

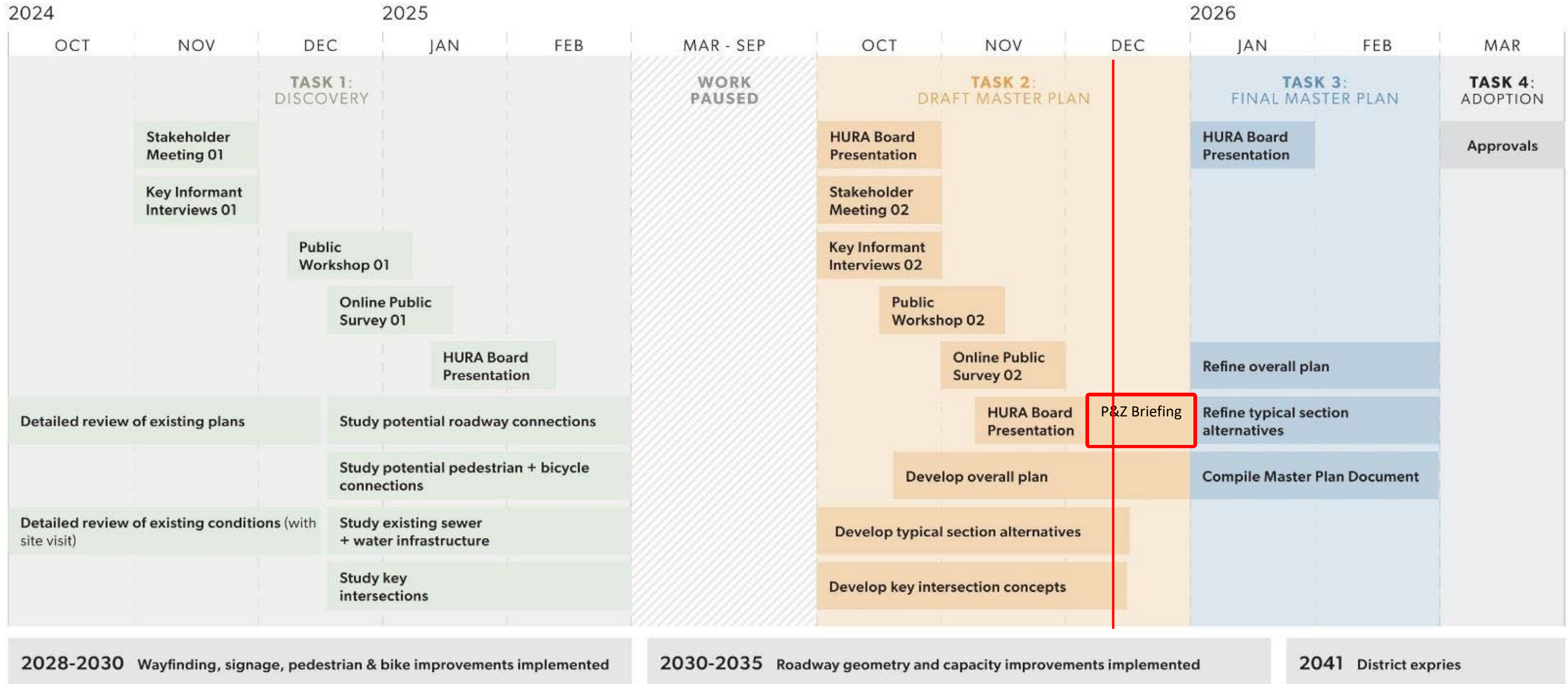
HURA Airport Way MP | Planning & Zoning Work Session

12.15.2025

GGLO



PROJECT SCHEDULE



PROJECT INFO

The Highway 75 & Airport Way intersection will fail to meet level of service traffic thresholds by 2045 if nothing changes

INTRODUCTION

Sponsored by the Urban Renewal Agency, the proposed master plan will focus on **comprehensive improvements to public infrastructure** and other publicly owned assets throughout the project area.

The vision is to foster **a connected, distinct, and attractive industrial Airport district**, featuring light industrial, commercial and office with possible live-work residential units. The public realm will be designed with an emphasis on **motorized and non-motorized connectivity** to the broader community, enhancing accessibility and integration with other public facilities.

PROBLEM STATEMENTS

Vehicle Traffic

1. Airport Way is the only existing vehicle route providing access in and out of Friedman Memorial Airport and surrounding light industrial businesses, leaving the area vulnerable to interruptions when Airport Way is closed due to emergencies or construction.
2. The turn for the airport off of Airport Way is not easily recognizable, causing drivers to miss the turn.
3. The Airport Way – SH-75 intersection is projected to drop to a failing level of service by 2037.
4. The Cedar Street – Broadford Road and Cedar Street –SH-75 intersections are too close to one another, leading to queuing and safety issues.

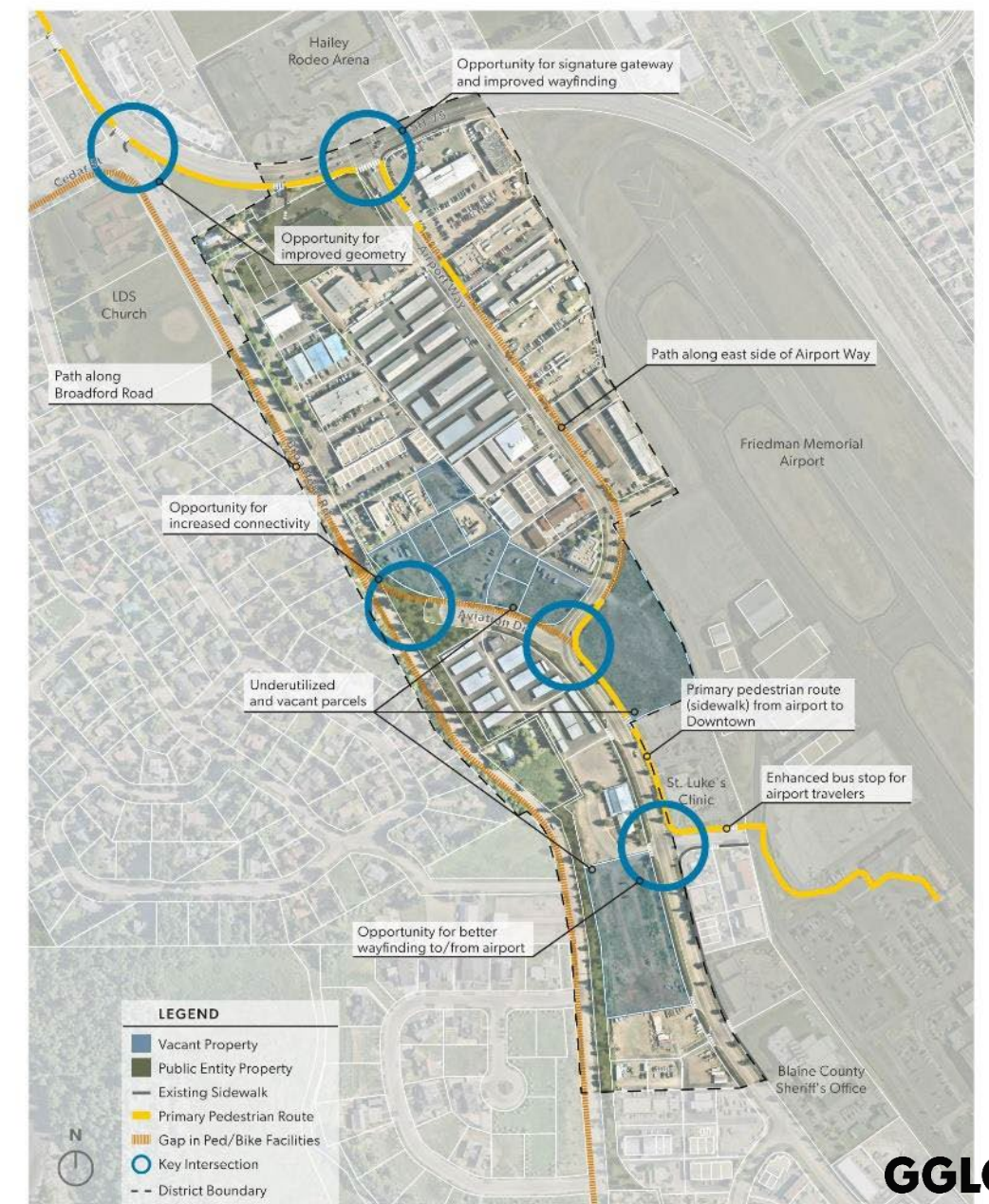
Pedestrian & Cyclist Traffic

5. There is no safe, continuous pedestrian or bicycle route from the airport to Main Street/SH-75; the existing route requires traveling on shoulders or in the roadway and is unsafe.
6. There is no safe, continuous pedestrian or bicycle route from the airport to Downtown.
7. There is no safe, continuous pedestrian or bicycle route from Downtown to destinations along Broadford Road.

Key components of the project include:

- District entries and gateways
- Branding, wayfinding, and signage
- Streets and streetscapes, including lights and landscaping
- Pedestrian and bike paths
- Water, sewer, and storm drainage improvements
- Public parking facilities
- Public art installations

OPPORTUNITIES MAP

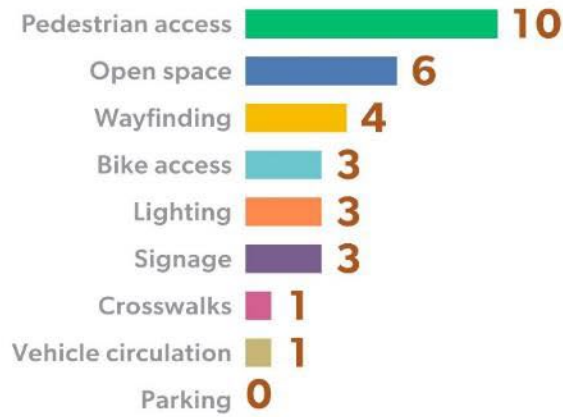


WORKSHOP RESULTS

17 ATTENDEES, CONDUCTED Q4 2024



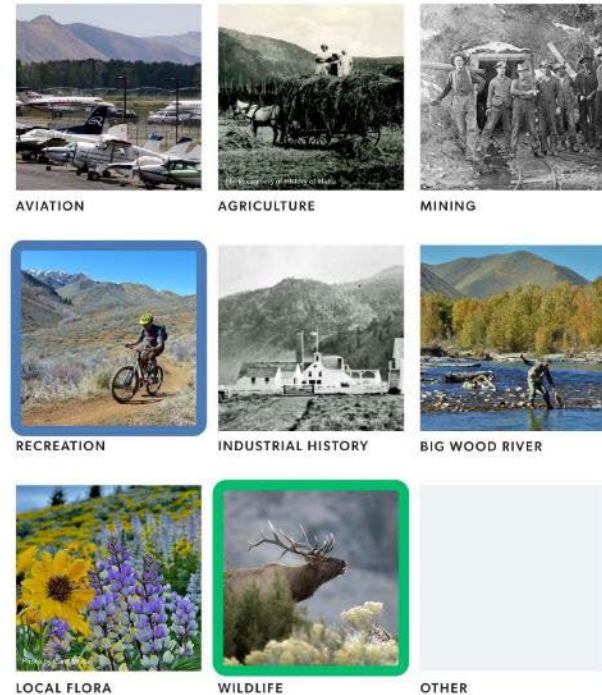
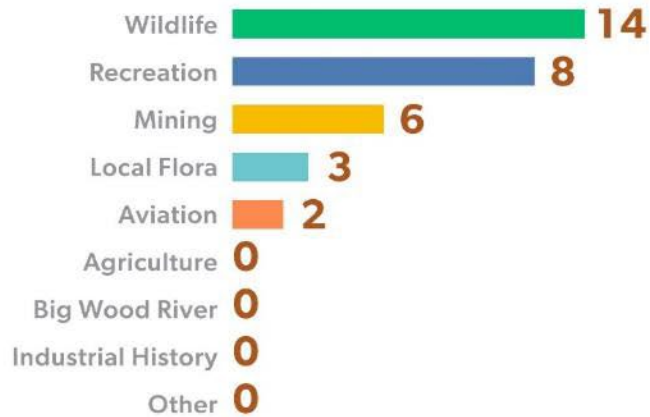
In the Airport Way District, prioritize which of the following most needs improvement:



Prioritize the following methods of transportation that you would like to see to, from, and through the Airport District:



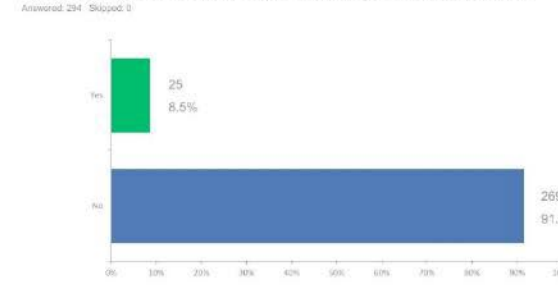
What are appropriate art, history, and culture themes for this area? Prioritize the following:



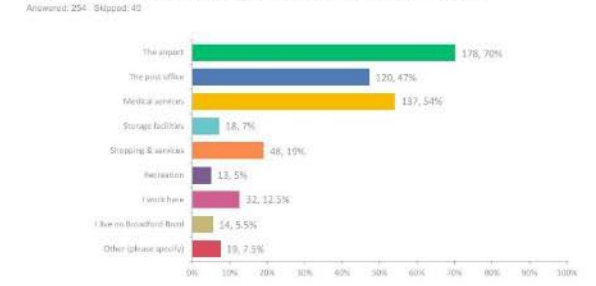
SURVEY RESULTS

294 RESPONSES, CONDUCTED Q1 2025

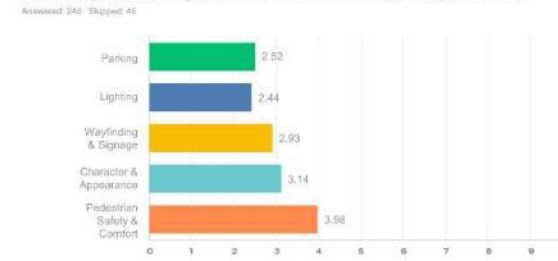
Q1: Do you own or operate a business in the Airport Way District?



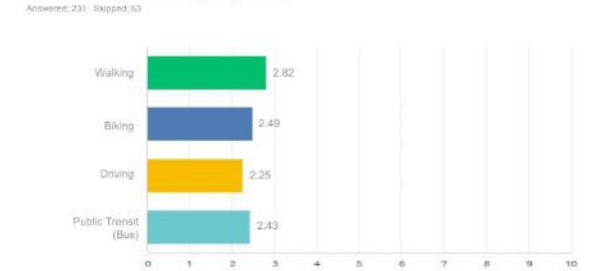
Q5: What most often brings you to the Airport Way District?



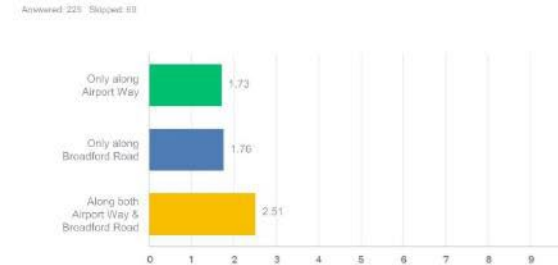
Q6: Along Airport Way, prioritize which most needs improvement:



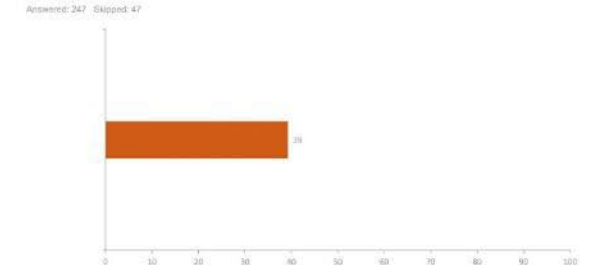
Q7: Prioritize which of the following methods of transportation you would most like to see improved along Airport Way:



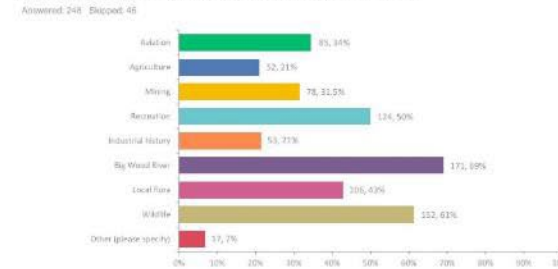
Q8: Rank the following options for where you would most like to see improved pedestrian and bicycle facilities:



Q9: On a scale from 1 (worst) to 100 (best), rate your experience using the Cedar St - Broadford Road - SH-75 intersection:



Q10: As a guide for art, banners, signage, and other enhancements, what are appropriate art, history, and culture themes for this area?



Q10: As a guide for art, banners, signage, and other enhancements, what are appropriate art, history, and culture themes for this area?

- Other (17 responses, 17%)
- Birds
 - Shoshone people
 - Not needed
 - Cycling on WRT
 - Pets and children, not necessarily together
 - Keep the signage informational not decorative
 - Seriously? Don't we have other monetary priorities.
 - Way finding only. Don't spend taxpayer \$ on superfluous signage
 - Mining, aviation and industrial history for Airport Way; BWR, ag, rec, flora, and wildlife for Broadford Rd
 - I hate this type look for any town , it also just increases long term costs and is another thing that will not be maintained and will look terrible.

Q11: If you were thinking big, what would you like to see in the Airport Way District?

- Industrial art, bar, restaurant area
- Public transportation to the airport
- Better signage for the airport entrance
- More of an intro to BLAINE COUNTY not just sun valley
- Another way out or even better TWO more
- Safe for walking and biking. Small cafes/ lunch spots
- Relocate the runway and airport services out of the main valley
- Ability to walk safely along well lit sidewalks to and from the airport and downtown Hailey
- Prettier visual corridor from Ace hardware to the turn south of sun valley rug and tile
- Overall, a nicer experience which matches the rest of the Valley for visitors flying into Sun Valley
- Large sculptures of wildfire, mining and fishing. Large murals of recreation opportunities.
- NO BIKE PATHS , you cant seem to build a single bike path that works. Every one completed in the last 10 years has created a safety risk for every user
- I think that a new entrance for the airport should be created at the spotlight for Woodside Boulevard, now that the airport owns the former Flying Hat Ranch . This would alleviate alot of the traffic problems and also open up more possibilities for parking for passengers and for rental cars.

Q12: Any other comments?

- The area needs a coffee shop
- Signage on highway to airport
- Please connect the Airport Way District to Broadford Road asap.
- I think any bike lanes along Airport Way will just complicate traffic and parking.
- Getting sidewalks in and pedestrians out of traffic is the biggest priority. It's a matter of time before a pedestrian gets killed, unfortunately.
- More trees, it would help to break up the driveway to each business with landscaping/ trees and maybe people can park on a diagonal if parking is an issue.
- Encourage light industrial. Disincentivize storage. Exclude big box retail. Office & residential uses are better in other parts of the city. Address a visual gateway & welcome to Hailey and the Wood River Valley. The Broadford Road Path is incomplete and, therefore, not inviting.
- Please be fiscally responsible with our tax dollars. No more crazy bike lanes that take away parking. Enough is enough
- Any designs for bike paths on Broadford or Airport Way must minimize impact to long term single family and multi-family properties. There must be a proper traffic/bicycle/pedestrian survey of both Broadford and Airport Way conducted prior to any finalized plans for any projects.

TRAFFIC 101

CAPACITY AND LEVEL OF SERVICE

WHAT IS LEVEL OF SERVICE?

Level of Service (LOS) is a measure of roadway or intersection performance. It is listed on a scale of A through F, with A being the best and F being the worst. LOS is based on the average delay per vehicle. For signalized, roundabout, and all-way stop intersections, this is measured as an average delay of all traffic entering the intersection. For two-way or one-way stop intersections, it is measured as the average delay at the worst individual movement (e.g. left-turn from the side street).

Level of Service	Description	Average Delay (seconds / vehicle)	
		Signalized Intersections	Unsignalized Intersections
A	Free Flow No Delay	< 10	< 10
B	Stable Flow Minimum Delay	> 10 to 20	> 10 to 25
C	Stable Flow Acceptable Delay	> 20 to 35	> 15 to 25
D	Near-Unstable Flow Tolerable Delay	> 35 to 55	> 25 to 35
E	Unstable Flow Significant Delay	> 55 to 80	> 35 to 50
F	Forced Flow Excessive Delay	> 80	> 50

HOW DOES CAPACITY RELATE TO LEVEL OF SERVICE?

The capacity of an intersection is its ability to handle traffic at an acceptable level. In most jurisdictions, including Hailey, LOS A through LOS D are considered acceptable. The maximum amount of vehicles an intersection can handle occurs at LOS E. Beyond that, the intersection starts to break down and traffic backups start compounding until the time at which the vehicular demand reduces, usually after morning or evening rush hour.

WHAT CAN BE DONE TO INCREASE CAPACITY?

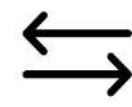
There are multiple ways to increase the capacity of an intersection including modifying the intersection **control**, changing the **geometry**, or by adjusting **signal timing**.



INTERSECTION CONTROL

Changing how an intersection is controlled can impact capacity. In order of increasing capacity, intersection controls can include one- or two-way stop, all-way stop, roundabout, and traffic signal intersections.

When determining intersection control consideration should be given to intersection spacing, right-of-way, safety, and pedestrian demand.



GEOMETRY

Adding lanes at an intersection can increase throughput for specific left-, through-, or right-turn movements. Consideration should be made for multi-modal safety and right-of-way when looking at lane and geometry changes.

Other changes in geometry may include restricting left turns to improve flow and safety. When left turns are restricted, consideration should be given to where they might reroute to, such as a nearby traffic signal.



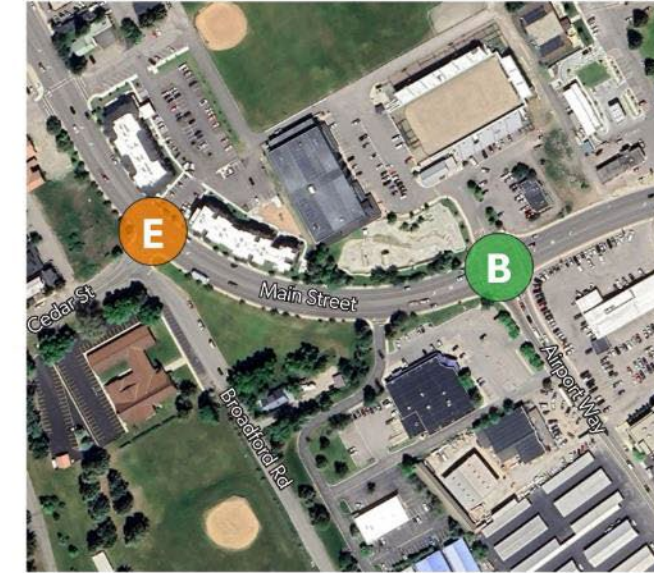
SIGNAL TIMING

With traffic signals, timing adjustments can be made to reallocate the amount of time a light is green from one approach to another to help it operate more efficiently. Generally speaking, signal timing adjustments should be evaluated every few years or so to adapt to changing traffic patterns. Other improvements at a traffic signal could include green left-turn arrow for both operations and safety reason.

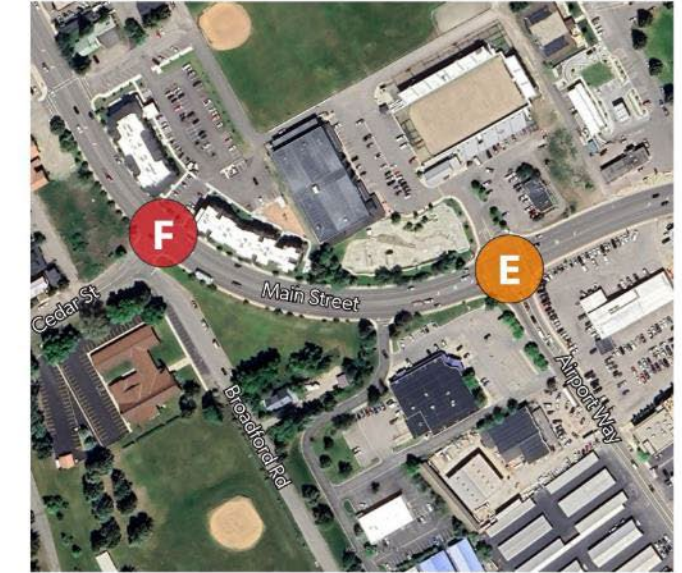
TRAFFIC ELEMENT

CEDAR/BROADFORD AND AIRPORT WAY

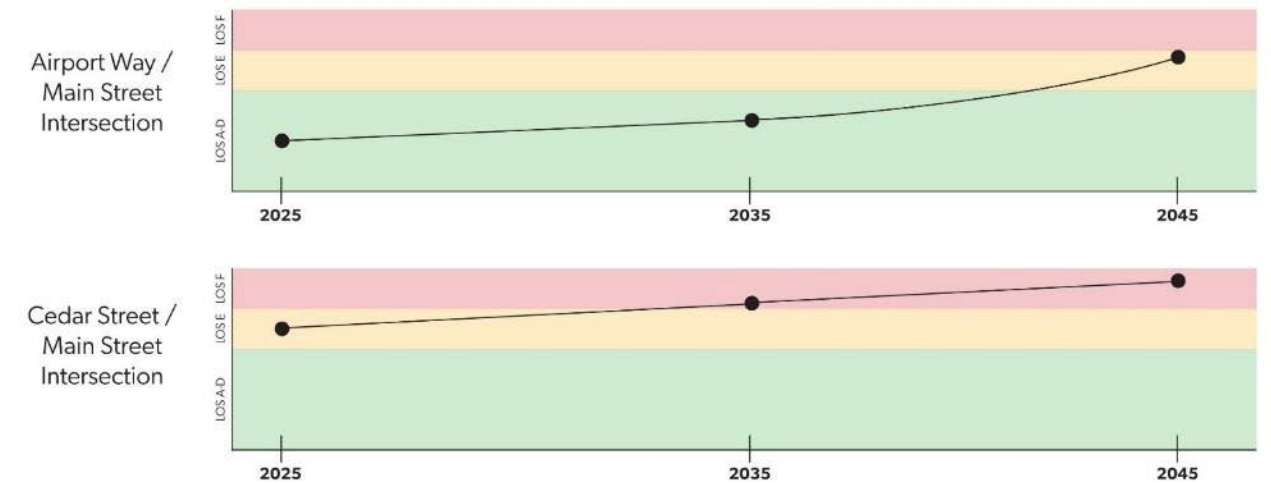
2025 LEVEL OF SERVICE



2045 LEVEL OF SERVICE



TIMELINE



AIRPORT WAY CAPACITY

Unless capacity improvements are made at the Airport Way / Main Street intersection, delays will continue to increase at an exponential rate. Backups that are currently seen during peak traffic hours will start to become more common during non-peak hours, which is why improvements are needed.

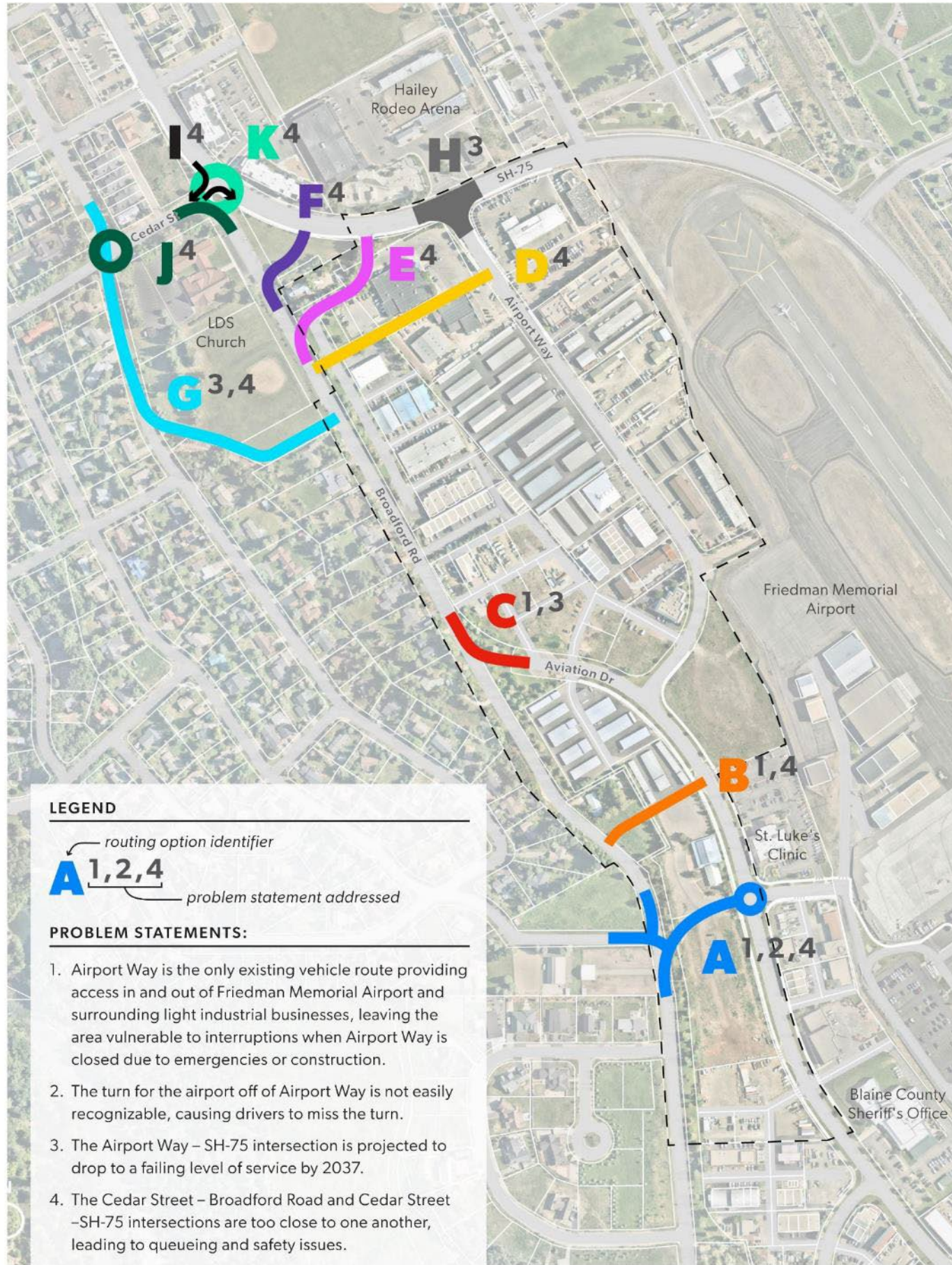
IMPROVEMENT STUDY

The intersection is being studied to determine which possible improvements may increase capacity at the intersection while also allowing space for cyclist and pedestrian improvements on Airport Way.



ROUTING OPTIONS

VEHICULAR TRAFFIC



POTENTIAL SOLUTIONS

VEHICULAR TRAFFIC

Problem Statement Addressed:

1. Airport Way is the only existing vehicle route providing access in and out of the airport and surrounding businesses, leaving the area vulnerable to interruptions when Airport Way is closed due to emergencies or construction.



- A**
- + Creates new connection from Airport Way to Broadford Rd
 - + Aligned with existing streets
 - Requires land acquisition



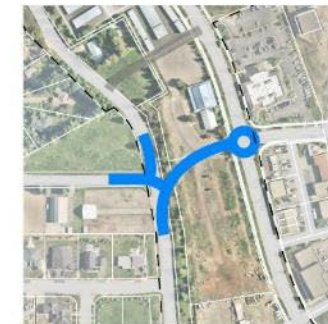
- B**
- + Creates new connection from Airport Way to Broadford Rd
 - Not aligned with existing streets
 - Requires land acquisition



- C**
- + Creates new connection from Airport Way/Aviation Dr to Broadford Rd
 - + Aligned with existing streets
 - + No land acquisition required, as right of way was dedicated at time of district establishment

Problem Statement Addressed:

2. The turn for the airport off of Airport Way is not easily recognizable, causing drivers to miss the turn.



- A**
- + Traffic circle provides opportunity for clear indicator of airport entrance
 - + Circle also addresses future traffic flow concerns

Problem Statement Addressed:

3. The Airport Way – SH-75 intersection is projected to drop to a failing level of service by 2037.



- C**
- + Creating new connection to Broadford Rd allows drivers to choose alternate route and reduces load on Airport Way – SH-75 intersection
 - + No land acquisition required, as right of way was dedicated at time of district establishment
 - May increase traffic on Broadford Rd



- G**
- + Connecting Broadford Rd to River St directly creates alternate parallel route to Main St and reduces load on Airport Way – SH-75 intersection
 - Requires land acquisition
 - May increase traffic on Broadford Rd
 - Not favored by adjacent primary landowner



- H**
- + Intersection improvements improve level of service
 - Expansion of vehicle lanes creates conflict with pedestrian and cyclist facilities
 - May require land acquisition

POTENTIAL SOLUTIONS

HAILEY URBAN RENEWAL AGENCY
AIRPORT WAY MASTER PLAN

VEHICULAR TRAFFIC

Problem Statement Addressed:

4. The Cedar Street – Broadford Road and Cedar Street – SH-75 intersections are too close to one another, leading to queuing and safety issues.



- A**
- + Directing northbound traffic on Broadford Rd to Airport Way reduces load at Cedar St intersections
 - Increases load at Airport Way – SH-75 intersection
 - Requires land acquisition
 - Will not be supported by ITD



- B**
- + New connection from Broadford Rd to Airport Way creates alternate route for drivers wanting to avoid Cedar St intersections
 - Not aligned with existing streets
 - Requires land acquisition



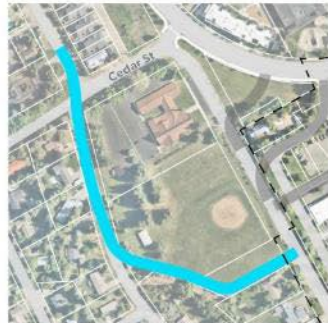
- D**
- + New connection from Broadford Rd to Airport Way creates alternate route for drivers wanting to avoid Cedar St intersections
 - + Aligned with existing streets
 - Requires land acquisition
 - Located close to Airport Way – SH-75 intersection, leading to queuing and safety issues



- E**
- + Shifts connection from Broadford Rd to SH-75 to the south, avoiding conflicts with Cedar St – SH-75 intersection
 - + Aligned with existing streets
 - Requires land acquisition
 - May create conflicts with traffic accessing adjacent businesses



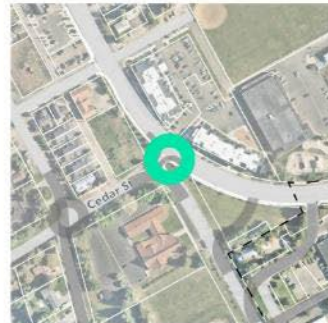
- F**
- + Shifts connection from Broadford Rd to SH-75 to the south, avoiding conflicts with Cedar St – SH-75 intersection
 - Requires land acquisition
 - New connection to SH-75 is close to existing connections



- G**
- + Connecting Broadford Rd to River St directly avoids conflict with Cedar St – SH-75 intersection
 - Requires land acquisition
 - May increase traffic on Broadford Rd
 - Not favored by adjacent primary landowner



- I**
- + Only allowing right turns into and out of Cedar St reduces queuing and safety issues
 - + No land acquisition required
 - Restricts traffic movements
 - Minimizes but does not eliminate issues



- K**
- + Roundabout cleans up conflicting intersections by consolidating into one, addressing queuing and safety issues
 - + Reduces drivers' ability to speed down Main St
 - Requires land acquisition
 - Will be strained by capacity during peak hours
 - Will not be supported by ITD



- J¹**
- + Closing the Cedar St – SH-75 intersection addresses queuing and safety issues
 - + No land acquisition required
 - Restricts traffic movements
 - May lead to queuing and safety issues at River St – Cedar St – Queen of the Hills Dr intersection



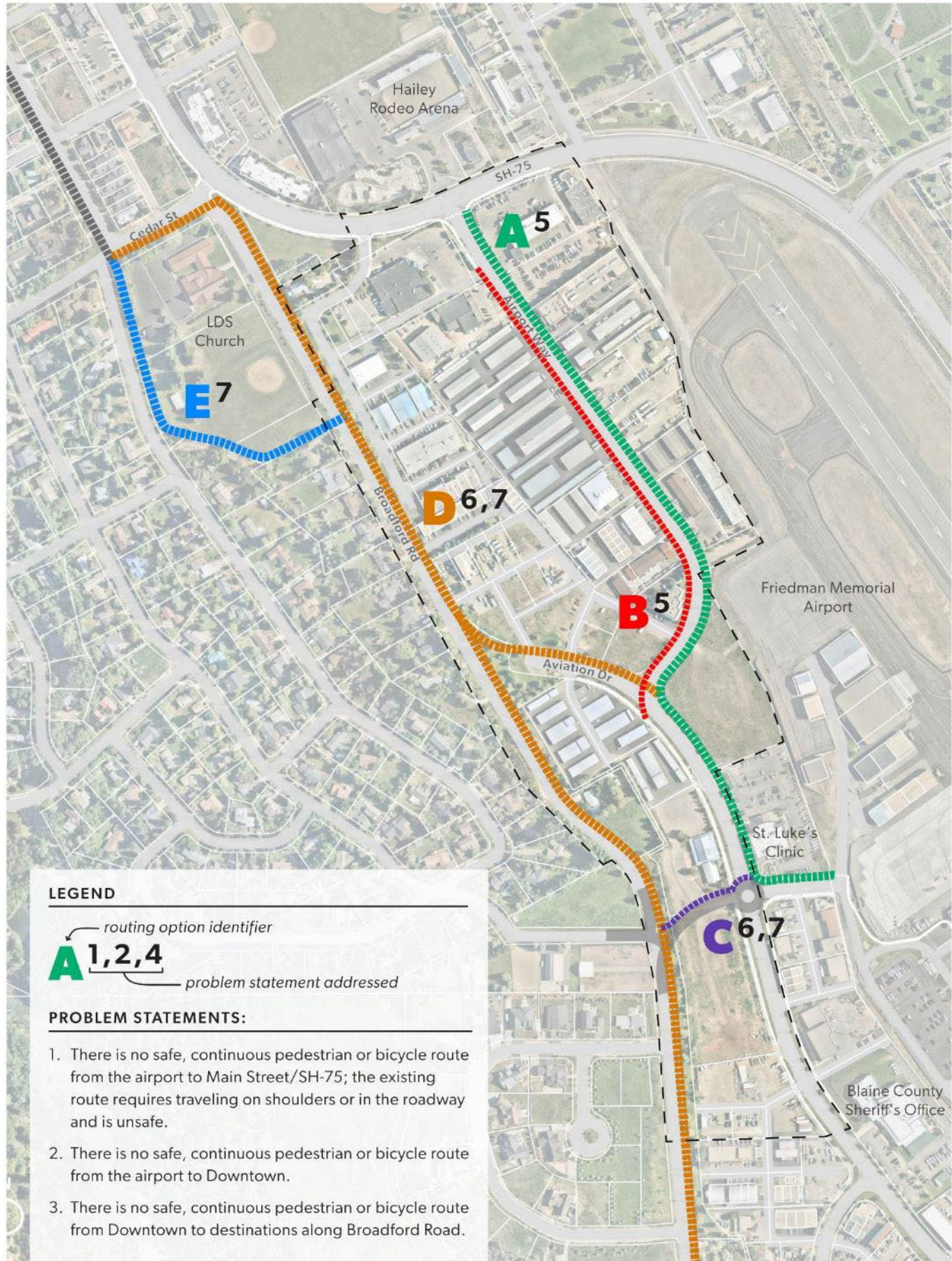
- J²**
- + Traffic circles addresses potential queuing and safety issues at River St – Cedar St – Queen of the Hills Dr intersection
 - May require land acquisition
 - Not favored by adjacent primary landowner



- J³**
- + Connecting Broadford Rd to River St directly avoids conflict with Cedar St – SH-75 intersection
 - + Vacates larger portions of road, allowing potential redistribution of right-of-way
 - Requires land acquisition
 - Not favored by adjacent primary landowner

ROUTING OPTIONS

PEDESTRIAN + CYCLIST TRAFFIC



LEGEND

routing option identifier
A 1,2,4
 problem statement addressed

PROBLEM STATEMENTS:

1. There is no safe, continuous pedestrian or bicycle route from the airport to Main Street/SH-75; the existing route requires traveling on shoulders or in the roadway and is unsafe.
2. There is no safe, continuous pedestrian or bicycle route from the airport to Downtown.
3. There is no safe, continuous pedestrian or bicycle route from Downtown to destinations along Broadford Road.

POTENTIAL SOLUTIONS

PEDESTRIAN + CYCLIST TRAFFIC

Problem Statement Addressed:

5. There is no safe, continuous pedestrian or bicycle route from the airport to Main Street/SH-75.

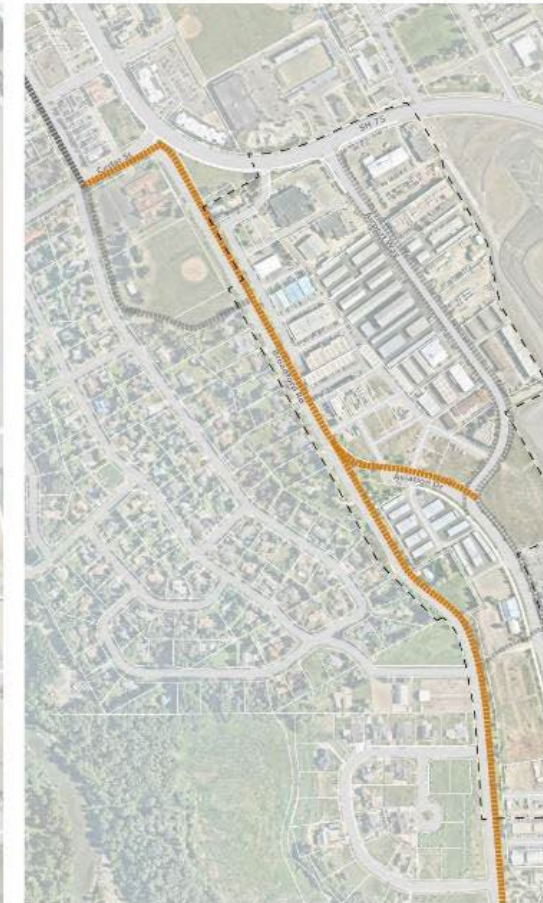


- A**
- + Continuous multi-use path on east side of Airport Way connects airport to SH-75
 - + Can be used by bikers and pedestrians
 - + Path on east side of street crosses less existing driveways than west side of street
 - Requires land acquisition or easement at bend

- B**
- + Continuous sidewalk on west side of Airport Way provides a safe route for pedestrians accessing businesses along Airport Way
 - + No land acquisition required
 - Path on west side of street crosses more existing driveways than east side of street

Problem Statement Addressed:

6. There is no safe, continuous pedestrian or bicycle route from the airport to Downtown.



- C**
- + Multi-use path accompanies potential Vehicle Routing Option A to connect Airport Way and Broadford Rd
 - + In conjunction with Option D and River St, provides access from Downtown to the airport
 - Requires land acquisition

- D**
- + Multi-use path provides dedicated pedestrian and cyclist route along east side of Broadford Rd, connecting the airport to Downtown using Cedar and River St
 - + No land acquisition required
 - Path crosses Broadford Road at complicated Cedar St intersections

Problem Statement Addressed:

7. There is no safe, continuous pedestrian or bicycle route from Downtown to destinations along Broadford Road.



- C**
- + Multi-use path accompanies potential Vehicle Routing Option A to connect Airport Way and Broadford Rd
 - Requires land acquisition



- D**
- + Multi-use path provides dedicated pedestrian and cyclist route along east side of Broadford Rd, connecting destinations along Broadford Rd to Downtown using Cedar and River St
 - + No land acquisition required
 - Path crosses Broadford Road at complicated Cedar St intersections



- E**
- + Multi-use path provides dedicated pedestrian and cyclist route connecting Broadford Rd to River St
 - + Path avoids complicated Cedar St intersections
 - Requires land acquisition

Public Engagement Summary

Phase 2: Week of October 20, 2025

Airport Way Business Stakeholder Workshop

Airport Way Resident Stakeholder Workshop

Airport Way Public Workshop

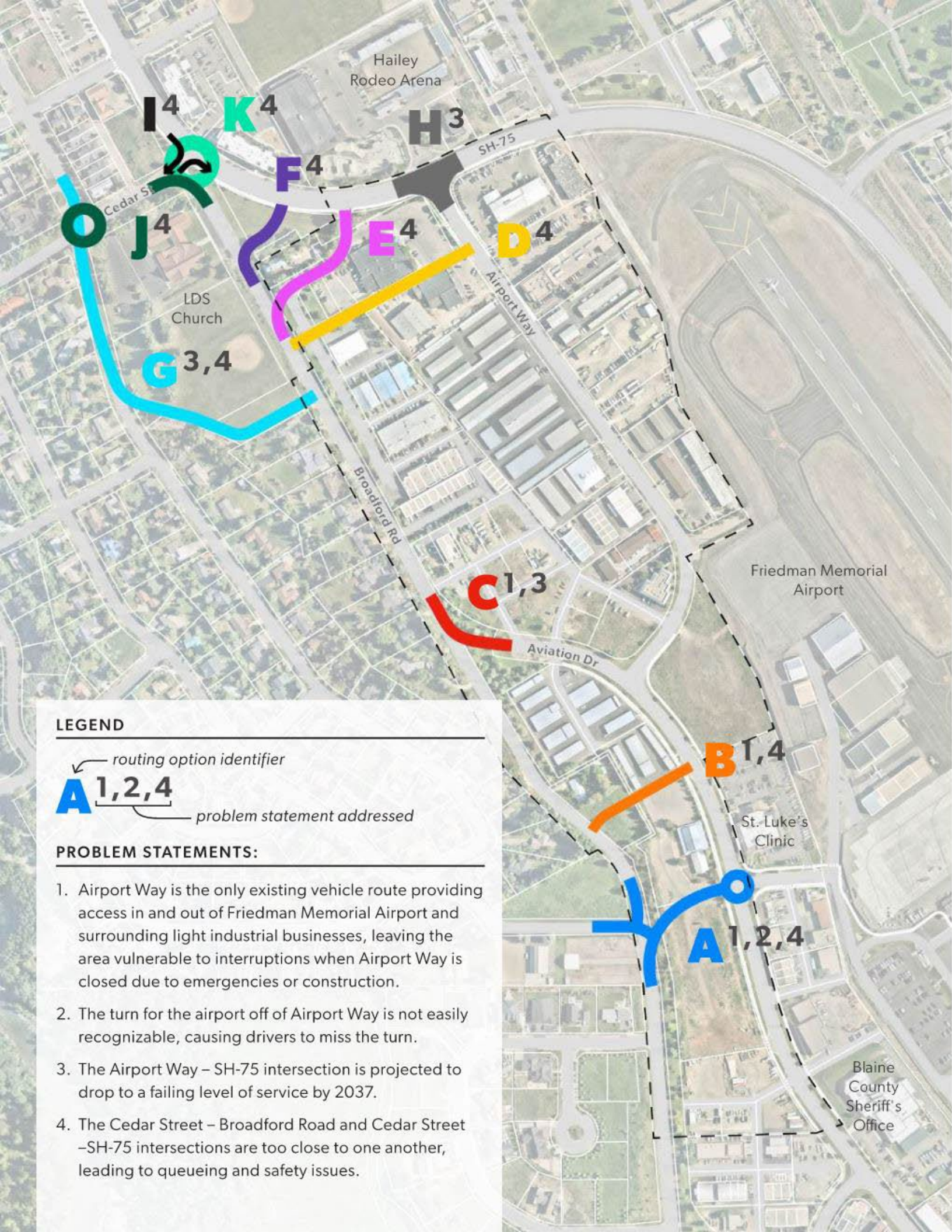
Friedman Memorial Airport Stakeholder Meeting

LDS Church Stakeholder Meeting

Mountain Rides Stakeholder Meeting

Hailey Visitor Center Stakeholder Meeting





LEGEND

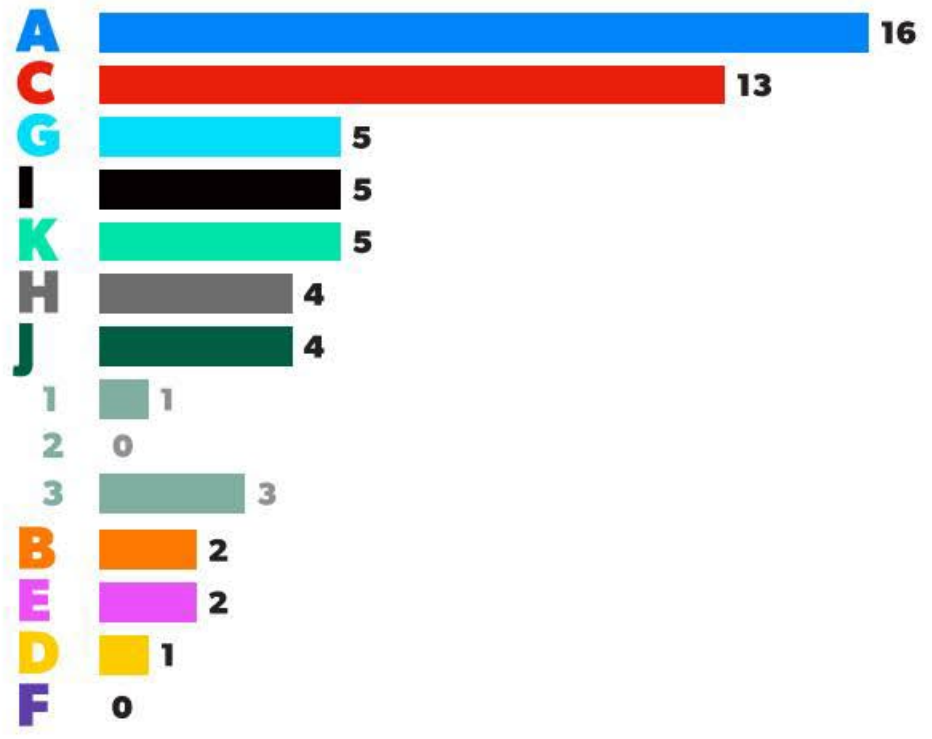
← routing option identifier

A_{1,2,4} ← problem statement addressed

PROBLEM STATEMENTS:

1. Airport Way is the only existing vehicle route providing access in and out of Friedman Memorial Airport and surrounding light industrial businesses, leaving the area vulnerable to interruptions when Airport Way is closed due to emergencies or construction.
2. The turn for the airport off of Airport Way is not easily recognizable, causing drivers to miss the turn.
3. The Airport Way – SH-75 intersection is projected to drop to a failing level of service by 2037.
4. The Cedar Street – Broadford Road and Cedar Street – SH-75 intersections are too close to one another, leading to queueing and safety issues.

PUBLIC SUPPORT FOR VEHICLE ROUTING OPTIONS



KEY STAKEHOLDER SUPPORT

	Airport	Mountain Rides	Welcome Center	LDS Church	
A	✓	✓			A
C	✓				C
G				✗	G
I	✓	✓	✓		I
K					K
H	✓				H
J		✓			J
1		✓			1
2		✓			2
3		✓			3
B		✗			B
E					E
D	✓	✗			D
F					F

✓ = supports
✗ = does not support

VOTE COUNT BREAKDOWN BY PROBLEM STATEMENT & STAKEHOLDER GROUP

Problem:	1			2			3			4		
	B	R	P	B	R	P	B	R	P	B	R	P
A	2	2	4	2	2	1				1	2	0
B	0	0	2							0	0	0
C	3	3	1				2	4	0			
D										0	0	1
E										0	2	0
F										0	0	0
G							1	2	0	1	1	0
H							2	2	0			
I										3	2	0
J										1	2	1
J ₁										0	0	1
J ₂										0	0	0
J ₃										1	2	0
K										0	5	0

TOTAL	TOTAL			O
	B	R	P	
A	5	6	5	16
B	0	0	2	2
C	5	7	1	13
D	0	0	1	1
E	0	2	0	2
F	0	0	0	0
G	2	3	0	5
H	2	2	0	4
I	3	2	0	5
J	1	2	1	4
J ₁	0	0	1	1
J ₂	0	0	0	0
J ₃	1	2	0	3
K	0	5	0	5

B=Business Owners R=Residents P=General Public O=Overall

PUBLIC COMMENTS FOR VEHICLE ROUTING OPTIONS

4 comments concerning intersection:

- Option I could be combined with roundabout at River
- First solution J1 with roundabout at Cedar/Broadford/Hwy 75
- Cedar intersection could be narrowed to only fit 1 car/lane per direction
- Paint box on Cedar to keep intersection clear

Path E should connect

If no roundabout, this will be needed

We don't want cars heading to the airport speeding through the neighborhood

Already there are challenges with the interface of vehicles, bikes and pedestrians on the narrow road

Cars run off the road here in the snow

4 comments concerning C:

- This could be a 90° connection to allow right and left turns
- Make this straight; north and south turns, less expensive
- This connection is almost made, least impact on residential area
- This should be an emergency exit/connection only

A lot of cars run off the road right here in the snow/ice

One neighbor reported counting 365 cars traveling Broadford Rd between 6:30 and 8:30 AM last summer

Connect Broadford to Aviation via A, B, C (not D) or either of these alternatives

Congested area

Keep working on ITD for a roundabout

Make Airport Way north-bound right turn lane longer

2 comments concerning road through LDS parking lot:

- Paint some lines to indicate this is a road, not a parking lot
- Put lines on the road so that Broadford doesn't look like the church parking lot

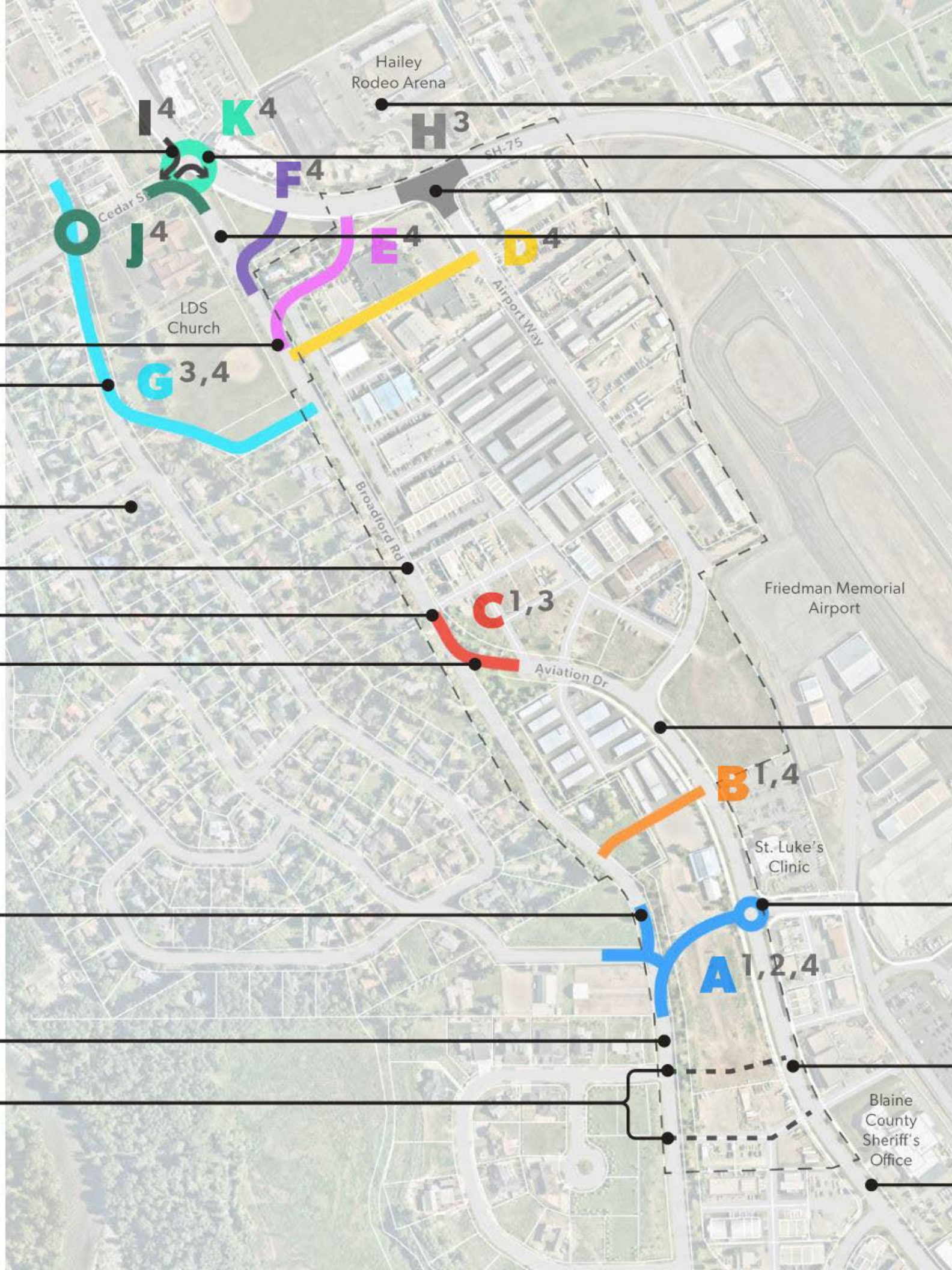
The airport road needs to connect to Broadford

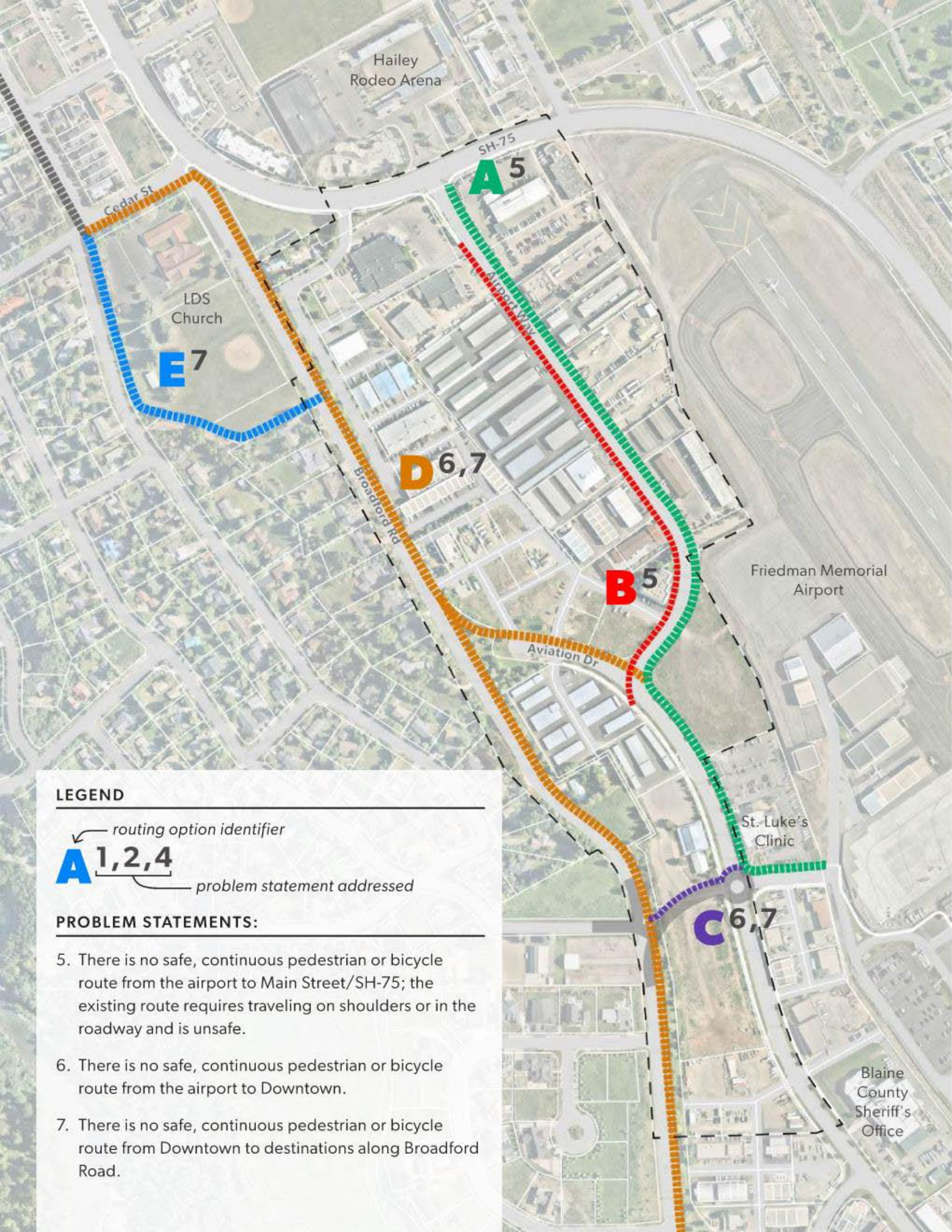
3 comments concerning A:

- A option seems best option for "flow," also would be a great opportunity for a bit of local flavor in circle
- High impact to residential areas
- There are double and triple trailers that need to be accommodated in the design of the traffic circle.

For a second access point, it would be wise to coordinate with the owners and managers of land at the southernmost end of the airport, so that there are NO extensive dead ends in the access to the terminals and businesses at the south end of the airport

Explore ingress and egress from Merlin Way to Broadford Heights



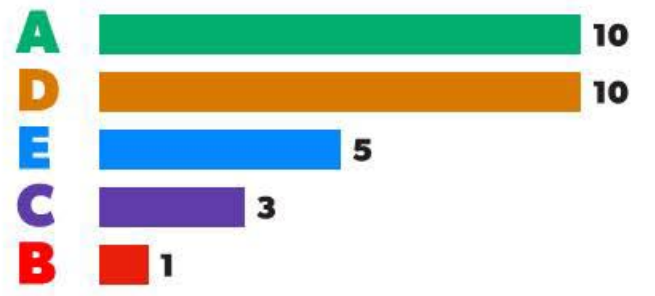


LEGEND

↖ routing option identifier
A 1,2,4
 ↘ problem statement addressed

- PROBLEM STATEMENTS:**
- There is no safe, continuous pedestrian or bicycle route from the airport to Main Street/SH-75; the existing route requires traveling on shoulders or in the roadway and is unsafe.
 - There is no safe, continuous pedestrian or bicycle route from the airport to Downtown.
 - There is no safe, continuous pedestrian or bicycle route from Downtown to destinations along Broadford Road.

PUBLIC SUPPORT
 FOR PEDESTRIAN/CYCLIST ROUTING OPTIONS



KEY STAKEHOLDER SUPPORT

✓	✓	✓		A
		✓	✓	D
		✓	✓	E
				C
				B

✓ = supports
 X = does not support

VOTE COUNT BREAKDOWN
 BY PROBLEM STATEMENT & STAKEHOLDER GROUP

Problem:	5			6			7			TOTAL			
	B	R	P	B	R	P	B	R	P	B	R	P	O
A	4	4	2							4	4	2	10
B	1	0	0							1	0	0	1
C				1	0	0	1	0	1	2	0	1	3
D				2	4	1	0	2	1	2	6	2	10
E							1	2	2	1	2	2	5

B=Business Owners **R**=Residents **P**=General Public **O**=Overall

PUBLIC COMMENTS FOR PED/BIKE ROUTING OPTIONS

Bikers are also coming up Broadford and want to cross Main Street

- 2 comments concerning D+E:
- D+E make good sense; D+Cedar can be a little dangerous
 - Combine D+E, eliminate north end of path along Broadford

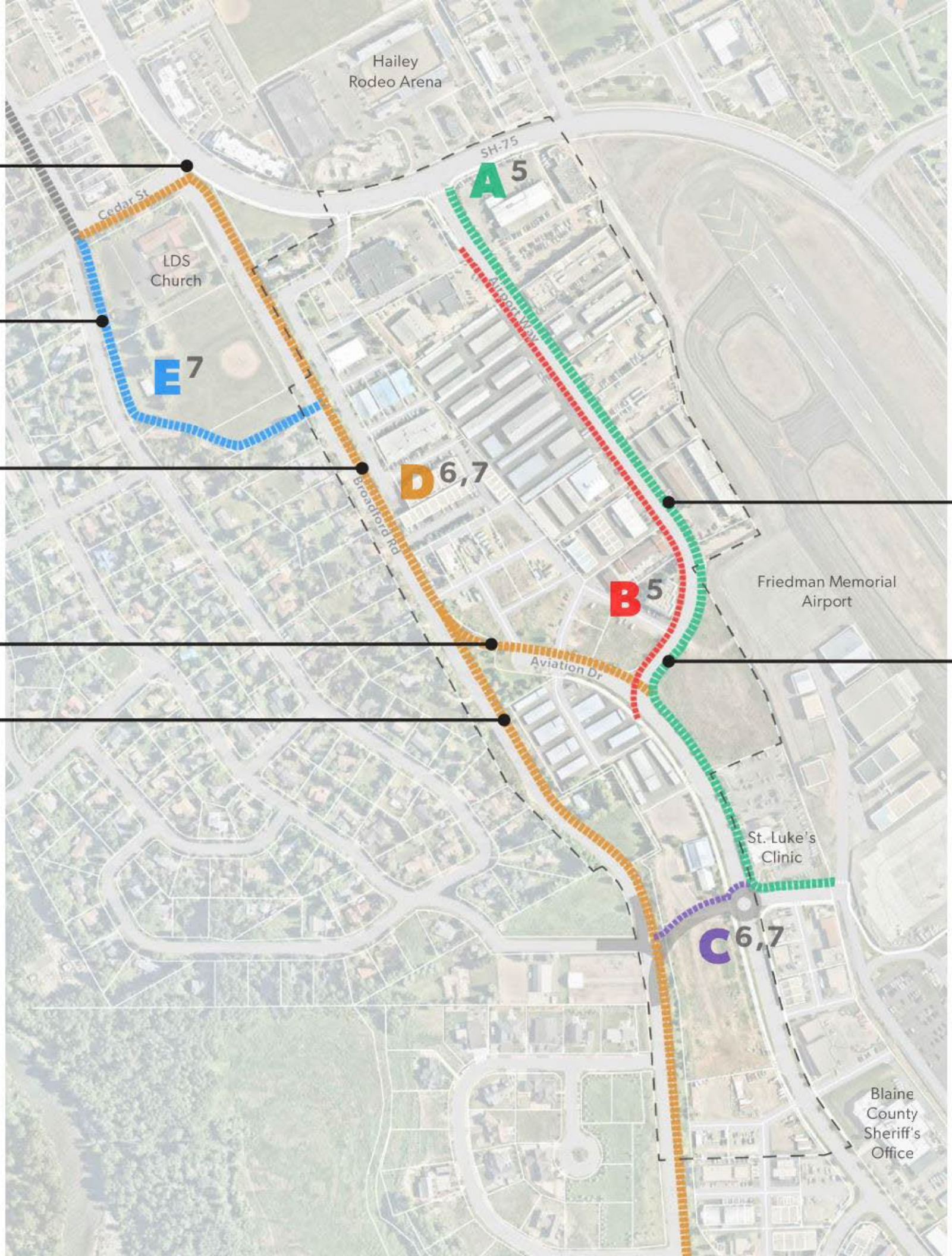
Prefer D on east side of Broadford Rd over west side

And put the pedestrian path here as well

The pedestrian path needs to go down to Broadford as well

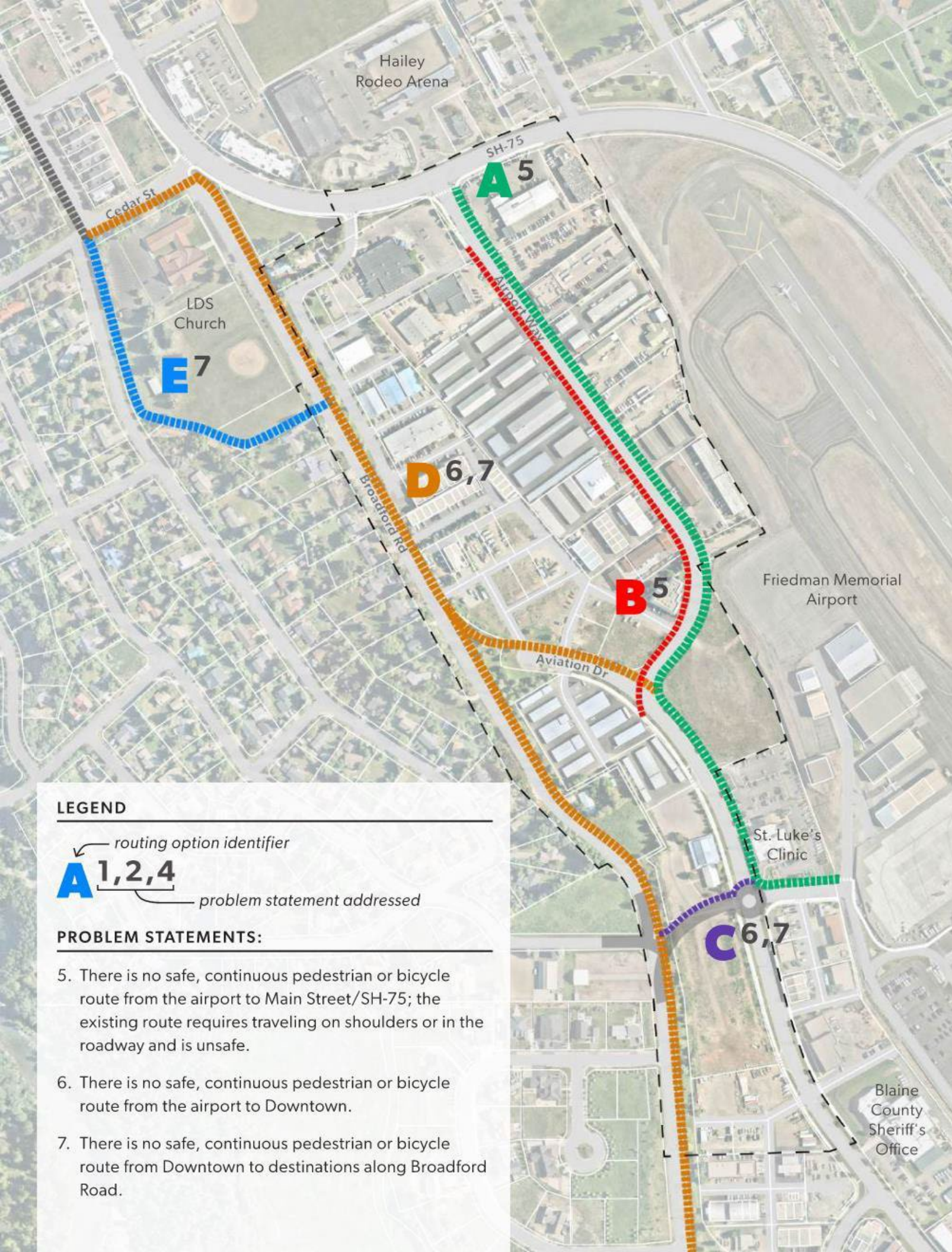
Multi-use path on east side only; don't need sidewalk on west side too

This (Option A) also needs to connect to Broadford



RECOMMENDATIONS

- A. DETACHED MULTI-USE PATH WITH PRIORITY FOR WALKERS, ACCOMODATING BIKERS (8' WIDTH CIP CONCRETE)
- B. STRIPING ONLY TO CHANNELIZE ROW
- C. MULTI-USE PATH CONNECTION THROUGH ROUNDABOUT
- D. DETACHED MULTI-USE PATH WITH PRIORITY FOR BIKERS, ACCOMODATING WALKERS (10' WIDTH ASPHALT)
- E. ALTERNATIVE ROUTE? NEED INPUT FROM HURA BOARD



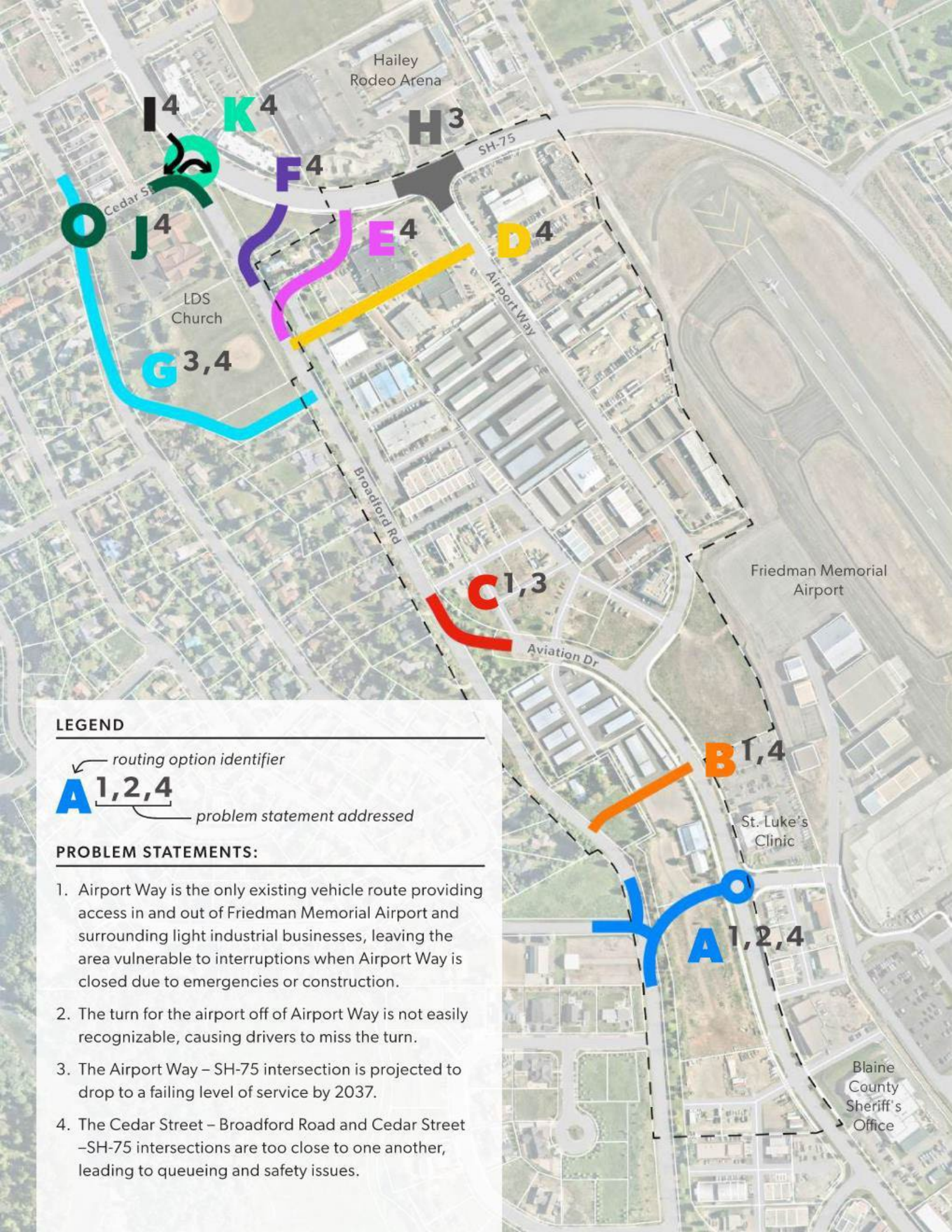
LEGEND

A 1,2,4
 routing option identifier problem statement addressed

PROBLEM STATEMENTS:

- 5. There is no safe, continuous pedestrian or bicycle route from the airport to Main Street/SH-75; the existing route requires traveling on shoulders or in the roadway and is unsafe.
- 6. There is no safe, continuous pedestrian or bicycle route from the airport to Downtown.
- 7. There is no safe, continuous pedestrian or bicycle route from Downtown to destinations along Broadford Road.





LEGEND

routing option identifier
A_{1,2,4}
 problem statement addressed

PROBLEM STATEMENTS:

1. Airport Way is the only existing vehicle route providing access in and out of Friedman Memorial Airport and surrounding light industrial businesses, leaving the area vulnerable to interruptions when Airport Way is closed due to emergencies or construction.
2. The turn for the airport off of Airport Way is not easily recognizable, causing drivers to miss the turn.
3. The Airport Way – SH-75 intersection is projected to drop to a failing level of service by 2037.
4. The Cedar Street – Broadford Road and Cedar Street –SH-75 intersections are too close to one another, leading to queueing and safety issues.

RECOMMENDATIONS

- A. IMPLEMENT AS A PHASE 1
- B. NOT NECESSARY
- C. IMPLEMENT AS A PHASE 2?
- D. IMPLEMENT (MODEST IMPROVEMENTS TO MAKE PUBLIC)
- E. NO
- F. NO
- G. NO
- H. REFINE TO ADD MULTI-USE PATH AND TURN LANE WHILE BALANCING ADDITION OF MULTI-USE PATH AND PLACEMAKING FEATURES
- I. IMPLEMENT
- J. NO, MAYBE IN A PHASE 2 WITH ADDITION OF TRAFFIC CIRCLE AT RIVER
- K. NO



STAKEHOLDER INTERVIEWS

MEETING NOTES

Week of October 20, 2025

SUN Memorial Airport

Tim Burke

- Would like to consider 90 degree intersection with Aviation Drive and Broadford Rd
- Supports I, H, A, C, D
 - o There are double and triple trailers that need to be able to go through the traffic circle
 - o Would love to see A and C paired together
 - o Thinks D could be a good option for accessing post office and ACE Hardware
- Waltham, MA intersection by the First Baptist Church Waltham provides a good precedent for Cedar – Broadford – SH-75

Mountain Rides

Wally Morgus

- Doesn't see any of the D-K options impacting Mountain Rides operations.
- Currently the buses come in to the St. Luke's Clinic parking lot because they can't make the turning radius in the airport
- The roundabout/traffic circle in option A should be designed to accommodate a large bus
- Stops
 - o In front of Rocky Mountain Hardware
- Can see servicing the airport with a valley route, which would not need to stop along Airport Way
- A Hailey route would continue to stop along Airport Way
- Mountain Rides is considering on-demand service instead of a fixed route (micro-transit)
- We don't need to worry about bus pullouts on Airport Way
 - o We can either use big buses for the Valley route that don't need to stop OR
 - o We can use micro transit vans for the local Hailey service that wouldn't need special infrastructure

- In order to head south to Bellevue from the airport on public transit, you would need to transfer to the Valley route at Maple.
- Ped option A is most critical to bus service.
- Vehicle Option Reactions:
 - o A: supports, would use the roundabout and likes that; not concerned with the road
 - o B: doesn't support (worried it would clog up Airport Way and intersection)
 - o C:
 - o D: doesn't support (worried it would clog up Airport Way and intersection)
 - o E: no impact
 - o F: no impact
 - o G: no impact
 - o H:
 - o I: supports, quickest and easiest way to solve the traffic/backup problem
 - o J: supports any of these as a way to clear congestion on SH-75
 - o K: no opinion
- Need to describe the transit options in the final report: the valley route and the Hailey route and the stops in the district

Hailey Welcome Center

Mike McKenna

Pedestrian/Cyclist Traffic

- The Chili Cookoff exacerbated and highlighted the problems with Airport Way and the Main St intersection
 - o It is held at the end of Airport Way in the airport somewhere
 - o About 2000 people walking and riding their bikes down there, a lot of them as families
- Believes Ped/Bike Option A is more important than D.
- Believes A is critical no matter what happens with D.
- Believes A as a multi-use path is better than sidewalk.
- Believes the multi-use path is critical from a tourism standpoint and as signifier of arrival
- There are many people that that walk to/from the airport
- The least we can do is offer a way to walk to/from the airport.

- Flourish Foundation has kids programming and attracts kids.
- Believes we should do A, skip B unless we have more money.
- People from Twin Falls are coming to Hailey to access the St. Luke's Clinic on Airport Way.
- Mike would be a good person to invite to HURA meetings.
- Mike likes option E, with D up to E.
- Ped Option D (as opposed to E) gives ped access to the post office (or could)

Vehicle Traffic

- Believes J options where you close Cedar connection to Main St would anger residents in southwest Hailey, especially if they are trying to head south on Main St
- Believes taking away the left turn option is more favorable than closing the intersection at Cedar-Main altogether.
- What is the goal?

Goals

- We must have a 2nd access to the airport
- We need more interconnectivity, more alternative routes

LDS Church

- Supports Ped Option E
- Doesn't support Vehicle Routing Option G
 - o They don't 'love' the idea of moving the street to run behind the building and through the property, and would have to talk to their leadership team, but ok to show and hear how much of a priority it would be for the community, so is still a possibility

HURA Airport Way MP | Planning & Zoning Work Session

12.15.2025

GGLO

