or turn lanes at an access or intersection is a safety improvement, as it gets turning vehicles out of the through travel lanes, reducing the risk for front-to-rear crashes at the intersection. However, this also provides a capacity benefit by adding lanes at the intersection. Consideration for potential conflicts with cyclists should be given whenever evaluating the installation of a turn lane.

In summary, while the focus of this Safety Action Plan is on safety improvements, the project team considered the components of traffic volumes and congestion in the selection of projects. Based on

observations of congestion on ID-75, it is recommended that the County, ITD, and other partners study throughput on ID-75 in the future as congestion on this road has impacts on the environment, equity, transit functionality and adoption, and potentially safety of the area. Encouraging mode shift, which is a transition to more sustainable means of transportation including walking, biking, and transit, is a more sustainable solution to congestion. Safety projects geared toward these modes of transportation should be prioritized.

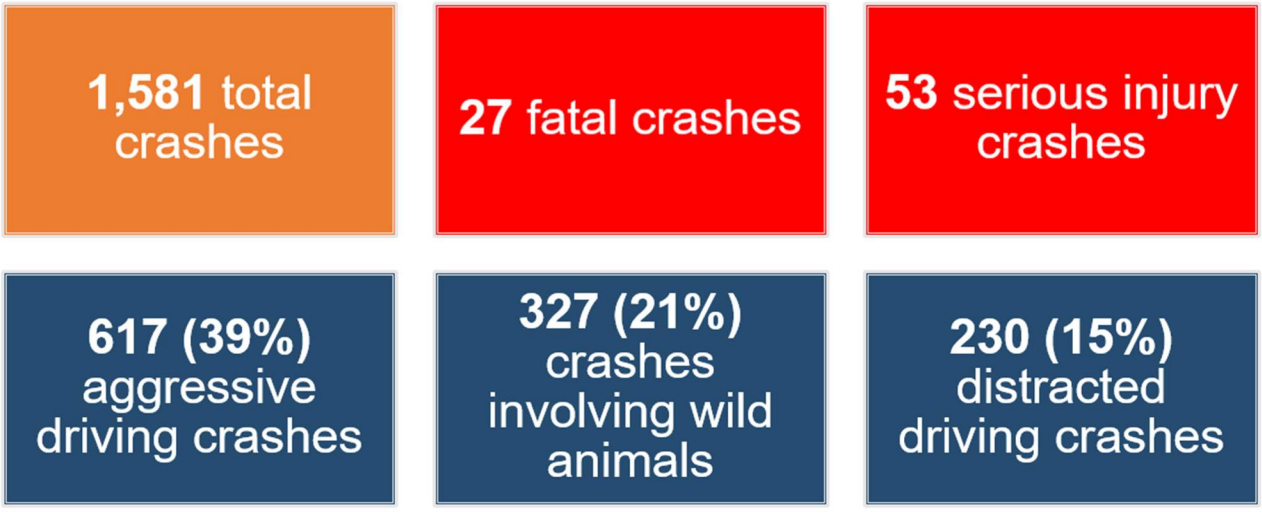
Crash Statistics Summary

Crash data were obtained from an ITD database which summarizes crashes within Blaine County. The severity of each crash is ranked according to the KABCO system, which is based on the most serious injury taken during the crash, if any. Each ranking is defined below:

- K = Fatal
- A = Suspected Serious Injury
- B = Suspected Minor Injury
- C = Possible Injury
- O = No Injury/Property Damage Only

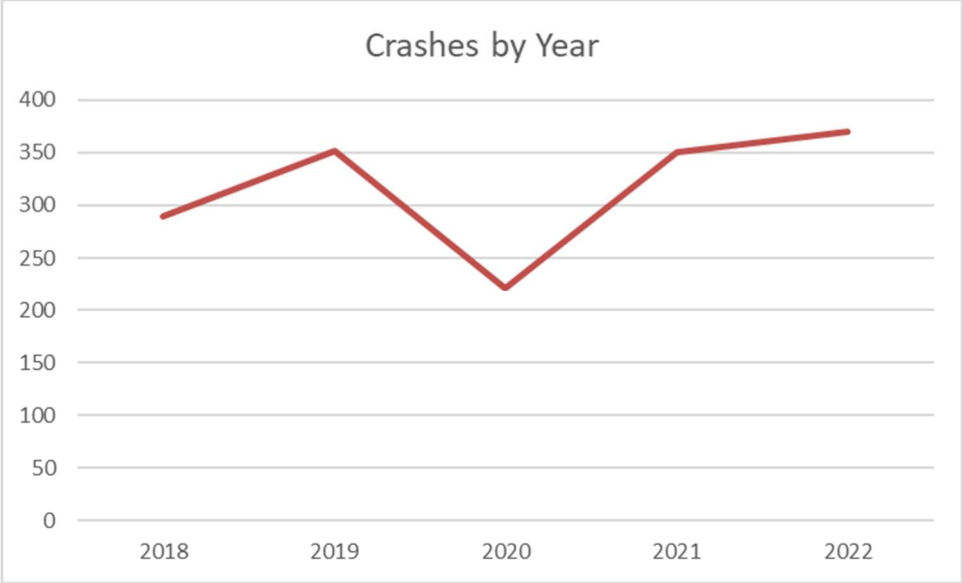
Any crash with a fatality or suspected serious injury is classified as severe.

Below is a summary of the recorded roadway crashes in Blaine County between 2018 and 2022, which was the most recent full five-year period of crash data available at the time of this plan creation. At a high-level, some of the common crash characteristics include aggressive driving, crashes involving wild animals, and distracted driving. The main focus of this plan is finding ways to eliminate the fatal and serious injury crashes in the County.

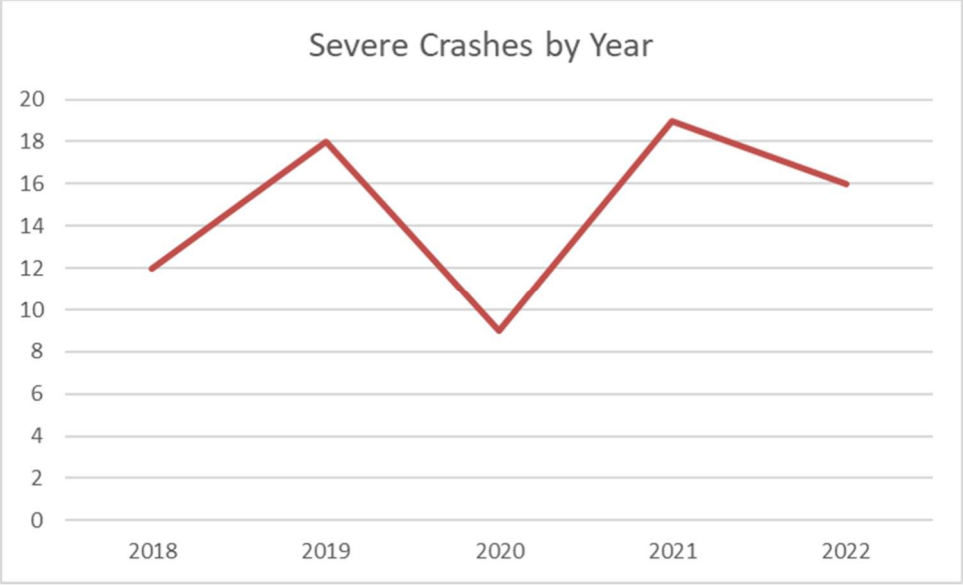


Crashes by year and month were summarized to identify trends in crashes over time. From 2018 to 2022, Blaine County saw an increase in crashes of 28%. For reference, Blaine County's population grew by approximately 10% during the same period. This trend is similar to what has been seen

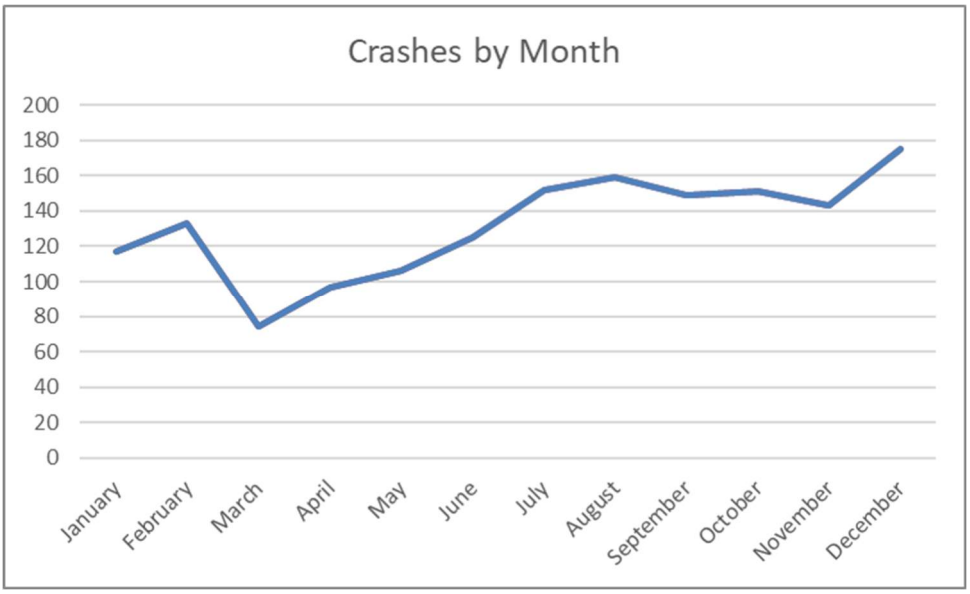
nationwide coming out of the COVID-19 pandemic. Additionally, as with most places across the county, the number of crashes dipped during 2020 as people travelled less.



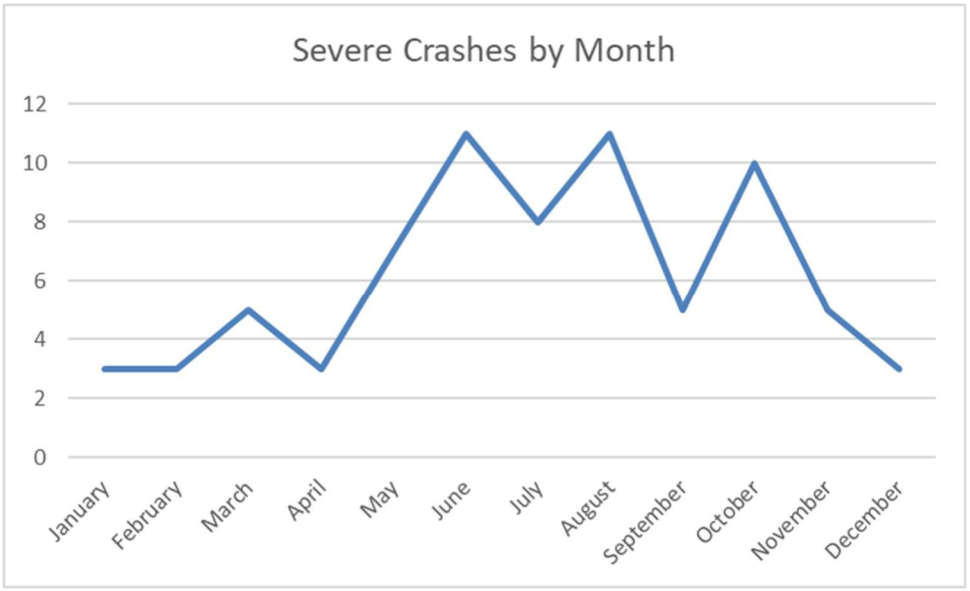
The severe crashes also follow a similar trend, but with a slight decrease from 2021 to 2022.



When graphing crashes by month, the seasonal nature of traffic in Blaine County becomes clear with a spike in December when resorts are open and winter weather sets in. Additionally, the summer surge in crashes also seems to coincide with recreational activities in the area.



The trend in severe crashes by month does not match the total crash trend. The occurrence of severe crashes during the winter months is far lower than that of the summer months. The ~100 days between Memorial Day and Labor Day are often referred to as the 100 Deadliest Days nationwide because fatal crashes tend to occur most commonly during the summer months as people are prone to driving much faster than in winter months.



HIGH INJURY NETWORK

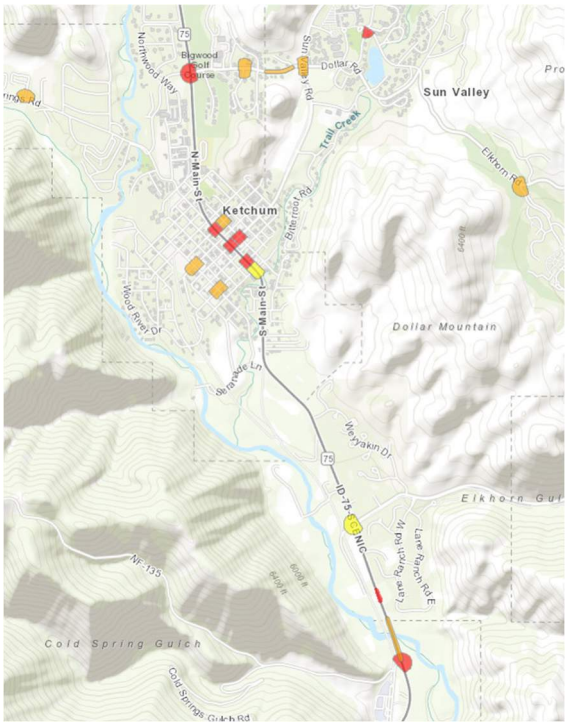
Safety Tiers

For the safety analysis, the project team developed a High-Injury Network (HIN) aimed at selecting potential project sites based on crash data prioritized into the following tiers:

- Tier 1: Locations with severe crashes (which includes fatal crashes and serious injury crashes)
- Tier 2: Locations with pedestrian or bicycle-related crashes (to accommodate vulnerable modes of transportation)
- Tier 3: Locations with high incidence of crashes or standout contributing factors

Tiers
Tier 1
Severe Crash Locations
Tier 2
Ped/Bike Crash Locations
Tier 3
High Crash Locations / Standout Contributing Factors

Because the plan is primarily directed at reducing fatal and serious injury crashes, locations where such crashes occurred were prioritized to determine whether any improvements could be made. Locations that met Tier 1 were prioritized more than locations that just met Tier 2, and Tier 2 more than locations that just met Tier 3. It is worth noting that many locations met the criteria for multiple tiers.



Following this logic, cyclists and pedestrians are the most vulnerable users of the transportation system and have the greatest risk of a fatality or serious injury. If there is an area with a trend of these types of crashes, it follows that improvements related to pedestrian safety have great potential to reduce the possibility of severe crashes in the future, even if severe crashes have been relatively low in that area.

Finally, locations with an unusually high number of crashes or a particular contributing factor that stands out among the data were addressed. If crashes can be reduced generally, it follows that the number of severe crashes may be reduced as well.

The locations that fit into these tiers based on crash data were then mapped as potential locations for improvements. Not all locations within the tiers warrant improvements as some may not have an identifiable need, and some crashes may be isolated incidents without a clear trend. In such cases, campaigns to bring awareness to vulnerable users or to encourage safer driving behavior may be a more appropriate solution.

Site Visit

To determine what improvements could be made and identify other locations that could benefit from safety improvements that did not stand out in the crash data, a site visit was performed on May 1st and 2nd. This proved valuable as some locations might not have ground-level imagery available online and other locations had striping or other improvements that were completed since the most recent available aerial or online imagery.

Some locations were identified in the site visit as having limited sight distance or needing other improvements. Although crash history may have been minimal at some of these locations, particularly those that carry low traffic volumes, implementing improvements may reduce the potential risk for severe crashes in the future.

EQUITY AND SUSTAINABILITY

PURPOSE

It is important that a transportation system works for everyone. This is why it is necessary to view the plan from an equity and sustainability lens as projects are selected. Some communities may lack the necessary funding for safety improvements, particularly if their residents are lower-income. These users may often rely on walking and transit to get to their destination, and it is critical that infrastructure accommodates these modes of transportation, which are also more sustainable.

DISADVANTAGED USERS

An equity analysis was performed to identify lower-income areas that may be good candidates for safety improvements. These areas are located primarily along ID-75 and often have little to no access to pedestrian infrastructure. Additionally, safe access to the Mountain Ride transit system is crucial for these users. The following areas were identified as disadvantaged:

- North of the YMCA in Ketchum
- Mobile home parks on either side of ID-75 near St Luke's Hospital
- Mobile home park near Broadway Run
- Community housing on ID-75 south of intersection with Golden Eagle Road
- Community housing on Buttercup Road near intersection with ID-75
- Near the Albertson's in Hailey
- North of Hop Porter Park in Hailey
- Northwest of the skate park off Airport Way in Hailey
- Area bounded by Briarwood Drive and Woodside Boulevard, Hailey
- Mobile home park north of Broadford Road, Bellevue
- Gannett
- Portions of Carey
- East Magic

It is worth noting that not all these areas need a specific safety improvement. Rather, they provide a basis for locations that are worth further consideration.

SUSTAINABILITY

Providing safe and convenient bicycle and pedestrian facilities in Blaine County is critical to promoting sustainable active and multi-modal transportation. If citizens have easy access to these facilities, use of the bicycle and pedestrian modes of travel will increase. This increase would reduce vehicle trips. Reductions in vehicle trips have many benefits, including cleaner air and better water quality. The County has many existing routes to facilitate these alternative modes. However, there are also some improvements that could be made to improve the system.

Projects that were selected from a sustainability lens were viewed in the context of safety. The more pedestrians cyclists feel safe using the transportation system, the more people will choose to walk and bike places and the system becomes more sustainable. Each choice to walk or bike to a destination reduces vehicular traffic and emissions as well as the need to pay for costly improvements to accommodate drivers. This fits in with the County's broader goal of mode shift to encourage people to walk, bike, and use the Mountain Ride transit system. These types of projects include recommendations for sidewalks, crosswalk enhancements, and additional connections to the trail and transit systems.

SAFE ROUTES TO SCHOOL

As part of the equity and sustainability analysis, current Safe Routes to School maps were examined to identify whether additional sidewalks or crossing improvements were needed to help children walk to and from school safely. A few locations were identified which did not have a clear pattern of crashes but could use some safety enhancements to limit conflicts with younger pedestrians, including a crossing near the Hemingway school in Ketchum, Wood River Middle School in Hailey, and the road network near Bellevue Elementary.

PROJECTS

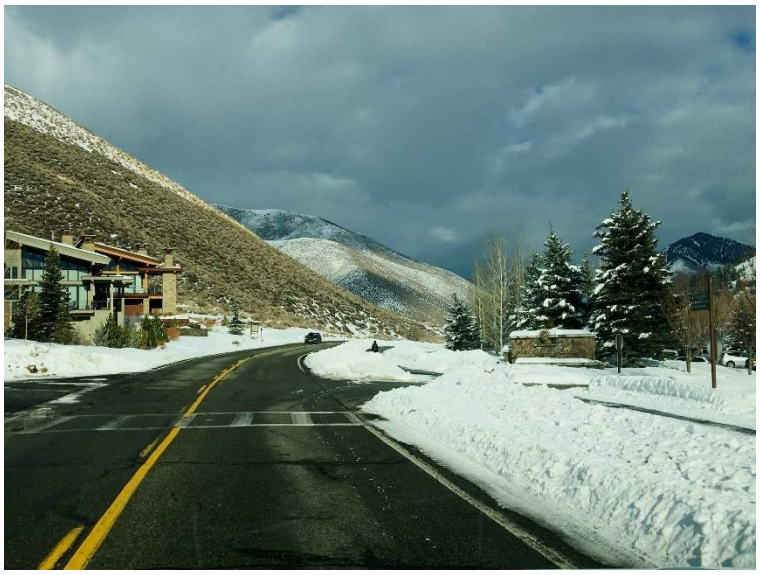
PURPOSE

The purpose of this chapter is to list the transportation safety projects that were formulated as a part of this plan to assist the local jurisdictions in applying for federal funding, if they so choose. These projects were chosen based on a combination of the analysis of the crash data, our site visit, and the equity and sustainability analysis.

PROJECT TYPES

Not every project fit into a defined project type, but most were able to be categorized into the following groups:

- Additional study
- All-way stop
- Clear vegetation
- Crosswalk improvements
- Curb extensions
- Education campaigns
- Equipment
- Policies
- Queue warning signs
- Roundabouts
- Rumble strips
- Sidewalks
- Split-side signal phasing
- Striping
- Turn lanes



Some projects are focused on specific locations while others may be more general, at a City- or County-wide level.

PROJECT SELECTION PROCESS

Selecting projects was an iterative process in which we took the baseline ideas from the safety analysis, site visit, and equity/sustainability analysis and vetted them with the local jurisdictions to refine the projects into a list that meets local needs. The input and local knowledge from these municipalities was a vital part of the process that ensures we recommend solutions that fit the context of the area.

PROJECT LIST

Based on the analysis of the crash data, identified needs for improvement, and the equity/sustainability analysis, the following list of location-based projects was formed which is contained in Table 1 through Table 6. Maps for each jurisdiction are contained in Appendix A and were posted online. The GIS data has been handed over to the County.

Each project is assigned a prioritization, which is explained below:

- High Priority: Projects that came about because they are associated with a Tier 1 location, recommended timeline of 1-2 years
- Medium Priority: Projects that came about because they are associated with a Tier 2 location, recommended timeline of 1-5 years
- Low Priority: Projects that came about because they are associated with a Tier 3 location or because of another safety need unrelated to crash history, recommended timeline of 1-10 years

It is worth noting that some projects may be implemented later than the prioritization suggests due to funding availability and that others may be implemented sooner if they are part of some existing plans or they are constructed with private development. This plan provides a framework of recommended timelines based on the history of crashes in a given location.

Table 1: Projects – Bellevue

#	Location	Context	Recommended Safety Projects	Priority
BV-1	Spruce St / Main St	Following too close, rear end	Curb extension (southwest corner)	Low
BV-2	Cottonwood St / Main St	Sight distance	Restrict on-street parking near intersection, curb extension on north side	Low
BV-3	Elm St / 6th St	Sight distance	Clear vegetation	High
BV-4	Chestnut St	Elongated stop sign placement on Chestnut St	Remove stop signs on Chestnut St, consider alternate traffic calming such as driver feedback signs	Low
BV-5	Gannett Rd / Main St	Alignment, merge occurs within intersection, yellow line on Gannett Rd striped toward channelized RT island	Fix striping and align east leg, consider SB LT trap lane	Low
BV-6	5th Street	Equity/Sustainability	Complete sidewalk connection	Low
BV-7	Pine Street	Equity/Sustainability	Sidewalk from Main to 5th	Low

Table 2: Projects – Unincorporated Blaine County

#	Location	Context	Recommended Safety Projects	Priority
BC-1	ID-75 N of N Hospital Dr	Left of center, head-on crashes	Rumble strips	High
BC-2	Hospital Drive / ID-75	Inattention	Median	High
BC-3	Cold Springs Gulch Rd / Hospital Dr	Unclear direction	Update striping	Low
BC-4	Broadway Run & Hospital Dr (S) / ID-75	Shared lefts	Split side phasing	Low
BC-5	ID-75 near Deer Creek Rd	Wildlife collisions	Short-term: additional wildlife crossing signage, detection, and fencing, Long-term: wildlife overpass	Low
BC-6	Glendale Rd / ID-75	High volumes, turning volumes	Add north/southbound left-turn lanes (per County plan)	Low
BC-7	ID-75 N and S of Timmerman Jct	Severe roadway departure crashes	Rumble Strips, re-evaluate passing zones	High
BC-8	US-20 / ID-75	Failure to yield/obey stop signs	North/southbound left-turn lanes, flashing diodes on stop signs, intersection conflict warning system	High
BC-9	4th Ave / Gannett Rd	Passing zone striped through intersection	Stripe no-passing zone	Low
BC-10	US-20 through Picabo	Passing zone striped through town	Stripe no-passing zone	Low
BC-11	US-20 between Picabo and Carey	Severe crashes on curves	Rumble strips	High
BC-12	US-20 near E County border	Severe roadway departure crashes	Rumble strips, guardrail	High
BC-13	Hospital Drive / ID-75	Equity/Sustainability	Sidewalk connections to bike path	Low
BC-14	Meadows Drive	Equity/Sustainability	Sidewalk on north side to bike path	Low
BC-15	Greenhorn Gulch Rd / ID-75	Equity/Sustainability	Connect housing to bike path	Low

Table 3: Projects – Carey

#	Location	Context	Recommended Safety Projects	Priority
C-1	US-20 at N Carey Boundary	Sight distance, passing crashes, passing zone in intersection	Clear vegetation, rumble strips, extend no passing zone	High
C-2	Main Street from US-20 to fire station	Speeding	Speed management (e.g. curb extensions, sidewalks, etc.)	Low
C-3	Queen Crown Rd (US-20) / US-93	Ped infrastructure	Replace crosswalk warning sign (NB/SB), add RRFBs to S crossing and add new E crossing	Low
C-4	Griffin Loop / Main St (US-93)	Left-turn crashes	Add north/southbound left-turn lanes	High
C-5	Main St from Little Wood River to Griffin Lp	Passing crash, passing zone through intersection	Stripe no passing zone	Low

Table 4: Projects – Hailey

#	Location	Context	Recommended Safety Projects	Priority
H-1	McKercher Blvd / Main St	Merging issues	Extend northbound lanes (per ITD plan)	Low
H-2	River Street	Lack of sidewalks	Install path on both sides where segments are lacking	Medium
H-3	Carbonate St / Main St	Rear end, ped crashes	Extend curb extensions (Across Carbonate), ped warning signage, RRFBs	High
H-4	1st Ave / Bullion St	Ped crash	Curb extensions on north side (Across 1st Avenue)	Medium
H-5	Bullion St / Main St	Rear-end crashes	Consider queue warning signs (both directions)	Low
H-6	Bullion St W of River St	Speeding	Traffic calming (per City plans)	Low
H-7	Croy St / Main St	Rear end, ped crashes	Extend curb extensions (Across Croy), additional lighting that illuminates crosswalk	High
H-8	Airport Way / Main St	Rear end crashes, lefts, ped crash	Split side phasing or align lanes, consider queue warning signs (both directions)	Medium
H-9	3rd Ave / ID-75	Tough to turn out	Install emergency traffic signal (per City plan)	High
H-10	Airport Way from Main St to bend	Lack of sidewalks	Install sidewalks	Low
H-11	Fox Acres Rd / Main St	Rear end	Extend southbound lanes (per ITD plan)	Low
H-12	Fox Acres Rd Wood River Trail Crossing	Ped crash	Increase stop sign size for trail users	Medium
H-13	Countryside Blvd / ID-75	Rear end, following too close	Consider queue warning sign (northbound)	Low
H-14	Glenbrook Dr / Shenandoah Dr	Lack of sight distance	Clear vegetation on north corner, add all-way stop	Low
H-15	Snowbank Dr / Woodside Blvd	Possible lack of sight distance	Clear vegetation on northeast corner	Low
H-16	Woodside Blvd / ID-75	Following too close, rear end	Consider queue warning sign (northbound)	Low
H-17	Cobblestone Lane / Main Street	Equity/Sustainability - Safe Routes to School	Consider center refuge island	Low

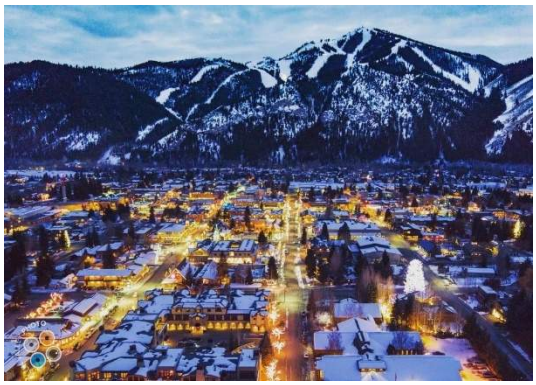
Table 5: Projects – Ketchum

#	Location	Context	Recommended Safety Projects	Priority
K-1	Skiway Dr / Warm Springs Rd	Speeding, running stop signs	Increase stop sign size, diodes, stop ahead signs, traffic calming	Low
K-2	Saddle Rd / ID-75	Failed to obey signal, bike speeding	Short-term: Traffic calming on Saddle Rd, improved bike crossing w/ detection, eliminate south crosswalk, Long-term: Explore subterranean bike path	High
K-3	10th St / Warm Springs Rd	Lack of sight distance	Short-term: all-way stop, Long-term: roundabout	Low
K-4	6th St / Main St	Ambiguous intersection layout with long crosswalk	Striping and pavement marking improvements with Danish offset crosswalk (per Main Street Project)	Low
K-5	5th St / ID-75	Failed to yield, sideswipe same direction	Improved striping and crosswalks (per Main Street Project)	High
K-6	Leadville Ave / 5th St	Ped crash, lack of sight distance because of parking	Restrict on-street parking near intersection	Medium
K-7	Leadville Ave / Sun Valley Rd	Speeding, lack of sight distance, ped crash	Curb extensions, restrict on-street parking near intersection	High
K-8	Sun Valley Rd / ID-75	Speed too fast for conditions, rear end	Raised intersection/traffic calming (per Main Street Project)	High
K-9	1st St / ID-75	Left-turn crashes, ped crash	Curb extensions (per Main Street Project)	High
K-10	River St / ID-75	Rear end, possible merging issues, sight distance obstruction	Advance warning system, clear vegetation, ITD may resolve merging issues	Low
K-11	2nd Ave from 1st St to 4th St	Ped crash	Restrict on-street parking near intersections, bike lanes	Medium
K-12	Elkhorn Rd / ID-75	Rear end	Install northbound right-turn lane	Low
K-13	10th St Trail Crossing	Safe Routes to School and limited sight distance	Curb Extensions	Low

Table 6: Projects – Sun Valley

#	Location	Context	Recommended Safety Projects	Priority
S-1	Dollar Rd / Sun Valley Rd	Speed, failure to obey signal	Roundabout (for traffic calming reasons)	Medium
S-2	Westlake Rd & Moritza Rd / Old Dollar Rd	Lack of sight distance	Intersection realignment	High
S-3	Dollar Road / Elkhorn Road	Misaligned intersection	Roundabout	Low
S-4	Village Way / Elkhorn Rd	Lack of sight distance, ped crash	Add ped signage, advance warning signage w/ diodes, RRFBs, geometry changes, raised medians	Medium

GENERAL PROJECTS



In addition to the physical infrastructure improvements listed above, there are other projects that could be implemented on a county-wide scale or by individual municipalities. These are projects that are less location-specific. For instance, following too close was a factor identified in many crashes throughout the county that is more behavioral and not something that could be solved with improved road design. Due to items such as this, the following separate, general project list was created.

- Future crosswalk planning (medium priority)
  - General guidance for crosswalk placement at an intersection across an uncontrolled roadway approach (meaning no stop sign, roundabout or signal) is that they should not be placed on either side of the major roadway. This is because drivers may be less able to watch for pedestrians at all four corners of an intersection than they would by focusing on two. Placing a crosswalk on one side of the intersection provides a clear crossing location where drivers are more able to notice and stop for pedestrians.
- Establish greater right-of-way consistency along the Wood River Trail (medium priority)
  - Along the Wood River Trail, there are some street crossing locations where drivers must stop and there are others where trail users must stop. Greater consistency may remove some ambiguity over who has right-of-way and improve the safety of the crossings. At locations where trail users must stop, the size of the stop sign could be increased to draw more attention to it.
- Trail Etiquette Education Campaign (low priority)
  - While conflicts between users on the trail are not reflected in the crash data for the plan, a number of survey responses reflected concern about collisions between cyclists and pedestrians, particularly with the speeds that e-bikes can reach. To address this, an education and enforcement campaign could be implemented to inform users about the rules of the trail.
- Evaluation of stop sign placement at uncontrolled intersections where sight distance is not met (low priority)
  - Throughout the County, many intersections have no signage designating who has right-of-way. The American Association of State Highway and Transportation Officials (AASHTO) publishes guidelines for when an intersection may be completely uncontrolled, which is based on sight distance. Where the sight distance criteria is not met, the installation of stop signs could be considered.
- DUI Education Campaign (high priority)
  - Driving under the influence (DUI) was listed as a factor in a number of crashes throughout the County. To combat this, an education campaign could be considered, although some research into the effectiveness of these campaigns in other areas should be performed before implementation.

- Following Distance Education Campaign (low priority)
  - Following too close was a factor in many rear-end crashes throughout the County, particularly in developed areas with high congestion. An education campaign could be considered which reminds drivers of what an appropriate following distance is and finds ways to encourage that.
- County Sheriff Equipment (high priority)
  - To assist in reducing speeds and to improve crash reporting, additional equipment could be procured, including additional speed trailers and more advanced crash investigation equipment.
- Speed Studies (high priority)
  - Many survey responses mentioned speeding as an issue in many locations throughout the County but it is difficult to verify speeding issues within the scope of this action plan. To address this, the County and/or individual municipalities could perform targeted speed studies and make improvements accordingly. Traditionally, guidance has been to set the speed limit at the 85th percentile speed but more recent guidance encourages setting speed limits based on the context of the roadway. If a speeding issue is identified, traffic calming measures could be implemented to reduce speeds.
- ID-75 Study and Collaboration (high priority)
  - Based on observations of conditions on ID-75, it is recommended that the County, ITD, and other partners study throughput on ID-75 in the future as congestion on this road has impacts on the environment, equity, transit functionality and adoption, and potentially safety of the area.

POLICIES

Beyond physical improvements or other projects, safety could be improved at a policy level as well. These could go in conjunction with some of the improvements listed above or could be something like regulations on the use of e-bikes. Local governments may need to discuss internally and with their constituents to formulate some policies on improving transportation safety.

COSTS

The estimated approximate costs to implement the majority of recommended safety improvements are provided in Table 7. Costs could not be estimated for some projects because further study and design may be needed to determine the best way to implement these improvements.

Detailed designs and cost estimates were not completed for the projects in the plan, as generalized design assumptions and unit costs were utilized. When applying for funding, a more detailed cost estimate should be completed.

Table 7: Cost Estimates

Project Number	Location	Estimated Costs	Project Number	Location	Estimated Costs
BV-1	Spruce St / Main St	$286,000	BC-15	Greenhorn Gulch Rd / ID-75	$124,000
BV-2	Cottonwood St / Main St	$572,000	C-1	US-20 at N Carey Boundary	$40,000
BV-3	Elm St / 6th St	N/A	C-2	Main Street from US-20 to fire station	$3,854,000
BV-4	Chestnut St	$600,000	C-3	Queen Crown Rd (US-20) / US-93	$48,000
BV-5	Gannett Rd / Main St	N/A	C-4	Griffin Loop / Main St (US-93)	N/A
BV-6	5th Street	$371,000	C-5	Main St from Little Wood River to Griffin Lp	$44,000
BV-7	Pine Street	$346,000	H-1	McKercher Blvd / Main St	N/A
BC-1	ID-75 N of N Hospital Dr	$11,000	H-2	River Street	$35,141,000
BC-2	Hospital Drive / ID-75	$56,000	H-3	Carbonate St / Main St	$602,000
BC-3	Cold Springs Gulch Rd / Hospital Dr	$22,000	H-4	1st Ave / Bullion St	$286,000
BC-4	Broadway Run & Hospital Dr (S) / ID-75	N/A	H-5	Bullion St / Main St	$1,000
BC-5	ID-75 near Deer Creek Rd	$754,000	H-6	Bullion St W of River St	$1,547,000
BC-6	Glendale Rd / ID-75	N/A	H-7	Croy St / Main St	$592,000
BC-7	ID-75 N and S of Timmerman Jct	$266,000	H-8	Airport Way / Main St	$1,000
BC-8	US-20 / ID-75	$4,000	H-9	3rd Ave / ID-75	$362,000
BC-9	4th Ave / Gannett Rd	$28,000	H-10	Airport Way from Main St to bend	$420,000
BC-10	US-20 through Picabo	$33,000	H-11	Fox Acres Rd / Main St	N/A
BC-11	US-20 between Picabo and Carey	$75,000	H-12	Fox Acres Rd Wood River Trail Crossing	$1,000
BC-12	US-20 near E County border	$390,000	H-13	Countryside Blvd / ID-75	$1,000
BC-13	Hospital Drive / ID-75	$296,000	H-14	Glenbrook Dr / Shenandoah Dr	$6,000
BC-14	Meadows Drive	$321,000	H-15	Snowbank Dr / Woodside Blvd	N/A

Source: Opal Engineering

Table 7: Cost Estimates (Continued)

Project Number	Location	Estimated Costs
H-16	Woodside Blvd / ID-75	$1,000
H-17	Cobblestone Lane / Main Street	$40,000
K-1	Skiway Dr / Warm Springs Rd	N/A
K-2	Saddle Rd / ID-75	$248,000
K-3	10th St / Warm Springs Rd	$3,406,000
K-4	6th St / Main St	$36,000
K-5	5th St / ID-75	$1,153,000
K-6	Leadville Ave / 5th St	$1,000
K-7	Leadville Ave / Sun Valley Rd	$286,000
K-8	Sun Valley Rd / ID-75	N/A
K-9	1st St / ID-75	$572,000
K-10	River St / ID-75	N/A
K-11	2nd Ave from 1st St to 4th St	$8,000
K-12	Elkhorn Rd / ID-75	N/A
K-13	10th St Trail Crossing	$286,000
S-1	Dollar Rd / Sun Valley Rd	$4,080,000
S-2	Westlake Rd & Moritza Rd / Old Dollar Rd	$572,000
S-3	Dollar Road / Elkhorn Road	$3,400,000
S-4	Village Way / Elkhorn Rd	$687,000

Source: Opal Engineering

IMPLEMENTATION AND FUNDING

The US Department of Transportation contains information about how to apply for grants under the SS4A program, which can be found at the following link:

https://www.transportation.gov/grants/ss4a/how-to-apply

Any jurisdictions within the County, including municipalities, the County, and ITD may apply for funding through this mechanism. It is recommended that Cities join efforts for projects that impact multiple communities when applying for funding. There are two types of grants to apply for, including implementation grants and planning and demonstration grants. Planning and demonstration grants are geared toward additional study and can be used to inform or enhance this plan or to evaluate the effectiveness of particular projects or strategies before implementation.

Implementation grants are used for the actual implementation of these projects and strategies, although supplemental planning and/or demonstration may also be included in these grants.

The website also contains detailed guidelines for what types of projects are eligible for SS4A funding through these grant applications.

Other funding opportunities are available, including LHSIP, TAP, and TEGPA. Explanations of these are below:

- Local Highway Safety Improvement Program (LHSIP): This is a program which is intended to aid in infrastructure investments which are targeted at reducing severe crashes. Projects in the Tier 1/High Priority category would fall under this program which requires a local match, not to exceed 7034%. Information on how to apply can be found at the following link: https://lhtac.org/programs/lhsip/
- Transportation Alternatives Program (TAP): This program provides funding for non-vehicular transportation modes, including pedestrian and bicycle facilities. Projects under this type can be infrastructure-related but don't have to be. Non-infrastructure projects may include a variety of programs, such as education campaigns that aim to shift community behavior or strategies to increase safety and convenience for children to walk or bike to school. Additional information can be found here: https://lhtac.org/programs/tap/tap_resources/
- Traffic Enforcement Grant Project Mobilization Agreement (TEGPA): This is a program facilitated by ITD where local law enforcement can apply for funding. The driver education programs outlined in the safety action plan may be ideal for this program, and speed studies may also be viable. It may also aid in procuring additional funding for enforcement activities. Additional information can be found here under the "Grant Programs & Funding" tab: https://itd.idaho.gov/safety/

CONCLUSION

OVERVIEW

Going forward, this plan will serve as a resource toward reaching the eventual goal of eliminating fatalities and serious injuries on the transportation system in Blaine County. It is anticipated that the improvements outlined in the plan will go a long way toward reaching this goal.

Safety is everyone's responsibility, which is why this plan includes a broad variety of measures including infrastructure improvements, campaigns targeted at changing behavior, and enforcement. With a mindset focused on safety for all users, and as we work together, we can make our roads and trails a better place to be.

NEXT STEPS

The next action after completion of this plan is to apply for funding for these projects (discussed previously in the report) and implement them. The cost estimates contained in this plan are preliminary and may need to be refined as design details are identified. Additionally, further study may be needed for some projects, particularly speed studies and any projects where traffic calming was recommended to determine the best solution.

For the ID-75 mobility projects, each jurisdiction along the highway will need to coordinate in planning for multimodal transportation.

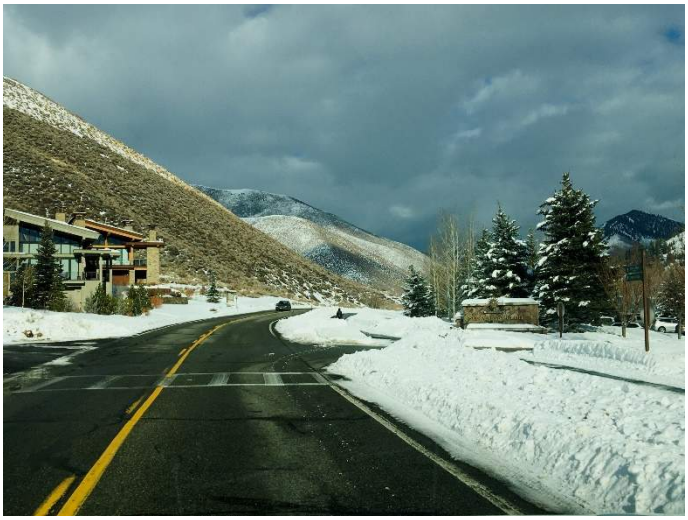
In the implementation process, we've outlined a measurement plan in the next section to set a specific process by which the plan's goals should be reached.

MEASUREMENT

To work toward the goals of the plan, specific steps should be taken so that each jurisdiction can keep track of progress in reducing fatal and serious injury crashes. Monitoring the crash types mentioned earlier in the plan is a great way to keep track of progress. These crash types include:

- Fatal Crashes

- Serious injury crashes
- Pedestrian/cyclist-related crashes
- Crashes involving wild animals
- Distracted driving crashes
- Roadway/centerline departure crashes



In tracking these crashes, an annual report of crashes containing the types mentioned above should be compiled which can be discussed in a stakeholder meeting. As improvements are implemented, before/after comparisons of crashes at high-priority locations will be valuable. The stakeholder meeting should represent each jurisdiction and could be comprised of the same individuals involved in this plan.

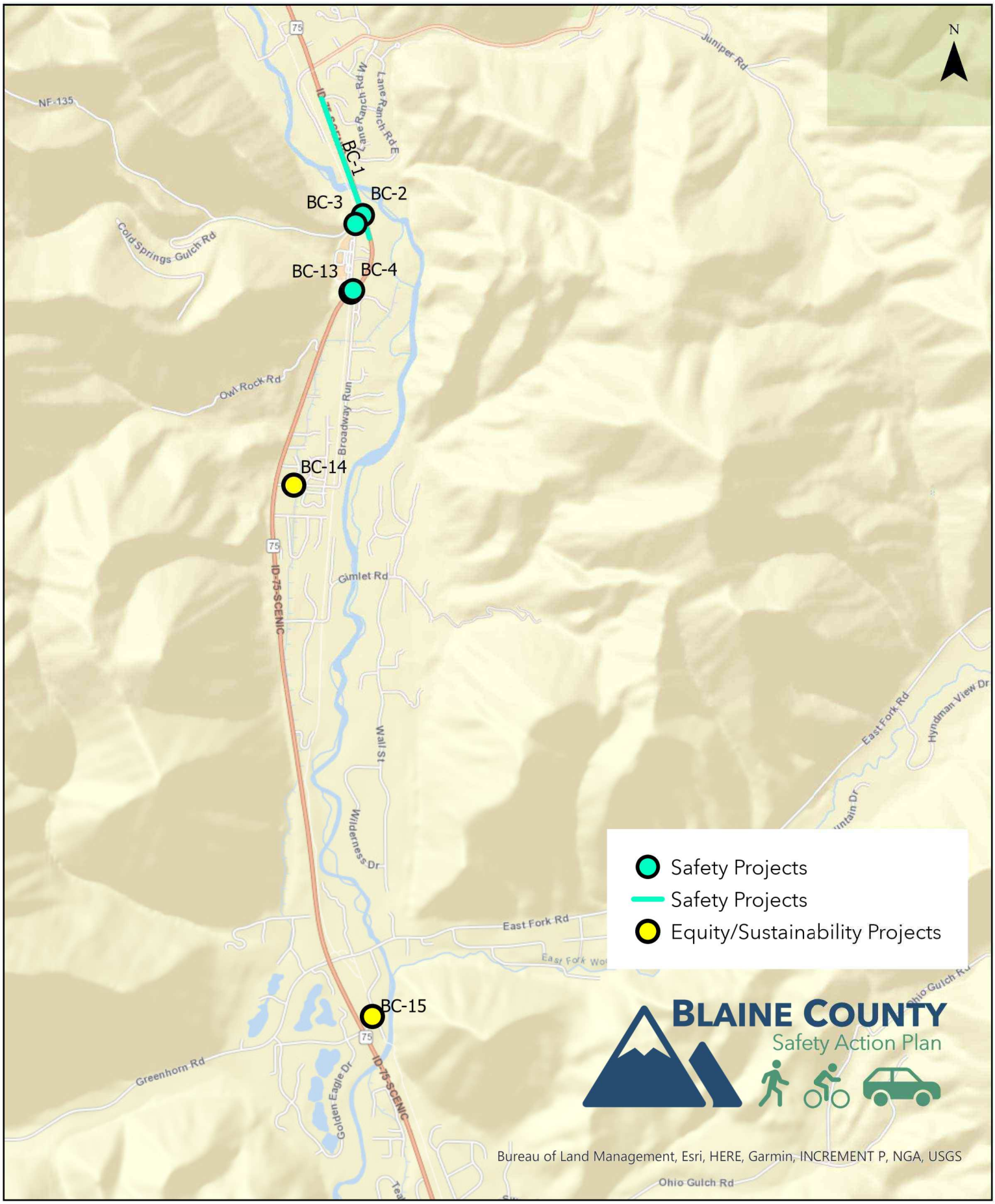
As part of this annual check-in, these findings should be shared in a Board of Commissioners meeting to report the status and progress. Additionally, a report of which safety improvements have been implemented should be shared.

Thank you for your interest in safety and in this plan. Together, we can prevent fatal and serious injury crashes through better design, by driving safely, and by protecting vulnerable users.

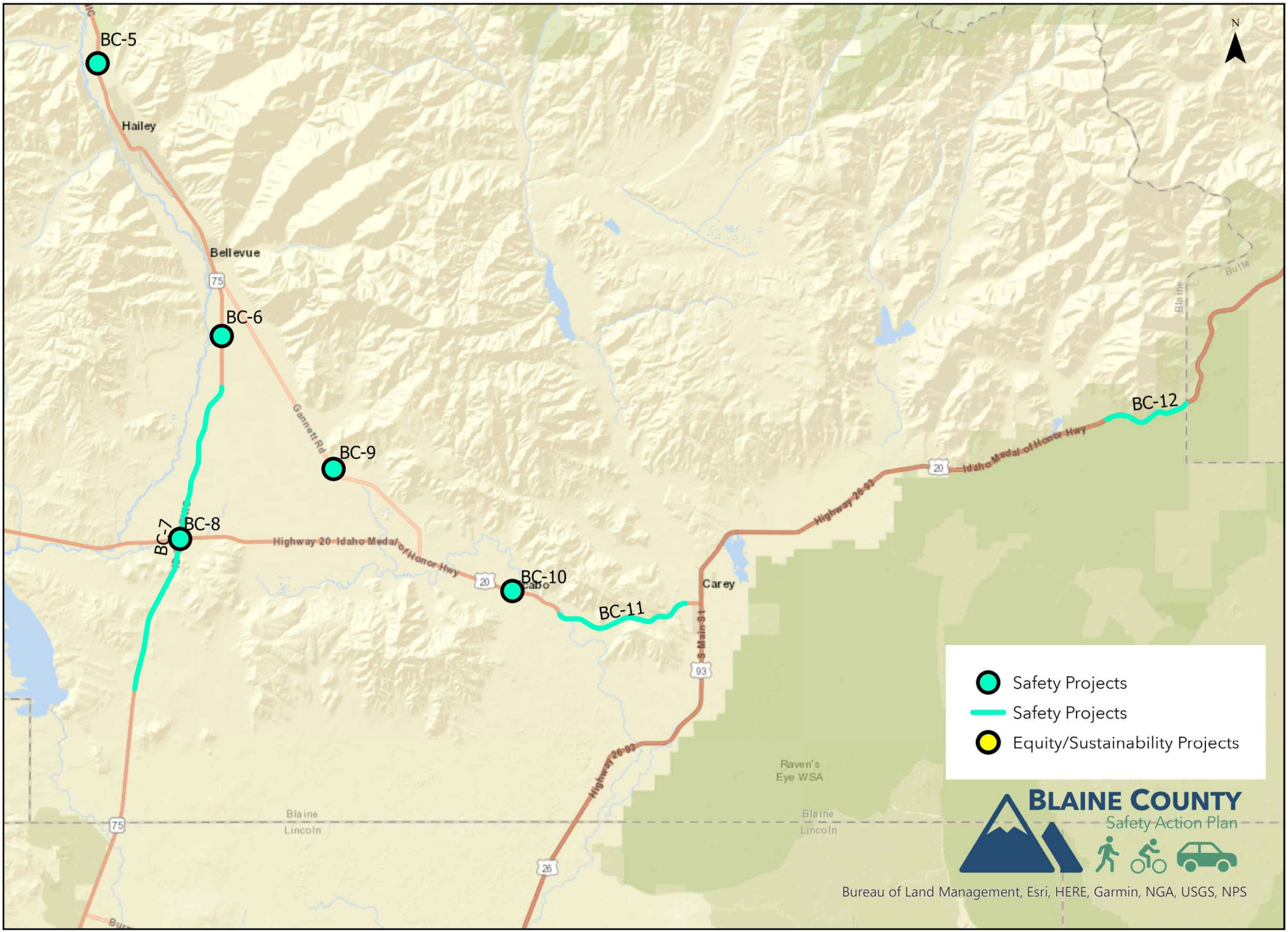
Appendix A: Project Maps

Bellevue Safety Projects

Blaine County Safety Projects (North)

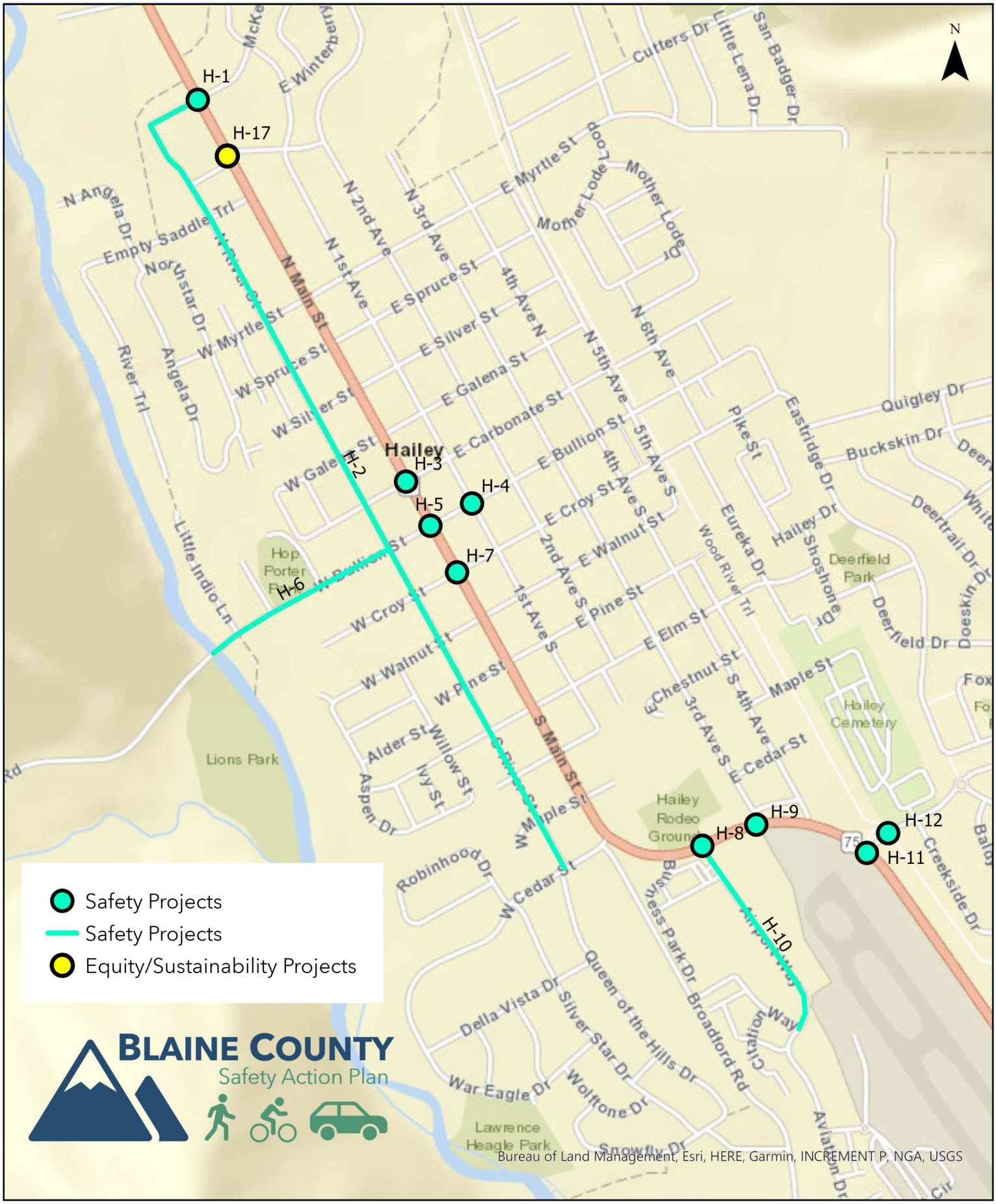


Blaine County Safety Projects (South)



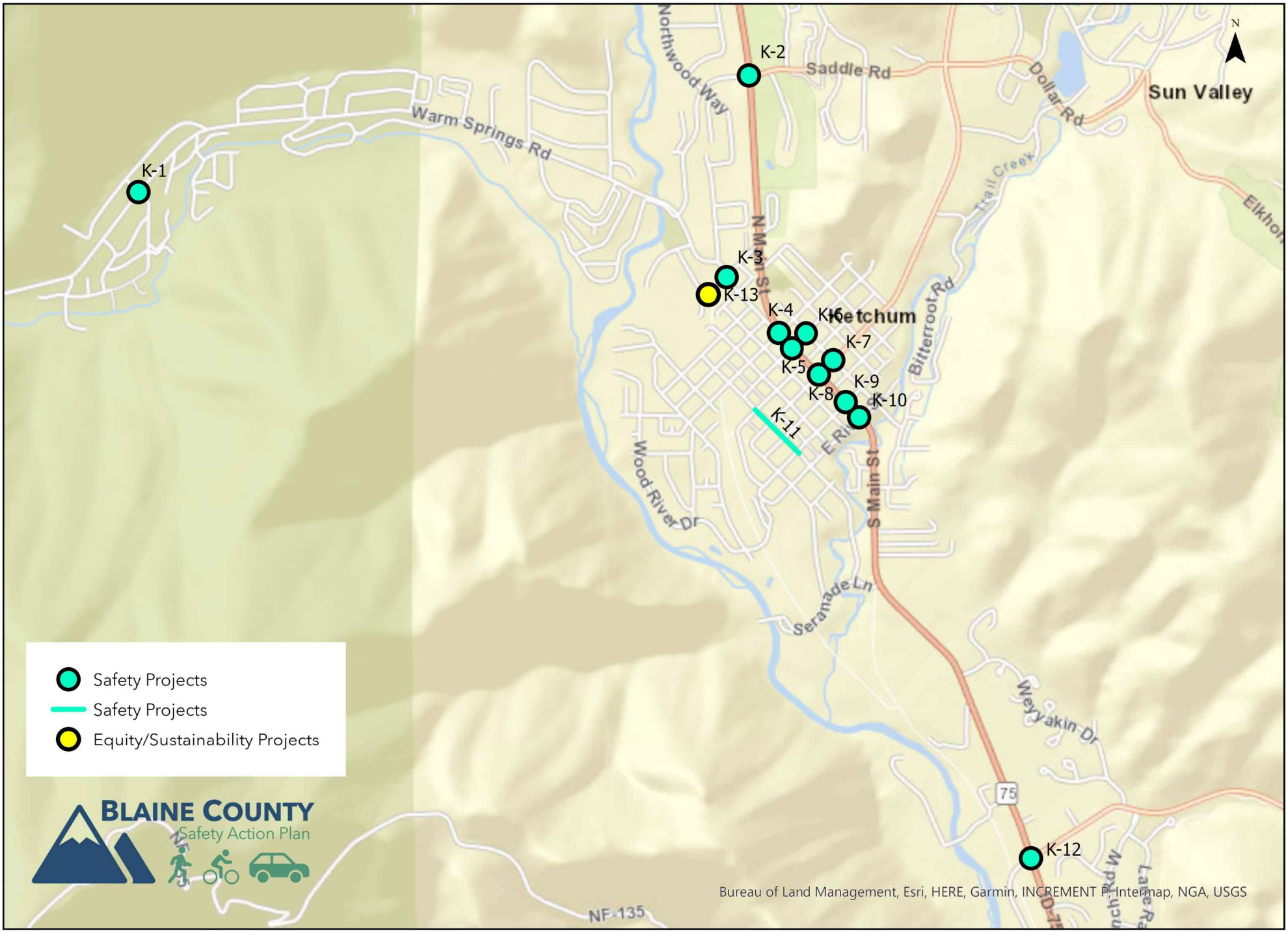
Carey Safety Projects

Hailey Safety Projects (North)



Hailey Safety Projects (South)

Ketchum Safety Projects



Sun Valley Safety Projects