

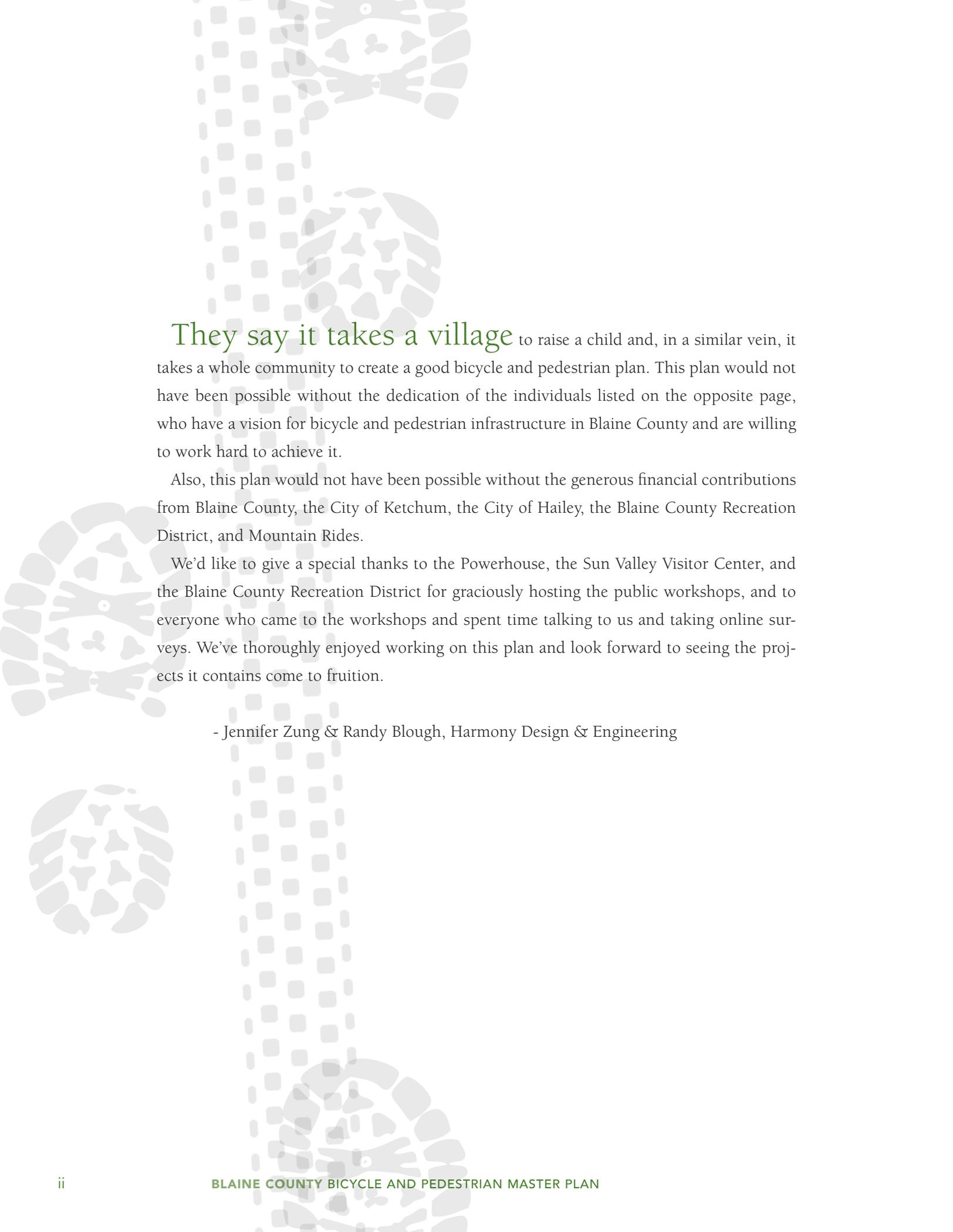
# Blaine County

## BICYCLE AND PEDESTRIAN MASTER PLAN



May 23, 2014





**They say it takes a village** to raise a child and, in a similar vein, it takes a whole community to create a good bicycle and pedestrian plan. This plan would not have been possible without the dedication of the individuals listed on the opposite page, who have a vision for bicycle and pedestrian infrastructure in Blaine County and are willing to work hard to achieve it.

Also, this plan would not have been possible without the generous financial contributions from Blaine County, the City of Ketchum, the City of Hailey, the Blaine County Recreation District, and Mountain Rides.

We'd like to give a special thanks to the Powerhouse, the Sun Valley Visitor Center, and the Blaine County Recreation District for graciously hosting the public workshops, and to everyone who came to the workshops and spent time talking to us and taking online surveys. We've thoroughly enjoyed working on this plan and look forward to seeing the projects it contains come to fruition.

- Jennifer Zung & Randy Blough, Harmony Design & Engineering



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## Chapter 1

# INTRODUCTION

## 1.1 ABOUT BLAINE COUNTY

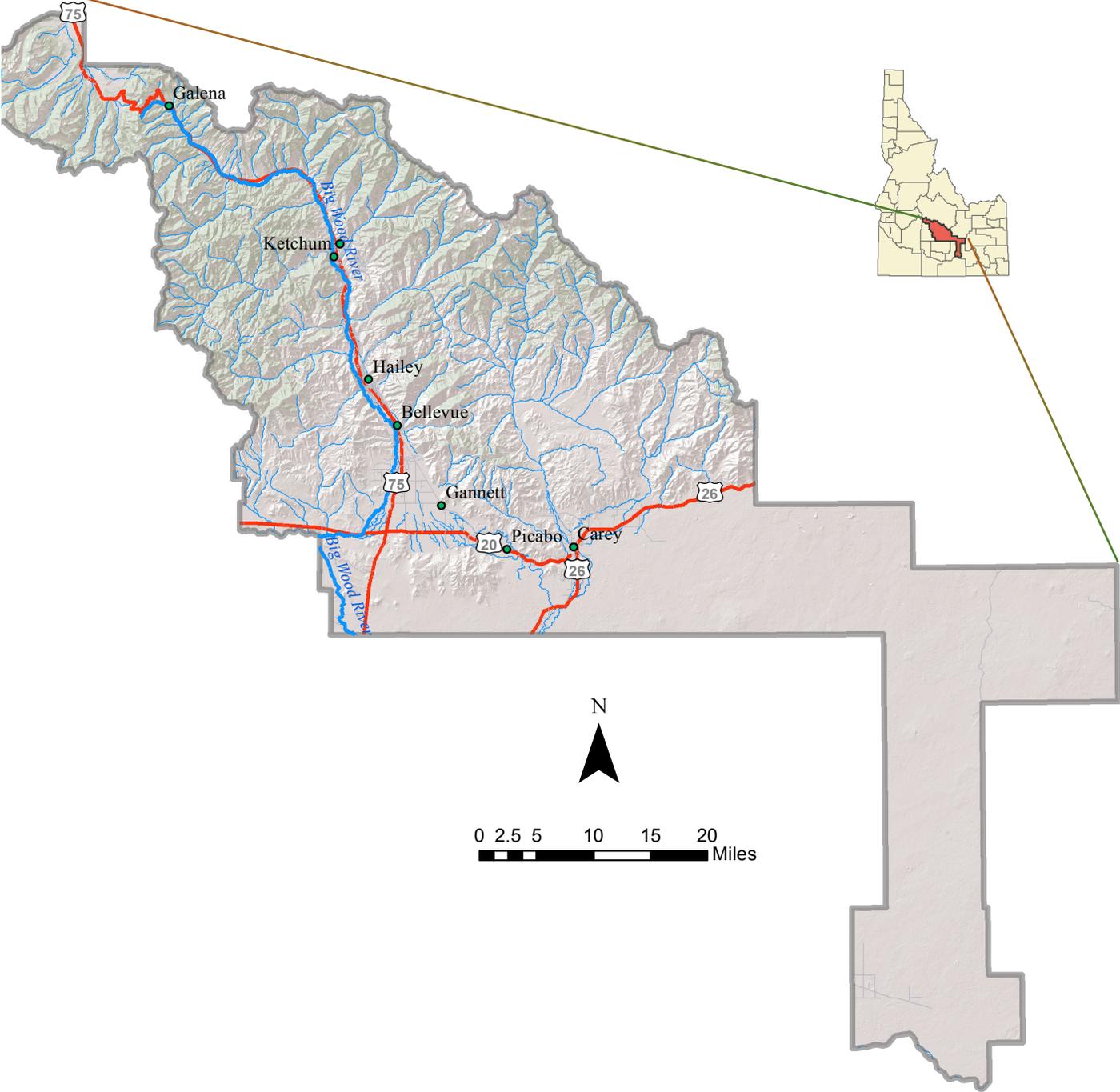
Known for its scenic beauty and abundant recreational opportunities, Blaine County is one of Idaho's most unique places, featuring alpine and Nordic skiing, excellent fishing, and hundreds of miles of trails for hiking, biking, horse packing, and motorized off-road use. The existing trail system, programs such as Miles for Smiles and Safe Routes to Schools, and the thriving bike and pedestrian culture are all factors that led to its designation as an International Mountain Bike Association (IMBA) Epic Ride Center and the League of American Bicyclists recognition as a **silver level** Bike Friendly Community. These accomplishments are a testament to the dedication and commitment of non profit organizations, volunteer committees, and local government agencies to developing world class bicycle and pedestrian facilities in Blaine County.

Located in south central Idaho, Blaine County is home to approximately 21,000 people, most of whom live in the northwestern portion of the county commonly referred to as the Wood River Valley. The Wood River Valley drains the Big Wood River and encompasses Sun Valley Ski Resort, as well as the cities of Belleview, Hailey, Ketchum, and Sun Valley. The City of Carey is located in the southeastern portion of the county and has a population of approximately 600 people.



*Students walking to school in Blaine County.*

# Blaine County, Idaho



## 1.2 PLAN GOALS AND OBJECTIVES

The scope of this Plan includes bicycle and pedestrian facilities within Blaine County and its incorporated cities with some concentration on the Wood River Valley due to the location of the population base and existing facilities. Its focus is on pathways, which are broadly defined as any bicycle or pedestrian facility, including separated paths, bike lanes, bike shoulders, shared roads, or sidewalks, that connect the communities within Blaine County with each other and with recreational opportunities outside of the communities. The Plan does not include recreational dirt trails located on Forest Service, Bureau of Land Management, or other public lands, with the exception of the Harriman Trail.

The goal of this Plan is to provide a tool to help the various governmental and non-governmental organizations in Blaine County work together to create a seamless, interconnected, and integrated multi-modal transportation and recreation system for residents and visitors. Having a comprehensive and cohesive Master Plan that all jurisdictions and organizations in Blaine County are working collaboratively to implement will be a great asset.

### Plan Goal

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

#### **This report includes the following to help reach this goal:**

- Information on the current state of biking and walking facilities in Blaine County
- Tools for making existing and future infrastructure safer, more connectors, and reducing conflicts between different user groups
- Design guidelines that provide a framework for future facility improvements
- Flexibility to allow both cohesion among communities and the ability for each community to have their own identity
- A roadmap for future development, including short-, mid-, and long-term opportunities
- Adoption and implementation steps that are easy to understand and allow for coordination between jurisdictions

The Master Plan provides a **broad overview** of the needs of the community and **some solutions** to meet those needs. It is a **starting point for further detailed studies and provides implementation steps for** specific projects and improvements. The “Implementation Strategies” chapter at the end of this report outlines various ways to progress toward achieving the community’s goals and vision.

## 1.3 VISION

A working group was formed to lead and facilitate the creation of the Master Plan along with the consultant team. The working group was comprised of representatives from a wide range of organizations and jurisdictions, including those that would be responsible for building and maintaining bicycle and pedestrian facilities in Blaine County.

### Working Group Representatives

- Blaine County
- Blaine County Recreation District
- Cities of Bellevue, Hailey, Ketchum, and Sun Valley
- Mountain Rides Transportation Authority
- St. Luke's Center for Community Health
- Wood River Bike Coalition

Through the vision of the working group, this Plan facilitates the development of bicycle and pedestrian infrastructure that is accessible, safe, attractive, and integrated for use as a transportation mode, form of recreation, and tool to improve the health of the community. It is also important that bicycle and pedestrian facilities in Blaine County are designed from the user's point of view; that they are consistent between the various municipalities; and easy to navigate,

providing a pleasant experience for the user. This means that the bicycle and pedestrian system has good wayfinding with seamless connections that are easy to figure out. A pleasant experience for the user might mean that there are opportunities for people to explore and have fun along the way and places to enjoy cherished moments.

Another vision for bicycle and pedestrian infrastructure is that it could encourage people who don't ride or walk on a regular basis to start using alternative modes of transportation. Making the system safer, easier to access, and attractive can help increase the number of people biking and walking for both transportation and recreation.

“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.”

—Master Plan Working Group

## 1.4 BENEFITS

### Economic

The economic benefits of well-planned bicycle and pedestrian systems are significant. This includes increases in tourist revenue, property values, and retail sales, and the attraction of good employees looking for a higher quality-of-life atmosphere. Today, the national bicycling industry contributes an estimated \$133 billion a year to the United States economy. It supports nearly 1.1 million jobs and generates \$17.7 billion in federal, state, and local taxes. Another \$46.9 billion is spent on meals, transportation, lodging, gifts, and entertainment during bike trips and tours (Flusche, 2009).

Improving walkability and bikeability in the downtown areas of Blaine County can attract new money into the local economy. Retail stores are positively affected by improvements to pedestrian environments that encourage people to get out of their cars and shop. Studies have also shown that people who walk or bike to commercial areas regularly spend more money than those who drive (Litman, 2007). After bike lanes were added on 9th Avenue in New York City's Manhattan, retail sales increased 49 percent compared to a borough-wide rate of only 3 percent. The addition of bike lanes, bike parking, and other biking and walking facilities can increase pedestrian activity and spending on commercial streets in the cities of Blaine County.

After bike lanes were added on 9th Avenue in New York City's Manhattan, retail sales increased 49% compared to a borough-wide rate of only 3%.

The presence of sidewalks and bike facilities not only increases retail sales in commercial areas, it also increases the value of residential properties located adjacent to pathways. An examination of home sales in seven Massachusetts towns showed that houses near rail trails sold for a higher proportion of the asking price in about half the time (29.3 vs 50.4 days) than it took for other houses to sell (Penna, 2006). An analysis of Multiple Listing Service (MLS) sales of homes located along greenway systems in Indianapolis, Indiana, found that the average premium paid for a home within one-half mile of a greenway trail system was \$4,384 and the premium paid for a home within one-half mile of the Monon Trail, the flagship of the Indianapolis greenway system, commanded a premium of \$13,059 (Lindsey, 2003). Several studies support the finding that proximity to pathways increases property values through increased sales price or overall desirability (Duygu, 2008; Greer, 2000; NPS, 1995).

**Today, the national bicycling industry contributes an estimated \$133 billion a year to the United States economy.**

**Visitor spending was responsible for 37 percent of all jobs in Blaine County and 29 percent of all earnings.**

An increase in property values translates to increased tax revenue that can offset the public investment costs for installing and maintaining pathway amenities (Lindsey, 2003; Vom Hofe et al., 2011). Allison Monroe of Jackson Hole Real Estate Associates noted that “at least 50 percent of the buyers who scheduled showings for a home she listed adjacent to a neighborhood Nordic track first noticed the house while skiing or mentioned the proximity to the track as one of the main selling points.” She further stated that as many or more informational flyers were taken from the flyer box at the back of the property adjacent to the track as from the box on the street side.

## Tourism

Tourism is a significant component of the Blaine County economy and good bicycle and pedestrian infrastructure helps support the tourist industry. The Blaine County Economic Analysis published in 2001 showed that the total impact of visitor spending was responsible for 37 percent of all jobs in Blaine County and 29 percent of all earnings (Runyan, 2001). Visitors that used the existing trails in Blaine County reported spending an average of \$1,751 during their visit (Trail Survey, 2012). Pathways contribute significantly to the reputation of an area as an outdoor recreation destination and can help attract tourists, permanent residents looking for a lifestyle community, and businesses in outdoor related industries.

**Jackson, WY, has spent an estimated \$1.7 million over the past decade on area trail systems and, in return, has benefited from an estimated \$18 million annual boost to their economy.**

The Sun Valley/Ketchum area particularly competes directly with other mountain resorts in the West for tourist dollars. Jackson, WY, has spent an estimated \$1.7 million over the past decade on area trail systems and, in return, has benefited from an estimated \$18 million annual boost to their economy as a direct result of trail related goods and services purchased in addition to supporting \$3.6 million in jobs and generating \$1.8 million in taxes every year (Kaliszewski, 2011). Communities that have invested in bicycle and pedestrian infrastructure have experienced positive economic impacts by attracting bicycle industry dollars.

## Transportation

Biking and walking as a means for both transportation and recreation is growing significantly in popularity throughout the United States, including in Blaine County. The millennial generation is driving less and are attracted to areas that have good, adequate bike and pedestrian infrastructure. Nationwide, biking and walking make up 11.9 percent of all trips made in this country (FHWA, 2009). This is up from 9.5 percent in 2001, a 25 percent increase. In rural areas, 20 percent of all

**Nationwide, biking and walking make up 11.9 percent of all trips made in this country.**

trips are one mile or less and 25 percent of those are made by walking or biking. According to the U.S. Census Bureau’s 2008 American Community Survey (ACS), the number of Americans that use a bicycle as the primary means of getting to work increased 36 percent from 2005 to 2008. This demonstrates that both short trips and longer commutes are a growing part of bicycle and pedestrian transportation trends.



*Mountain Rides 5B Bikeshare program provides a convenient, cheap, and healthy way to get around town.*

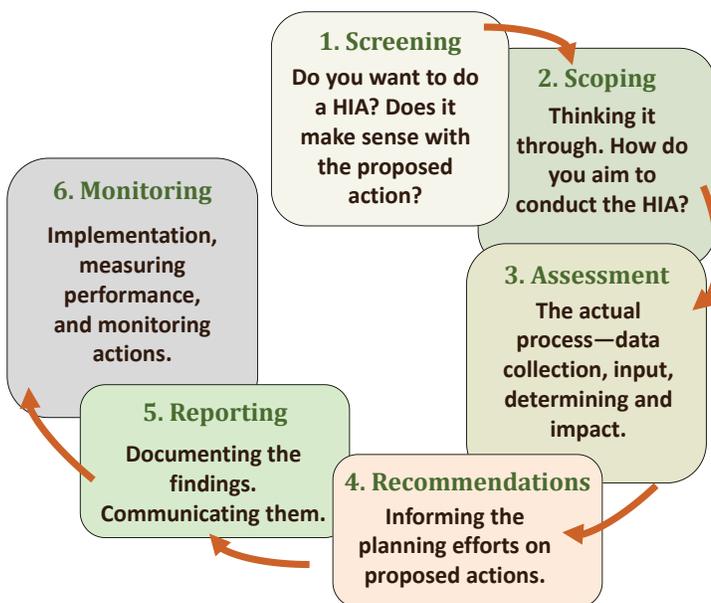
Pathways that are well connected and used for daily commuting help reduce traffic congestion and the environmental impacts of automobile use. Automobile transportation accounts for roughly 70 percent of greenhouse gas emissions, with 45 percent from cars and light duty trucks, and produces an array of pollutants with human and environmental health impacts (Campbell, 2004). Motor vehicles also contribute to significant noise pollution and water pollution that largely goes unrecognized compared to air pollution. Fortunately, Blaine County's busiest time of the year for traffic congestion is summer time, which is also the best time to take advantage of alternative means of transportation such as walking or biking.

## **Safety**

According to the National Highway Traffic Safety Administration, bicyclists and pedestrians account for about 13 percent of all traffic fatalities despite the fact that they make up only 10 percent of all trips. Youth (under 16) and seniors (over age 65) are particularly vulnerable and represent a high percentage of the overall fatalities. This statistic highlights the need to assure that bicycle and pedestrian facilities are constructed and maintained with safety in mind. Improvements to existing infrastructure and construction of new bicycle and pedestrian facilities where none currently exist can help to reduce the disproportionate risk for this user group.

## 1.5 HEALTH IMPACT ASSESSMENT

Active transportation facilities and programs associated with bicyclists and pedestrians are viewed as community investments that promote and contribute to numerous measures of human health. To explore how the different dimensions of health can be impacted and the extent to which health measures amongst Blaine County residents could realize such impacts, a Health Impact Assessment (HIA) was drafted by Chris Danley from Vitruvian Planning in conjunction with this Bicycle and Pedestrian Master Plan. The HIA began in November 2013 and included preliminary conditions assessments, a half day stakeholder workshop, and an assessment and evaluation period prior to the drafting of the Plan's overall findings. The complete HIA is included in Appendix D of this report and a summary is included here.



The HIA process includes six essential steps, which are shown in the figure below.

health information was summarized, on-going community health issues and community priorities for improvement were identified, and strategic strategies outlined. Based on surveys and an extensive analysis, the top four priorities for Blaine County health interventions include:

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

### Current Blaine County Health Conditions

Blaine County residents are among the healthiest in the state of Idaho. Most health measures indicate that rates within differing categories are generally much lower than national averages and typically lower than state figures. For example, Diabetes, Asthma, and Cancer are common afflictions that are 50-90 percent lower in Blaine County compared to state and federal rates.

### Health Data

Through a 2013 Community Health Assessment conducted by St. Luke's hospital group, general health information was summarized, on-going community health issues and community priorities for improvement were identified, and strategic strategies outlined. Based on surveys and an extensive analysis, the top four priorities for Blaine County health interventions include:

## Demographic Factors

Demographics and social factors can often tell a story about what may be occurring in a given area. Where a person is born and raised and the conditions in which they live can have a significant impact on their health. Community characteristics such as income, education attainment, and the built environment are a few of the determinants that forge a healthy or unhealthy living condition. Based on an analysis of demographic data, it is clear that:

- The Hailey area should be a high priority due to high overall youth population and high number of Supplemental Nutrition Assistance Program (SNAP) recipients.
- West Ketchum/Sun Valley should be the focus of senior citizen-friendly designs and programs due to its higher senior citizen population (1 in 4).
- Bellevue/Carey has a large youth population and sizable population living below poverty levels, meaning infrastructure segments connecting with economic centers and programs targeting health and physical mobility would be advisable.



HIA workshop

## Blaine County Bicycle and Pedestrian Plan Health Findings and Recommendations Summary

Recommendations for the Blaine County Bicycle and Pedestrian Master Plan related to health benefits were derived principally via stakeholder input collected at the HIA workshop. The team gathered stakeholders for a half day workshop. Participants were first asked to think through how the recommended Plan projects could possibly impact health—specifically the identified seven dimensions of health (Social, spiritual, economic, intellectual, physical, emotional, and environmental). Stakeholders then worked together to identify the immediate impacts resulting from project implementation, then the resulting actions of area resident and corresponding health impacts.

Claims made by stakeholders regarding potential impacts to human health were organized and thoroughly evaluated using research and published medical journals. Stakeholders identified a slew of possible impacts ranging from stress reduction and stronger social ties, to improving cancer outcomes and improved cardiovascular health. Of all topics analyzed, those having the strongest correlation to active transportation facilities and impacting the most Blaine County residents are displayed below:

- Stress reduction
- Exposure to nature
- Fewer cars on local roads
- Housing values
- Business attraction
- Retail access
- Physical activity with increased street and pedestrian connectivity

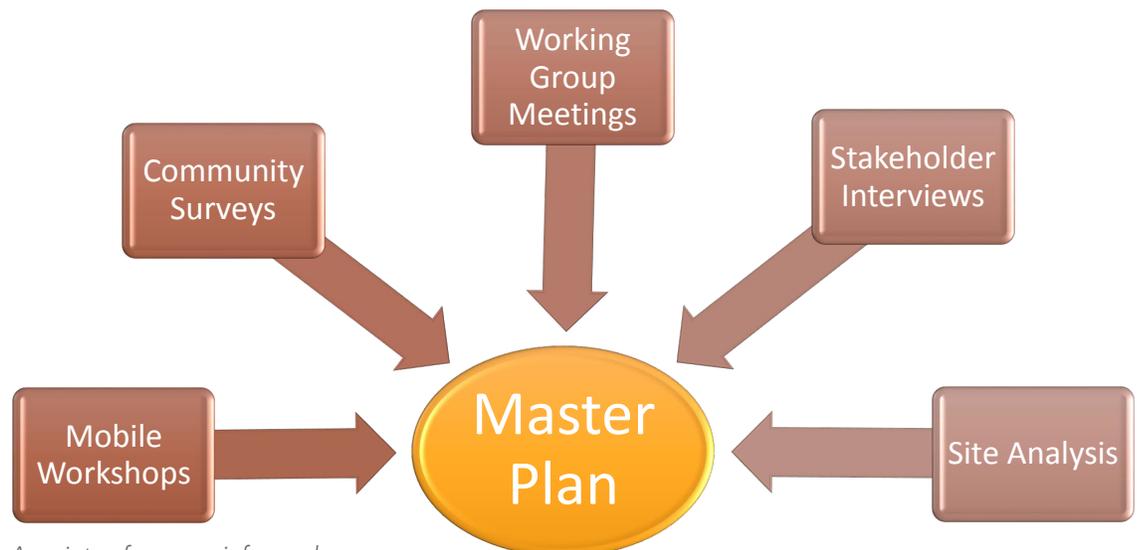


## Chapter 2

# COMMUNITY OUTREACH

Good community plans are founded on meaningful input from the community. Members of the community not only have the best knowledge of existing conditions, they also have good ideas on where improvements and connections are needed. Additionally, obtaining input and support from the organizations and government entities that will build, design, and maintain bicycle and pedestrian infrastructure is key to ensuring the Plan will be implemented with enthusiasm.

Multiple avenues for gathering public input were used in order to evaluate current conditions and assess the community needs for bicycle and pedestrian infrastructure. This included on-site mobile public workshops, online surveys, meetings with the working group, one-on-one interviews with stakeholders, and group stakeholder meetings facilitated by the working group. A summary of the community outreach efforts is given in this chapter and additional information is included in Appendix A.



*A variety of sources informed the Master Plan.*



The working group was instrumental during the planning process.

Working group members also facilitated stakeholder meetings in Blaine County, Ketchum, and Hailey in order to gather feedback from the community.

## The Working Group

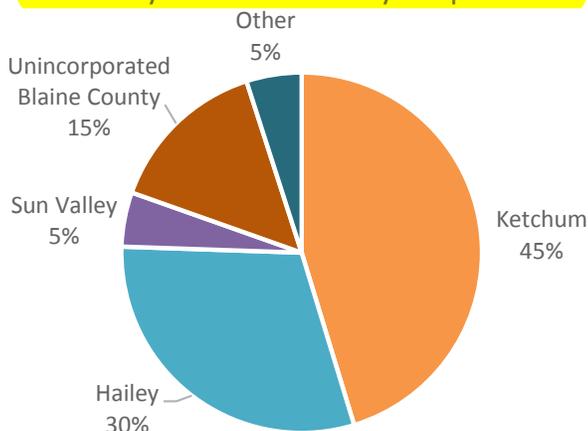
The working group was actively involved throughout the planning process and was instrumental in spearheading the Plan from the start. A kick-off meeting was held on November 4, 2013, with the purpose to validate the vision and goals for the Bicycle and Pedestrian Master Plan, gather information on existing bicycle and pedestrian infrastructure in Blaine County, and begin to identify potential projects and improvements. Additional meetings were held throughout the planning process with the working group in order to update the group on progress of the Plan and gather feedback.

## Online Survey

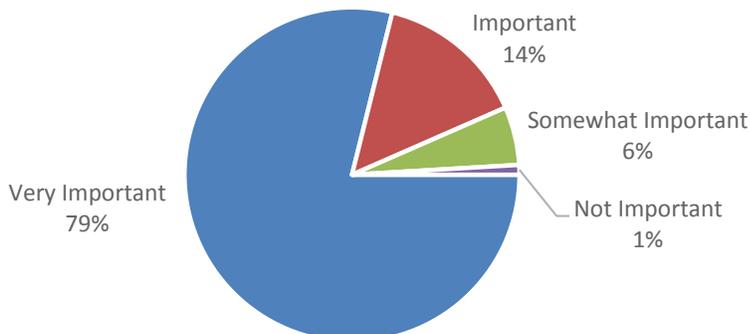
For those who could not attend the mobile workshops or stakeholder meetings, an on-line survey was available for approximately one month. A total of 215 people completed the survey, which asked opinions about the current state of bicycle and pedestrian infrastructure in Blaine County as well as priorities for potential project.

The survey was primarily distributed through the working group members via email and, for this reason, does not statically represent the desires of the entire county. However, it does provide good information on the desires and opinions of those who most actively use bicycle and pedestrian facilities in the county. Most of the survey respondents lived either in Ketchum (45 percent) or Hailey (30 percent) and more than 90 percent felt that an interconnected and well maintained pathway system is important to the quality of life and economic sustainability in Blaine County.

Residency of Online Survey Respondents



Importance of pathways and sidewalks for quality of life and economic sustainability





## Stakeholder Interviews and Meetings

Several one-on-one and small group interviews were held with various stakeholders to gain a more in-depth understanding of existing conditions and needs for bicycle and pedestrian facilities. Some of these interviews were conducted by the consultant via telephone or in person. Others were conducted by members of the working group. The stakeholders included business owners and bike shop owners, city planners and officials, bicycle advocacy groups, and more.

## Community Workshop

During the week of January 13-16, 2014, a multi-day planning workshop was held to gather community input and feedback on the Plan. The workshop included meetings with specific stakeholder groups, meetings with the working group, and mobile workshops. On-site tours were also conducted by the consultant team.

## Government Group Stakeholder Meeting

Approximately 20 representatives of local and state governmental and county-wide agencies attended a meeting held on January 13, 2014, to begin the coordination efforts for bicycle and pedestrian improvements. This meeting was well attended by representatives from various entities, including Blaine County, Hailey, Ketchum, Bellevue, Blaine County Recreation District (BCRD), Sun Valley Company, U.S. Forest Service, Idaho Transportation Department, and **Mountain Rides.**

The meeting consisted of an overview of the planning project and discussion regarding:

- How each jurisdiction or organization can benefit from bicycle and pedestrian improvements;
- How each entity can play a role in improving bicycle and pedestrian facilities in Blaine County;
- General design guidelines for bicycle and pedestrian facilities; and
- Community benefits of bicycle and pedestrian facilities and prioritization of those benefits.

The benefits of the Plan identified during the meeting included those listed in Chapter 1, as well as:

- Providing support for grant applications by prioritizing projects;
- Increasing public relationship through organizations working together; and
- Providing coordination with other infrastructure improvements.

The top contribution identified during the meeting that the various organizations could provide was the ability to partner financially on projects either through direct funding or by partnering on grant applications. Other contributions included providing or sharing maintenance support and/or equipment, providing right-of-way for improvements, and coordinating improvement opportunities. Some specific contributions that were offered included street sweepers owned by the BCRD that could possibly be used on county roads, grant writing assistance that could be provided by Mountain Rides, and the ability of the BCRD to lead coordination efforts for projects. **City's planning departments are committed to helping support planning and implementation of this bike-ped master plan.**



*More than sixty community members gave input during the mobile workshops at the Powerhouse (above), the Ketchum visitor center and the BCRD Community Campus (opposite page).*

## Bike Advocacy and Shop Owner Stakeholder Meeting

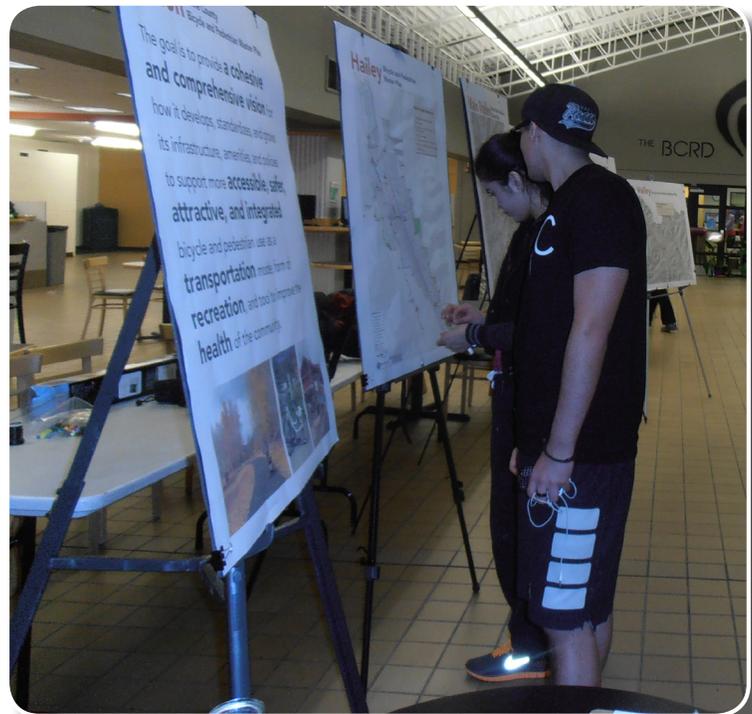
Eleven people that were members of local bike advocacy groups or owners of bike and sporting goods shops attended a meeting on January 14, 2014. This meeting included representatives from the Wood River Bike Coalition, Durance Cycleworks, The Elephant's Perch, Backwoods Mountain Sports, PK's Ski & Sports, and Mountain Rides. The potential projects that had been identified by the working group were discussed during this meeting and participants were asked to rank their top three projects using key pad polling. The results are included in Section 5.3.

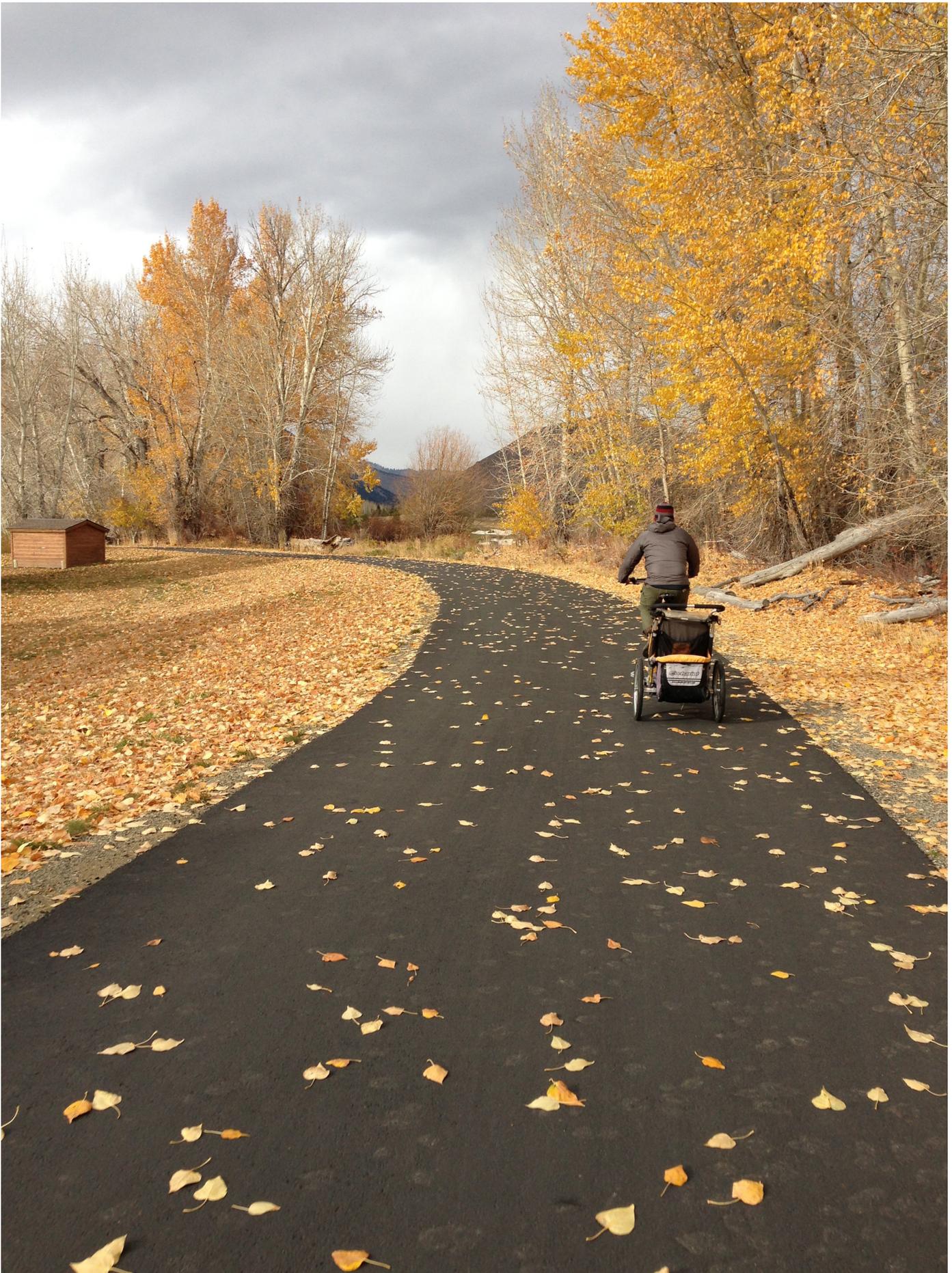
## Mobile Workshops

Mobile workshops were held in three locations in the county in prominent and popular locations in order to determine which potential projects were most important to the community. The workshop were held in the following locations:

- The Powerhouse in Hailey, (Monday, 1/13/2014 from 5:00pm to 7:00pm)
- The Visitor's Center in Ketchum, (Tuesday, 1/14/2014 from 11:00am to 1:00pm)
- BCRD Community Campus in Hailey, (Tuesday, 1/14/2014 from 4:00pm to 7:00pm)

Maps of potential projects were on display and participants “voted” for projects with dot stickers that were placed on the map. The purpose of this activity was to engage the public in a format different from the online questionnaire and provide the opportunity for the community to get involved with the project, ask questions, and give input.

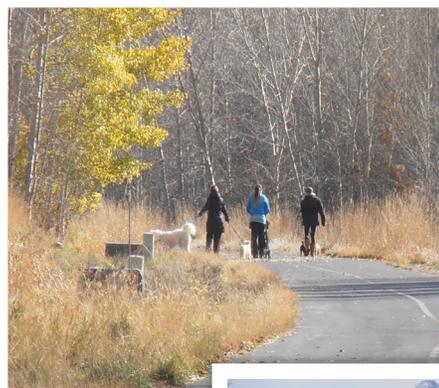




## Chapter 3

# CURRENT CONDITIONS

## 3.1 EXISTING INFRASTRUCTURE



At the heart of the Blaine County pathway system is the Wood River Trail, a paved separated path that is groomed for nordic skiing in the winter, which sees more than 300,000 visits throughout the year. Bikers, hikers, runners, equestrian riders, walkers, parents with strollers, dog walkers, rollerbladers, and cross country skiers all use the Wood River Trail (WRT), commonly called the “bike path.” The WRT stretches 20 miles through the center of the Wood River Valley from Ketchum to Bellevue and provides a physical connection for the communities, as well as a place for social gatherings. When the fires of 2013 raged outside of Hailey, residents gathered along the bike path to share stories and console each other during the time of need.



Blaine County residents recognize the value of the WRT and recently approved a two year temporary tax levy for \$3.5 million to reconstruct, resurface, and rehabilitate the WRT in order to restore its useful life for another 30 years. Construction is scheduled to begin during the summer of 2014 and be completed in 2016.

There are other multi-use paths that branch off of the WRT. Sun Valley has approximately 8 miles of separated paths and 3 miles of cycle tracks (multi-use paths that are adjacent to the road). There are also smaller spurs in Hailey that connect the WRT with the BCRD Community Campus and other schools.

Downtown sidewalks are the focus of the pedestrian element of this plan. Ketchum, Hailey, Bellevue, and Carey all have downtown sidewalks that are good in some locations, in need of repair in others, and sometimes non-existent. An inventory of existing sidewalks and locations without sidewalks in Ketchum was completed by the Ketchum Community Development Corporation and known as the Walkable Ketchum Project.



*Roundabout at Woodside Boulevard and Fox Acres calms traffic while keeping traffic moving.*

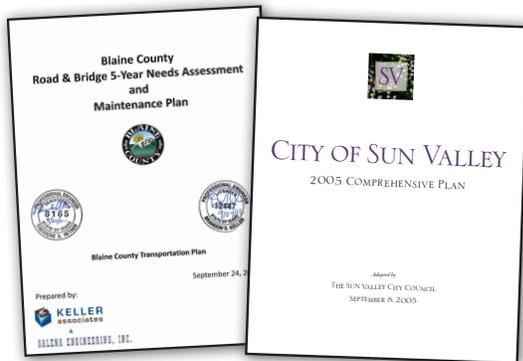
Street and sidewalk improvements were recently completed on Woodside Boulevard in Hailey and included the addition of bike lanes, sidewalks, and a traffic calming roundabout at the intersection with Fox Acres Road. These improvements have earned good complements from the public and **have improved the aesthetics of the neighborhood.**

Public perception of the existing pathway system ranges from good to excellent, according to the community survey conducted for this Plan. The existing components that most people rated as “poor” were sidewalk conditions, sidewalk locations, and bike/pedestrian crossing safety. This corresponded with the opinion that the most important destinations that needed connection were downtowns. The next most important destination that needed connection was schools, followed by trail systems on public lands.

Additional information on current conditions for specific locations is included in Section 5.1. Maps that show current infrastructure, along with potential improvements, are also included in Section 5.1.

### 3.2 POLICIES AND PLANS

Policies and plans for bicycle and pedestrian facilities in Blaine County are supported by several existing documents that have been commissioned and/or adopted by various local entities and organizations. These existing plans and policies helped guide the formation of this Bicycle and Pedestrian Master Plan with the intent to coordinate and build on these documents. The following summarizes excerpts from these documents that support and provide direction for the development of bicycle and pedestrian infrastructure and policy in Blaine County.





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.

–Blaine County Transportation Plan

### **Blaine County Transportation Plan (2012)**

Chapter 4 of this 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.”

“As this report has made clear, the county lacks funding necessary to commit to specific projects at this time. Given these limitations, the county does endorse bicycle and pedestrian use of county roads and is dedicated to making needed improvements. This report recommended that Blaine County begin engaging with other municipalities and agencies to formulate a separate Comprehensive Regional Bike and Pedestrian Plan. To begin this process, it is recommended that Blaine County adopt a resolution of support for appropriate bicycle and pedestrian use on county roadways.”

### **Hailey Title 18, Mobility Design (2012)**

The purpose of this ordinance is to “provide a uniform set of standards and procedures for Infrastructure Projects; to update Hailey street design standards to adequately address and promote multi-modal needs and safe access for all users, including pedestrians, bicyclists, motorists, and transit vehicles and passengers; to establish a process for project design which provides flexibility and accountability, 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.”

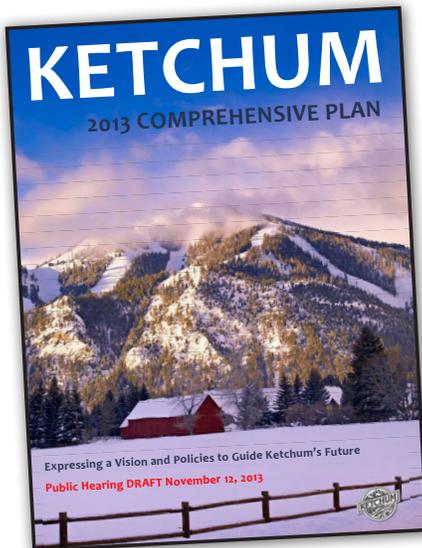
### **Hailey Transportation Plan (2007)**

According to this Plan, “the current street network was originally designed more for vehicular travel, as many of Hailey’s older neighborhood streets were originally constructed without sidewalks. Within the past 10-15 years residents have increased their walking and cycling activities. More residents are taking to the streets by foot and by bike for the range of recreation, school, work, and shopping travel needs. The combination of these factors has led to ever increasing pressure on the city’s local street system to serve the full range of auto, truck, bicycle, and pedestrian traffic.”

“A well-established system encourages healthy recreational activities, reduces vehicle demand on city streets, and enhances safety within a livable community.”

## – Hailey Transportation Plan

“Pedestrian and bicycle travel has grown at similar, if not higher, rates than vehicular traffic within Hailey. More Hailey residents are walking and biking for recreational travel, which is not necessarily limited to warm-weather months. Due to the relatively flat terrain and viability of non-motorized travel, bicycle and pedestrian facilities play a vital role in the city’s transportation environment. The non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on city streets, and enhances safety within a livable community.”



### Ketchum Comprehensive Plan (Draft 2013)

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.”

#### THE VISION FOR MOBILITY IN THIS PLAN INCLUDES:

- A complete system of bicycle routes and trails for commuter and recreational bicyclists
- A safe, complete and comprehensive pedestrian circulation system

#### Goals and policies from this plan include:

**Goal M-5** Enhance pedestrian connectivity and comfort.

**Policy M-5.1** Complete Sidewalk Network

Connect destinations with pedestrian facilities and encourage walking for a wide variety of trips by filling in missing sidewalk links, restoring damaged sidewalks, and requiring sidewalks as part of development approvals. Ensure that sidewalks are accessible and clear of impediments to passage.

**Goal M-6** Enhance bicycling connectivity and comfort.

**Policy M-6.1** Complete Bicycle Network

Construct missing links in the bicycle network, especially from outlying areas to the downtown core. Strive for additional bike lanes in streets.

**Goal CHW-4** Safe and Convenient Non-Motorized Travel Options

Provide the opportunity for regular physical activity through safe, convenient recreation and non-motorized travel.

**Policy CHW-4.1** Community Design for Active Lifestyles

Promote community-wide design that encourages physical activity through the provision of parks and trails, river access, and the support of athletic and recreational pursuits.

**Policy CHW-4.2** Active Mobility System

The City will support, through design and construction, the extension of sidewalks, bicycle trails, on-street bicycle facilities, and lighting to facilitate non-vehicular use by people of all ages and abilities.

### **Ketchum Main Street Traffic Study (2010)**

The purpose of this study was to provide recommendations to Ketchum and the Idaho Transportation Department regarding the Main Street (SH-75) transportation corridor in Ketchum, Idaho. One of the objectives of this study was to “maintain high levels of pedestrian activity” by using a “complete streets” approach.

**Chapter IX**–Pedestrian Considerations includes the following recommendations to help continue the excellent pedestrian safety record in Ketchum into the future:

- Sidewalks should continue to be provided on any widened roadways.
- Bulb-outs on Main Street can help shorten the pedestrian crossing time and serve as traffic calming during off-peak times when vehicles may otherwise travel at higher speeds.

### **Ketchum Downtown Master Plan (2006)**

This plan includes the following guiding principles for transportation and circulation:

- Downtown circulation should balance the needs of pedestrians, bicyclists, transit riders, and motorists alike.
  - The circulation system should accommodate people and their various travel needs, providing convenient access for all user groups, including businesses, employees, residents, customers, visitors, and tourists.
  - Downtown circulation should accommodate travel for school children, bicyclists, public transit, seniors, and people with mobility challenges.
- Downtown is a pedestrian-priority district.
  - Traffic demand management should include programs that offer a healthy mix of transportation modes to reduce automobile dependency and to increase the number of people accessing Downtown by foot, bicycle, or transit.



This plan recommended reconfiguring Main Street into a three-lane configuration with the middle lane devoted to left-turning traffic. Substantial nationwide experience demonstrates that a three-lane configuration in a town like Ketchum will be safer for both vehicles and pedestrians and significantly more supportive of pedestrian priorities. A three-lane configuration could provide more opportunities to enhance the pedestrian environment.

This plan recognizes that downtown will become a pedestrian-priority area. Vehicles will move at lower speeds through the city center, and in most places, they will be required to stop for pedestrians in crosswalks. (This will not be the case at signalized intersections.) Signage will be enhanced to guide drivers, cyclists, and pedestrians to key routes and destinations.

### **Sun Valley Comprehensive Plan (2005)**

This plan recognizes that “the primary recreational amenity is the paved pedestrian and non-motorized bike path that runs throughout the city on a combination of city-owned right of way and private property. The city will coordinate with Blaine County Recreation District and other partners (such as the Sun Valley Community Trails group) to develop an integrated recreational system to link neighborhoods and neighboring communities to open space, trails, parks, and other non-motorized recreational amenities and services for hiking, biking, and nature walks.”

**Goal 6 of this Plan states, “Provide for an Integrated Transportation System That Promotes a Recreationally-Active Community, Encourages Non-Motorized Transportation, and Reduces Congestion and Air Pollution.”**

“A key component of the area’s transportation system, Sun Valley’s paved pathway system, is a well-used, recognized benefit for pedestrians, bicyclists, rollerbladers, and joggers. With the primary pathway system completed, the 1997 Transportation Plan recommended that a secondary pathway system be developed to promote greater pedestrian and bicycle travel along less heavily traveled streets in the city. While this proposal is currently unfunded, opportunities exist to expand the path system and connect to open space areas and other trail systems. With the support of trail management groups, the city can identify and obtain permanent access easements for recreational trailheads, trails, and parking.” **The Sun Valley Transportation Plan is currently being updated and information from this Master Plan should be incorporated during the update process.**

### **Wood River Trail Study (2012)**

The goal of this study was to create a comprehensive trail data set to be used by partners for trail planning, community planning, trail maintenance, and policy, economic impact studies, grant writing, and outreach/marketing. Objectives included counting trail (bikepath and singletrack) visits during the 2012 non-winter season in Wood River Valley; developing a better understanding of trail user profile and usage patterns; and employing a combination of infrared count, direct observation, and survey instruments for data compilation.

### Highlights of the study include:

- 725,000 total trail user days (April through November)
- Inferred minimum resident (local) usage of 46 percent
- Inferred minimum non-resident (visitor) usage of 28 percent
- Visitor Profile: 52 percent 40-60 years, 52 percent male, 3.1 people per party, 46 percent hiking, 46 percent biking, 61 percent by car to area, 47 percent in hotel, 4-7 days visited
- Origin of visitors predominately Intermountain West (76 percent)
- Hiking and biking predominate usage patterns
- Bike path usage 79 percent biking and 13 percent hiking/running
- Single track usage 58 percent hiking and 30 percent biking
- Trail Days in south and central systems 10x north system

### BCRD Bikeway and Path Standards (latest revision 2006)

The purpose of this document is to establish standards for bikeways, pedestrian, equestrian and Nordic skiing paths and other non-motorized travel routes that are to be accepted for ownership and maintenance by the Blaine County Recreation District. It includes design criteria for separated arterial routes, design criteria for paths, design standards for shared arterial routes, design standards for trails, general signing for all routes, construction specifications, and construction permit and restoration requirements.

### Blaine County Road Standards (1994)

The current standard county road cross section shows 13' paved travel lanes with 2' gravel shoulders within a 60' right-of-way or 16' paved travel lanes with 2' gravel shoulders within a 80' right-of-way. The standard for private roads that serve more than 4 lots that may eventually become public show 10' paved travel lanes with 5' gravel shoulders. These road standards were originally adopted in 1981 and revised in 1985.

### Mountain Rides Capital Improvement Plan (CIP) FY2014 to FY 2018

Mountain Rides capital planning includes the development of a bike share program for the Wood River Valley using a combination of local and federal funding. The first phase of the project was started in the summer of 2013 using a grant from the EPA, in partnership with the City of Hailey. Mountain Rides planning calls for expansion of the bike share program to Ketchum in 2014.

### Bicycle Friendly Community Feedback Report (2013)

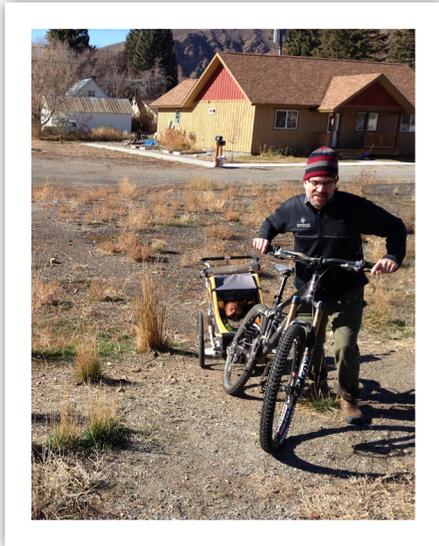
The feedback report from the League of American Bicyclists included several key recommendations that the Wood River Valley should take to improve and promote cycling. Some of the recommendations that are being addressed or will be facilitated with this Master Plan include the following:

- Adopt a comprehensive bike master plan
- Ensure that there will be dedicated funding for plan implementation
- Ensure all bike facilities conform to current best practices and guidelines (NACTO, AASHTO, etc.)
- Continue to expand the bike network – using bike boulevards, bike lanes, cycle tracks, and shared lane arrows
- Make intersections safer and more comfortable



### 3.3 NEEDS AND ISSUES

The needs and issues related to bicycle and pedestrian facilities were identified through site tours, meetings with the working group and stakeholders, the online survey, and analysis of existing data. The overall needs can be categorized as being related to connections, safety, consistency, or amenities.



Missing a connection from a city street in Hailey to the WRT.

#### Connections

The primary needs when one thinks of pathways improvements generally focuses on connecting missing links within the system. Although the existing pathway system has a great spine provided by the WRT, there are several arteries that could be better connected to the bike path or with each other. Some general connections that were identified include:

- Connections into and out of downtowns (Sun Valley Road, WRT through Ketchum, Serenade Drive to 2nd Street in Ketchum);
  - Sidewalk connections within downtowns;
  - Connection of the end of the WRT at Hulen Meadows to the SNRA Headquarters;
  - Connections from the WRT to recreational trails (Ohio Gulch, Indian Creek, Quigley, Croy Creek, Deer Creek); and
  - Connections in the southern part of the county (Gannet Road, Picabo) and within the City of Carey (Carey Park, fairgrounds, reservoir).
- **Connections to/from WRT into and out of downtown in Hailey and Bellevue.**

#### Safety

The number one category of needs and issues revolved around safety, both for cyclists and pedestrians. General safety issues that were identified include:

- Pedestrian crossings (4th Street in Ketchum, mid-block highway crossing near Albertsons in Hailey, highway crossing at Galena Lodge, intersections in old Hailey east of the highway);
- Pathway intersections with roads through all jurisdictions (need for consistency and adequate markings and signage along the WRT);
- Bike and road sharing (sharrows on 4th Street in Ketchum, SH-75 over Galena pass not wide enough for cyclists); and
- Traffic calming (roundabout along River Street, roundabout at Gannet and SH-75).
- Missing sidewalks within the cities and in other residential/employment centers, such as McHanville.



4th Street in Ketchum is a designated bike and pedestrian route with no signal at the busy highway crossing.



## Consistency

Overall consistency within the pathways system will help increase safety and improve the user experience. General needs for consistency include:

- Pavement markings (sharrows, bike lanes, roadway crossings);
- Wayfinding to and from the WRT, St. Lukes, downtowns, recreation areas, and streets;
- Treatment of pedestrian crossings at the highway (dismount zones); and
- Intersections of the bike path with roads.

Two different variations of the sharrow are on trial in Hailey.



## Amenities

Other general issues that are related to overall conditions and amenities include:

- Additional restroom facilities;
- Parking areas at trail heads (East Fork, Bellevue, Hulen Meadows);
- Removing power poles in the bike path;
- Improving the surface of the Harriman Trail; and
- Desire to create a unique and memorable experiences.



Adding features such as this unique memorial bench next to the arboretum provides opportunities to intimately experience the bike path.



## Chapter 4

# DESIGN GUIDANCE

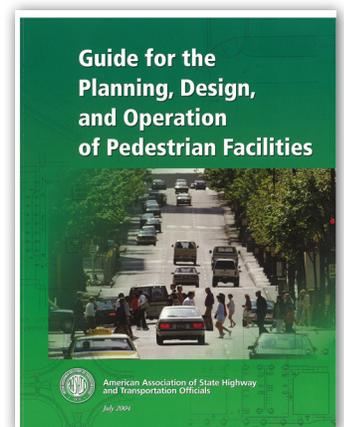
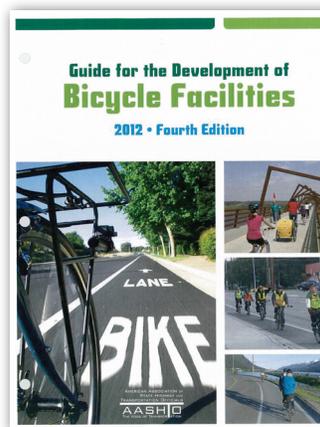
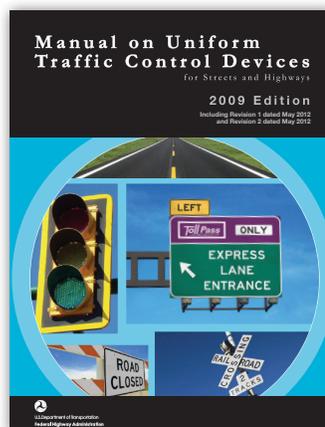
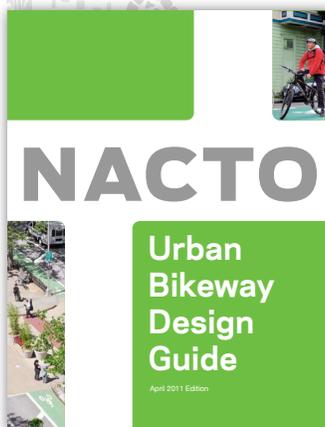
### 4.1 NATIONAL DESIGN GUIDELINES / STANDARDS

In order to create a pathway network that is safe, convenient, and consistent, it is important to have design guidelines and standards in place to direct the construction of new facilities and improvements to existing facilities.

At the national level, there are existing laws, guidelines, and standards that apply to bicycle and pedestrian facilities. At a minimum, pathway design should adhere to accessibility requirements of the Americans with Disabilities Act (ADA) Accessibility Guidelines (ADAAG). Street crossings and pathways in a public right-of-way that function as sidewalks should also be designed in accordance with the draft Public Rights-Of-Way Accessibility Guidelines (PROWAG). Pathways built in independent corridors should meet the accessibility standards described in the Architectural Barriers Act Accessibility Guidelines for Outdoor Developed Areas (AGODA).

The following are national design guidelines for bicycle and pedestrian facilities that form the basis of the recommendations in this report. These publications are not necessarily laws, but are widely used and accepted national design standards that are intended to provide design guidance that results in facilities that meet the needs of bicyclists, pedestrians, and motorists.

- AASHTO Guide for the Development of Bicycle Facilities (2012)
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities (2004)
- Manual on Uniform Traffic Control Devices (MUTCD) (2009)
- NACTO Urban Bikeway Design Guide (2012)



These guidelines cover the design and construction of typical bicycle and pedestrian facilities including shared roadways, paved shoulders, bike lanes, bicycle boulevards, sidewalks, shared use paths, intersections, signage and pavement markings, bicycle parking facilities, and maintenance operations. These guidelines are very comprehensive, easily understood, and cover many different scenarios and site conditions. It is recommended that these guidelines be integrated as part of this Pathways Master Plan.

These national standards do not necessarily mandate a single best approach for all situations, but rather they provide a range of design values and alternatives for bicycle and pedestrian facilities. They address facilities that are appropriate for a range of community types from low density rural areas to high density urban environments.

## 4.2 RECOMMENDED GUIDELINES FOR BLAINE COUNTY

The recommendations presented in this report have been adapted for specific use within the context of the cities and rural areas of Blaine County. These adapted guidelines were developed through input from the working group, as well as other interested stakeholders and community members.

The intent of these guidelines is to establish a consistent and coordinated bicycle and pedestrian system county-wide. It is important to have continuity within the regional transportation system in order to create a safe and highly functional system that is easily negotiated by all users. Within these guidelines there is room, however, for individual communities to establish their own identity through unique branding of wayfinding signage and other treatments that will not be confusing to the user. Also, there may be specific instances where physical limitations or special circumstances require deviation (either more or less stringent) from these guidelines.

### Shared Lanes



*An example of recommended shared lane markings (opposite page) and signage.*

In essence, all roadways within Blaine County are shared roadways. Bicycles may legally be operated on all roadways, except where prohibited by statute or regulation. Generally, roadways that carry low volume and low speed traffic are suitable for comfortably accommodating bicyclists within the vehicle travel lane. There are, however, some features such as pavement markings and regulatory signage that can be incorporated on local streets to make them more compatible with biking, alert motorists to the likely presence of bicycles, and guide the positioning of cyclists in the travel lane.

Sharrows are pavement markings that include a bicycle symbol combined with a “chevron type” directional arrow that is placed in the travel lanes. There are several standard versions of sharrows in the MUTCD. A green background can also be added to highlight and add emphasis to the marking, although AASHTO has discontinued experimental approval of this option. Thus it is recommended that sharrows within Blaine County use the MUTCD standard white

marking. The markings can be painted or thermoplastic applications. Thermoplastic markings are preferred due to their consistency, ease of application, and longer life.



**Typical application:**

- Low volume roads (less than 1,500 ADT)
- Low speed roads (less than 25mph)

**Features:**

- Shared lane markings or “sharrows”
  - Minimum 4 feet from curb face or pavement edge (where no on-street parking exists)
  - Center of travel lane (where on-street parking exists)
  - Immediately after an intersection
  - Intervals of no less than 250 feet
- “Bikes May Use Full Lane” or “Share the Road” signs to alert motorists of the presence of bicycles in traffic lanes
- Good pavement quality
- Maintenance to minimize gravel and debris

### Paved Shoulders

Paved shoulders can accommodate bicyclists on some rural roadways, although designated bike lanes are always more desirable. Where existing roadway pavement width is limited and in temporary retrofit situations, paved shoulders may sometimes be the only option. It is often possible to provide space for paved bike shoulders on existing roads by simply restriping narrower motor vehicle travel lanes (10 to 11 feet). The narrower vehicle lanes will also serve to slow down motor vehicles, making it safer for cyclists and pedestrians.

It should be noted that oftentimes the centerline striping of roadways is painted off center, resulting in varying widths of shoulders and bike lanes. The painted width of the travel lanes can vary as well giving the same undesirable result. With careful attention to the layout of the striping, sufficient and consistent shoulders can be achieved. If paved shoulders are used, they should be provided on both sides of the roadway to discourage wrong way riding. The minimum width of a paved shoulder should be 4 feet on roads without curbs or vertical obstructions such as guardrails. Wider 5 feet shoulders are desirable for roads with higher traffic volumes or speeds or where there is a vertical barrier to provide more operating room.

Road cycling on rural roads in Blaine County is very common and increasing in popularity. When a road is being resurfaced or sealed, this is a good opportunity to retrofit bike lanes if adequate space is available.



*Example of a bikeable shoulder in Driggs, ID.*

For example, the current Blaine County road standard within a 80 foot right-of-way includes a 16-foot travel lane. These roads could be retrofit and striped to provide a 12-foot travel lane and a 4-foot bike shoulder. Although it is not recommended by AASHTO to provide substandard shoulders (AASHTO 2012), most cyclists in Blaine County that gave input on this project agreed that even a 1-foot or 2-foot striped shoulder was better than no shoulder **and it could provide some area outside the traffic lane for cyclists and pedestrians.**

**Typical application:**

- Rural roads with posted speed of greater than 35 mph
- Urban streets with low to medium traffic volume

**Features:**

- Minimum of 4 feet wide
- 6-inch-wide white line to delineate the shoulder
- Bicycle friendly drainage inlet grates
- Ongoing maintenance and clearing of gravel and debris from shoulders

Recommended bike lane markings, signage (below), and example photo.

**Bike Lanes**



Bike lanes are a portion of the roadway designated specifically for bicyclist use. They differ from paved shoulders in that they are specifically identified travel lanes for bicycles and cannot be used for parking or other uses. The minimum width of a bike lane should be 5 feet and delineated by a minimum 6-inch-wide white line. In some cases where motor vehicle traffic volume is heavy, speeds exceed 45 mph, or high turnover of on-street parking is provided, wider bike lanes are desired.

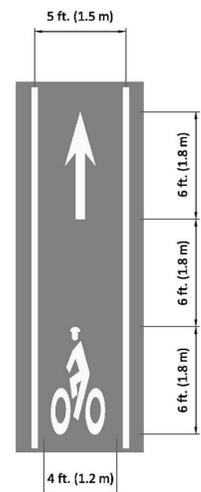
**Typical application:**

- Rural roads with posted speed of greater than 35 mph
- Urban streets with medium to high traffic volume
- Along designated bike routes



**Features:**

- Minimum of 5 feet wide
- Clear and identifiable pavement markings
  - 6-inch-wide white line
  - White bike symbol and white directional arrow
- **Placed before and after intersections**
- **Placed at intervals of less than 1,000 feet in rural areas and less than 250 feet in urban areas**
- **“Bike Lane” signage adjacent** to a pavement markings at appropriate intervals
- Bicycle friendly drainage inlet grates
- Ongoing maintenance and clearing of gravel and debris from bike lanes



## Bike Boxes at Roadway Intersections

A bike box is a designated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. Having cyclists queued in front of motor vehicles at traffic signals eliminates the conflicts that often occur with right turning vehicles when bikes are queued to the side in a standard bike lane. They are relatively new to the United States, but are gaining popularity in places where bicycling is being strongly promoted and encouraged. The use of bike boxes may be appropriate at most signalized intersections within the cities where bike lanes or bike routes are provided. If bike boxes are used, it is recommended that they be painted green in order to alert motorists to this relatively new concept.

### Typical Applications:

- At signalized intersections with high volumes of traffic, especially bicyclist left turns and motorist right turns
- Where a left turn is required to follow a designated bike route or access a shared use path

### Features:

- Transverse lines used to hold queuing bicyclists, typically 10 to 16 feet deep
- Stop lines and pavement marking designating the space as a bike box
- A “No Turn on Red” sign at signalized intersections
- Color pavement recommended to encourage compliance



An example of a bike box in Edmonton, Canada.

# How to use a Bike Box

Cyclists stopped in bike boxes are easily seen by motorists, improving safety at intersections.

If you have any questions, comments or feedback about our bike boxes, please contact the SFMTA at [sustainable.streets@sfmta.com](mailto:sustainable.streets@sfmta.com) or visit [www.sfmta.com/bike](http://www.sfmta.com/bike)

**SFMTA** | Municipal Transportation Agency

*Bike boxes improve safety at intersections*

# Surface Treatments and Maintenance

Roads need periodic maintenance and resealing to rejuvenate the surface and extend its useful life between major repaving operations. A common method of maintaining roadways in rural areas in Idaho is the use of a "chip seal," which is an asphalt emulsion overlaid with a graded crushed aggregate (chip). Although this may be an effective and economical method for extending the service life of a road, it is quite detrimental to its bikeability. The surface created by typical chip seal operations is very coarse and often leaves loose aggregate that can be a safety issue for cyclists.

However, with some minor modifications to the materials and process, chip seal treatments can accommodate bicycle travel, as well as provide the needed rejuvenation and protection to the road surface. These improvements can be implemented easily and will have a significant impact on the quality of road cycling in the county. There are several options that have been used and studied for compatibility for bicycle use.

In 2012 and 2013, a series of tests of various chip sealing methods on county roads within Teton County, Wyoming, and Teton County, Idaho, was conducted by a group that consisted of representatives from Teton County, Wyoming, Road and Levee; Teton County, Idaho, Public Works; Friends of Pathways (WY); Teton Valley Trails and Pathways (ID); Wyoming Pathways; Jackson Hole Community Pathways; and several individuals and bicycle advocates. The final results and report for these tests is included in Appendix E of this report. The following are some of the initial findings from that study. It should also be noted that several of these modifications even saved money by using less materials.

# Surface Treatments

Road sealed with "chip sandwich"



Shoulders without chips



1/4" chips vs. typical chips



### Applications and Features:

- Chip sealing only the vehicle travel lanes and not the shoulders was the best solution for maintaining the smooth surface for cyclists, while saving money on materials. This is ITD's standard practice for state highways within Blaine County.
- Using a 1/4" crushed aggregate in lieu of the standard 3/8" or 1/2" chips made a significant difference in the ride quality of the finished surface. Bids for the 1/4" chips vs. the 3/8" chips also came in at a lower price for the Teton County study segments.
- Coating the chipped surface with a fog seal not only improved rideability but helped retain the chips on the road.
- "Chipless" seal coats (such as GSB 88) seals the surface and reintroduces binders back into the asphalt while maintaining a smooth surface for cycling. This type of application used more frequently also extends the time in which a new, more costly wearing surface is needed.
- Although more expensive, slurry seals and micro seals are excellent resurfacing alternatives for priority cycling routes if funding is available.

## Bicycle Boulevards

Bicycle Boulevards are local streets that are modified to give preference to bicycle and pedestrian traffic while allowing access for local motor vehicle use. There are several locations in the cities of Blaine County that could be suitable for a transformation into a bicycle boulevard, including 4th Street in Ketchum and River Street in Hailey. This option will need further study and input from adjacent property owners to study its viability.



*Bicycle Boulevard in Long Beach, CA*

### Typical Applications:

- Streets that have low traffic volumes (< 3,000 ADT, < 1,500 ADT preferred) and slow speeds (< 25 mph) that either exist or are established with speed and volume management techniques
- Secondary streets that are parallel to major thoroughfares, which can provide a similar level of connectivity
- Streets that are already popular bike routes

### Features:

- Sign and pavement markings that designate the bike boulevard
- Speed management techniques to slow motor vehicles, such as speed humps or tables, edge islands, neighborhood traffic circles, chicanes, or reducing the speed limit
- Volume management techniques to discourage motor vehicle use such as choker entrances, channelized right-in/right-out islands, diagonal diverters, or full diverters
- Minor street crossings that give right-of-way to the bike boulevard to minimize bicyclist delay
- Major street crossing to maximize bicyclist safety
- Green infrastructure, such as stormwater bioswales and landscaping, may be provided to enhance the cyclist experience.

## Separated Paved Pathways

Separated paved pathways are multi-use pathways that are physically separated from motor vehicle traffic and typically accommodate two-way travel. They can be located within the right-of-way of the adjacent roadway or within an independent right-of-way or easement, and can be parallel to the road with some separation. They are intended for a variety of users, including bicyclists, skaters, pedestrians, joggers, cross country skiers, and other non-motorized users.

### Typical Applications:

- Provide short-cuts through neighborhoods and parks
- Safe alternative route parallel to busy roadways and highways
- Recreational opportunities
- Access to areas not reachable by motor vehicle

### Features:

- Hard surface paving (asphalt, concrete, pavers, etc.)
- Pavement section based on the loading capacity and characteristics of the existing soils and should be capable of sustaining loads from emergency and maintenance vehicles
- 10 minimum width (12' for high volumes, sharp curves, steep grades, high speeds)

BCRD has adopted Bikeway and Path Design Standards, and in order to maintain consistency within the regional pathway system, it is recommended that all separated pathways constructed in Blaine County conform to these design standards, regardless of whether they will be adopted for ownership or maintenance by BCRD.

## Intersections of Separated Pathways and Roadways

Pathway crossings come in many configurations and variables, including traffic speeds, traffic volumes, site distance, physical constraints, etc. Each intersection is unique and must be evaluated on a case by case basis. The AASHTO Guide for the Development of Bicycle Facilities is a great resource and gives recommendations for a wide variety of scenarios and configurations.

There are, however, some general guidelines that should be followed in order to provide consistency and predictability throughout the transportation system. In general, pathways crossing vehicular roadways should be signed for a pathway “stop” giving priority to vehicles traveling on the roadway. There are several reasons for this. First, although there is significant usage of the pathway system in Blaine County, in the vast majority of cases roadway volumes and speeds will exceed that of the crossing pathway and assigning right-of-way to roadway traffic will result in an overall reduction in total user delay. Secondly, and perhaps most importantly, is the fact that approaching bicyclists are often difficult to see and not anticipated by motorists. This is an unfortunate, but nevertheless a reality in the United States. Bicyclists and pedestrians should be aware of this reality and exercise responsible caution at crossings.

Idaho law is unique in regards to bicycle compliance at stop controls in that bicyclist can elect to treat stop signs as a yield situation. This allows cyclists to maintain momentum at crossings if it is safe to do so, while still encouraging caution and leaving the responsibility for yielding to roadway users.

## IDAHO STATUTE 49-720. STOPPING—TURN AND STOP SIGNALS.

A person operating a bicycle or human-powered vehicle approaching a stop sign shall slow down and, if required for safety, stop before entering the intersection. After slowing to a reasonable speed or stopping, the person shall yield the right-of-way to any vehicle in the intersection or approaching on another highway so closely as to constitute an immediate hazard during the time the person is moving across or within the intersection or junction of highways, except that a person, after slowing to a reasonable speed and yielding the right-of-way if required, may cautiously make a turn or proceed through the intersection without stopping.

It should also be noted that laws pertaining to pedestrians in crosswalks apply here. Vehicles are required by law to yield to pedestrians in crosswalks at unsignalized intersections.

## IDAHO STATUTE 49-702. PEDESTRIANS' RIGHT-OF-WAY IN CROSSWALKS. (1)

When traffic control signals are not in place or not in operation, the driver of a vehicle shall yield the right-of-way, slowing down or stopping, if need be, to yield to a pedestrian crossing the highway within a crosswalk.

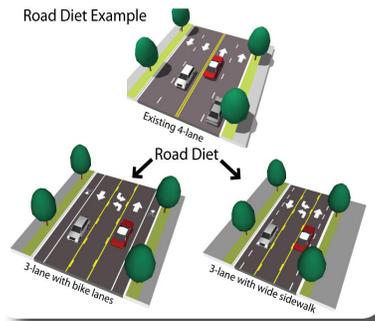
## Cycle Tracks / Sidepaths

Cycle Tracks or sidepaths, increasingly referred to as protected bike ways, are a type of shared use path that runs immediately adjacent to the road. Two-way cycle tracks, which result in cyclists moving in the opposite direction of adjacent motorist traffic, are not recommended due to the inherent conflicts with motor vehicles at intersections. Drivers of motor vehicles typically do not expect bicycle traffic approaching in the opposite direction of vehicular traffic, which can lead to vehicle-bicycle collisions. There are several existing cycle tracks within Blaine County that exhibit this negative characteristic. If new cycle tracks are developed, it is recommended that they be one-way in the direction of adjacent vehicular travel and located on both sides of the road.



New two-way cycle tracks, such as this one in Sun Valley (above), are not recommended due to safety reasons. One way cycle tracks (right) are recommended.





Road diets can allow for either bike lanes or wider sidewalks (top). Ketchum's downtown Main Street sidewalks lack sufficient width (bottom);

## Road Diets

A road diet is a concept involving reducing the number of lanes on a major thoroughfare through an urbanized area to promote walkability, while still accommodating efficient motor vehicle circulation. The most common scenario for a road diet is the conversion of a four lane road to a three lane configuration consisting of two travel lanes and a center “left turn” lane. The reduction of roadway width allows for increased space for bicycle and pedestrian facilities, thus transforming the street into a walkable and pedestrian oriented place. Main Street in Ketchum is an excellent candidate for this approach. Ketchum’s Downtown Master Plan (2006) recommends this and gives a good synopsis of the benefits and justification for this approach.

A road diet on Main Street (SH-75) in Hailey would be more difficult, however, due to the higher traffic volumes and current five lane configuration. Studies have shown that roads with average daily traffic (ADT) greater than 20,000 vehicles will experience greater congestion after a road diet and that roads with an ADT less than 15,000 are best candidates for road diets (FHWA). The Blaine County Transportation Plan (2012) and the Hailey Transportation Master Plan (2007) both indicate ADTs on SH-75 through Hailey just below or equal to 20,000 currently and forecasted to be over 27,000.

### Ketchum Road Diet

It is recommended that the additional space afforded by a road diet on Main Street through Downtown Ketchum be used for sidewalk widening and pedestrian streetscape improvements. Currently, Main Street’s sidewalks are undersized considering the substantial volume of pedestrians and commercial activity on the street. Improving sidewalks here can help increase the level of activity even more.

Sufficient right-of-way width does not exist for both sidewalk widening and the addition of bike lanes along Main Street in Ketchum. Thus, it is recommended to use this space for sidewalk improvements rather than add bike lanes. Alternate routes for bicycles exist on parallel roadways one block from Main Street for cyclists wishing to pass through town or less experienced cyclists who feel uncomfortable riding in heavier traffic. Vehicular traffic speeds are slow through downtown and are easily negotiable by more experienced cyclists who will ride with traffic in the roadway. Also, parallel parking along Main Street could conflict with cyclists by car doors opening into the bike lanes.

Further study and consideration is needed before a road diet is implemented in Ketchum. Under cur-

rent traffic volumes, a road diet may have little to no impact on vehicular traffic flow but would allow for significant streetscape and pedestrian improvements. As traffic volumes increase, delays and congestion will also increase. This is true for the current four-lane configuration, as well. The Main Street Traffic Study (2010) evaluates several future scenarios. At the time of that report, several large development projects were anticipated. However, since the study was completed, most of those projects have been curtailed. It is recommended that the study be updated based on current projections and include an evaluation of Main Street in a three-lane configuration in the downtown core.

It is important for the community and its leaders to weigh the benefits of a walkable Main Street versus unimpeded vehicular traffic flow. It may be prudent to accept a lower level of service of vehicular traffic in order to realize the benefits of a vibrant walkable downtown. Also, consider that future congestion issues may be somewhat self-correcting. Congestion has a way of modifying driver behavior over time. As traffic delays increase on Main Street, many may opt toward alternative modes of transportation, ride sharing, or alternate routes into town.

## Sidewalks

Sidewalks and streetscapes within downtown, neighborhoods, parks, schools, and commercial areas are an integral part of the pathway infrastructure. These areas are often the points of origination and destinations for walking and biking trips. The streetscape adjacent to commercial enterprises, especially retail and entertainment, is extremely important for the viability of these businesses. It is critical that connections be made between sidewalks and the rest of the pathways network.

Sidewalk and streetscape improvements should be in conformance with the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities. This guide presents best practices for safely and effectively accommodating pedestrians with respect to sidewalk configurations, roadway crossings, pavement markings, signage, signalization, and maintenance.

Sidewalks are primarily the realm of pedestrians and they should be given priority over bicyclists and other users. Narrow sidewalks (less than 6') in congested areas should be restricted to pedestrian use only and all other users should be restricted to walking their bicycles or other wheeled vehicles (with the exception of wheelchairs). Wider sidewalks can potentially accommodate very slow bicycle and non-motorized wheeled traffic (walking speed) under the condition that they immediately yield to all other users at all times. Signage and education is critical to maintaining a safe and enjoyable environment on the sidewalks.

It is important that sidewalk width in urbanized streetscapes is adequate to accommodate, not only pedestrian flow (pedestrian zone), but also building entrance doors (frontage zone), landscaping and furnishings (furniture zone), and car door swings from adjacent parallel parking (curb zone). As a result, a sidewalk that takes into consideration all these factors will typically need to be a minimum of 16 feet wide.

Curb zone (3 feet) + furniture zone (4 feet) + pedestrian zone (6 feet) + frontage zone (3 feet) = 16 feet

Sidewalks wider than 16 feet might be desirable where outdoor seating or event space is needed or where pedestrian volumes are high.



Zones in downtown areas



Source: PBIC, www.pedbikeimages.org



Ideal sidewalk zones and signage (left); Recently widened sidewalks in Driggs, ID, provide adequate room for sidewalk cafes, sandwich boards, and pedestrians (above).

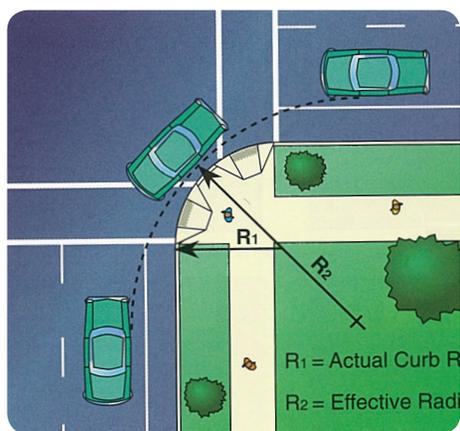
## Pedestrian Crossings

Pedestrian crossing facilities should be provided at all intersections where sidewalks exist and serve as the pedestrian right-of-way across the street. All crosswalks should be designed to minimize risk to pedestrians and provide accessibility for those with disabilities

At a minimum, crosswalks should be of 6 feet wide and painted with “ladder type” markings for increased visibility. ADA compliant curb ramps should be provided at all crossings and should be aligned with the crosswalk (vs. diagonal to the cross streets as on Main Street in Hailey). This type shortens the crossing distance and helps align the visually impaired with the opposite side of the street. Crosswalks at signalized intersections within the cities should include pedestrian signals, as well, and should be synchronized with other signals to minimize wait time. Excessive wait times encourage non-compliance by pedestrians.

Additional guidelines provided by the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities should be used to evaluate and guide pedestrian crossing and facility design within Blaine County.

Illustration of effective turning radius.



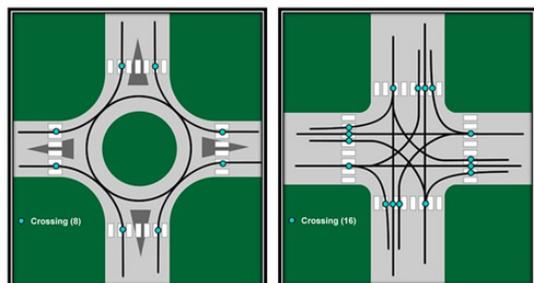
### Intersection Configuration

Intersection configuration should take into consideration pedestrian traffic. In general, curb radii should be as small as possible (10 feet to 15 feet), while providing for the needs of the largest vehicle anticipated. Larger radius corners allow vehicles to take the turn at a higher speed and also increases the distance that pedestrians have to walk. It should be noted that the actual “effective turning radius” of an intersection is greater than the actual radius of the constructed curb, especially where parallel parking or bike lanes exist on adjoining streets. In addition, if it is a local street, it may be preferable to allow infrequent large vehicles to turn into an opposing lane instead of creating an unnecessarily large street corner radius.

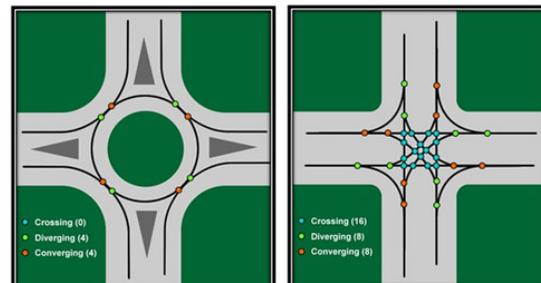
### Roundabouts

A modern roundabout is a compact one-way, circular intersection with low traffic speeds. Correctly designed roundabouts can help improve safety for pedestrians and cyclists at intersections. Studies have shown that roundabouts have 30 to 40 percent fewer pedestrian injuries or fatalities than traditional four way intersections (PWR, 2013). This is primarily due to the 75 percent reduction in conflict points, reduced driver speeds, and shorter crossing distances. Roundabouts can also be aesthetic features with public art or landscaping in the middle island, which also serves as a safety feature by alerting drivers that a roundabout intersection is ahead.

Pedestrian Conflict Points



Vehicle Conflict Points



Well designed roundabouts are safer for pedestrians and cyclists due to slower vehicle speeds and fewer conflict points. (FHWA, 2013)

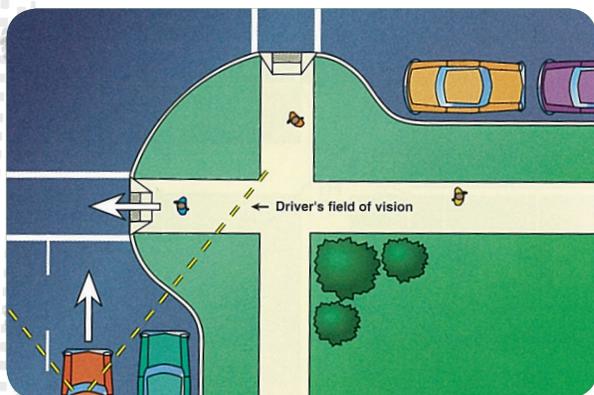
## Curb Extensions

Curb extensions or “bump outs” are an effective means of reducing the crossing distance for pedestrians on streets with parking. Curb extensions also serve to improve site lines, create landings and waiting areas for pedestrians, and prevent parked cars from encroaching into intersections. Increased visibility of pedestrians on extended curbs significantly reduces the number of vehicles that pass a waiting pedestrian before yielding (Johnson, 2005).

Typically, curb extension standards extend out to the width of the parking lane. This can cause safety issues for bicyclists, where no bike lane is provided, by potentially forcing the cyclists to merge into traffic at the intersection to avoid the gutter of the curb extension. It is believed that this scenario contributed to a recent fatal accident at the intersection of Main and 4th Street in Ketchum. A better design would be to construct the extension approximately 3 feet shorter than the width of the parking lane where no bike lane is provided to allow cyclists to remain to the right of vehicles in the travel lane.

Curb extensions can also make snow plowing more difficult. The use of a “rolled curb” on the extension can alleviate this issue and reduce damage to the curb from plowing operations.

## Mid-block Crossings



*Curb extensions (left) and example photo (right).*

Mid-block crossings can be used where intersections are placed far apart and substantial pedestrian crossings are anticipated. These crossings require special treatments because they are not typically expected by motorists.

In general, the simplest but least effective means of indicating a mid-block crossing are warning signs, flashing warning lights, and high-visibility crosswalk markings. Steps up in crossing safety are raised medians or pedestrian refuges in multilane roads, and curb extensions to shorten crossing distance. The most effective measure is a pedestrian activated **High intensity Activated Cross Walk (HAWK)** signal where driver compliance rises to almost 100 percent. This approach is best for high-volume or high-speed road where there are few gaps in traffic and should only be used at a marked crosswalk.

The MUTCD and the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities outlines additional measures that should be followed regarding the application, configuration, marking, signage, and signalization for various crossing scenarios.

## Bicycle Parking Facilities



Pedestrian activated **HAWK** signals are safest for pedestrians.

Bicycle racks and designated bicycle parking areas contribute to an orderly appearance of sidewalks, streetscapes, and building sites, and keep bicycles from interfering with the flow and accessibility of sidewalks and pathways. In addition, properly designed racks provide a means for securing bicycles and help prevent theft. There are an unlimited number of design options for racks from simple, production models, like the standard “inverted U,” to very unique artistic designs. Unique rack designs can help brand the identity of a place and show that bicycling is a meaningful part of the community’s culture. However, artistic designs should still function well and provide convenient and secure bike parking.

In general, any bicycle rack should be constructed out of sturdy material, fixed to the ground or other permanent structure, should support the bicycle at two points above its center of gravity, and have a loop or other feature that can accommodate a standard cable or “U” lock. Covered bike racks are especially useful in places such as Blaine County where cyclists can be undaunted by inclement weather.

### Guidelines:

- Support the bike at two points above the center of gravity
- Accommodates high security U-shaped bike locks and locks securing the frame and one or both wheels
- Provides a minimum of 3 feet between spaces so that bikes do not interfere with each other
- Does not contain protruding elements or sharp edges
- Does not bend wheels or damage other bike parts
- Does not make the user lift the bicycle off the ground

Sample bike racks that provide two points to secure bikes (below); indoor, year-round bike parking in Denver CO (right).



### Wayfinding / Signage



Bicycle route and guide signs are intended to help bicyclists navigate through the pathways network from important origins to major destinations and designating continuous routes that may be comprised of several different types of facilities (bike lane, separated pathway, shared road, etc.). Clear, visible, and understandable signage is important to establishing bicycle routes and encouraging use of the routes by residents and visitors. It is especially important in areas like the Wood River Valley that have a large number of tourists and visitors.

Guide signs should be placed at pathway intersections, road crossings, and where the pathway facility type changes along the route. Standard bike route signs such as the “D” series signs in The Manual of Uniform Traffic Control Devices (MUTCD) are universally recognizable and can include helpful directional and distance information to destinations. In addition to the standard MUTCD signage, a unique, artistic logo can be added to pathway signage to help brand and promote the area pathways system.

It is recommended that bike route signs include destination information, such as “To Downtown” or “To the Wood River Trail,” to help orient users and that the number of designated destinations be kept to a minimum in order to simplify navigation. Downtowns should be the central hub of the bike routes and guide signs should indicate directions to and from downtown to other destinations.

Additional guidelines for placement and design of signage are included in the AASHTO Guide for Planning, Design, and Operation of Bicycle Facilities and MUTCD.



Wayfinding in Boulder, CO, (left) and exist wayfinding in Ketchum (right).

## Snow Biking

Snow biking on “fat” bikes is an increasingly popular sport and transportation option during the winter in Blaine County and other destination ski resorts in the West. Fat bikes have wide, tires run with low pressure to give enough floatation and traction to travel over snow.

Ideally, snow biking would occur on designated snow biking trails within the National Forest, which are more fun for the snow bikers and avoids any user conflicts with nordic skiers. However, if snow bikers are using groomed nordic trails, such as the WRT, the following are best practices that should be used.

Recommended best practices for snow biking on groomed Nordic trails, snowmobile trails, and backcountry trails were developed by Grand Targhee Resort, Teton Valley Trails and Pathways, and IMBA. Snow bikers should be educated on these best practices using signage, brochures, and online media.

### Groomed Nordic Trails

- Only ride at ski areas that allow and encourage biking.
- Yield to all other users when riding. Skiers don't have brakes but you do!
- Ride on the firmest part of the track.
- Do not ride on or in the classic tracks.
- Leave room for skiers to pass (don't ride side-by-side with all of your buddies blocking the full trail).
- Allow the track time to set up after grooming and before riding.
- Respect alternate-use days for bikers and skiers.
- Some areas require riding only a purpose-built fat bike, not any old mountain bike. There may be a minimum tire tread width.
- Be an ambassador for the sport: stay polite, educate other riders, discourage bad behavior, and follow the rules.
- Help out and get involved by joining your local nordic club.
- Consider donating money for trail grooming.

### Snowmobile Trails

- When riding on snowmobile trails, use a front white blinker and rear red blinker at all times. Wear reflective material on both the front and rear of your body.
- Stay to the far right of the trail and yield to snowmobiles.
- Know and obey the rules of your local land manager. Understand that some trails may be on private property and might not be open to alternative uses.
- Be prepared. Winter travel in the backcountry requires carrying proper gear and dressing properly. Be self-sufficient!
- Use extreme caution when riding at night. Be visible and use the brightest lights you can find.
- Be friendly! Fat bikers are the newest trail users. Be courteous and open to suggestions from snowmobile riders.
- Help out by supporting your local snowmobile club.
- Consider donating to trail grooming and maintenance efforts.

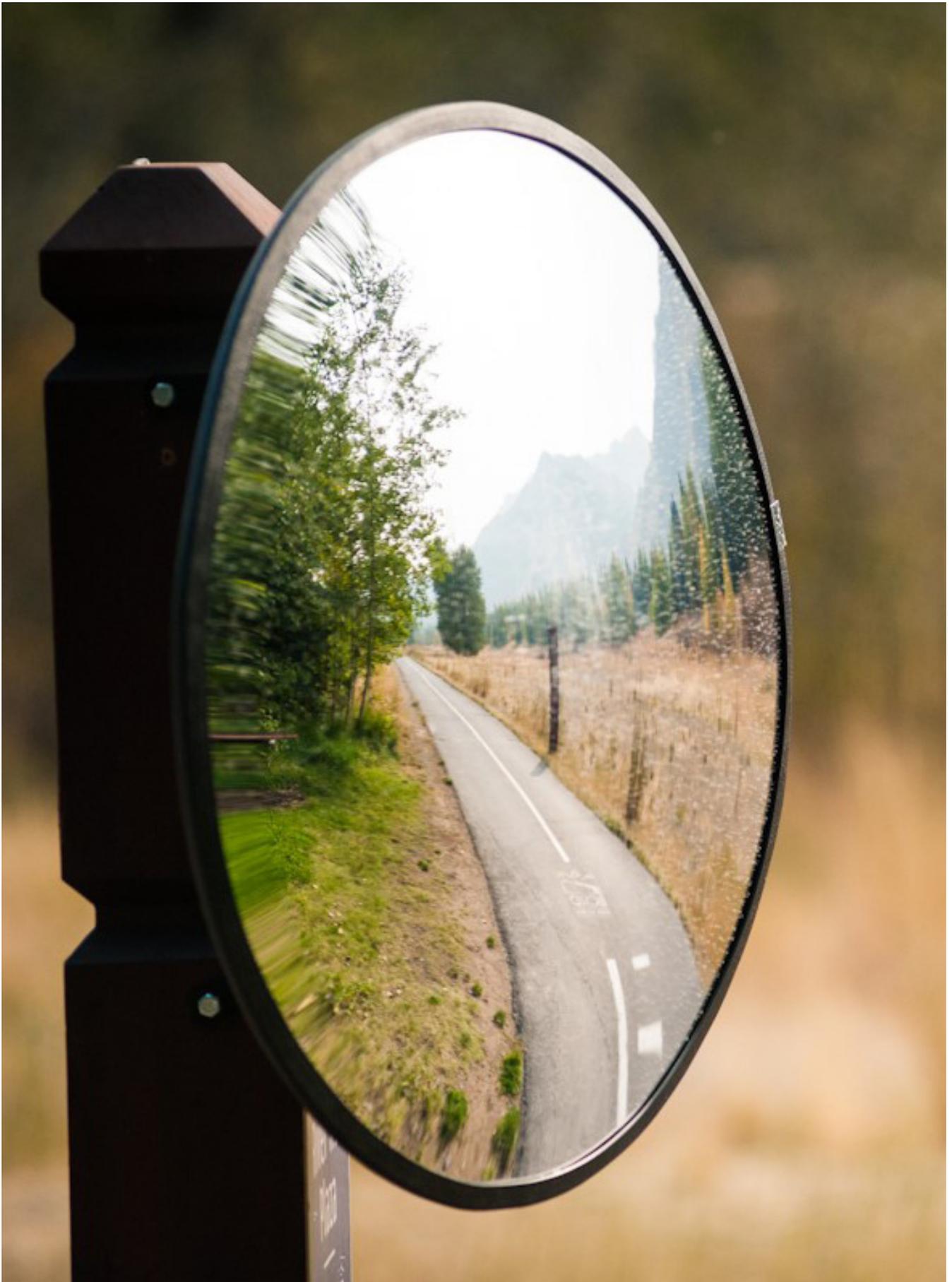
## Natural Terrain and in the Backcountry

In the right conditions, a fat bike can be the ultimate winter backcountry travel tool. Frozen conditions and minimal snow coverage (1-5 inches) means access to areas that are impassible during the warmer months. But just because you can ride somewhere, doesn't mean you should. Be aware and be prepared.

- **Do not trespass!** Know whether or not you are on private property. Obey ALL land manager rules. Some land parcels are closed to bikes whether you are riding on a trail or not.
- **Do not ride through sensitive wildlife habitats.** This may be especially important on beaches or in places where animals hibernate. Learn about the area you want to ride in before you ride there.
- **Do not disturb wildlife.** Many species survive on minimal diets during winter. Stressors or the need to move quickly can deplete their energy stores.
- **Learn safe ice travel.** Riding on frozen water can be extremely dangerous. Is the ice thick enough to support you? Take ice fishing picks and a length of rope when riding on lakes and rivers.
- **Understand changing conditions.** New snowfall or warming temperatures can make the return trip much more difficult. Tire tracks can be covered, hard snow can turn to slush, rivers can start to melt. Always know the forecast and be aware of how changing conditions might alter the safe passage of your route.
- **Be prepared.** Carry provisions in case you have to stay out longer than planned.
- **Let people know.** Make sure someone else knows where you are going, when you left, and when you expect to return.
- **Learn to share.** Be aware that your tracks might attract other riders. Understand that “your” route might not remain a secret for long.



*Snow biking should only be done when conditions are right and the bike leaves less than 1" depression.*



## Chapter 5

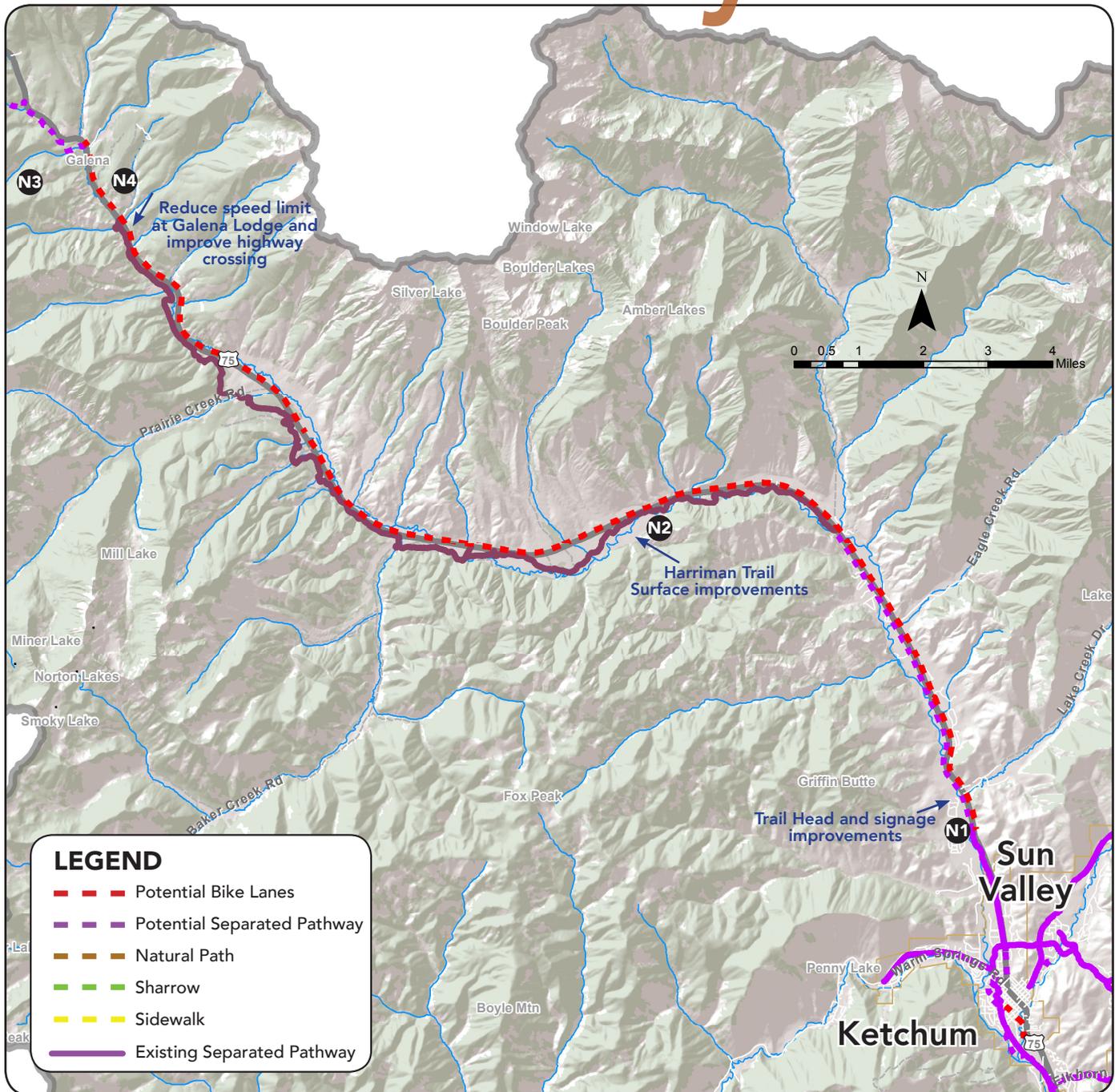
# THE PLAN

### 5.1 PROJECTS AND MAPS

The Plan for the development of future bicycle and pedestrian facilities was created through the outreach efforts of this planning process and site analysis by the consultant. The types of projects range from small improvements or connections that could be easily accomplished to large undertakings that seem almost out of reach. In many cases, alternatives are presented for initial, short term solutions, as well as ultimate, longer term improvements.

The projects described here are organized according to their location within Blaine County and are not listed in order of priority. This is by no means an exhaustive list of all potential and worthy projects but is intended to be a starting point for further evaluation. The projects listed here are general in nature and most will require additional study for feasibility, right-of-ways acquisition, funding, plan approvals, final design, etc. The maps include general locations for identified projects and may not show exact locations of all projects.

# North Valley



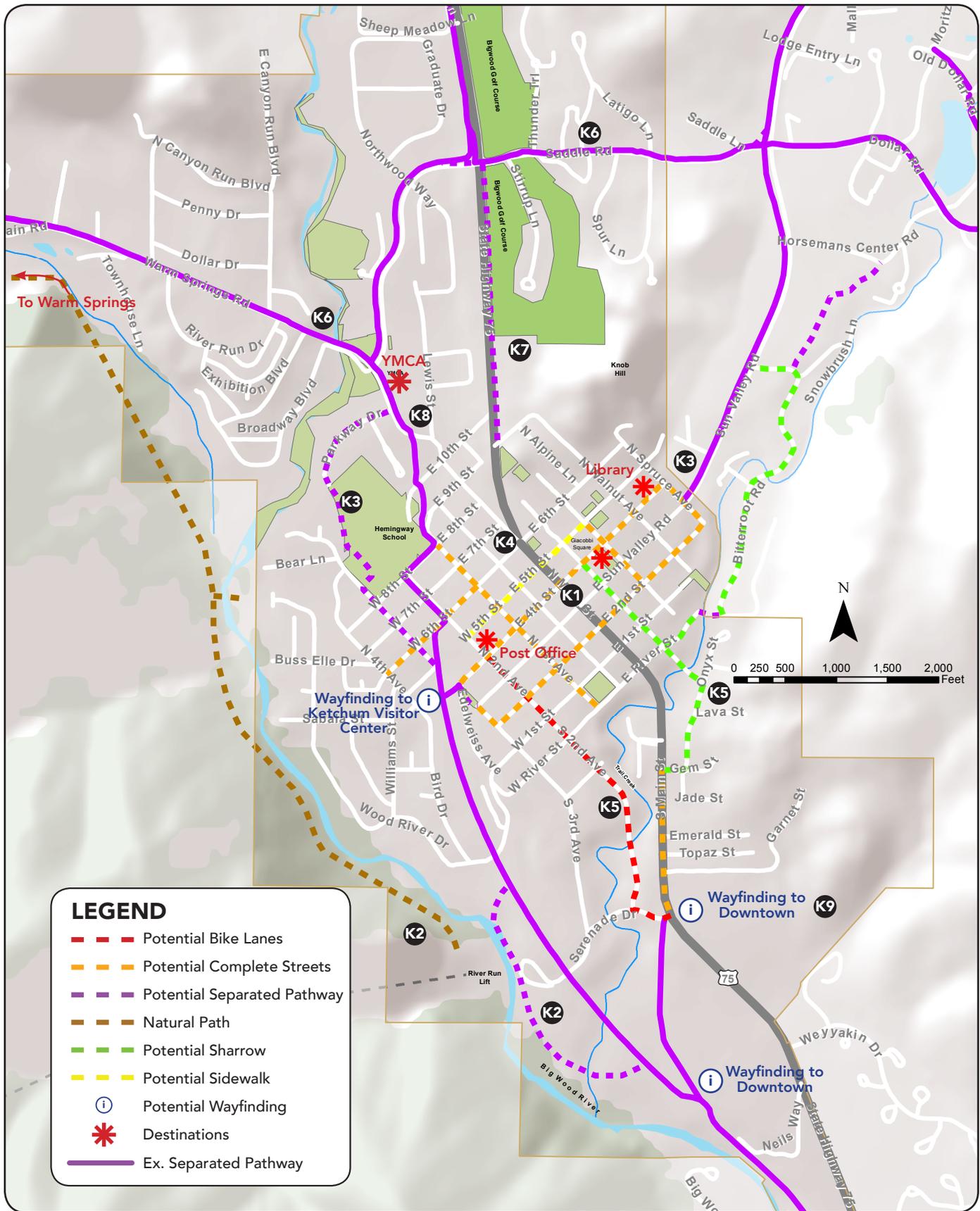
BASE MAP COURTESY OF BLAINE COUNTY GIS



## North Valley Projects

- **N1 – Connect Wood River Trail (WRT) to Harriman Trail with Separated Pathway**
  - o **Current Conditions:** The WRT terminates at Hulen Meadows and the Harriman Trail begins at the SNRA and continues north to Galena Lodge. The only way a cyclist or pedestrian can currently connect these trails is via the shoulder of State Highway 75.
  - o **Improvements:** Construct a separated, paved multi-use pathway from the north end of the WRT at Hulen Meadows to the south end of the Harriman Trail at the SNRA. This would provide a safe and desirable connection for cyclists between these two excellent amenities.
- **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.
  - o **Ultimate Improvements:** Pave with asphalt to provide a safe and pleasing alternative connection from the SNRA to Galena Lodge.
- **N3 – Biking Improvements over Galena Summit**
  - o **Current Conditions:** State Highway 75 over Galena Summit is a narrow and winding road that is popular with road cyclists that ride to Galena Lodge and beyond. The Sawtooth Relay brings 100 plus runners over Galena Summit and into Ketchum. It is also heavily travelled by tourists in motor vehicles and recreational vehicles that creates a safety issue for cyclists.
  - o **Initial Improvements:** This project entails restriping the roadway to narrower travel lanes (11 feet) and providing a wider shoulder (4 feet) for uphill travel for road cyclists. **Add shared road downhill signage and/or sharrows for downhill cyclists to share the travel lane with motorists.**
  - o **Ultimate Improvements:** Construct a separated, paved pathway over Galena Summit along the old road grade.
- **N4 – Improvements around Galena Lodge**
  - o **Current Conditions:** Galena Lodge is a popular destination for bikers and skiers. Trails are located on both sides of the highway causing bikers and skiers to cross the highway. During the winter, skiers park along the highway.
  - o **Improvements:** Reduce the speed limit along the highway in the vicinity of Galena Lodge. Add signage warning of pedestrian crossing. Add official parking area for winter use.

# Ketchum



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## Ketchum Area Projects

- **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 (Hwy. 75).

- o **Initial Improvements:** Close 4th Street to motor vehicles for each half block on either side of Main Street to reduce intersection conflicts.

- o **Ultimate Improvements:** Improve pedestrian safety at the intersection with State Highway 75 by installing a pedestrian HAWK signal that is synchronized with other signals on Main Street.

- **K2 - River Run Connections**

- o **Current Conditions:** River Run and Warm Springs are the two base areas for Sun Valley Ski Resort. River Run to Warm Springs over Baldy is a popular mountain bike ride. Pedestrian and bicycle travel from Warm Springs is circuitous along Warm Springs Road and through Ketchum. Also, the WRT bypasses the River Run Base without a good connection to the River Run Lodge and base facilities.

- o **Improvements:** Construct a natural surface trail between River Run and Warm Springs on the west side of the Big Wood River and construct a new side loop paved, separated pathway to connect to the River Run base.

- **K3 - Pathway Routing Improvements in Downtown**

- o **Current Conditions:** The WRT through west and north Ketchum is circuitous and ambiguous. Connections to downtown and east Ketchum are undefined. The bike path along Sun Valley Road entering downtown makes a sharp **right turn onto 4th** that is easily missed, sending cyclists down a busy road with no bike lanes.

- o **Improvements:** Study alternative routes for the WRT through town to the YMCA and construct a new pathway segment, possibly through the ball field complex. Study alternative routes for the WRT near the church along Sun Valley Road. Clarify bike routes to downtown and east Ketchum with bike improvements and signage.

- **K4 - **Downtown Sidewalks** - Complete Streets**

- o **Existing Conditions:** Many city streets lack sidewalks and bike facilities and adequately serve only motor vehicle circulation and parking. The sidewalk on Main Street does not have adequate clear travel way for pedestrians. **Connecting sidewalks at the Hospital Drive/SH-75 intersection are important for safety.**

- o **Improvements:** Study street configurations, construct missing links in sidewalks, stripe bike lanes or sharrows, designate preferred bike routes and possibly reconfigure parking on city streets. Reduce lanes on Main Street (SH-75) from four lanes to three lanes.

- **K5 - Alternate Routes to Downtown**

- o **Current Condition:** Bicycle access to downtown from the south edge of town at Serenade Drive is undefined and potentially unsafe along State Highway 75.

- o **Improvements:** Improve and designate alternate routes to Downtown via 2nd Avenue and Leadville Avenue and add bike lanes or sharrows where appropriate. Improve bicycle and pedestrian infrastructure along State Highway 75 between Serenade Drive and Gem Street.

- **K6 - Sight Distance Improvements**
  - o **Current Conditions:** Hazardous conditions exist at several intersections along Saddle Road and Warm Springs Road where sight distance to pathway users is impaired.
  - o **Improvements:** Remove or modify obstructions or re-route pathways or roadways to resolve sight line issues.
  
- **K7 - Separated Path Saddle Road to Knob Hill**
  - o **Current Condition:** This route between downtown and Saddle Road currently forces riders to ride along the highway.
  - o **Improvements:** Construct a separated, paved path from Saddle Road to Knob Hill.
  
- **K8 - Warm Springs Road Improvements**
  - o **Current Conditions:** Warm Springs Road is heavily travelled by motorists, cyclists, and pedestrians. A paved, two-way cycle track exists on the north side that has sight line obstructions at some intersections, as well as the inherent safety issues of a two-way cycle track where motorists are not expecting cyclists traveling in the opposite direction of traffic. There are numerous private accesses to adjacent properties.
  - o **Initial Improvements:** Clear sight line obstructions within the right-of-way where possible. Re-align and improve pedestrian crossing at 10th Street.
  - o **Ultimate Improvements:** Re-construct Warm Springs Road as a complete street with bicycle and pedestrian facilities on both sides of the road.
  
- **K9 - Wayfinding**
  - o **Current Conditions:** There is some wayfinding along the WRT, but it is currently inadequate to direct visitors who are unfamiliar with the area. Some of the wayfinding is inaccurate.
  - o **Improvements:** Add signage at street crossings along the WRT indicating street names, correct misleading information on existing signage, and add signage designating preferred pedestrian and bicycle routes to and from Downtown and the WRT.

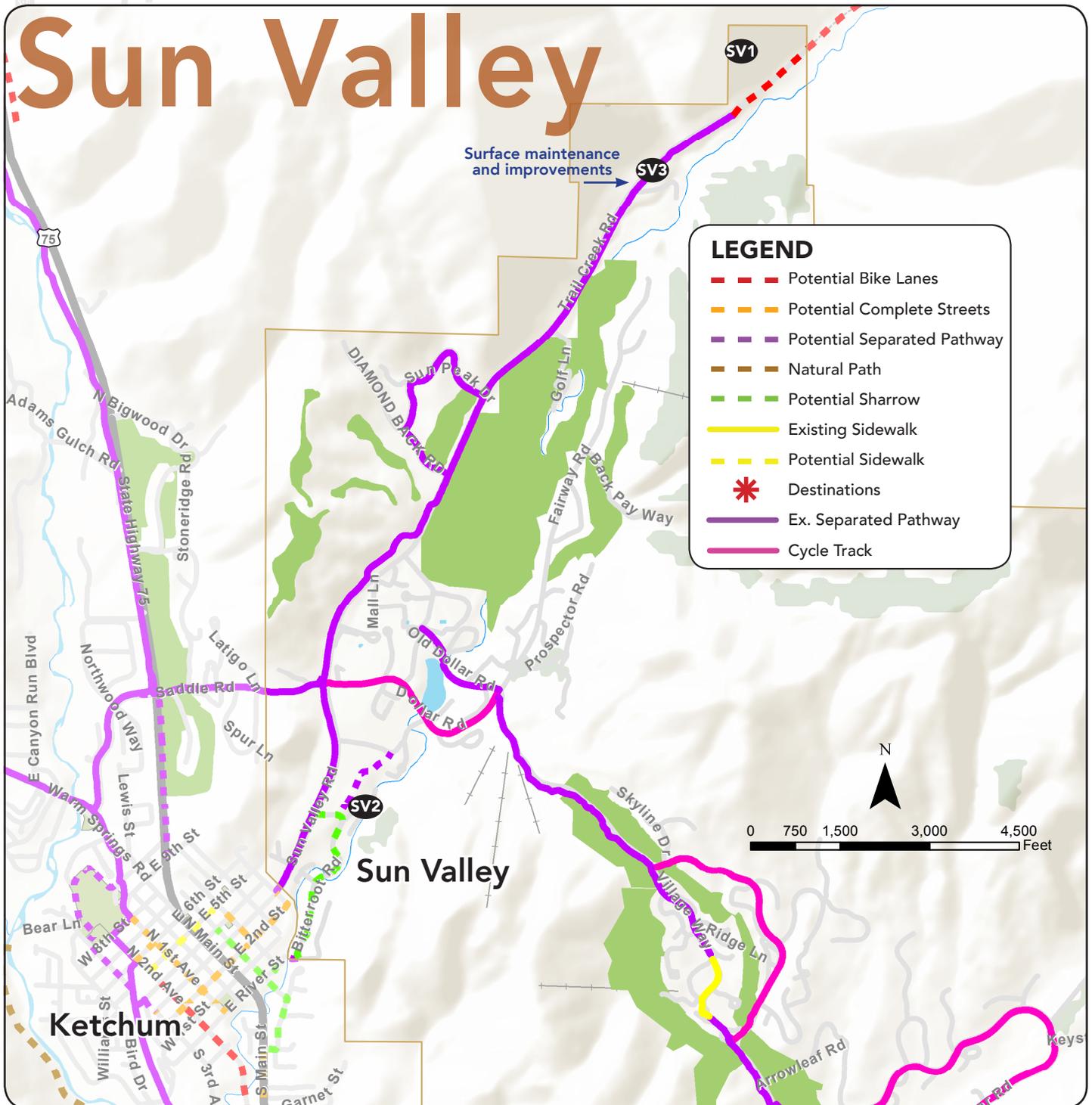
## Sun Valley Area Projects

- **SV1 – Trail Creek Path to Boundary Campground**
  - o **Current Condition:** The separated pathway along Trail Creek Road terminates south of the Boundary Creek Campground which is a popular destination for trail riding.
  - o **Improvements:** Continue the paved, separated path from the end of the existing path to Boundary Creek Campground.
  
- **SV2 - Bitterroot/Gopher Gulch Connection**
  - o **Current Conditions:** No connection exists between Bitterroot Road and Horseman’s Center Road near the Community School. **With a planned middle school addition to the Community School, this connection will become more important.**
  - o **Improvements:** Construct a separated pathway from Bitterroot Road to Horseman’s Center Road to connect to the Community School.

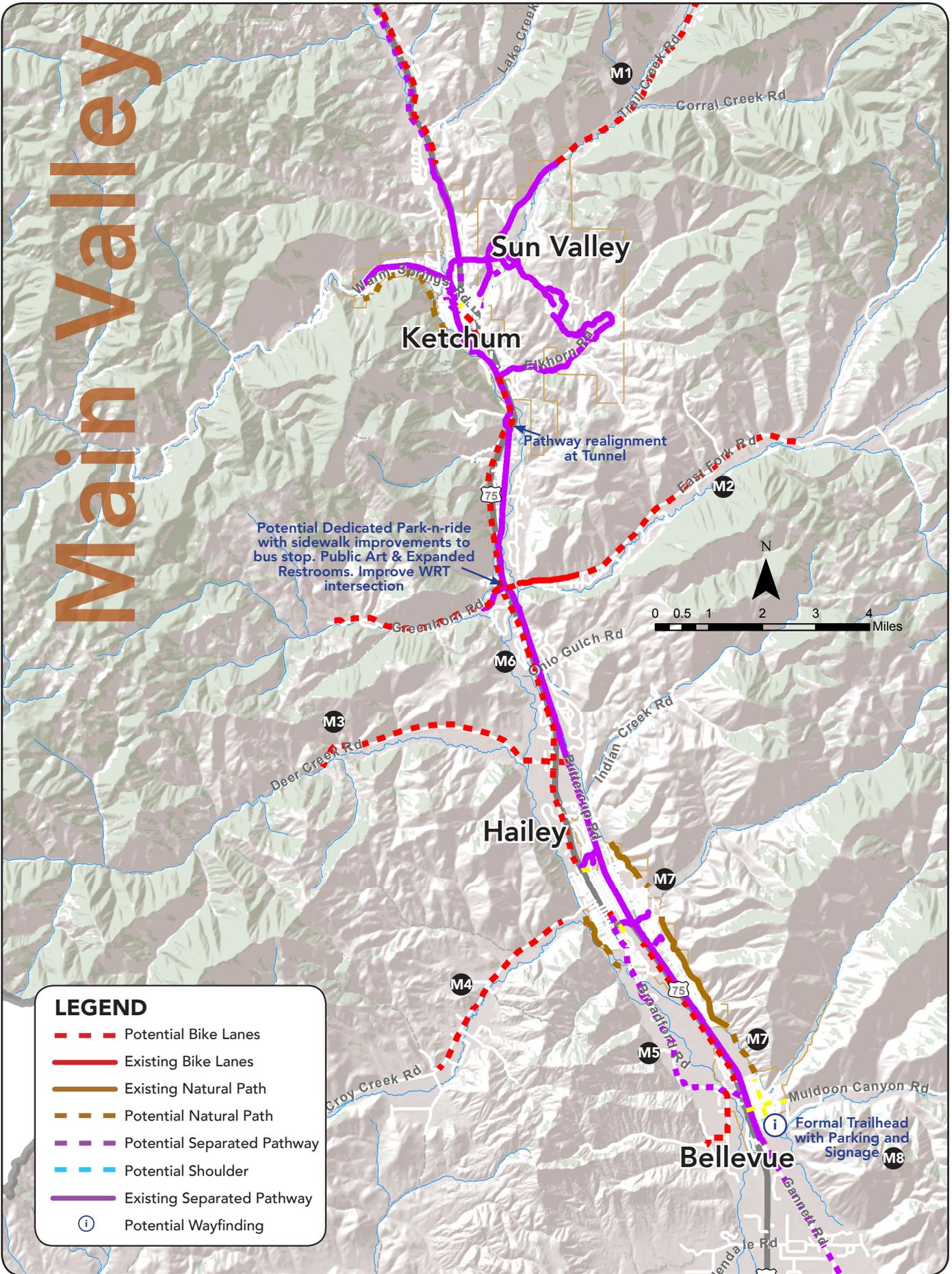
- **SV3 – Trail Creek Path Improvements**

- o **Current Conditions:** The surface of the separated path along Trail Creek Road is in very poor condition with rutting, heaving, and cracking. The poor condition discourages cyclists from using the path and forces them to use the roadway, which does not have an adequate shoulder and causes safety issues.

- o **Improvements:** Reconstruct and improve the surface of the existing separated path along Trail Creek Road.



# Main Valley



**LEGEND**

- - - Potential Bike Lanes
- Existing Bike Lanes
- Existing Natural Path
- - - Potential Natural Path
- - - Potential Separated Pathway
- Existing Separated Pathway
- - - Potential Shoulder
- Existing Shoulder
- (i) Potential Wayfinding

BASE MAP COURTESY OF BLAINE COUNTY GIS



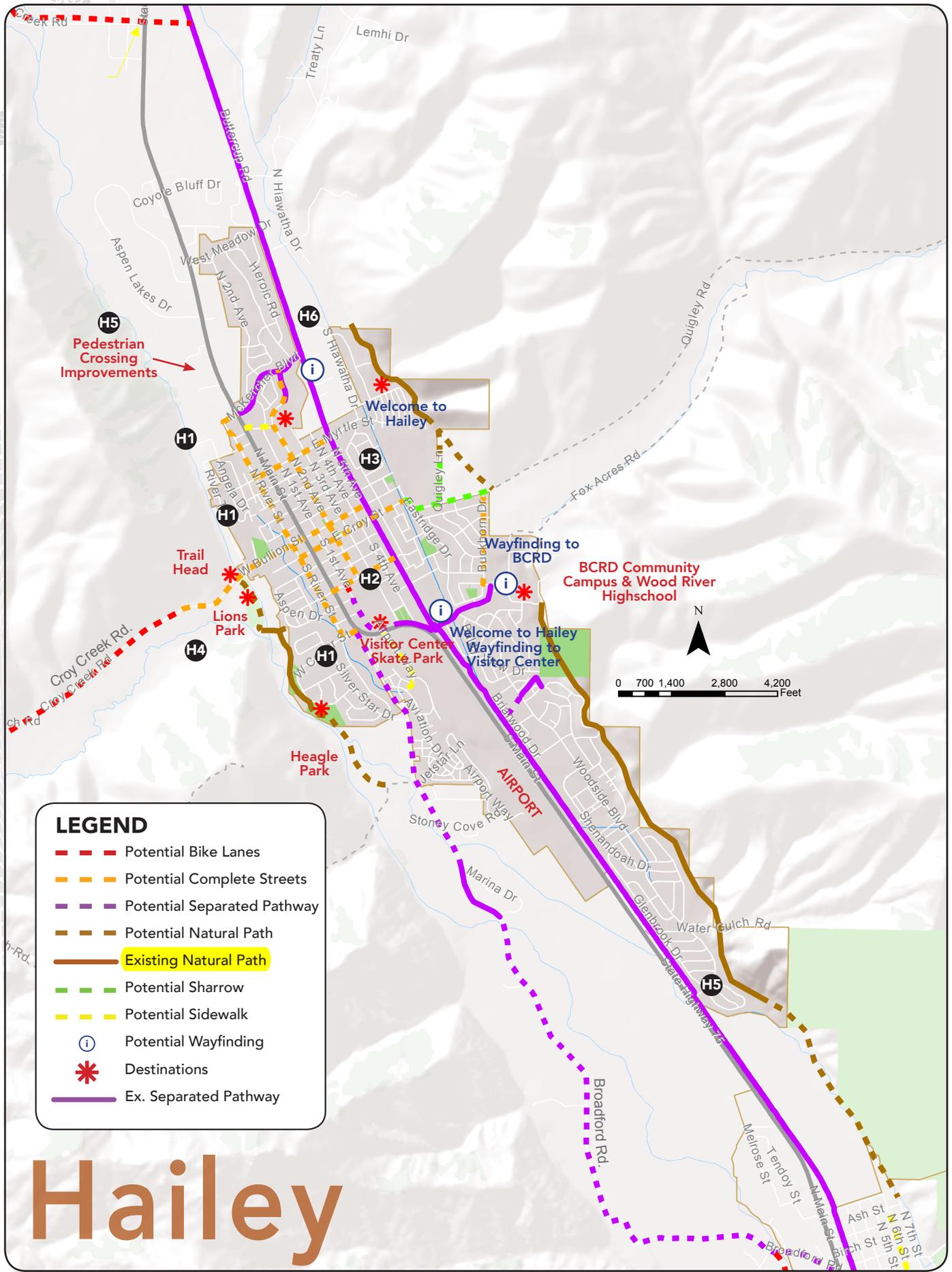
## Main Valley Area Projects

- **M1 - Boundary Campground to base of Trail Creek Pass**
  - o **Current Conditions:** Trail Creek Road to the base of Trail Creek Pass or the end of the pavement from Boundary Creek Campground is narrow. This is a popular road cycling route with regular group rides using this as an out-and-back ride.
  - o **Improvements:** Widen shoulder from Boundary Creek Campground to the base of Trail Creek Pass or the end of the pavement and stripe lane lines. Use recommended surface treatments per chapter 4.2.
- **M2 – East Fork Bike Lanes and Intersection Improvements**
  - o **Current Conditions:** The bike lanes along East Fork Road end a short distance from State Highway 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.
- **M3 – Deer Creek Road Separated Pathway and Underpass**
  - o **Current Conditions:** Deer Creek Road lies on the west side of State Highway 75 and accesses a residential area.
  - o **Improvements:** Connect Deer Creek road to the WRT via a separated path and underpass under State Highway 75. Add bike lanes along Deer Creek to connect to recreational trails.
- **M4 – Croy Creek Road Improvements**
  - o **Current Conditions:** Croy Creek Road connects the City of Hailey to popular recreational trailheads and parks west of town. The road is narrow.
  - o **Initial Improvements:** Re-stripe roadway with narrower travel lanes to create a bike shoulder.
  - o **Ultimate Improvements:** Widen road where required to facilitate continuous bike lanes to trailheads.
- **M5 – 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.
  - 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.

- **M6 – Bike Lanes along SH-75**
  - o **Current Conditions:** State Highway 75 is being reconstructed south of Ketchum and most of the highway has adequate shoulders. 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.
  - o **Improvements:** Designate with painting and signage bike lanes along the highway. Widen the shoulder where necessary to provide the minimum bike lane width. There are some user conflicts between fast and slow riders on the bike path.
  
- **M7 – “Toe of the Hill Trail” connection between Hailey and Bellevue**
  - o **Current Conditions:** A natural surface single track trail exists between Hailey and Bellevue but has some large missing segments.
  - o **Improvements:** Construct missing trail segments to Quigley and Bellevue and improve existing trail where needed.
  
- **M8 – Wayfinding and Amenities**
  - o **Current Conditions:** Limited signage exists along the WRT to orient pathway users to major road crossings and destinations.
  - o **Improvements:** Add signage indicating road names at pathway crossings within cities, “you are here” information, and add signage and maps to popular destinations (cities, recreational amenities, visitor center, etc). Add parking and trail head signage at the ends of the WRT in Bellevue and Hulen Meadow.

## Hailey Area Projects

- **H1 - Roundabouts**
  - o **Current Conditions:** River Street runs parallel to Main Street (State Highway 75) and has a mix of residential and commercial land uses. Pedestrian and bicycle facilities in this area are spotty or non-existent. This corridor has been identified as a potential alternate pedestrian/bike route through town, in lieu of the State Highway.
  - o **Initial Improvements:** Improve sidewalks and delineate bike lanes along River Street.
  - o **Ultimate Improvements:** Construct “neighborhood scale” traffic circles at major intersections along River Street, West Cedar Street, and Silver Star Drive to calm traffic and create a bike boulevard along River Street.
  
- **H2 – Connections to the Visitor Center and Rodeo Park (Skate Park)**
  - o **Current Conditions:** Rodeo Park is a popular destination (especially for kids) but lacks safe connectivity to neighborhoods and the WRT. The new Visitor Center is hard for visitors to find from the WRT.
  - o **Improvements:** Construct separated pathway connections to adjacent neighborhoods to the north and the WRT to the east.
  
- **H3 – Downtown Sidewalks - Complete Streets**
  - o **Current Conditions:** Many streets within Hailey lack sidewalks and bike lanes. Neighborhood street edges are undefined and street parking is arbitrary. Although historic town site sidewalks are a significant asset, the old Hailey area east of the highway lacks stop signs at many intersections posing a safety hazard and sidewalks are very far from the road due to wide right-of-ways.



# Hailey

**LEGEND**

- - - Potential Bike Lanes
- - - Potential Complete Streets
- - - Potential Separated Pathway
- - - Potential Natural Path
- - - Existing Natural Path
- - - Potential Sharrow
- - - Potential Sidewalk
- i Potential Wayfinding
- \* Destinations
- - - Ex. Separated Pathway

o **Initial Improvements:** Install a minimum of two stop or yield signs at all intersections in Hailey east of the highway to increase safety for cyclists, pedestrians, and motorists. Consider placement that allows for one primary north-south thoroughfare and one east-west thoroughfare to minimize the disruption of traffic flow.

o **Ultimate Improvements:** Accommodate pedestrian and bicycle circulation with sidewalks and bike lanes on city streets. Priority Streets include River Street, 2nd Avenue, Airport Way, Aviation Drive, Myrtle Street, Bullion Street, Croy Street, and Elm Street. **Connect walks in old Hailey area and place new walks closer to the road to create a meandering system. Utilize existing sidewalk infrastructure to the greatest extent possible.**

• **H4 – Connections to Trails and Parks**

o **Current conditions:** Abundant public land is adjacent to the City of Hailey and many recreational trailheads and parks are accessible from town. Pedestrian and bicycle connections to some of these amenities are informal and undefined.

o **Improvements:** Improve bicycle and pedestrian infrastructure to adjacent parks and public lands, including Croy Creek Road, Quigley Road, Colorado Gulch, Toe of the Hill Trail, Cutter’s Trail, Lions Park, Heagle Park, and **Hop Porter Park. Improvements include constructing sidewalks and adding bike lanes or bike shoulders.**

• **H5 – Safe Routes to School Improvements**

o **Current Conditions:** Some common walking and biking routes to schools are in need of safety improvements.

o **Improvements:** Implement safety improvements on **Glenbrook Drive to WRT (make connection with separated path), the pedestrian crossing of State Highway 75 near Albertsons (HAWK signal), and Myrtle Street between 2nd Street and the WRT (add sidewalks).**

• **H6 – Wayfinding**

o **Current Conditions:** Limited signage exists along the WRT to orient pathway users to downtown streets and popular destinations.

o **Improvements:** Add signage indicating road names at pathway crossings within Hailey and Bellevue and gateway signage at entrance to cities. Add signage and maps to popular destinations (downtown, parks, schools, recreational amenities, etc).

## South Valley Area Projects

• **S1 – Roundabout at Gannett Road and Sate Highway 75**

o **Current Condition:** This intersection has a sharply angled approach and is confusing, which can cause safety issues for motorists and cyclists.

o **Improvements:** Re-align intersection and construct a roundabout to improve safety and create a gateway into Bellevue.

• **S2 – WRT and Street intersection improvements in Bellevue**

o **Current Condition:** 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.

o **Improvements:** Add better signage and striping, warning motorists of the location of the bike path. Better separation of the bike path from the road with vertical barriers.

- **S3 – 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 **Initial Improvements:** Stripe bike lanes and widen shoulders where necessary. Use road surface and maintenance recommendations from chapter 4.2.

- o **Ultimate 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.

- **S4 – South WRT Terminus and Extension to Carey**

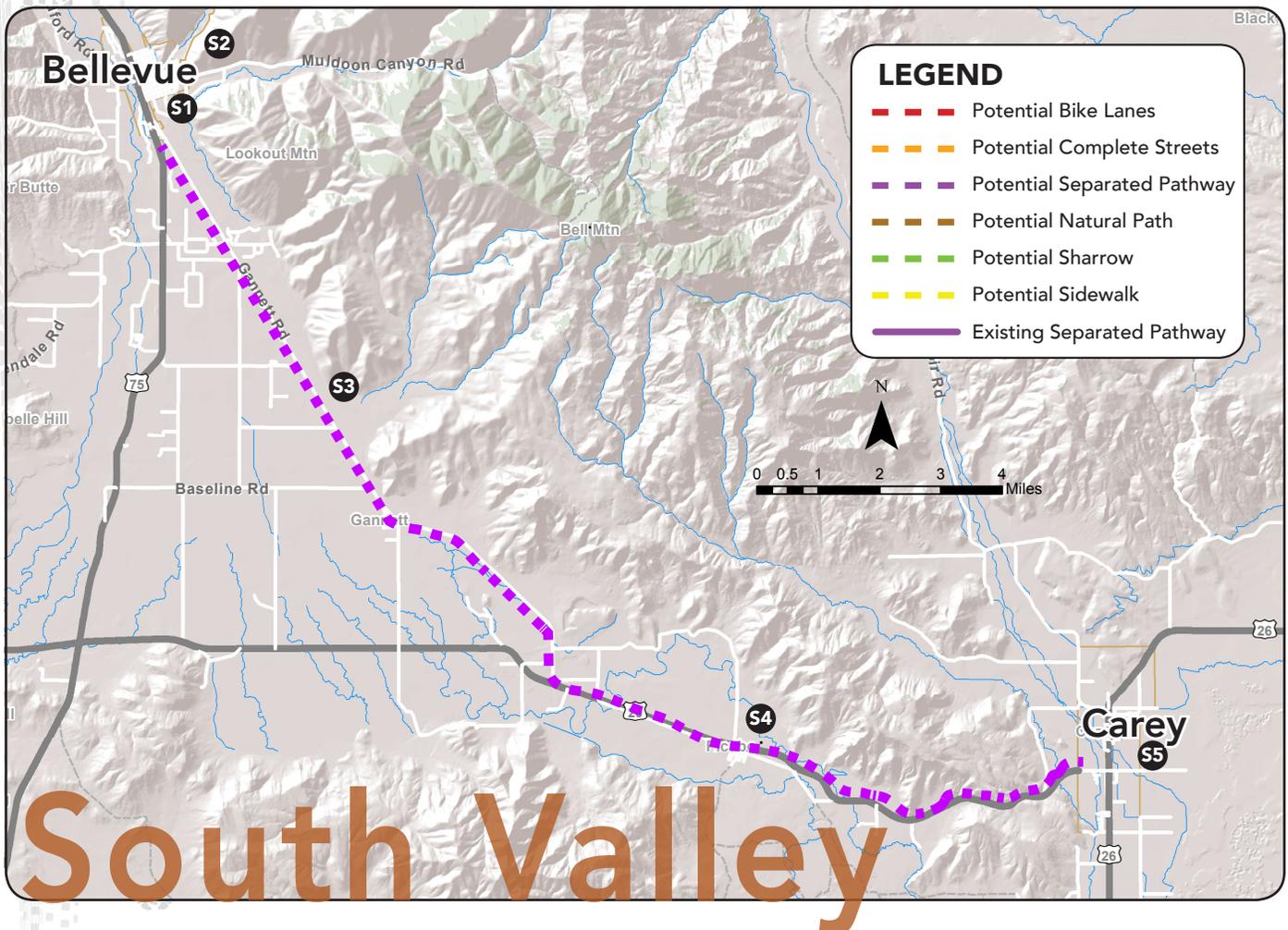
- o **Current Condition:** The WRT ends in Bellevue and there is no connection to the southeastern portion of the county via pathways.

- o **Improvements:** Improve the current terminus of the WRT at Gannett Road to include a parking area and signage. When demand warrants, construct a separated path from the end of Gannett Road to Carey along the north side of the highway.

- **S5 – 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.







## Chapter 6

# MAKING IT HAPPEN

## 6.1 PROJECT PRIORITIZATION

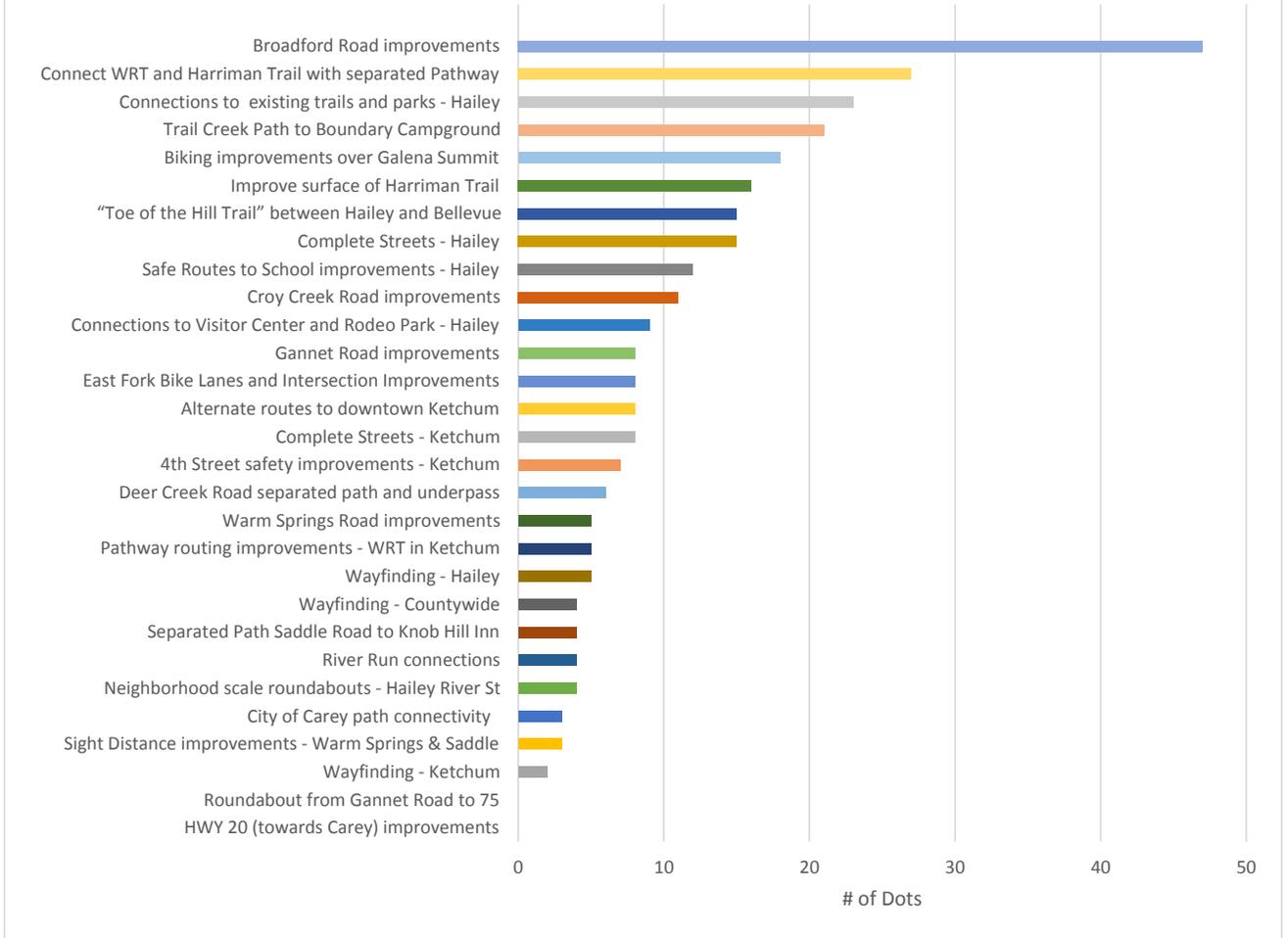
Implementing this Plan would be easy if money were no object and all of the identified projects and recommended programs could be constructed and launched. The reality is that all of the entities that will potentially construct and maintain these facilities have limited budgets. Thus, the following prioritization of projects in conjunction with the implementation strategies outlined in the next section can help guide future development in an orderly and manageable way.

Each project was evaluated with respect to the degree to which it met the vision of this Plan and the benefits associated with the project. Projects were rated on a scale of 1 to 5 according to the following criteria:

- 1. Connecting Missing Links** – Projects were given the highest rating of 5 if they connected important destinations that were highly valued by the community. According to the online survey, the top destinations that should be connected were downtowns (77 percent), schools (63 percent), and trail systems on public lands (53 percent). Less important connections were YMCA/BCRD Campuses (28 percent) and Ski Resorts (17 percent).
- 2. Safety Impacts** – Projects that have the most impact on safety or addressed current safety issues were given the highest rating of 5. Almost all identified projects address some aspect of safety.
- 3. Community Desire** – Projects that were rated as most important by the community were given the highest rating of 5. This was measured by the collective results of the online survey, mobile workshops, and stakeholder meetings, as seen on the following pages.

## Mobile Workshops Results

### Map "dot" Exercise

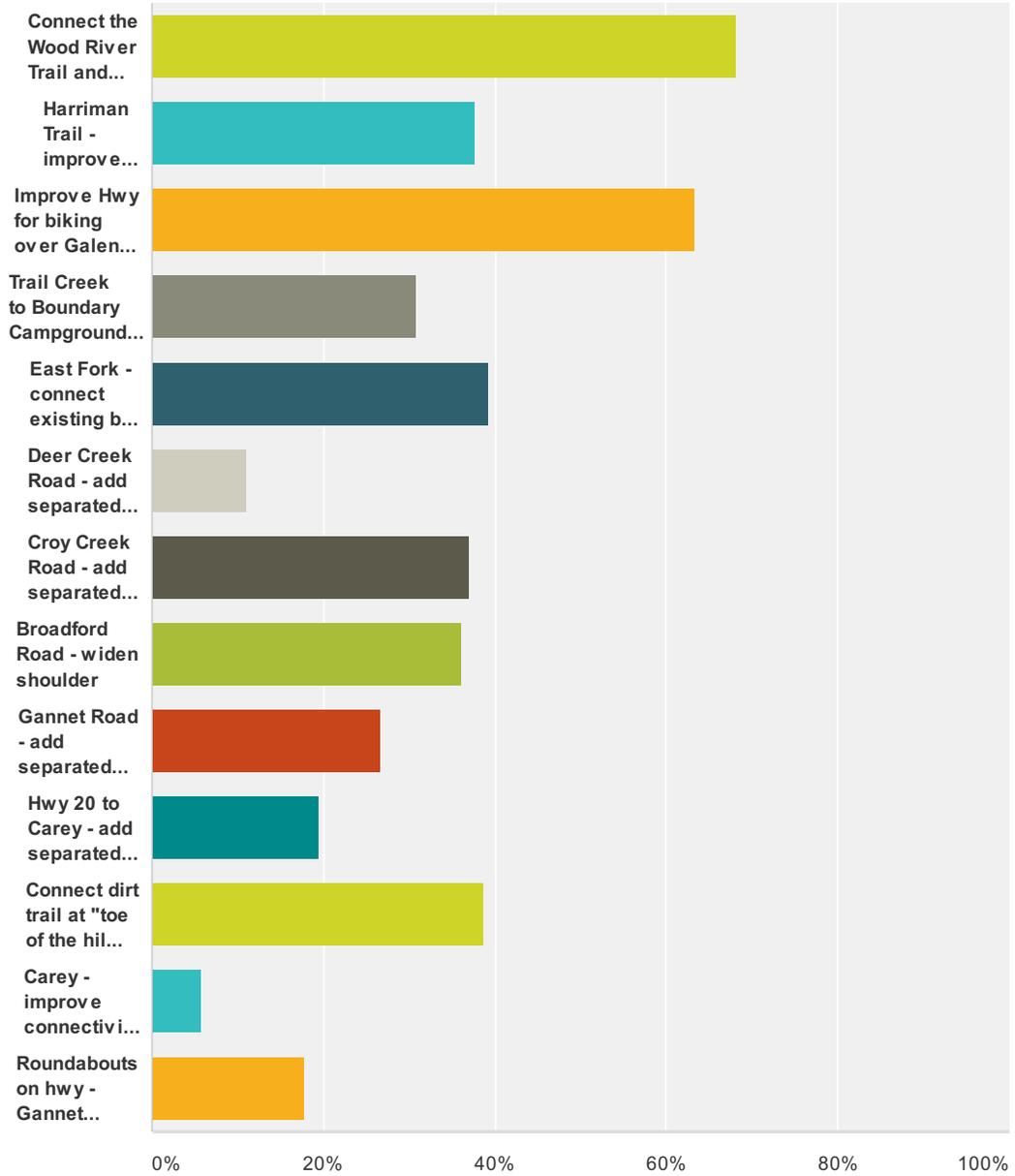




# Online Survey Results

## Q6 What do you feel are the top five (5) most important pathway projects within Blaine County?

Answered: 191 Skipped: 24



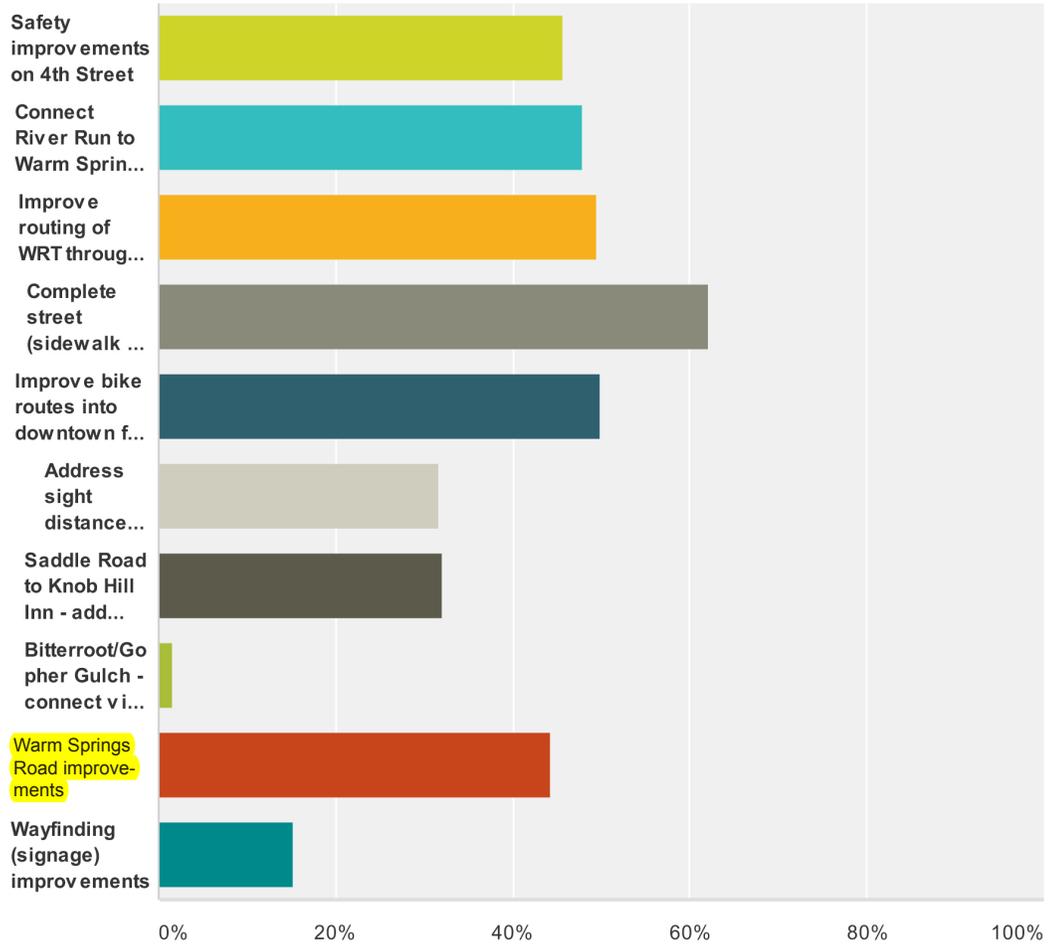
Online survey results



# Online Survey Results

## Q7 What do you feel are the top four (4) most important pathway projects within Ketchum and Sun Valley?

Answered: 190 Skipped: 25

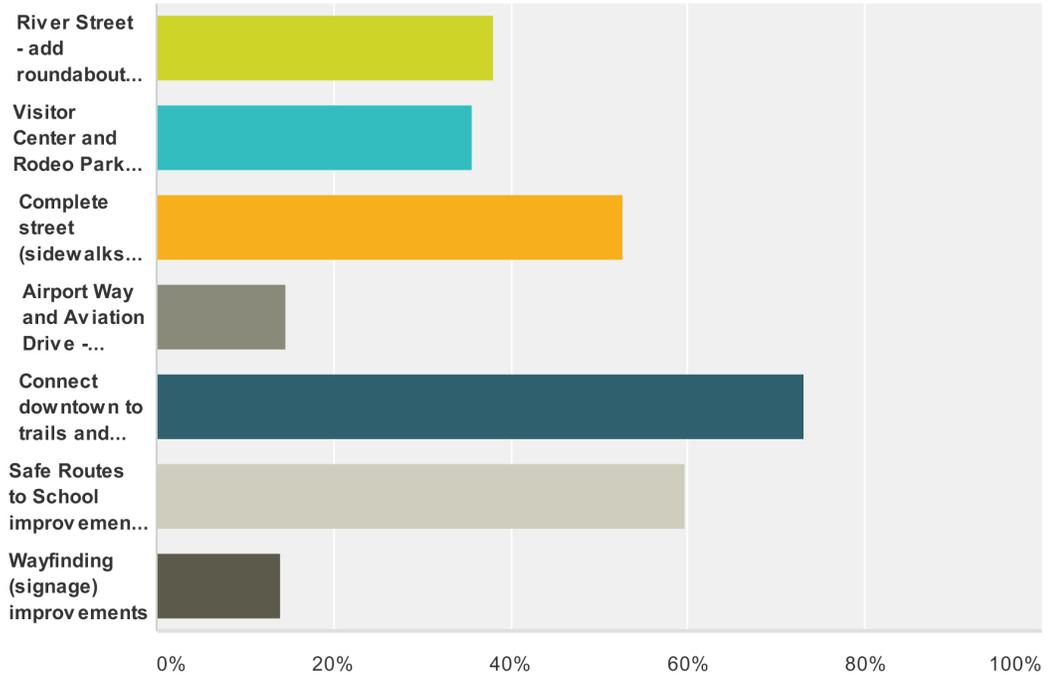




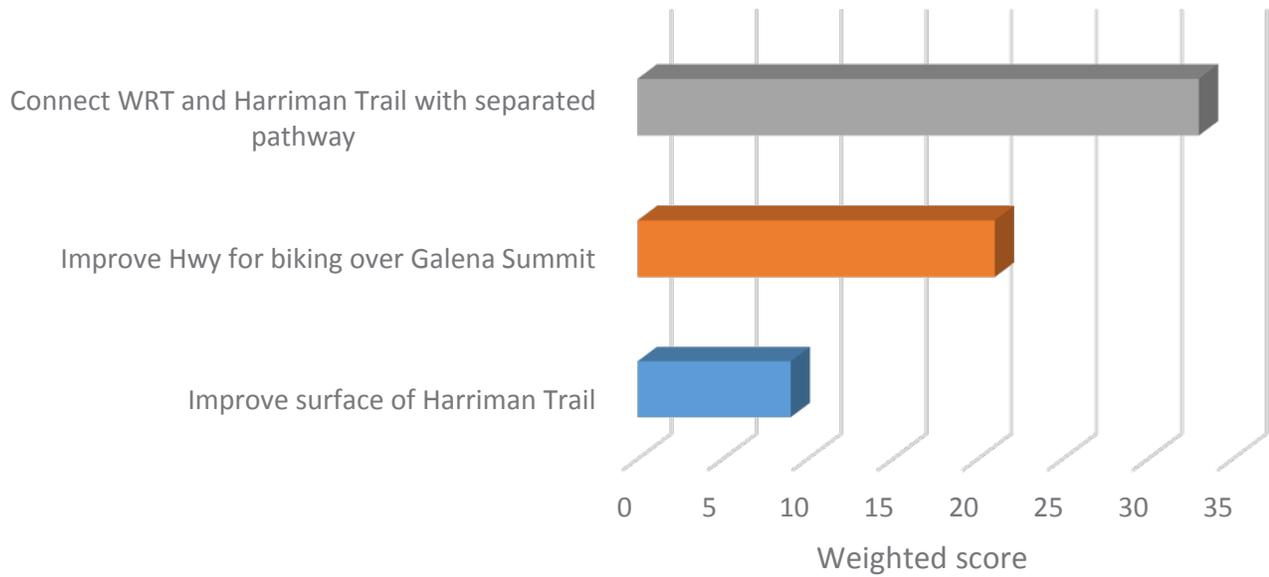
# Online Survey Results

## Q8 What do you feel are the top three (3) most important pathway projects within Hailey?

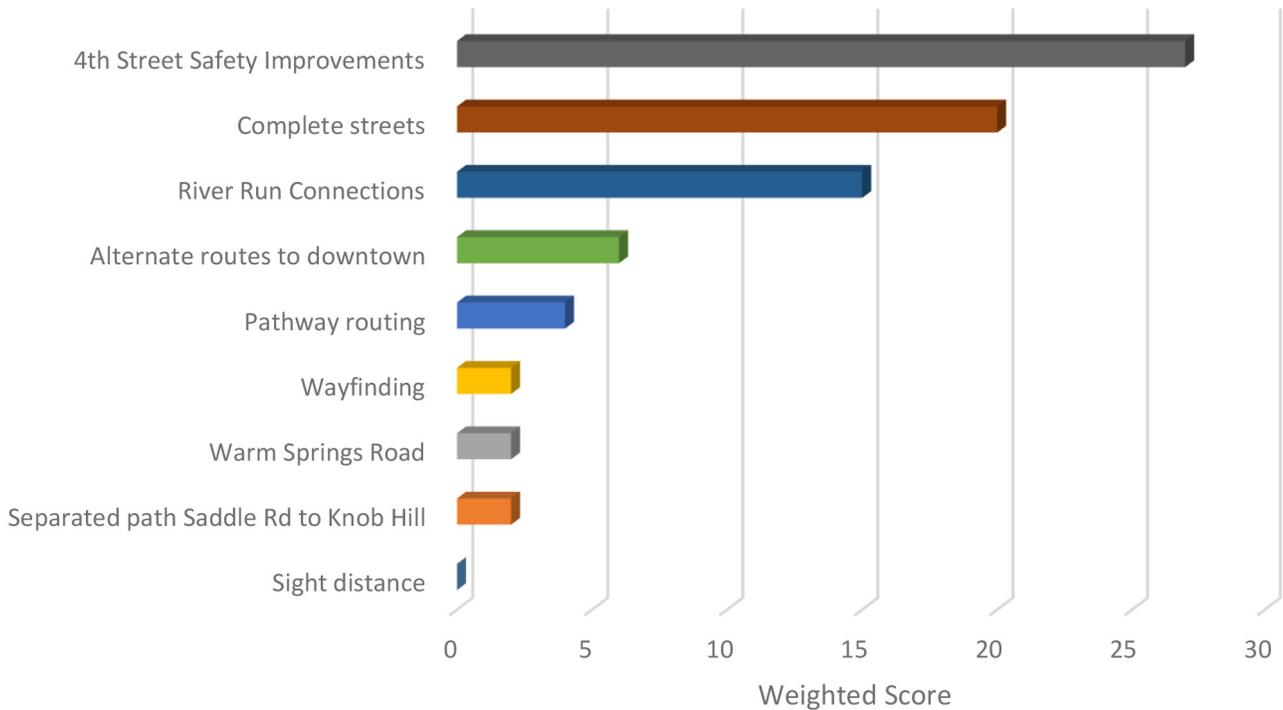
Answered: 171 Skipped: 44



## Bike Advocacy and Shop Owner Meeting Results North Valley Projects

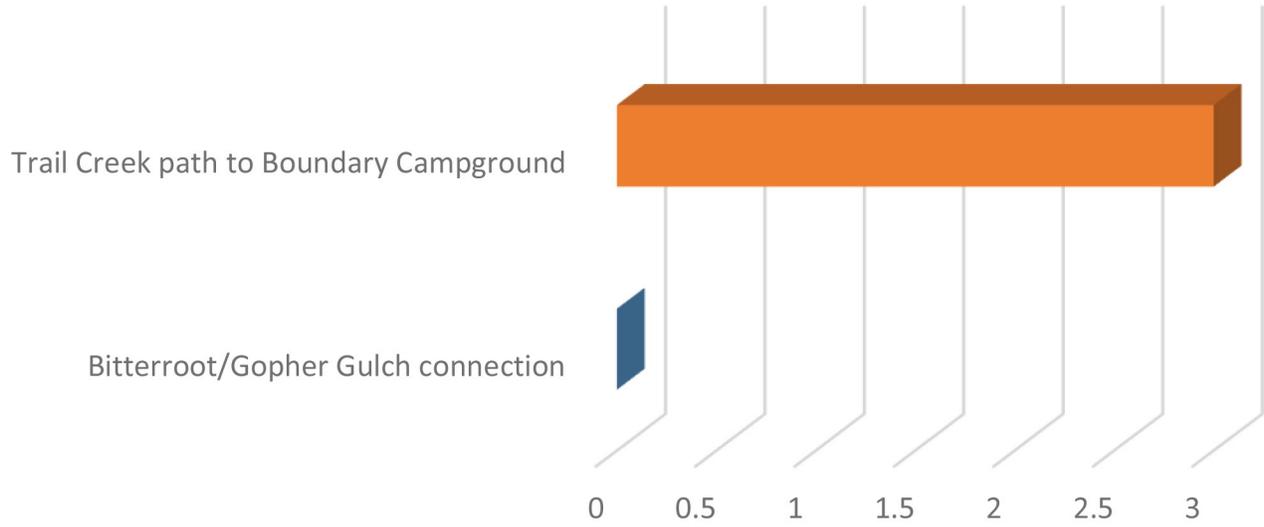


## Bike Advocacy and Shop Owner Meeting Results Ketchum Projects

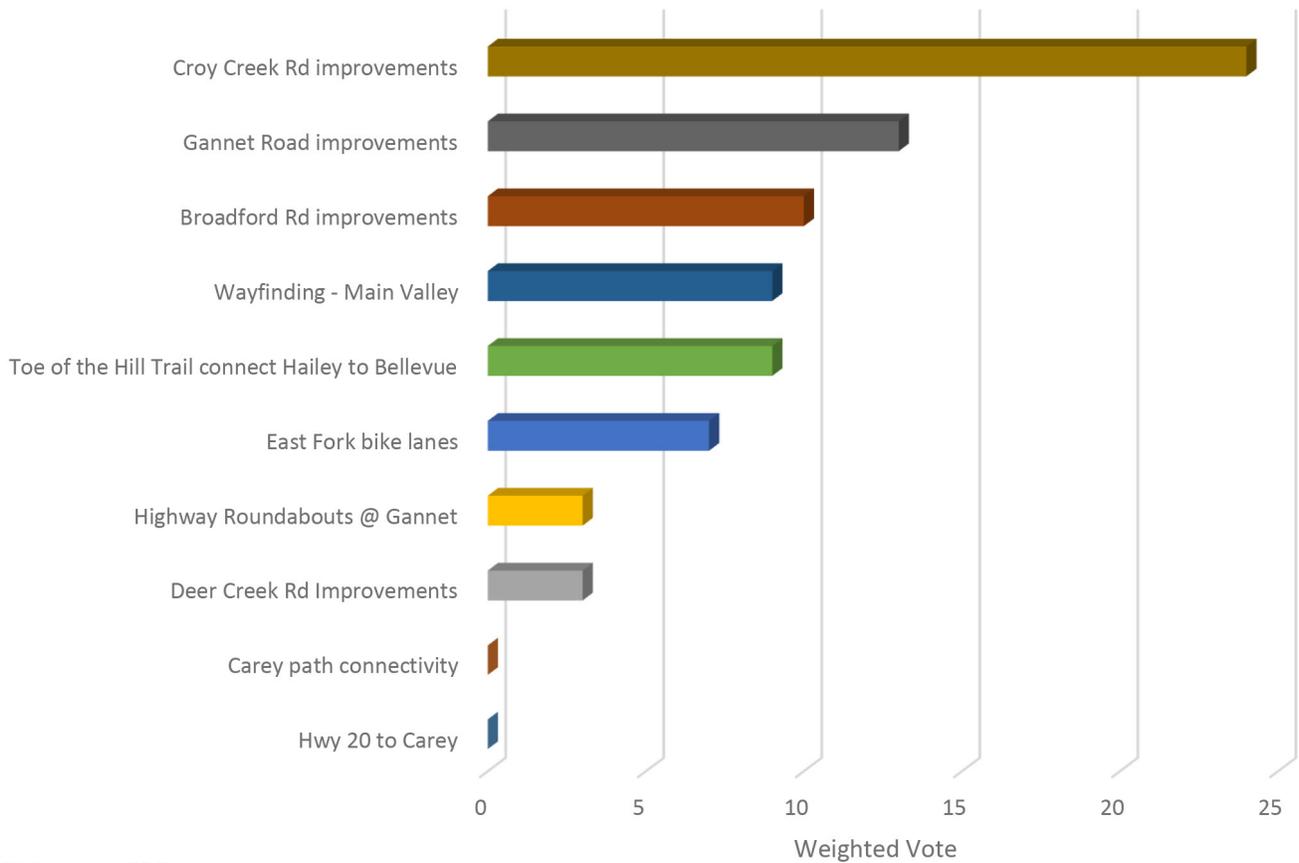




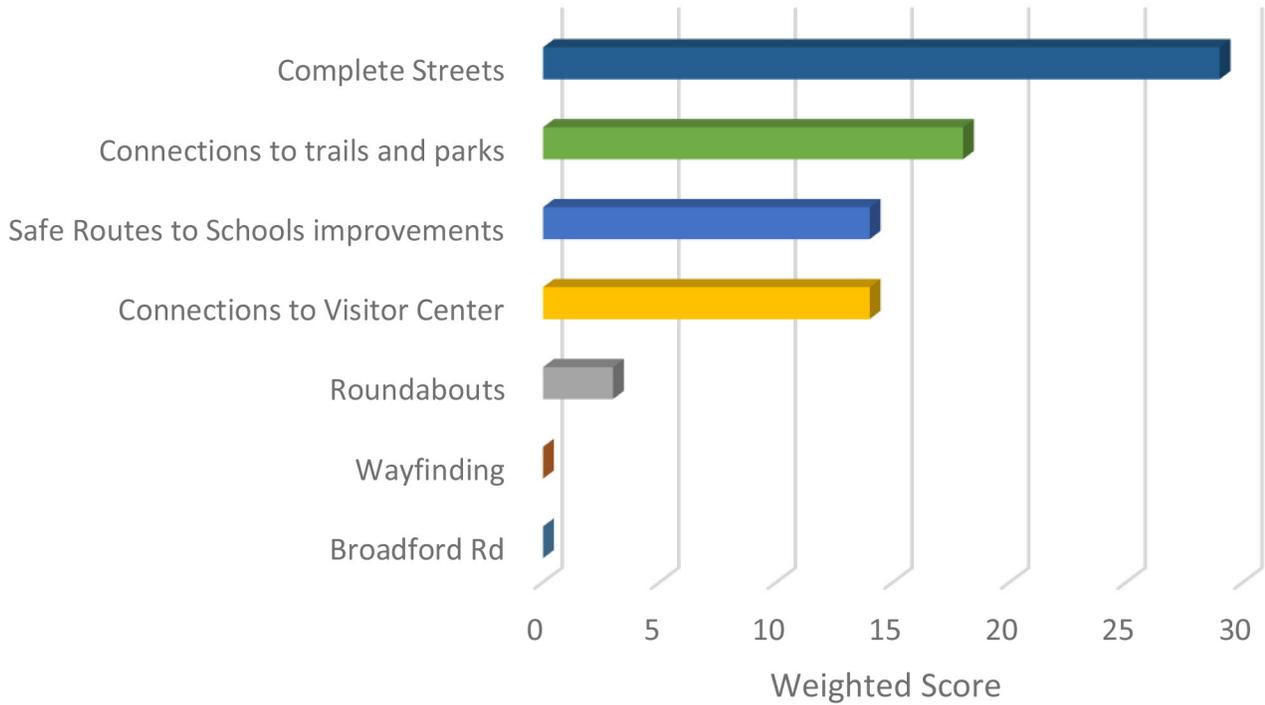
## Bike Advocacy and Shop Owner Meeting Results Sun Valley Projects



## Bike Advocacy and Shop Owner Meeting Results Main Valley Projects



## Bike Advocacy and Shop Owner Meeting Results Hailey Projects

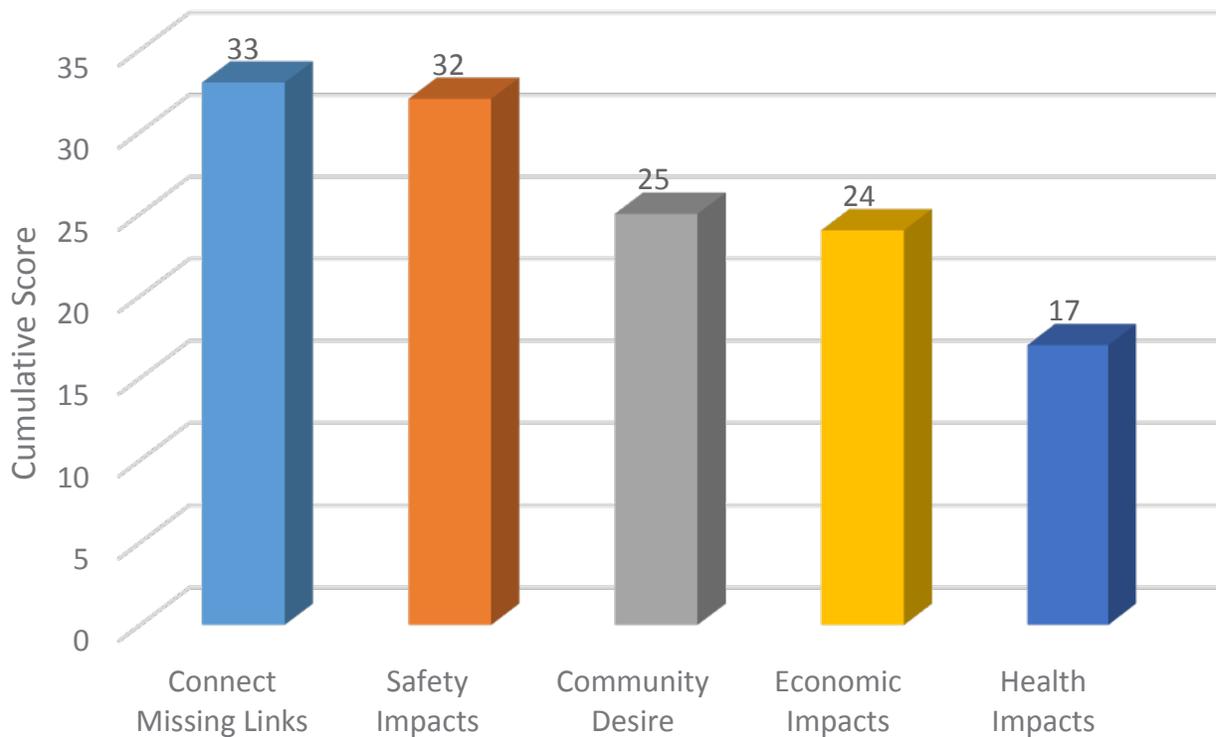


**4. Economic Impacts** – Most all projects have some economic impact, but those that have more direct economic impact with respect to tourism or local business economy were given higher ratings.

**5. Health Impacts** – Projects that directly address the recommended high priority areas from the 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 area, and connections with economic centers in Bellevue/Carey.

These five criteria were also lightly weighted according to the results of the “prioritization criteria ranking” exercise that was conducted with the Government and Resort Group Stakeholder Meeting during the Community Workshop.

# Government and Resort Meeting Prioritization Criteria Ranking Results



The sum of all of the weighted ratings determined the final score for the project, and the maximum final score is 100. Although assigning a score from 1 to 5 for each project can be somewhat subjective, this method gives a general idea of the overall impact and benefit of the project to the community.

Relative cost and complexity of each project was also rated on a scale of 1 to 5. Although a project may be costly or difficult, it may still be worthy of implementation if the needs and benefits are great. Factors that were considered in the difficulty ranking included the need to acquire right-of-ways, easements, or property; the number of jurisdictions or property owners involved; and physical limitations such as extreme topography, wetlands, or stream crossings.

The following tables show the identified projects, priority ranking, relative cost, and relative complexity.

## PROJECT PRIORITIZATION MATRIX

	PROJECT ID	PROJECT NAME	CONNECTS MISSING LINKS	SAFETY IMPACTS	COMMUNITY DESIRE	ECONOMIC IMPACTS	HEALTH IMPACTS	OVERALL PRIORITY SCORE
		weighting factor	4.7	4.7	3.75	3.75	3	
<b>NORTH VALLEY</b>	<b>N1</b>	Connect WRT to Harriman Trail with Separated Pathway	5	4	5	5	3	<b>89</b>
	<b>N2</b>	Improve Surface of Harriman Trail	1	3	4	3	4	<b>57</b>
	<b>N3</b>	Biking Improvements over Galena Summit	1	4	5	4	3	<b>66</b>
	<b>N4</b>	Improvements around Galena Lodge	1	5	3	5	4	<b>70</b>
<b>KETCHUM AREA</b>	<b>K1</b>	4th Street Safety Improvements	3	5	5	5	4	<b>87</b>
	<b>K2</b>	River Run Connections	2	1	4	4	3	<b>53</b>
	<b>K3</b>	Pathway Routing Improvements in Downtown	5	5	4	4	3	<b>86</b>
	<b>K4</b>	Ketchum Downtown Sidewalks/Complete Streets	5	4	5	5	4	<b>92</b>
	<b>K5</b>	Alternate Routes to Downtown	5	3	4	3	3	<b>73</b>
	<b>K6</b>	Site Distance Improvements	1	5	3	2	4	<b>59</b>
	<b>K7</b>	Separated Path Saddle Road to Knob Hill Inn	5	3	3	2	3	<b>65</b>
	<b>K8</b>	Warm Springs Road Improvements	3	5	2	2	3	<b>62</b>
	<b>K9</b>	Wayfinding	3	3	2	2	3	<b>52</b>
<b>SUN VALLEY AREA</b>	<b>SV1</b>	Trail Creek Path to Boundary Campground	3	4	4	3	3	<b>68</b>
	<b>SV2</b>	Bitterroot/Gopher Gulch Connection	2	1	1	1	3	<b>31</b>
	<b>SV3</b>	Trail Creek Path Surface Improvements	3	4	5	5	3	<b>79</b>
<b>MAIN VALLEY</b>	<b>M1</b>	Boundary Campground to base of Trail Creek Pass	1	3	4	2	3	<b>50</b>
	<b>M2</b>	East Fork Bike Lanes and Intersection Improvements	1	4	4	1	3	<b>51</b>
	<b>M3</b>	Deer Creek Road Improvements	3	2	3	3	3	<b>55</b>
	<b>M4</b>	Croy Creek Road Improvements	3	4	5	4	3	<b>76</b>
	<b>M5</b>	Broadford Road Improvements	3	4	5	3	3	<b>72</b>
	<b>M6</b>	Bike Lanes along SH-75	3	3	2	2	3	<b>52</b>
	<b>M7</b>	"Toe of the Hill" connection Hailey and Bellevue	3	1	4	3	3	<b>54</b>
	<b>M8</b>	Wayfinding	3	3	2	2	3	<b>52</b>
<b>HAILEY AREA</b>	<b>H1</b>	River Street roundabouts	3	4	3	5	3	<b>72</b>
	<b>H2</b>	Connections to the Visitor's Center and Skate Park	5	4	3	5	3	<b>81</b>
	<b>H3</b>	Hailey Downtown Sidewalks/Complete Streets	5	4	5	5	4	<b>92</b>
	<b>H4</b>	Connections to Trails and Parks	3	3	5	3	5	<b>73</b>
	<b>H5</b>	Safe Routes to School Improvements	4	5	5	3	5	<b>87</b>
	<b>H6</b>	Wayfinding	3	3	2	2	3	<b>52</b>
<b>SOUTH VALLEY AREA</b>	<b>S1</b>	Roundabout at Gannett Road and SH-75	2	3	3	2	3	<b>51</b>
	<b>S2</b>	WRT and Street intersection improvements in Bellevue	3	4	1	3	5	<b>63</b>
	<b>S3</b>	Gannett Road Improvements	2	3	4	2	3	<b>55</b>
	<b>S4</b>	SH-20 Pathway Improvements to Carey	2	2	3	2	3	<b>47</b>
	<b>S5</b>	City of Carey Pathway Connectivity	5	3	2	3	5	<b>71</b>

## PROJECT DIFFICULTY RATING

	PROJECT ID	PROJECT NAME	RELATIVE COST	RELATIVE COMPLEXITY	OVERALL DIFFICULTY SCORE
<b>NORTH VALLEY</b>	<b>N1</b>	Connect WRT to Harriman Trail with Separated Pathway	5	5	<b>10</b>
	<b>N2</b>	Improve Surface of Harriman Trail	3	3	<b>6</b>
	<b>N3</b>	Biking Improvements over Galena Summit	5	3	<b>8</b>
	<b>N4</b>	Improvements around Galena Lodge	3	4	<b>7</b>
<b>KETCHUM AREA</b>	<b>K1</b>	4th Street Safety Improvements	4	5	<b>9</b>
	<b>K2</b>	River Run Connections	1	2	<b>3</b>
	<b>K3</b>	Pathway Routing Improvements in Downtown	3	4	<b>7</b>
	<b>K4</b>	Complete Streets	4	4	<b>8</b>
	<b>K5</b>	Alternate Routes to Downtown	3	2	<b>5</b>
	<b>K6</b>	Site Distance Improvements	4	3	<b>7</b>
	<b>K7</b>	Separated Path Saddle Road to Knob Hill Inn	3	4	<b>7</b>
	<b>K8</b>	Warm Springs Road Improvements	4	2	<b>6</b>
	<b>K9</b>	Wayfinding	1	2	<b>3</b>
<b>SUN VALLEY AREA</b>	<b>SV1</b>	Trail Creek Path to Boundary Campground	3	2	<b>5</b>
	<b>SV2</b>	Bitterroot/Gopher Gulch Connection	2	4	<b>6</b>
	<b>SV3</b>	Trail Creek Path Surface Improvements	3	3	<b>6</b>
<b>MAIN VALLEY</b>	<b>M1</b>	Boundary Campground to base of Trail Creek Pass	4	4	<b>8</b>
	<b>M2</b>	East Fork Bike Lanes and Intersection Improvements	4	4	<b>8</b>
	<b>M3</b>	Deer Creek Road Separated Path and Underpass	4	4	<b>8</b>
	<b>M4</b>	Croy Creek Road Improvements	3	4	<b>7</b>
	<b>M5</b>	Broadford Road Improvements	4	4	<b>8</b>
	<b>M6</b>	Bike Lanes along SH-75	1	5	<b>6</b>
	<b>M7</b>	"Toe of the Hill" connection Hailey and Bellevue	2	5	<b>7</b>
	<b>M8</b>	Wayfinding	1	2	<b>3</b>
<b>HAILEY AREA</b>	<b>H1</b>	Roundabouts	5	5	<b>10</b>
	<b>H2</b>	Connections to the Visitor's Center and Skate Park	3	4	<b>7</b>
	<b>H3</b>	Complete Streets	4	4	<b>8</b>
	<b>H4</b>	Connections to Trails and Parks	3	4	<b>7</b>
	<b>H5</b>	Safe Routes to School Improvements	2	2	<b>4</b>
	<b>H6</b>	Wayfinding	1	2	<b>3</b>
<b>SOUTH VALLEY AREA</b>	<b>S1</b>	Roundabout at Gannett Road and SH-75	4	5	<b>9</b>
	<b>S2</b>	WRT and Street intersection improvements in Bellevue	3	4	<b>7</b>
	<b>S3</b>	Gannett Road Improvements	4	3	<b>7</b>
	<b>S4</b>	SH-20 Pathway Improvements to Carey	4	5	<b>9</b>
	<b>S5</b>	City of Carey Pathway Connectivity	3	2	<b>5</b>

## 6.2 IMPLEMENTATION STRATEGIES

What is more important than the Plan itself, is whether or not it can and does get implemented. There was a lot of momentum behind creating this Master Plan, and the hope is that this continues into the future. Strategies that should be used to help implement this Plan include building organizational capacity, achieving small victories early, and doing the homework required to further investigate project feasibility.

### Build Organizational Capacity

In order to capitalize on the benefits of coordinated and collaborative efforts between the municipalities and organizations within Blaine County, it is recommended that a group or committee that is dedicated to overseeing the implementation of this Plan be formed. This could be an extension of the existing working group for this Plan or a sub-committee of the existing regional transportation committee. At a minimum, it should include representatives from Blaine County, Ketchum, Sun Valley, Hailey, Bellevue, Carey, Blaine County Recreation District, and Mountain Rides. Representatives from local advocacy groups, state organizations, and other interested citizens could also be included.

#### Resources that could be shared between organizations through group collaboration include:

**Human Resources** – As projects are implemented, one organization can take the lead with support from the others. This frees up staff time in the supporting organizations allowing them to possibly take the lead on other projects.



Working group kick-off meeting.

**Physical and Material Resources** – Land and/or equipment could be purchased and shared between organizations. An example given during the Community Workshop was a street sweeper currently owned by BCRD that could be used by the county to maintain gravel-free riding surfaces on county roads.

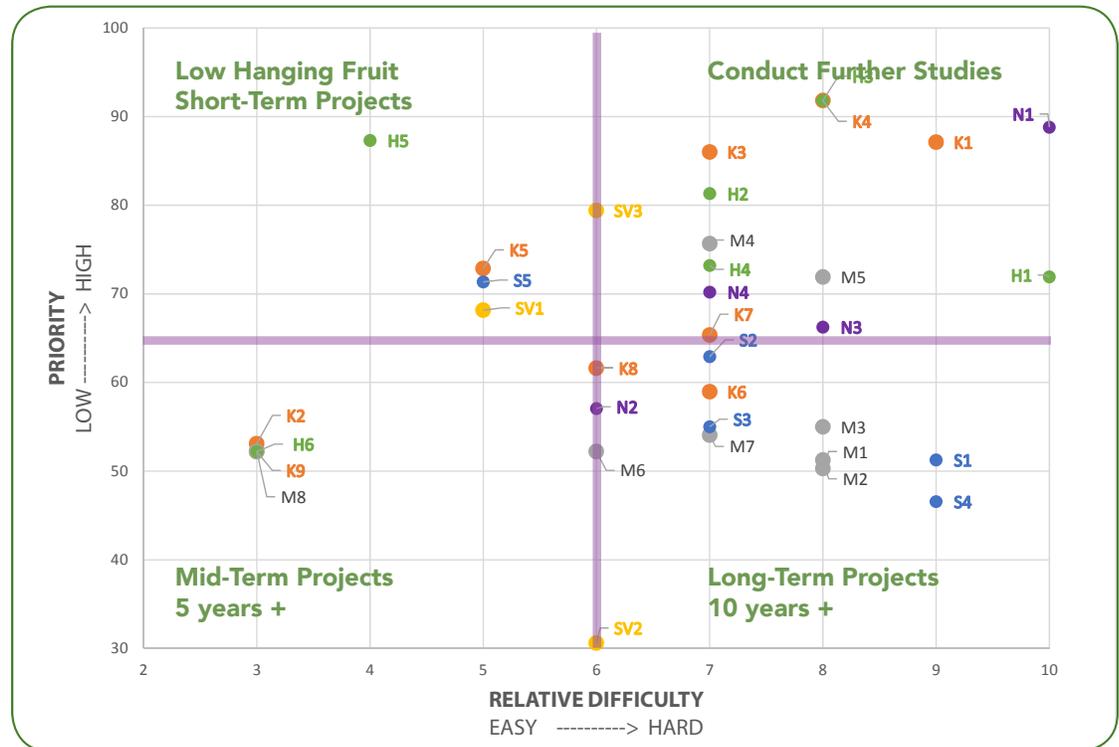
**Financial Resources** – Several organizations can come together to fund projects and apply for grants. This helps leverage funds, and projects with broad support are often more likely to receive grant funding.

**Information and Intellectual Resources** – Information with respect to bicycle and pedestrian facilities is collated within this Master Plan, but there is likely additional information, skills, or technologies that could be shared between organizations to help make things happen.

## Achieve Small Victories Early

It is easy to become overwhelmed by the amount of work implementing a comprehensive bicycle and pedestrian plan can take. Focusing on high priority but relatively easy to construct projects early in the process helps to keep energy levels high and momentum behind the Plan.

The following figure presents the information in the prioritization matrix in a graphical form. The horizontal axis represents relative ease for project implementation and the vertical axis represents relative project priority. The ease of implementation takes into account the relative costs and relative difficulty ratings shown in the priority matrix.



Projects that land in the upper left quadrant are considered the “low hanging fruit”—projects that are high priority and are easy to implement. These projects should be the initial focus with targeted completion of selected projects within three years. Projects include:

- A comprehensive wayfinding plan. This plan should include sign placement details, as well as designs for bike, pedestrian, and auto oriented signs that are coordinated among the jurisdictions.
- Improvements to the surface of the separated path along Trail Creek Road in Sun Valley.
- Extending the path along Trail Creek to Boundary Campground.
- Safe routes to school improvements in Hailey, especially connecting the Glenbrook Drive path to the WRT.
- Pathway connectivity in the City of Carey.

## Doing the Homework

It is not enough to simply focus on a few easy but impactful projects while putting the rest of the projects on the shelf. The next strategy is to complete detailed studies that are needed to get other high priority projects off the ground.

Projects that land in the upper right quadrant of the graph are high priority projects that are relatively difficult to complete and warrant further in-depth studies. Examples include:

### County or Countywide Projects:

- Concept Plan and Feasibility Study for adding a separated path along Broadford Road from Hailey to Bellevue.
- Concept Plan and Feasibility Study for connecting the WRT and Harriman Trails.
- Concept Plan and Feasibility Study for extending bike lanes and separated paths over Galena Summit.
- ITD Coordination for pedestrian safety improvements around Galena Lodge.

### Ketchum Projects:

- Concept Plan and Feasibility Study for Ketchum 4th Street Pedestrian Corridor safety improvements.
- Update to the Ketchum Main Street Traffic Study with current population and development projections to evaluate the feasibility of a road diet on Main Street.
- Concept Plan and Feasibility Study for Rerouting WRT through Ketchum.
- Complete Streets Improvement Plan.

### Hailey Projects:

- Concept Plan and Feasibility Study for connecting the WRT and the Visitor Center in Hailey.
- Complete Street Improvement Plan—including sidewalk inventory and cost analysis of priority connections.



Additional elements of this Plan that could not be funded initially, but that should also be completed, include:

- Conceptual cost estimates, possible funding options, and responsibility parties for identified projects
- Recommended policies and procedures
- Education and safety programs

*A feasibility study should be completed for rerouting the WRT through Ketchum.*



## 6.3 HIA RECOMMENDATIONS

Recommendations from the Health Impact Assessment to enhance the suggested Plan range from design elements to programmatic improvements. As the Plan is implemented over time, residents and visitors will change their behaviors in numerous ways that will need to be understood and studied to determine appropriate actions. If more people walk for example, more crossings at intersections will take place, which means additional pedestrian/motorist interactions. Does that translate into additional crashes, fewer vehicles on local streets, or does “failure to yield” by drivers increase? It is this action and reaction result that will need to be monitored. Plan recommendations or monitoring steps are as follows:

### Monitor:

- o Usage at key locations within communities for on-road pedestrian and bicyclist facilities and at trailheads 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.
- o Work with St. Luke’s Hospital Group and other stakeholders to conduct regular intercept surveys of trail users to identify key health conditions and comfort using the system
- o Investment levels (by dollars/capita) for active transportation projects and programs
- o Community mental stress levels
- o Obesity rates amongst all population segments
- o Air quality changes and impacts
- o Ambient noise levels, specifically along major corridors
- o Car parking demand to determine if development regulations can be adjusted accordingly
- o Asthma rates amongst all population segments
- o Property values along major active transportation routes and downtown cores
- o Walking/biking customer proportion at local businesses
- o Walking/biking rates of school children to area school and recreation facilities
- o Use at fitness sites among walkers and bicyclists
- o Household transportation costs post Plan implementation

### Recommendations:

- o Insert additional bicycle and pedestrian awareness into drivers education
- o Ensure bicycle parking is available at community events like farmers’ markets
- o Ensure that all busses and major bus stops are outfitted with bike racks
- o Host annual bike rodeos at every elementary school in Plan area
- o Use symbol-based signage in areas with higher Spanish speaking populations
- o Explore a Silver Wheels program for area senior citizens

# REFERENCES

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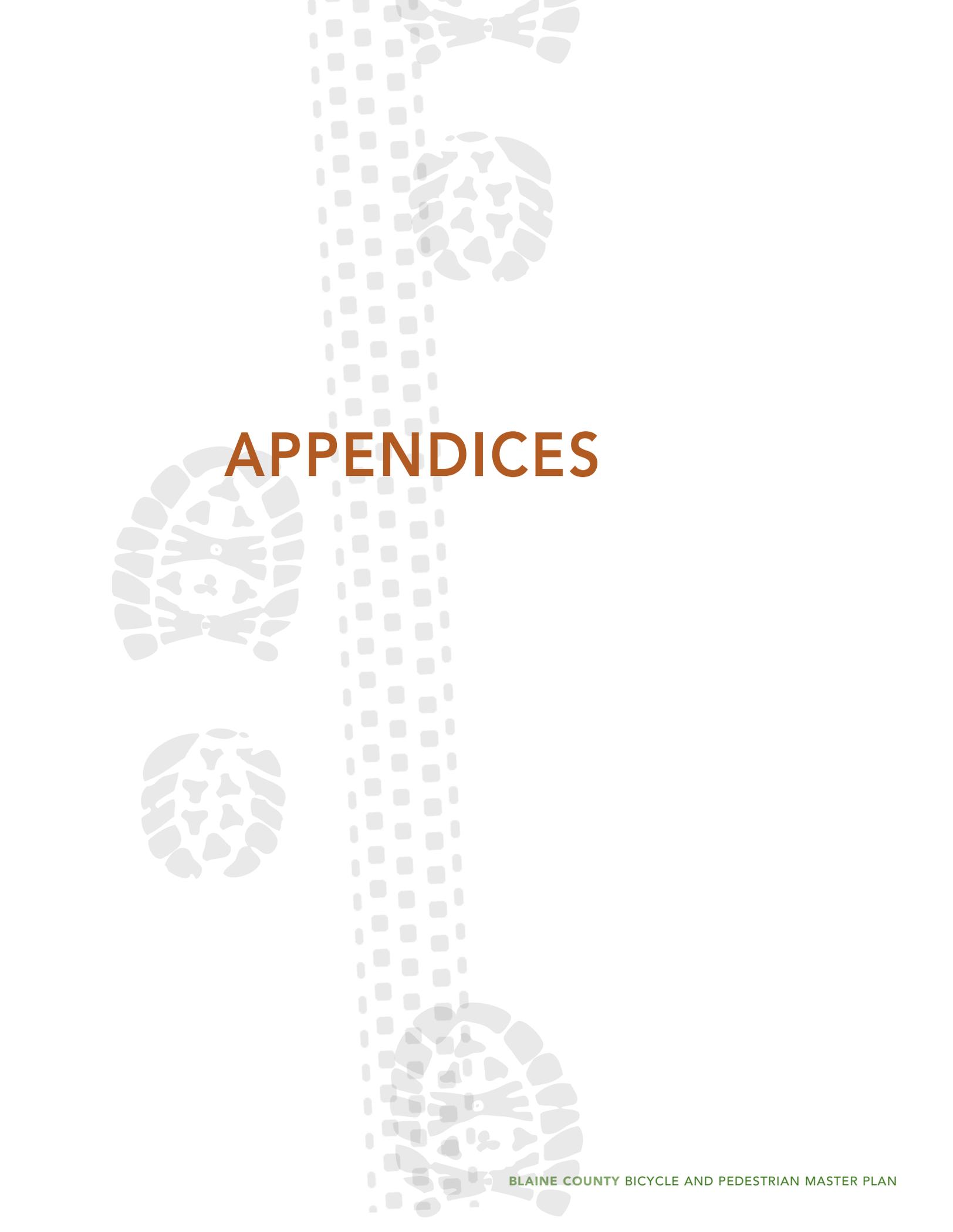


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# APPENDICES

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APPENDIX  
A.  
COMMUNITY  
WORKSHOP  
INFORMATION

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# **Blaine County Bike and Pedestrian Master Plan**

Drop in to a Mobile Outreach session to learn more:

**Mon January 13<sup>th</sup> 5-7pm @ Powerhouse**

**Tues January 14<sup>th</sup> 11am-1pm @Ketchum Town Square**

**Tues January 14<sup>th</sup> 4-7pm BCRD Community Campus, Hailey**

*This plan will map the future for  
better Biking & Walking within  
Blaine County and its communities.*

**Come give your input  
on the Bike & Pedestrian  
needs, priorities and projects in your community!**

**[www. mountainrides.org](http://www.mountainrides.org) 208-788-7433**

***Plan partners include Blaine Co, City of Ketchum, City of Hailey,  
City of Sun Valley, Mountain Rides and BCRD.***

Blaine County Bicycle and Pedestrian Master Plan  
 Stakeholder Meeting – Government and Resort  
 Monday, January 13, 2014 10:00 a.m. – 12:00 p.m.



Name	Affiliation	Email	Phone
1 Angenie McCleary	Blaine County		
2 Mike Scott	ITD	Mike.Scott@itd.idaho.gov	208-886-4806
3 <del>JACK SHAMBAUGH</del>	<del>ITD</del>	<del>JACK.SHAMBAUGH@ITD.IDAHO.GOV</del>	
4 Kathy Gristle	Blaine Co	Kgristle@Co.blaine.id.us	788-5570
5 JEFF LOOMIS	BLAINE CO ENGINEER	JLOOMIS@Co.blaine.id.us	208-720-9107
6 MARSHAL MCINNIS	SUN VALLEY COMPANY	MMcINNIS@SUNVALLEY.COM	208-622-2158
7 Steve Wolper	MRTA	STEVE@SwoLPER.COM	788-1307
8 Juerg Stauffacher	Ketchum Parks	jstauffacher@ketchumidaho.org	(208) 720-0456
9 Brian Christensen	Ketchum Streets	bchristensen@ketchumidaho.org	726-7831
10 Joyce Allgaier	City of Ketchum	jallgaier@ketchumidaho.org	727-5084
11 Jacob Greenberg	BCE	jgreenberg@Co.blaine.id.us	<del>488</del> 5500 x1176
12 Joby P. Timm	FOREST SERVICE	jtimme@fs.fed.us	727-5020
13 Lawrence Sehnert	Blaine County	lsehner@Co.blaine.id.us	788 5500
14 Lisa Horowitz	City of Ketchum	lhorowitz@ketchumidaho.org	726-7801
15 Jason Pierce	MTN RIDES		709-7433

Blaine County Bicycle and Pedestrian Master Plan

Mobile Outreach - Powerhouse, Hailey Gout & Resort

Monday, January 13, 2014 5:00 p.m. - 7:00 p.m. 10:00 - 12:00



Name	Affiliation	Email	Phone
1 Michal Austin	City of Hailey	michal.austin@hailey.idaho.gov	788-9815
2 Kelly Schwarz	City of Hailey	Kelly.Schwarz@hailey.idaho.gov	788-4221
3 CRAIG ECKLES	CITY of Bellevue	CECKLES@Bellevue.idaho.us	788-5351
4 Jim Keating	BCRD	jkeating@bcrd.org	721 8878
5 Char Nelson	BC	CharNelson@co.blaine.idaho.us	788-5583
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Blaine County Bicycle and Pedestrian Master Plan  
 Stakeholder Meeting – Bike Shops and Advocacy  
 Tuesday, January 14, 2014, 8:30 a.m. – 10:00 a.m.



HARMONY  
 DESIGN & ENGINEERING

Name	Affiliation	Email	Phone
1 Cameron Lloyd	WRBC	lloydcameron31@gmail.com	623-670-9186
2 Brett Stevenson	WRBC	wrbc.bretstev@gmail.com	208-720-8336
3 Kelly Ferdinand	DURANGO	RFERDMAN@DURANGO.CO	726 7693
4 Patty d. Puz	Queerace	PATYPUZ@cox.net	208-726-2159
5 Bob Rosso	The Perch	bross@elephantperch.com	208-726-3497
6 Matt McNeal	WRBC	matthewmcneal@gmail.com	208 720 3783
7 Tory Canfield	WRBC	torycan@aol.com	208-726-3473
8 Mark Chavez	Backwoods Mtn Sports/WRBC	bicycal@aol.com	530 414 4806
9 Greg Martin	WRBC	wrbc.greg@gmail.com	208 720 3442
10 BAIRD GOURLAY	PSKI & SPORTS	BGOURLAY@KATEMONIDAKA.ORG	720-4769
11 KAZ THEA	Mtn. Rides	kaz@mountainrides.org	720-7805
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Blaine County Bicycle and Pedestrian Master Plan  
 Mobile Outreach – BCRD Community Campus

Tuesday, January 14, 2014, 4:00 p.m. – 7:00 p.m.



Name	Affiliation	Email	Phone
1 John Gladics		jgladics@gmail.com	720-357177
2 JAMES SOUTH		j.south@sunnvalley.com	
3 Carl Bontrager		idaho45carl@cox.net	728-2526
4 Seff Walsh		idaho mountain elk@gmail.com	720-0445
5 Corrine Sesser		rainy64@hotmail.com	
6 Erik Leidecker		erik@sawtoothguides.com	720-1823
7 Renee Peters		Rpeters@blzinschools.org	
8 DAVE KEIR		<del> Dave</del> dkeir@berd.org	
9 John Caccia	-	jc@mountainangel.com	726-8709
10 Sheridan Velazquez		Soccessev@yahoo.com	208-404-7366
11 Daniel Velasco		luckinblack@gmail.com	208-450-9338
12 Molly! Goodyear		molly@ercsv.org	208.726.4333
13 Kirk Collins		chuckordog@gmail.com	578-7913
14 LINDA KUSHNER		lketsay@elkshrehab.org	720-2429
15 Kim Morgan		kmorgan232@gmail.com	

2/2

Blaine County Bicycle and Pedestrian Master Plan  
 Mobile Outreach – BCRD Community Campus  
 Tuesday, January 14, 2014, 4:00 p.m. – 7:00 p.m.



Name	Affiliation	Email	Phone
1 Tom BERGSTEIN	BLAINE CO	TBERGSTEIN@CO.BLAINE.ID.ID	788-5570
2 Teresa McGoffin	BCSD	tmcgo@cox.net	578-5413
3 Marc Corney	Hailey	Mcorney5B@gmail.com	720.0391
4 Jill Payette	Hailey		4
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Blaine County Bicycle and Pedestrian Master Plan  
Mobile Outreach – Ketchum Towne Square



HARMONY  
DESIGN & ENGINEERING

Tuesday, January 14, 2014, 11:00 a.m. – 1:00 p.m.

Name	Affiliation	Email	Phone
1 Len Harley	B.C. Comp Plan	lenharly@cox.net	720-1043
2 Deanne Davis	Sun Valley (Mayor)	<del>DAVID PATRICK</del> @svidboha.org	622-3478
3 MIKE PETERS			
4 MIKE HATRAP			
5 Sene Holloway	Mountain Riders		
6 WAYNE WILLICH	S.V. VOTER	willichw@hotmail.com	622-9455
7 David Patric	MR/BCHA/Ket.Res.	david.patric@bcoba.org	720-7779
8 PETER HENDRICKS	S.V. COUNCILMAN	pmh236@aol.com	622-3720
9 TERENCE DAVITT	S.V. RESIDENT	TERENCEDAVITT@GMAIL.COM	720-1069
10 LAURIE LEMAN	KETCHUM	bettyryde@gmail.com	720-9767
11 Chris Estrom	Ketchum		720-1911
12 Steve Thompson	Holy Kish	sunvalleylandmac.com	720-3865
13 Zach Christ	36 Camp Run	ZachChrist@earthlink.net	05226
14			
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# Blaine County Bicycle and Pedestrian Master Plan

## Mobile Outreach - Powerhouse, Hailey

Monday, January 13, 2014 5:00 p.m. - 7:00 p.m.



Name	Affiliation / City of Resident	Email	Phone
1 Judy Foster		jayalf@yaho.com	721 2532
2 Anne Conrack	Ketchum City Council	acorack@ketchumidaho.org	726-9576
3 Jesse Foster	Rotarian	jessfoster@hailey.com	505 228-2818
4 Kristal Rodriguez	Blue Lake Dr.	krdriguez4896@gmail.com	721-0196
5 Susan Gannett	Hailey resident	susangjink@gmail.com	484.4319
6 Tim Keller	" "		
7 Mike Wrobel	Ketchum Resident	mikewrobel@cox.net	726-9376
8 Chadwick C. Howard	Hailey Resident	CHADWICK717@YAHOO.COM	720-2791
9 Terry Duran	Hailey Resident	td@PureTrixcycles.com	805-589-1238
10 Drien Williams	Backwoods Hailey / MTN. SPORTS	bigmountainwilliams@gmail.com	530-355-3096
11 Lara Williams	Hailey	laragenung@gmail.com	530 412-3397
12 Patrick Buchanan	Hailey	Patrick.m.buchanan@gmail.com	
13 Bill Smyth	Hailey	simmsr@lostin@gmail.com	578-0218
14 Eric Wesley	Crater	rotaronski@hailey.com	788-1350
15 Brent Van Buren	Zinc Spur / Hailey	vb.brent@gmail.com	720-4100

2/2

Blaine County Bicycle and Pedestrian Master Plan

Mobile Outreach – Powerhouse, Hailey

Monday, January 13, 2014 5:00 p.m. – 7:00 p.m.



Name	Affiliation	Email	Phone
1 HERBERTA	considered Hailey resident	CORZALES@cox.net	720 3573
2			
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Blaine County Bicycle and Pedestrian Master Plan  
 Working Group Meeting

Thursday, January 16, 2014, 9:00 a.m. – 11:00 a.m.



Name	Affiliation	Email	Phone
1 JEFF LOOMIS	BLAINE CO. ENGINEER	JLOOMISE.CO.BLAINE.ID.US	208.720.9107
2 Jerry Stauffacher	City of Ketchikan	jstauffacher@ketchikanidaho.org	720-0456
3 Steve Wolper	MATA	Steve@swolper.com	788-1307
4 KAZ THEA	Mountain Rides	kaz@mountainrides.org	720-7805
5 Jason Miller	1		
6 David Michael	Mallett Mgr	smichael@cfai.org	721-1593
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Government Group Meeting—White Board Notes

SUN VALLEY CO.

SEPARATING PAYER SUPPORT

BENEFITS      CONTRIBUTION

ROUNDS OUT VISITOR EXPERIENCE

CONTRIBUTION

- COORDINATION
- WAYFINDING

MT. RIDES

CONTRIBUTIONS:

- GRANT EXPERTISE
- IDENTIFY OPPORTUNITIES

HAILEY / KETCHUM / BELLEVUE

ENCE

- QUALITY OF LIFE  
ATTRACTING & RETAINING
- PLANNING TOOL
- PRIORITIZATION OF PROJECTS  
HELPS WITH GRANT OPPORTUNITIES
- STANDARDIZING WAYFINDING
- PUBLIC RELATIONS BENEFIT  
BY WORKING TOGETHER
- COORDINATION WITH OTHER  
INFRASTRUCTURE IMPROVEMENTS

CONTRIBUTIONS:

- FUNDING PARTNER
- MAINTENANCE
- CLARIFY EASEMENTS P.O.W. (B)
- STAFF SUPPORT TO MOVE PLAN  
FORWARD
- PARTNERS ON GRANT APPLICATION
- PROVIDING P.O.W.
- PARKING MANAGEMENT

FOREST SERVICE

BENEFIT:

- HELPS WITH F.S. PLANNING EFFORTS
- CONNECTS TO PUBLIC LANDS
- PARTNERSHIPS STRENGTHEN  
GRANTS

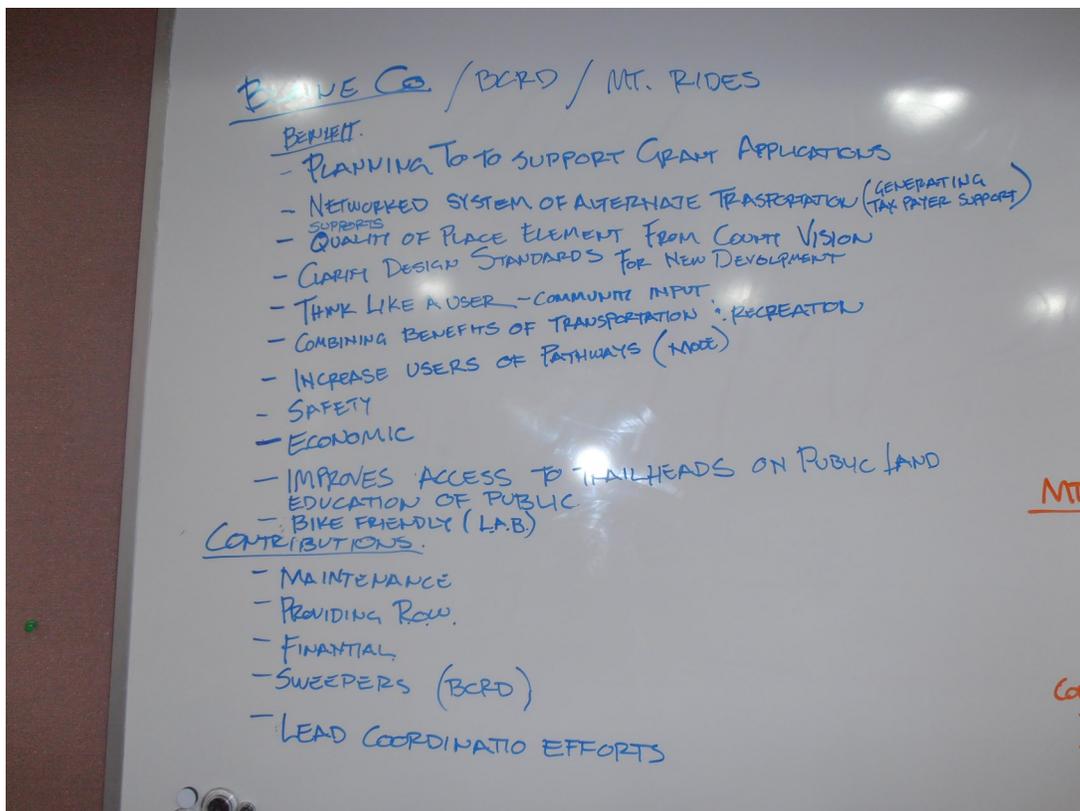
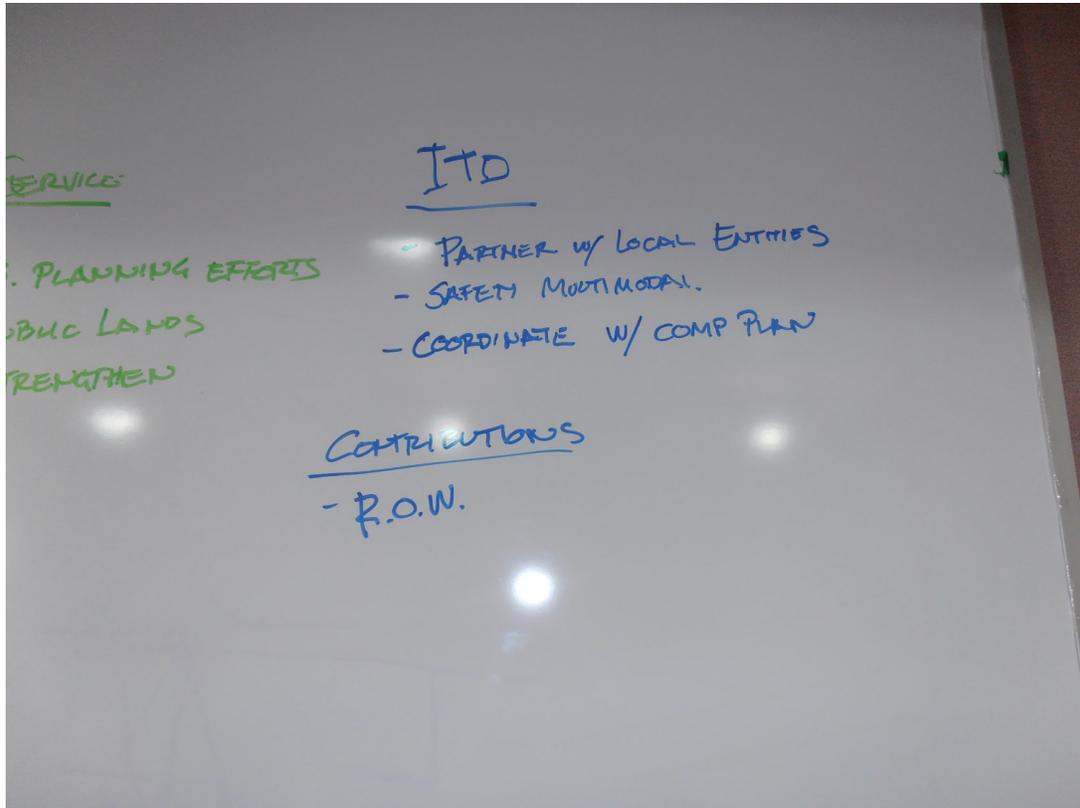
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- PARTN
- SAFET
- COORD

CONTRIBUTION

- P.O.W.

# Government Group Meeting—White Board Notes



# Sun Valley Bicycle and Pedestrian Master Plan

NOTE: Potential connections are conceptual in nature. Actual locations may change if and when projects are implemented.

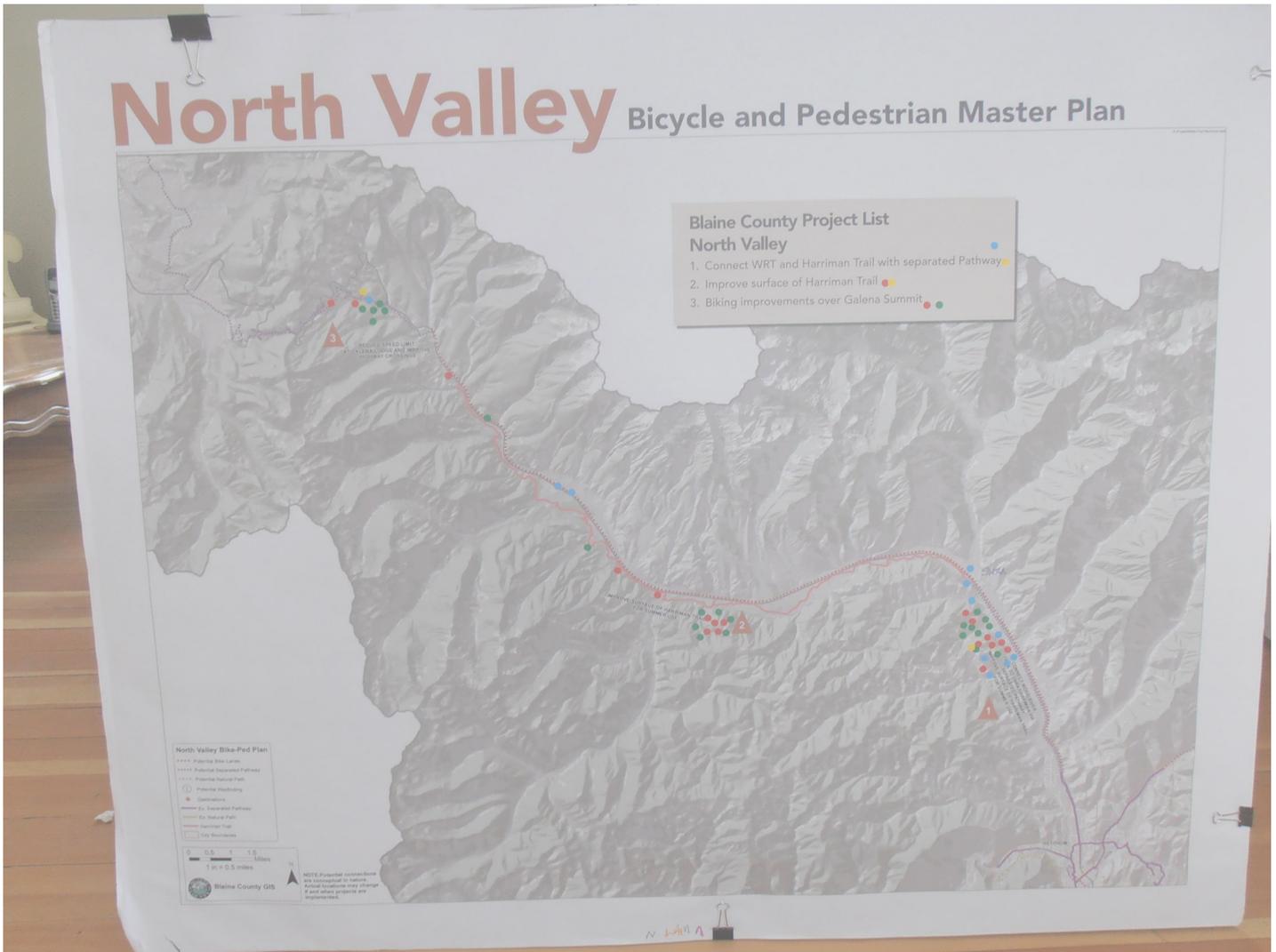
- Sun Valley Bike-Ped Plan**
- Potential Bike Lanes
  - Potential Complete Streets
  - Potential Separated Pathways
  - Natural Path
  - Potential Sharrow
  - Potential Sidewalk
  - Ex. Destinations
  - SV Path Features
  - Ex. Separated Pathway



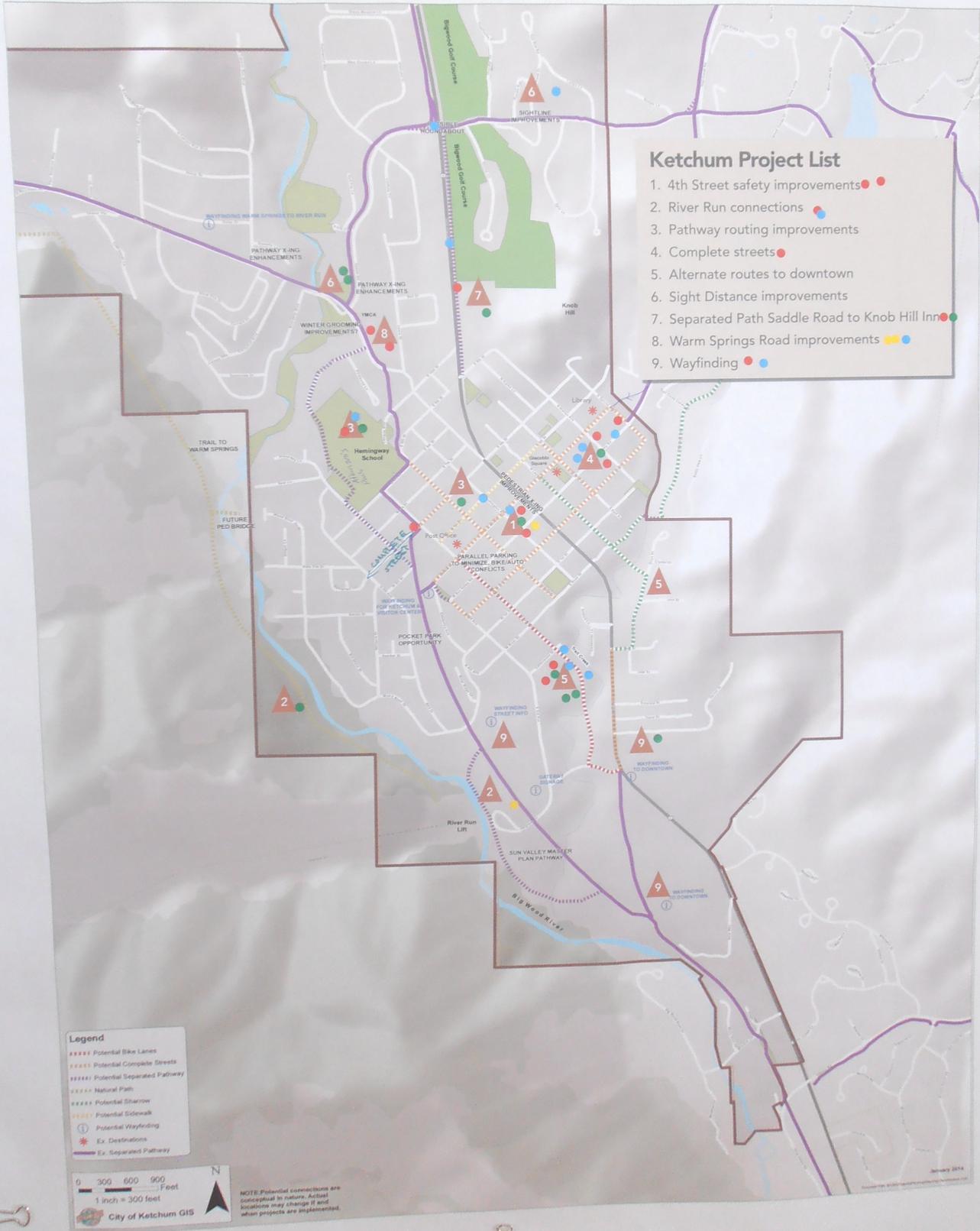
- Sun Valley Project List**
- Trail Creek Path to Boundary Campground
  - Bitterroot/Gopher Gulch connection



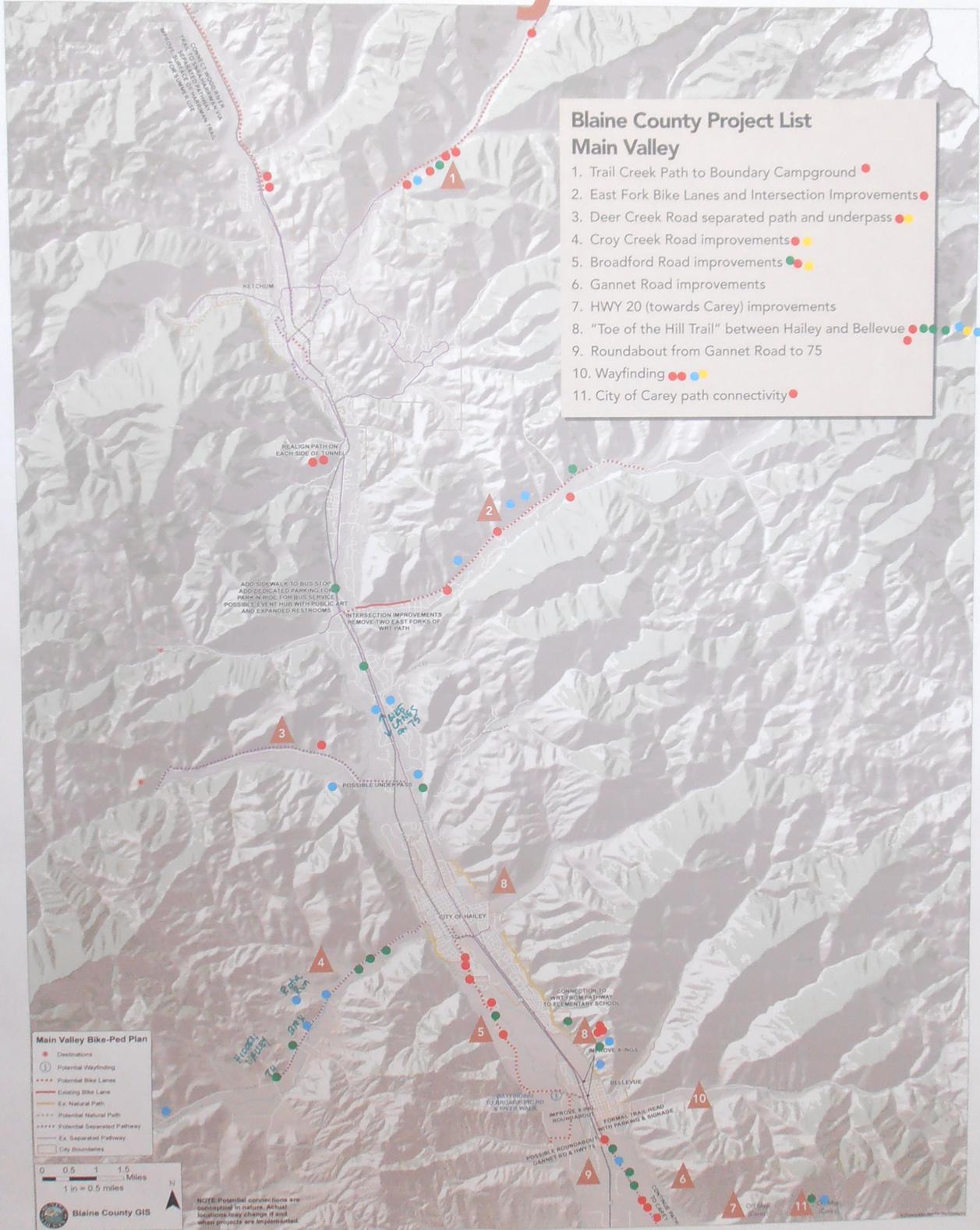
# Mobile Workshop—Maps and Dot Exercise Results



# Ketchum Bicycle and Pedestrian Master Plan



# Main Valley Bicycle and Pedestrian Master Plan



# Hailey Bicycle and Pedestrian Master Plan

- ### Hailey Project Summary
1. Broadford Road Improvements ●●●●●
  2. Roundabouts ●●
  3. Connections to the Visitor Center and Skate Park ●●●●
  4. Complete Streets ●●●●●●●
  5. Connections to trails and parks ●●●●●
  6. Safe Routes to Schools Improvements ●●●●●●●
  7. Wayfinding ●●●●●



# PROJECT PRIORITIES



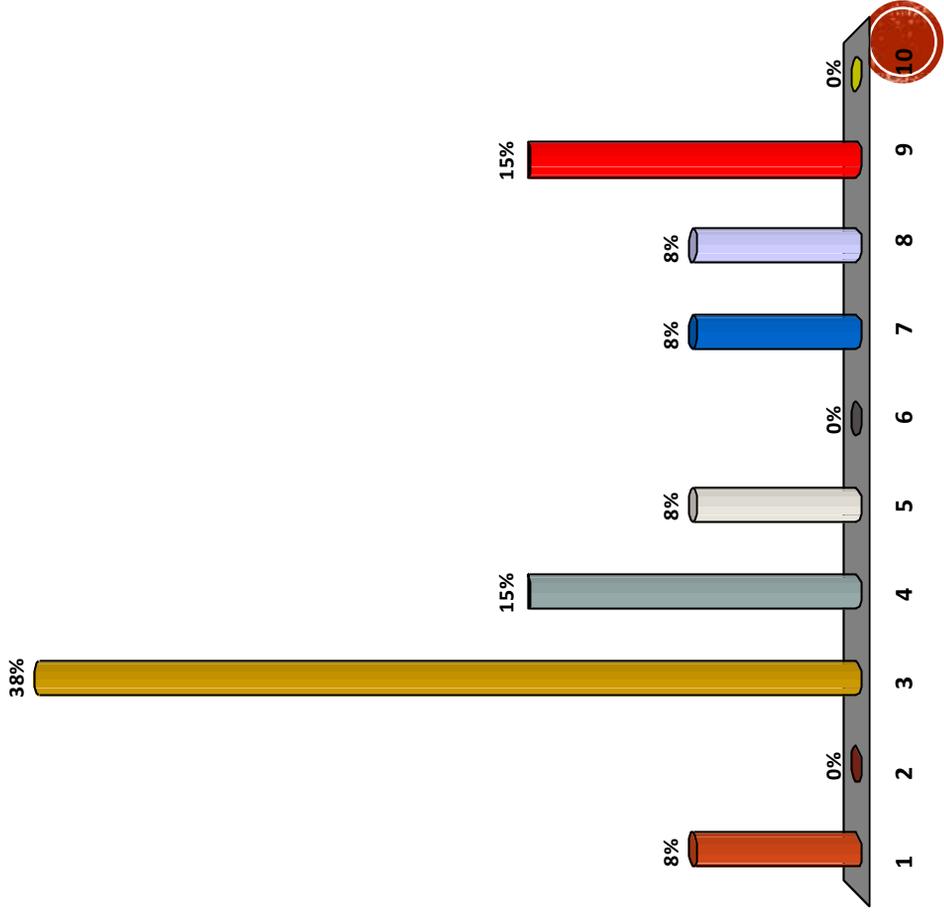
**BLAINE COUNTY BICYCLE AND PEDSTRIAN MASTER  
PLAN**

**1/14/2014 Stakeholder Meeting**



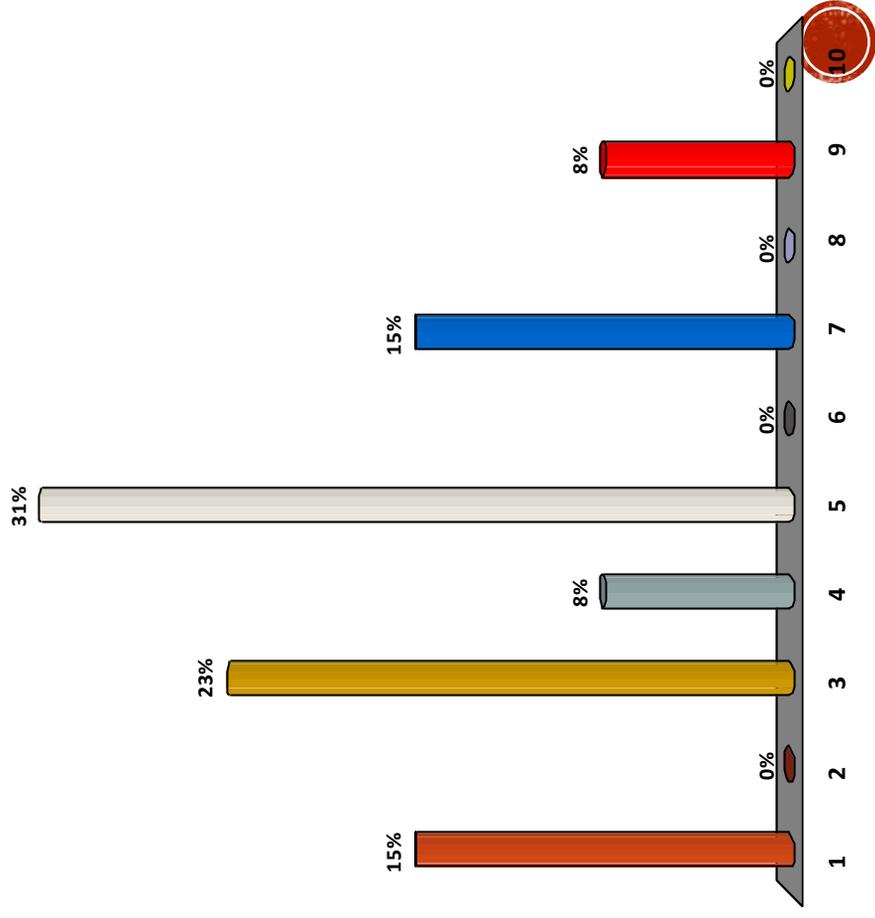
# WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN THE MAIN VALLEY?

1. East Fork
2. Deer Creek Rd
3. Croy Creek Rd
4. Bradford Rd
5. Gannet Road
6. Hwy 20 to Carey
7. Toe of the Hill Trail
8. Highway Roundabouts
9. Wayfinding
10. Carey path connectivity



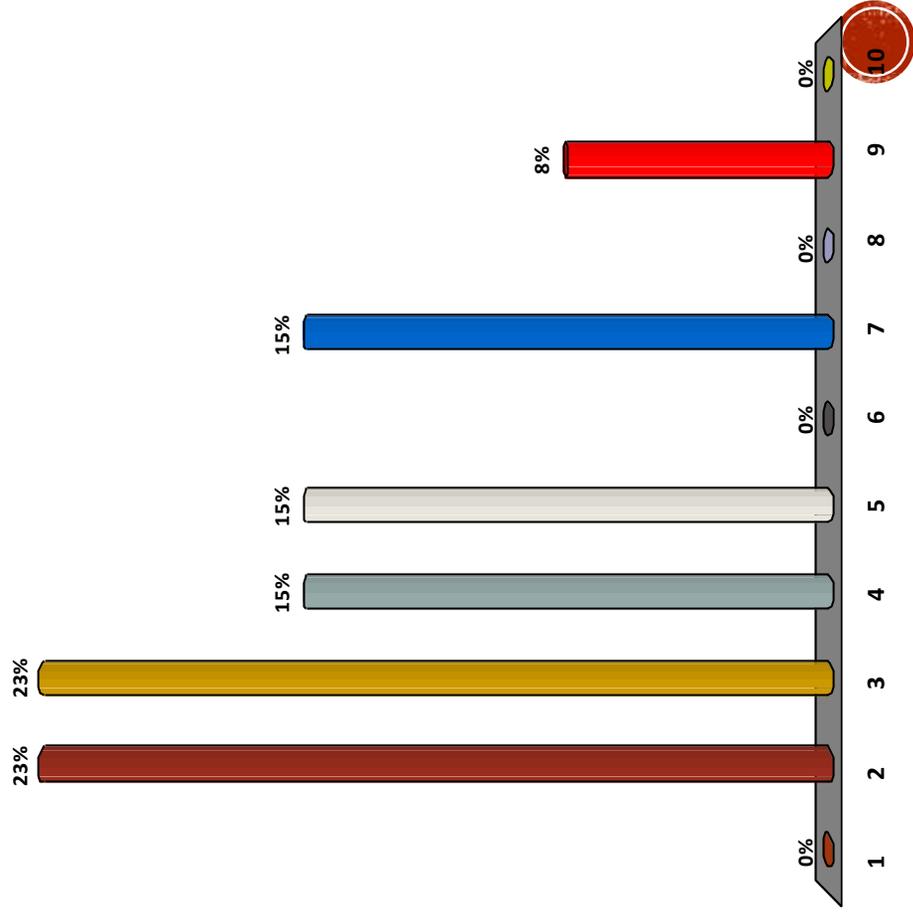
# WHICH PROJECT DO YOU FEEL IS THE 2<sup>ND</sup> MOST IMPORTANT IN THE MAIN VALLEY?

1. East Fork
2. Deer Creek Rd
3. Croy Creek Rd
4. Bradford Rd
5. Gannet Road
6. Hwy 20 to Carey
7. Toe of the Hill Trail
8. Highway Roundabouts
9. Wayfinding
10. Carey connectivity

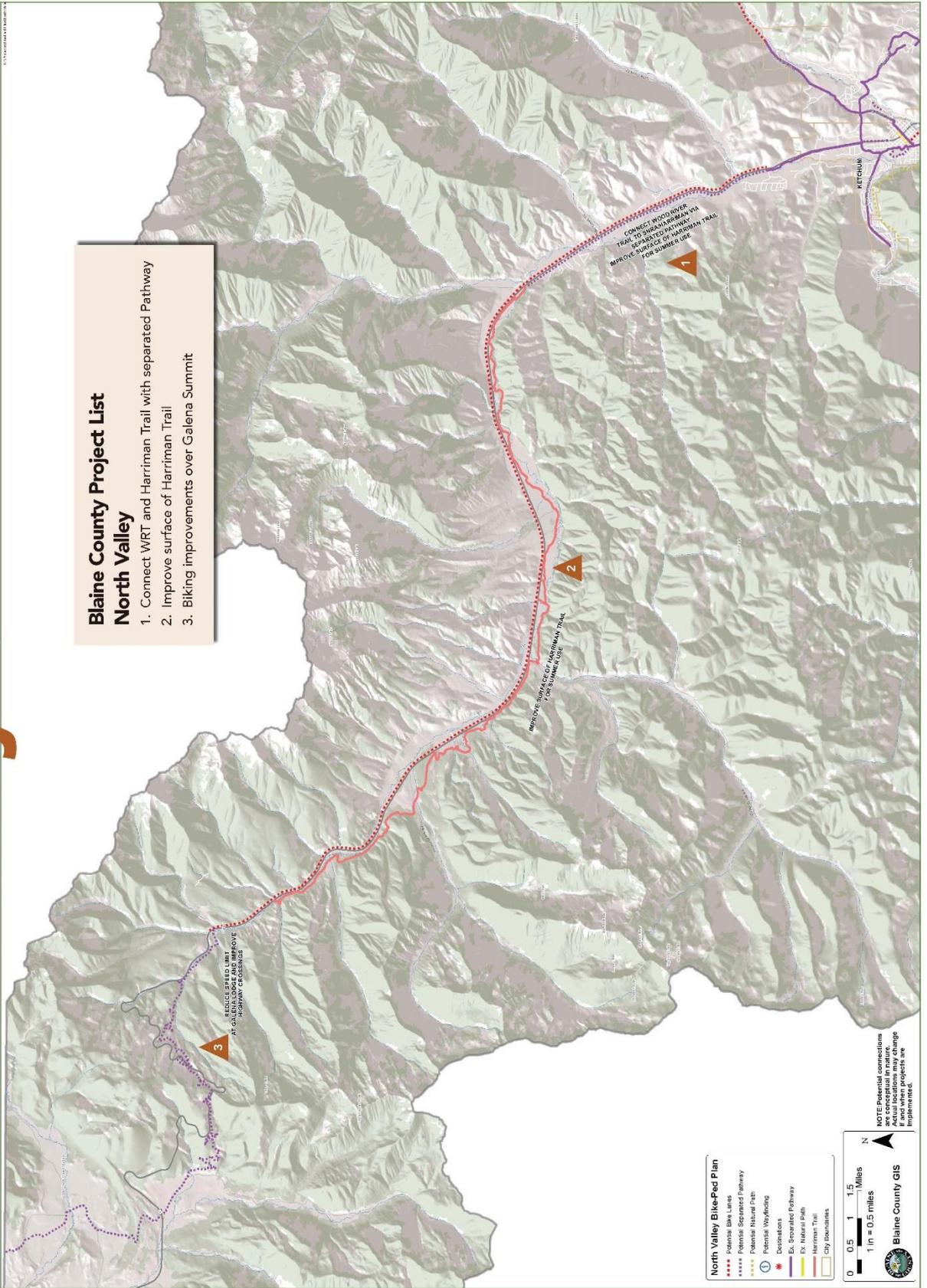


# WHICH PROJECT DO YOU FEEL IS THE 3<sup>RD</sup> MOST IMPORTANT IN THE MAIN VALLEY?

1. East Fork
2. Deer Creek Rd
3. Croy Creek Rd
4. Bradford Rd
5. Gannet Road
6. Hwy 20 to Carey
7. Toe of the Hill Trail
8. Highway Roundabouts
9. Wayfinding
10. Carey connectivity

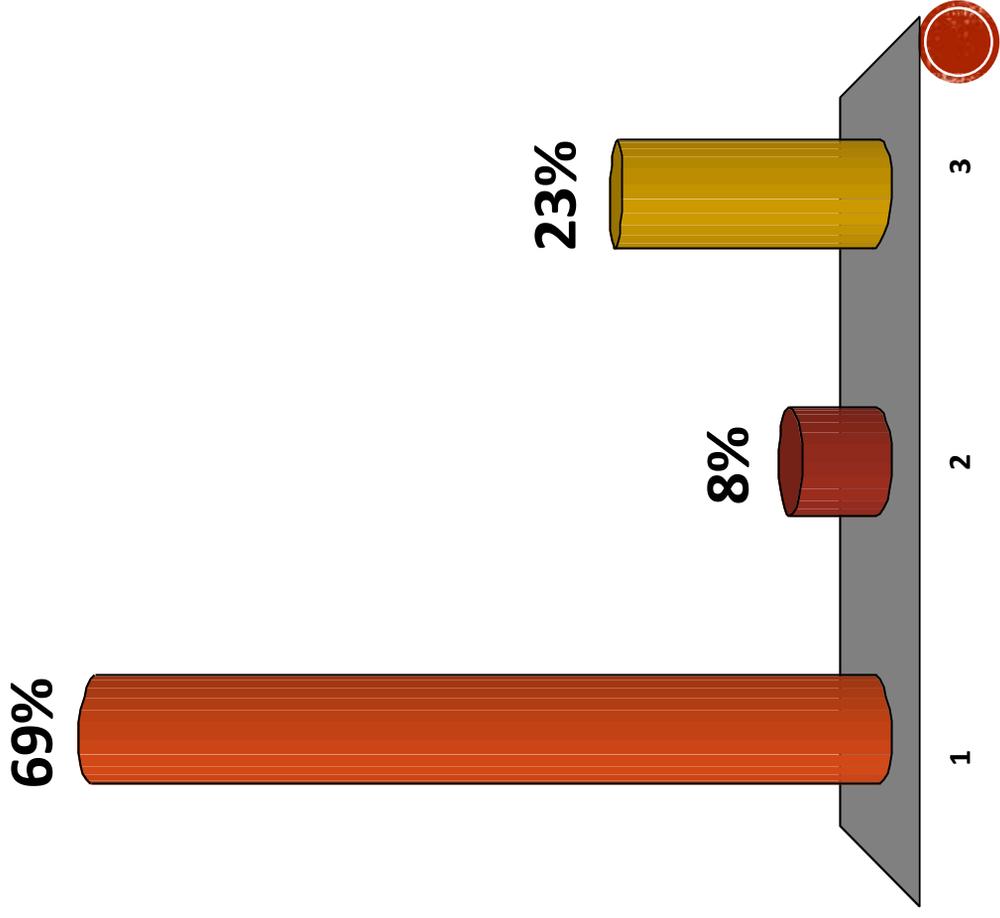


# North Valley Bicycle and Pedestrian Master Plan



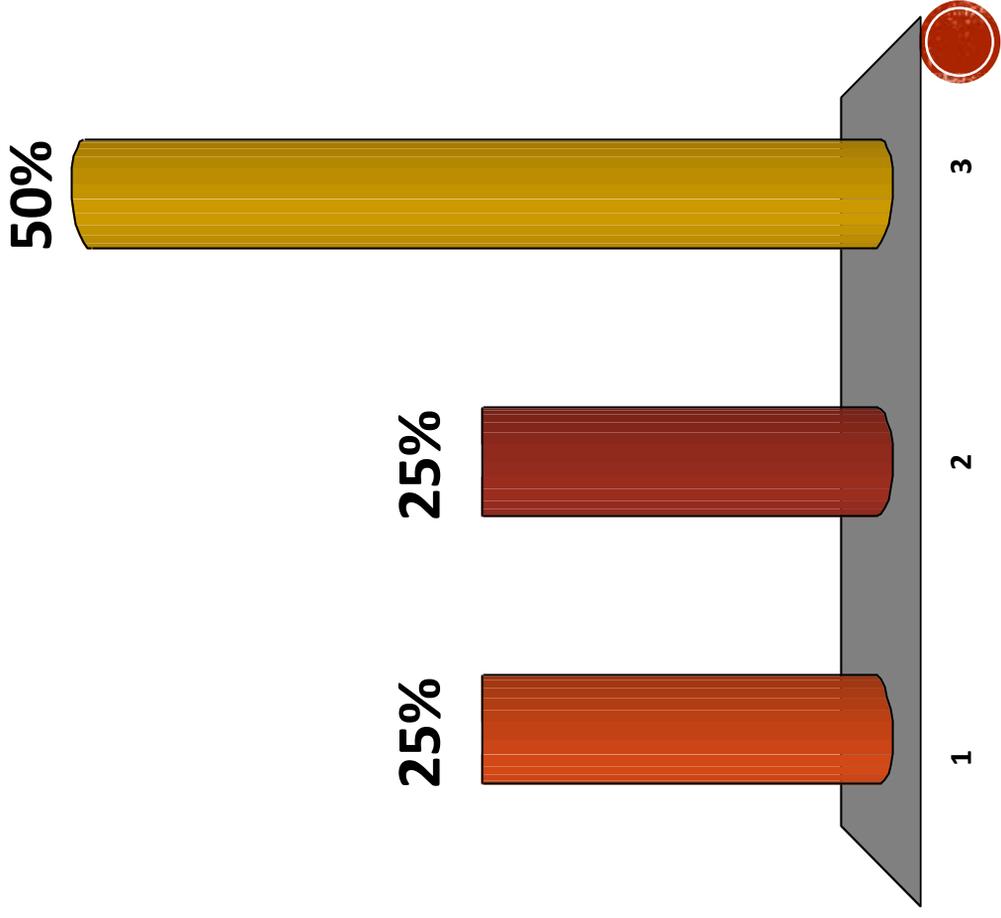
# WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN THE NORTH VALLEY?

1. Connect WRT and Harriman Trail with separated pathway
2. Improve surface of Harriman Trail
3. Improve Hwy for biking over Galena Summit



# WHICH PROJECT DO YOU FEEL IS THE 2<sup>ND</sup> MOST IMPORTANT IN THE NORTH VALLEY?

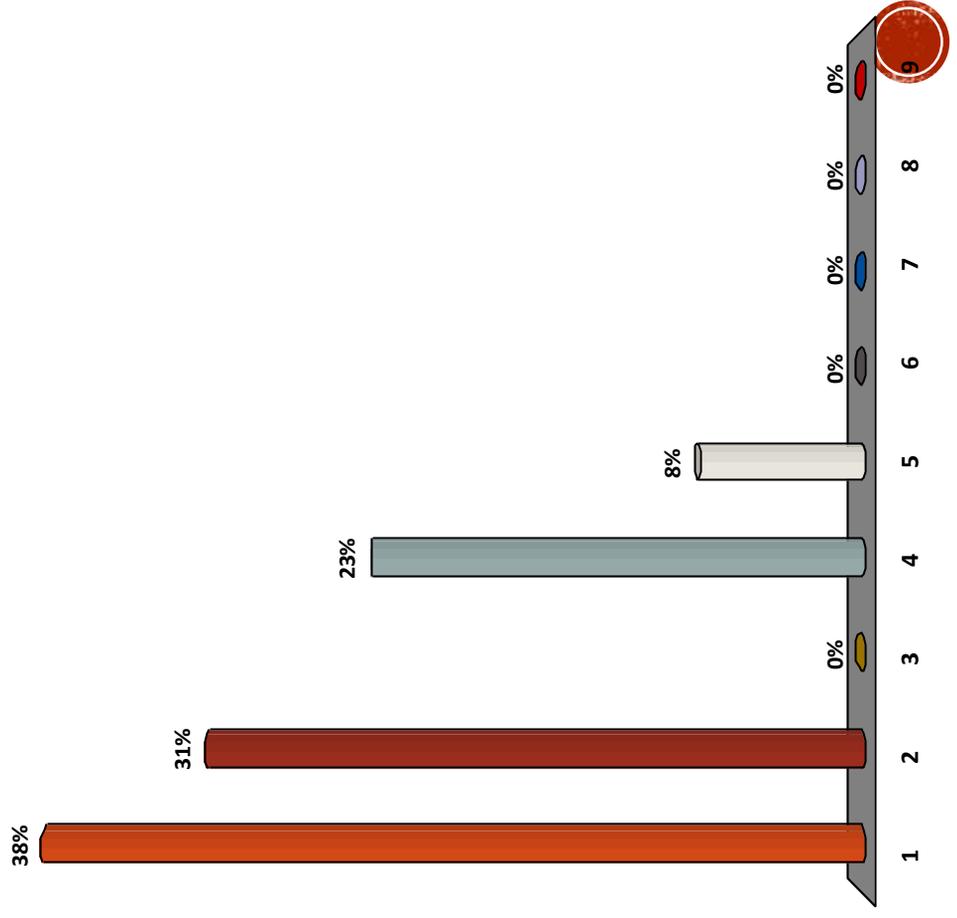
1. Connect WRT and Harriman Trail with separated pathway
2. Improve surface of Harriman Trail
3. Improve Hwy for biking over Galena Summit





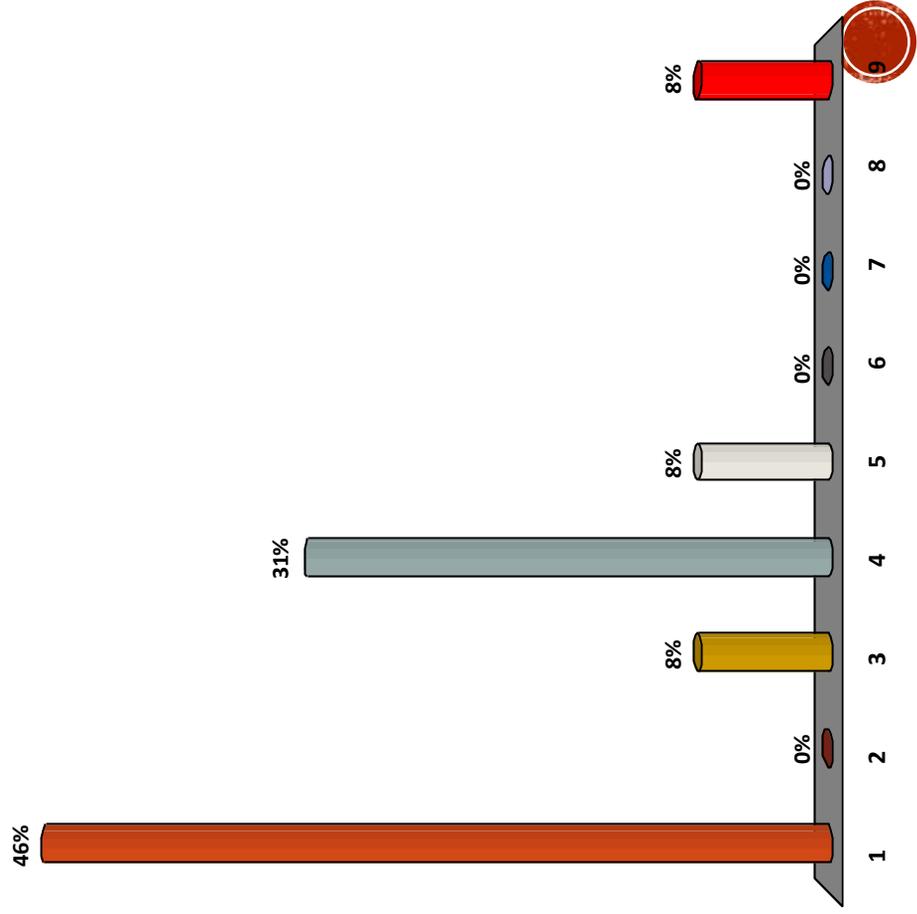
# WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN KETCHUM?

1. 4<sup>th</sup> Street Safety Improvements
2. River Run Connections
3. Pathway routing
4. Complete streets
5. Alternate routes to downtown
6. Sight distance
7. Separated path Saddle Rd to Knob Hill
8. Warm Springs Road
9. Wayfinding



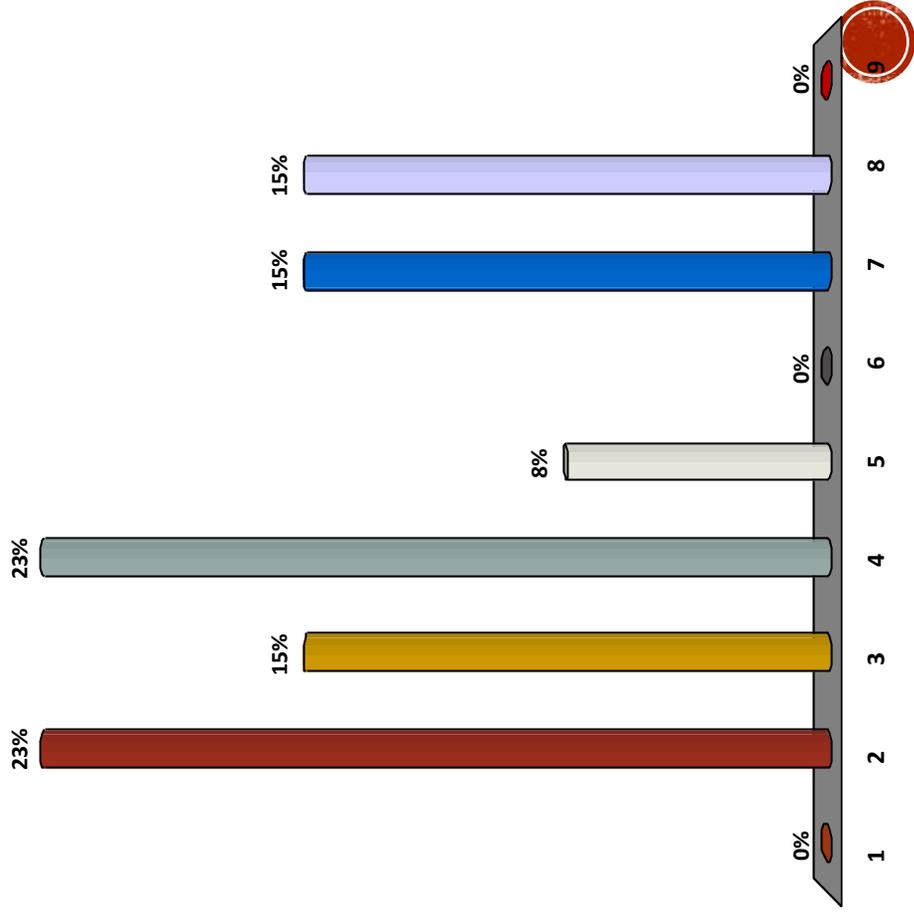
# WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN KETCHUM? 2<sup>ND</sup>

1. 4<sup>th</sup> Street Safety Improvements
2. River Run Connections
3. Pathway routing
4. Complete Streets
5. Alternate routes to downtown
6. Sight distance
7. Separated path Saddle Rd to Knob Hill
8. Warm Springs Road
9. Wayfinding

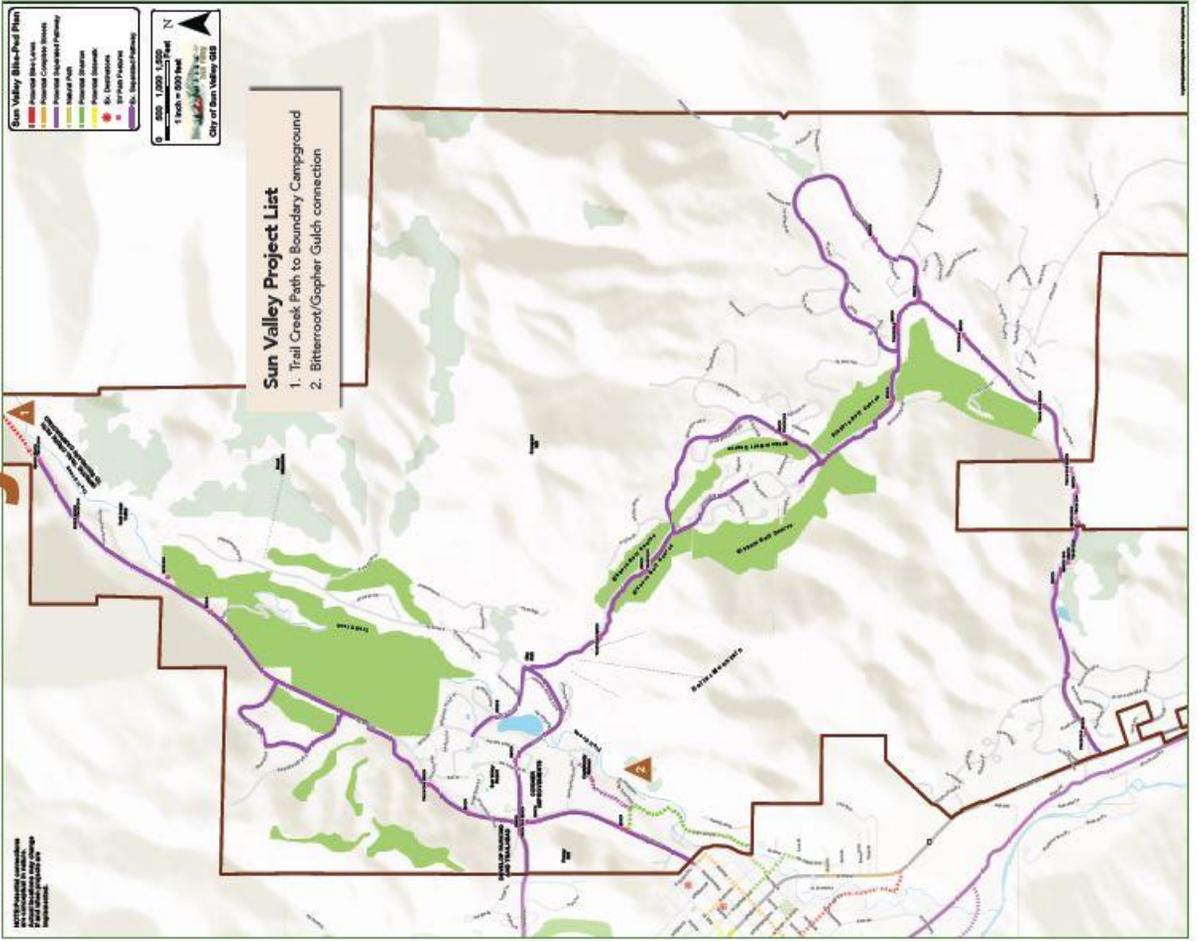


# WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN KETCHUM? 3<sup>RD</sup>

1. 4<sup>th</sup> Street Safety Improvements
2. River Run Connections
3. Pathway routing
4. Complete Streets
5. Alternate routes to downtown
6. Sight distance
7. Separated path Saddle Rd to Knob Hill
8. Warm Springs Road
9. Wayfinding



# Sun Valley Bicycle and Pedestrian Master Plan



# WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN SUN VALLEY?

1. Trail Creek path to Boundary Campground
2. Bitterroot/Gopher Gulch connection

100%



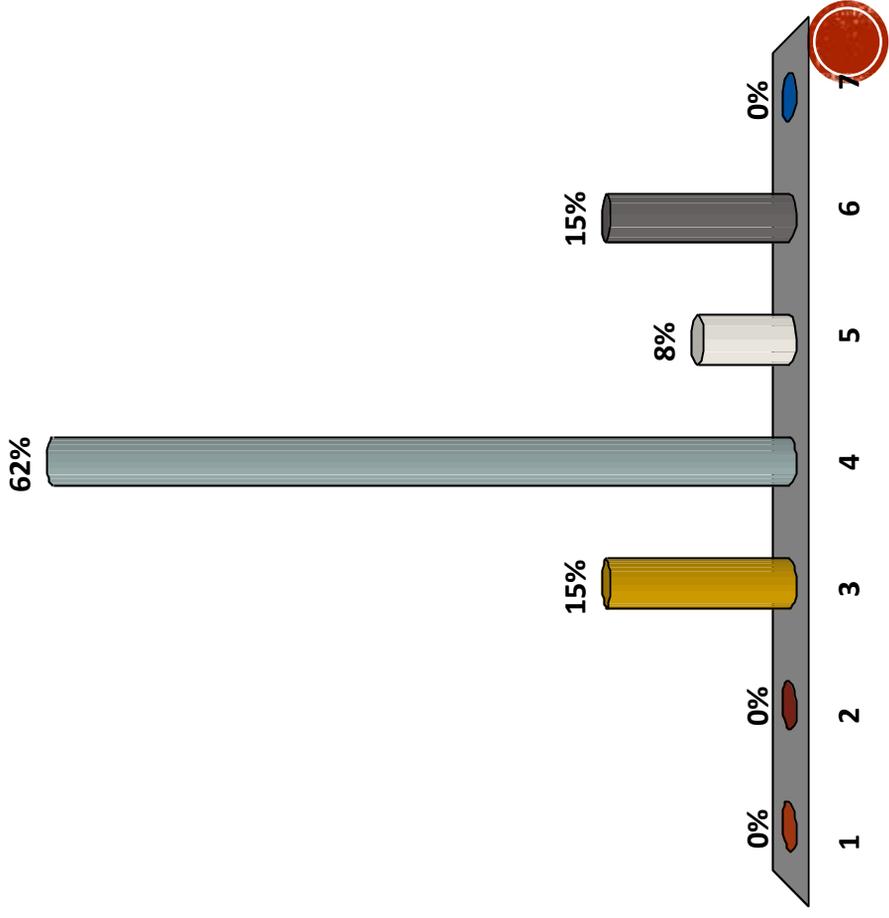
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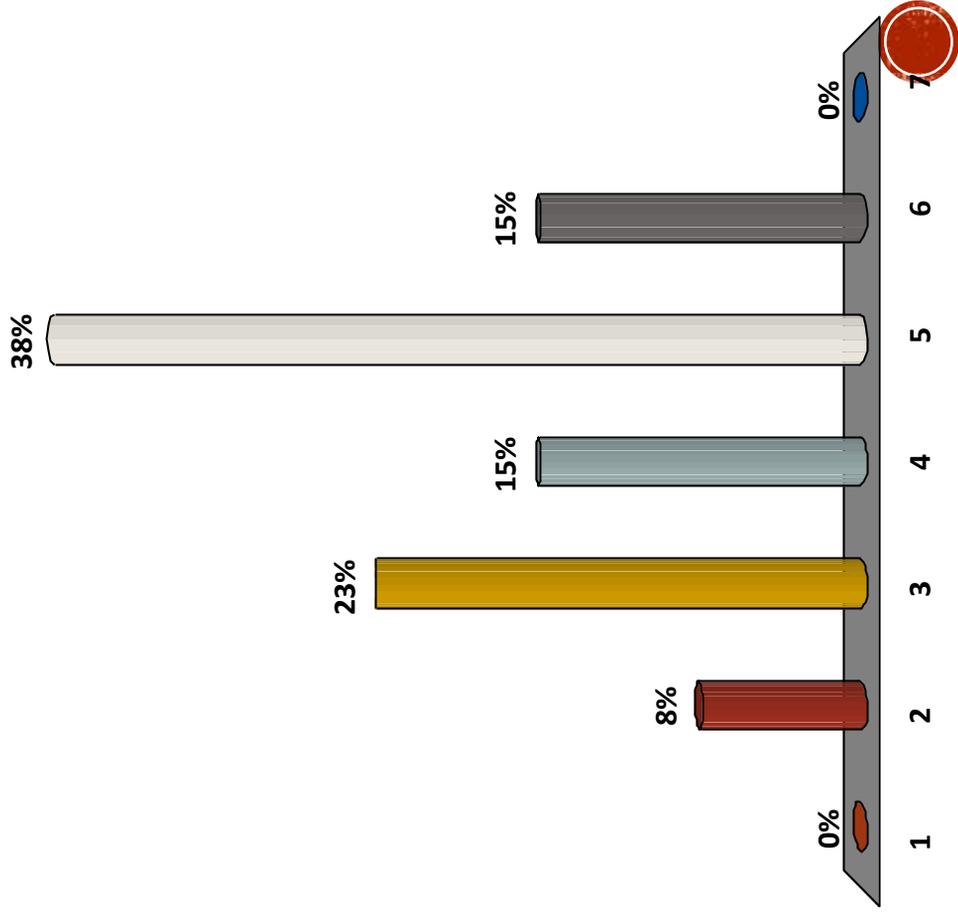
# WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN HAILEY?

1. Bradford Rd
2. Roundabouts
3. Connections to Visitor Center
4. Complete Streets
5. Connections to trails and parks
6. Safe Routes to Schools improvements
7. Wayfinding



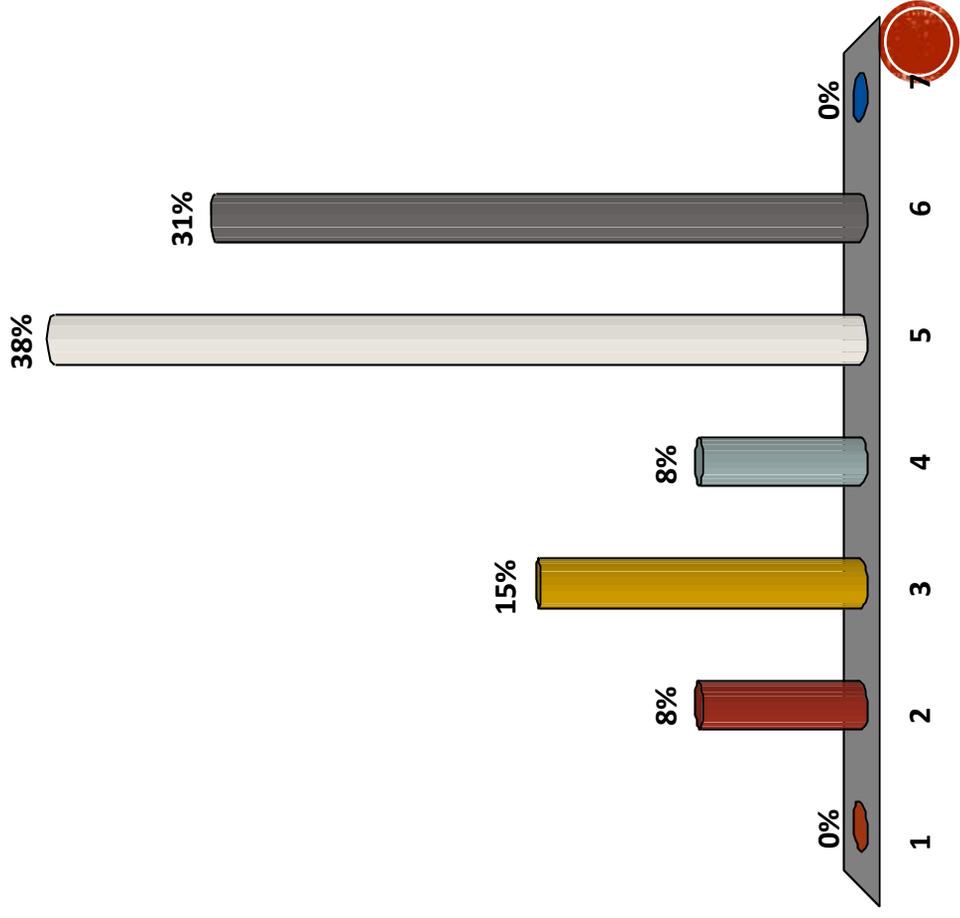
# WHICH PROJECT DO YOU FEEL IS THE 2<sup>ND</sup> MOST IMPORTANT IN HAILEY?

1. Broadford Rd
2. Roundabouts
3. Connections to Visitor Center
4. Complete Streets
5. Connections to trails and parks
6. Safe Routes to Schools improvements
7. Wayfinding



# WHICH PROJECT DO YOU FEEL IS THE 3<sup>RD</sup> MOST IMPORTANT IN HAILEY?

1. Bradford Rd
2. Roundabouts
3. Connections to Visitor Center
4. Complete Streets
5. Connections to trails and parks
6. Safe Routes to Schools improvements
7. Wayfinding



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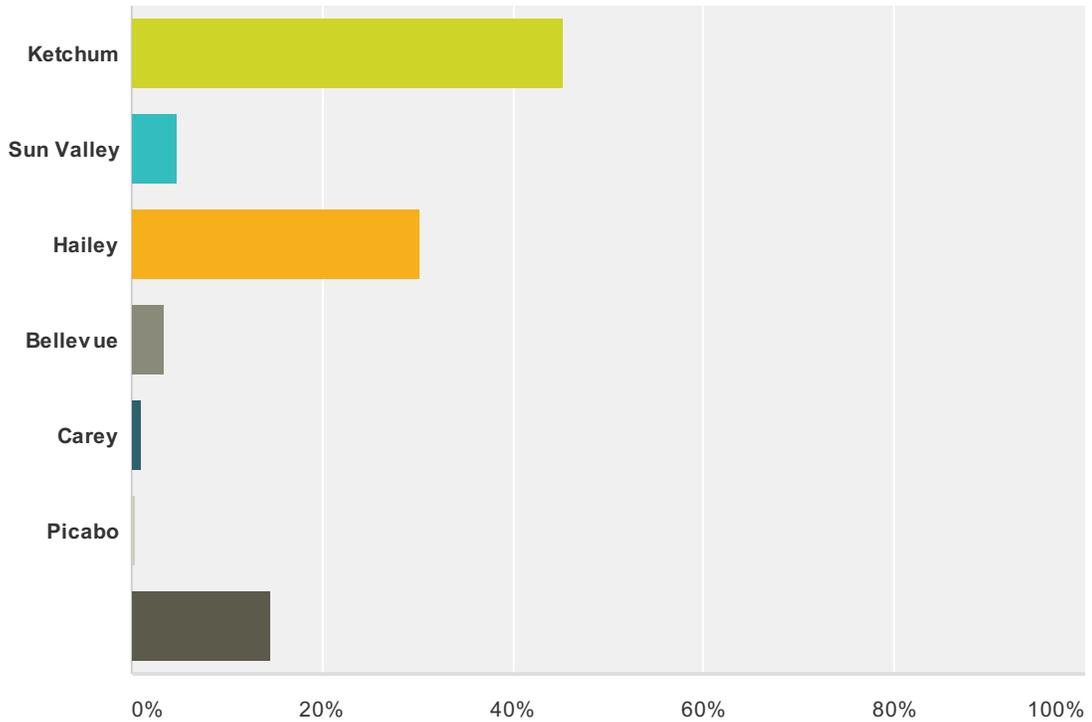


APPENDIX  
**B.**  
**COMMUNITY  
SURVEY**

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### Q1 Where do you live?

Answered: 205 Skipped: 10



Answer Choices	Responses
Ketchum	45.37% 93
Sun Valley	4.88% 10
Hailey	30.24% 62
Bellevue	3.41% 7
Carey	0.98% 2
Picabo	0.49% 1
Unincorporated Blaine County	14.63% 30
<b>Total</b>	<b>205</b>

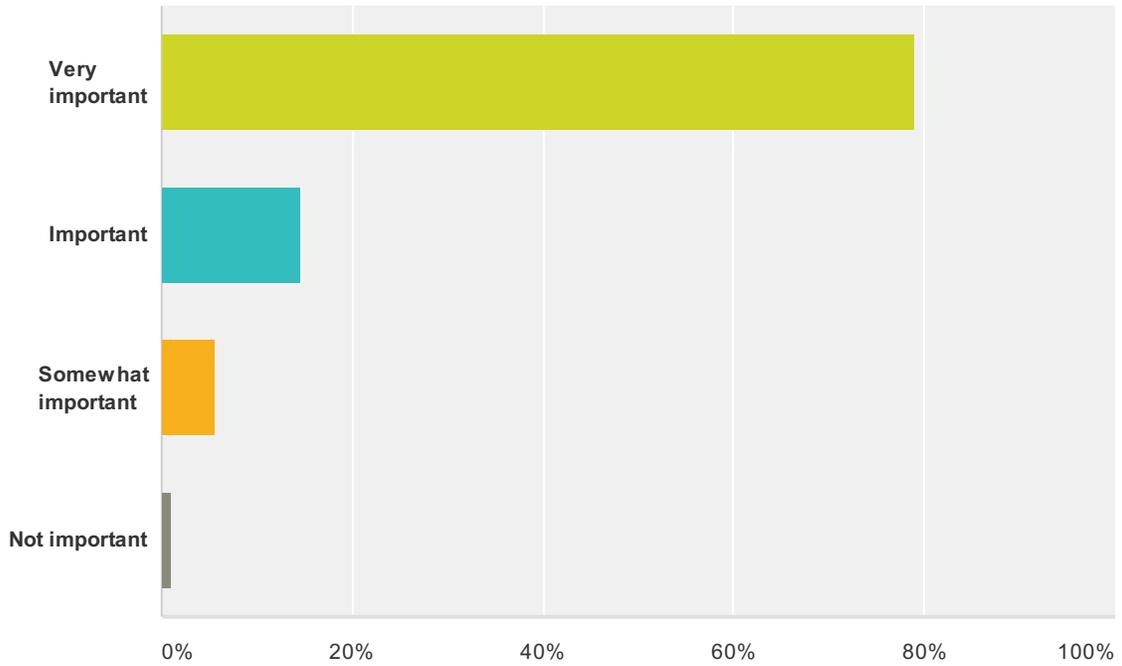
#	Other (please specify)	Date
1	Valley Club	1/30/2014 6:12 AM
2	Board Ranch	1/29/2014 2:07 PM
3	Croy Creek	1/17/2014 3:01 PM
4	East Fork	1/17/2014 2:50 PM
5	East Fork	1/17/2014 12:42 PM
6	Hulen Meadows	1/15/2014 12:54 PM
7	east fork	1/14/2014 10:37 PM
8	hulen meadows	1/14/2014 4:39 PM

## 2014 Blaine County Bicycle and Pedestrian Master Plan

9	hulen Meadows	1/14/2014 2:44 PM
10	Mid-Valley	1/14/2014 10:41 AM
11	Twin Falls	1/14/2014 7:08 AM
12	Alturas	1/14/2014 6:46 AM
13	east fork	1/13/2014 10:02 PM
14	I represent the State Highway system	1/13/2014 2:59 PM

**Q2 How important do you think an interconnected and well maintained pathway and sidewalk system is to your quality of life and economic sustainability in Blaine County?**

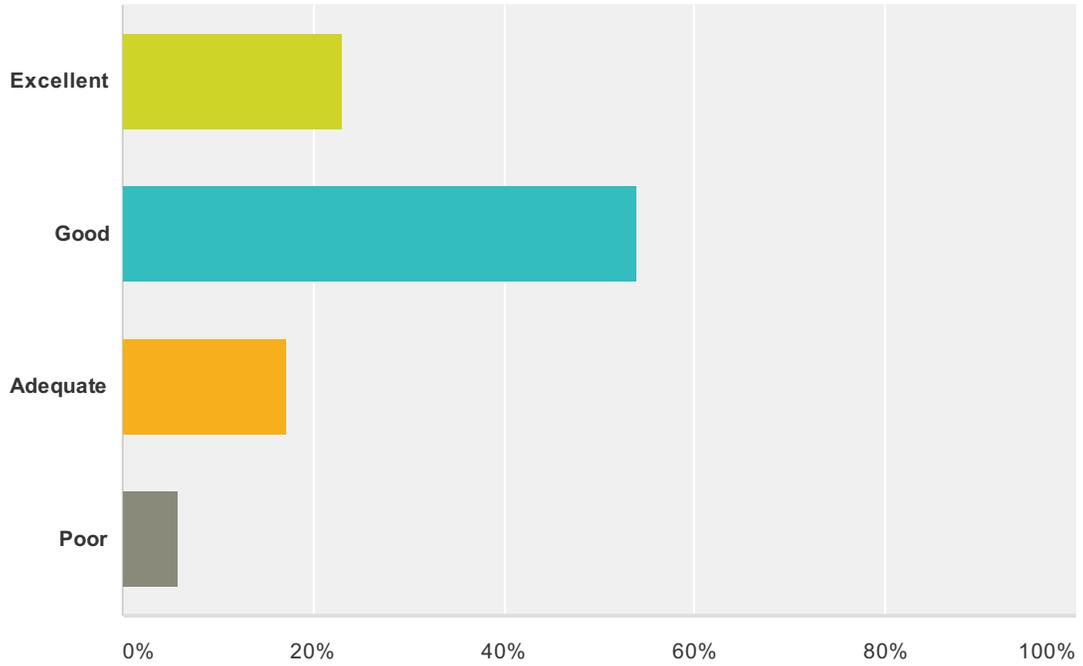
Answered: 213 Skipped: 2



Answer Choices	Responses	
Very important	78.87%	168
Important	14.55%	31
Somewhat important	5.63%	12
Not important	0.94%	2
<b>Total</b>		<b>213</b>

### Q3 What do you think of the current pathway system in the Wood River Valley overall?

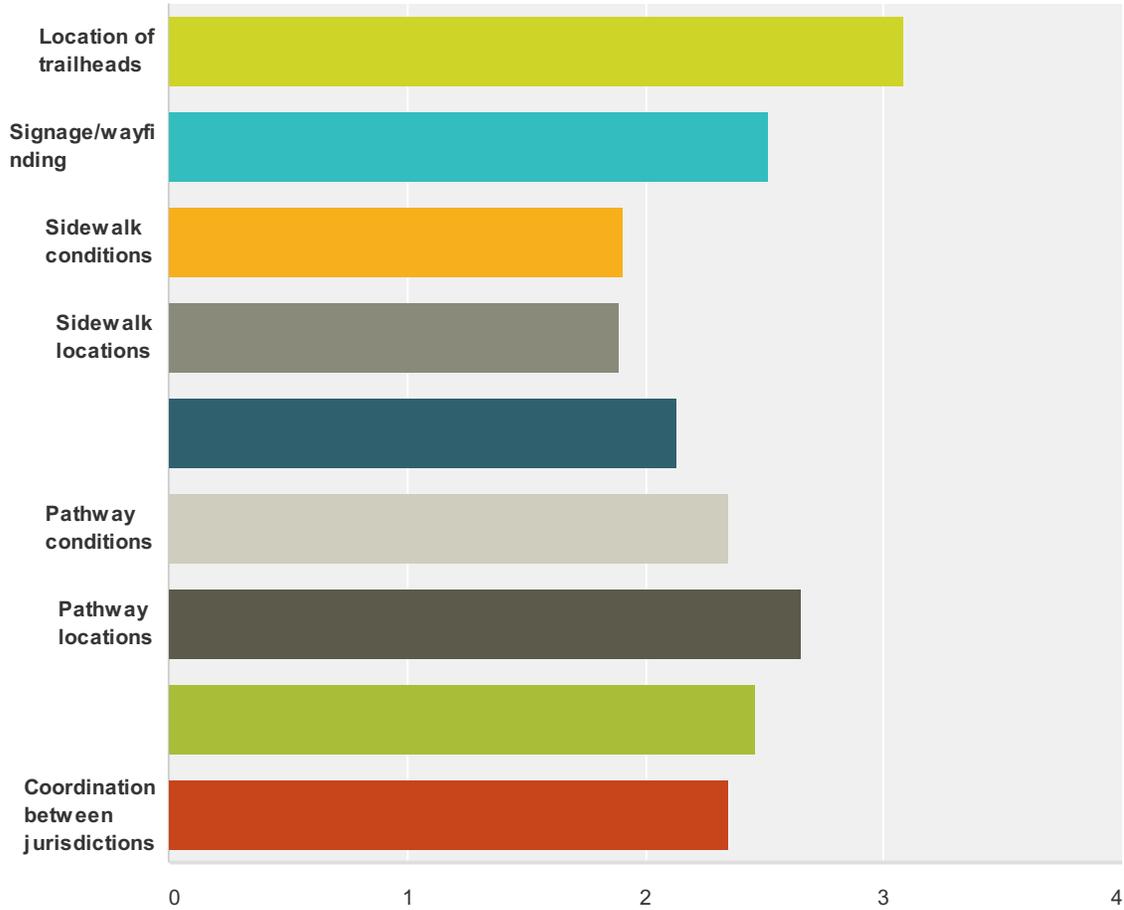
Answered: 208 Skipped: 7



Answer Choices	Responses
Excellent	23.08% 48
Good	53.85% 112
Adequate	17.31% 36
Poor	5.77% 12
<b>Total</b>	<b>208</b>

### Q4 How would you rank each of these components of the existing pathway and sidewalk system in the Wood River Valley?

Answered: 210 Skipped: 5



	Excellent	Good	Adequate	Poor	Total	Average Rating
Location of trailheads	28.57% 58	55.17% 112	12.81% 26	3.45% 7	203	3.09
Signage/wayfinding	12.08% 25	39.13% 81	37.68% 78	11.11% 23	207	2.52
Sidewalk conditions	3.40% 7	17.96% 37	45.15% 93	33.50% 69	206	1.91
Sidewalk locations	3.38% 7	21.74% 45	35.75% 74	39.13% 81	207	1.89
Pedestrian/Bike crossings and safety	5.74% 12	30.14% 63	35.89% 75	28.23% 59	209	2.13
Pathway conditions	4.81% 10	40.38% 84	39.42% 82	15.38% 32	208	2.35
Pathway locations	10.24% 21	49.27% 101	35.61% 73	4.88% 10	205	2.65

Cooperation between user groups

7.77%

Appendix B  
24.60%

35.44%

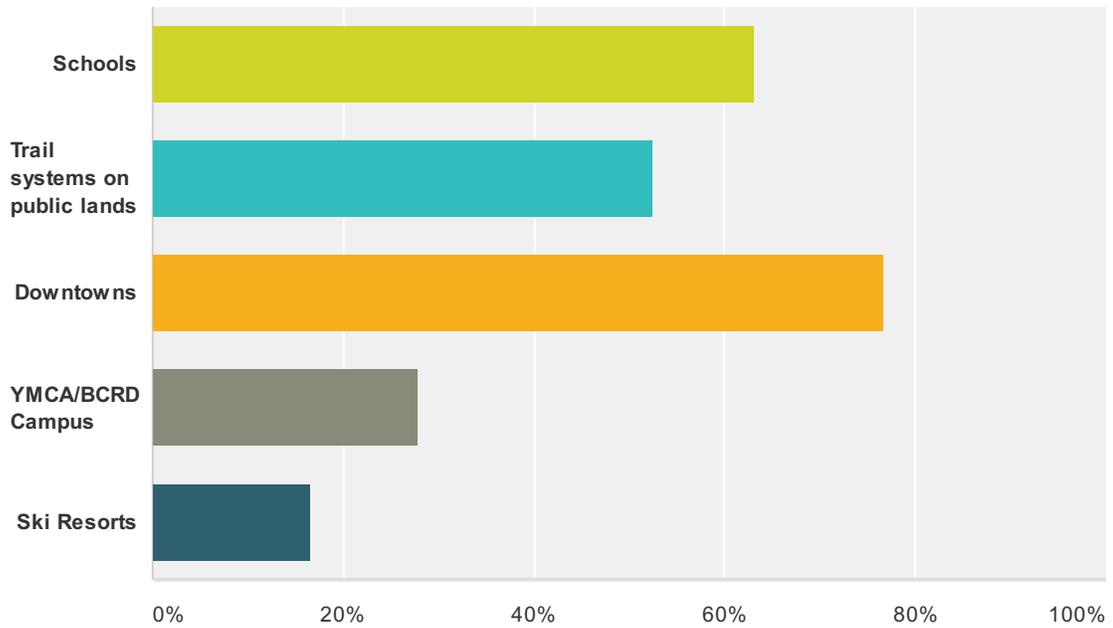
13.11%

## 2014 Blaine County Bicycle and Pedestrian Master Plan

Cooperation between user groups	16	90	73	27	206	2.46
Coordination between jurisdictions	<b>4%</b> 8	<b>40.50%</b> 81	<b>41.50%</b> 83	<b>14.00%</b> 28	200	2.35

### Q5 What do you feel are the most important destinations to connect via bikeway or sidewalks?

Answered: 198 Skipped: 17



Answer Choices	Responses
Schools	63.13% 125
Trail systems on public lands	52.53% 104
Downtowns	76.77% 152
YMCA/BCRD Campus	27.78% 55
Ski Resorts	16.67% 33
<b>Total Respondents: 198</b>	

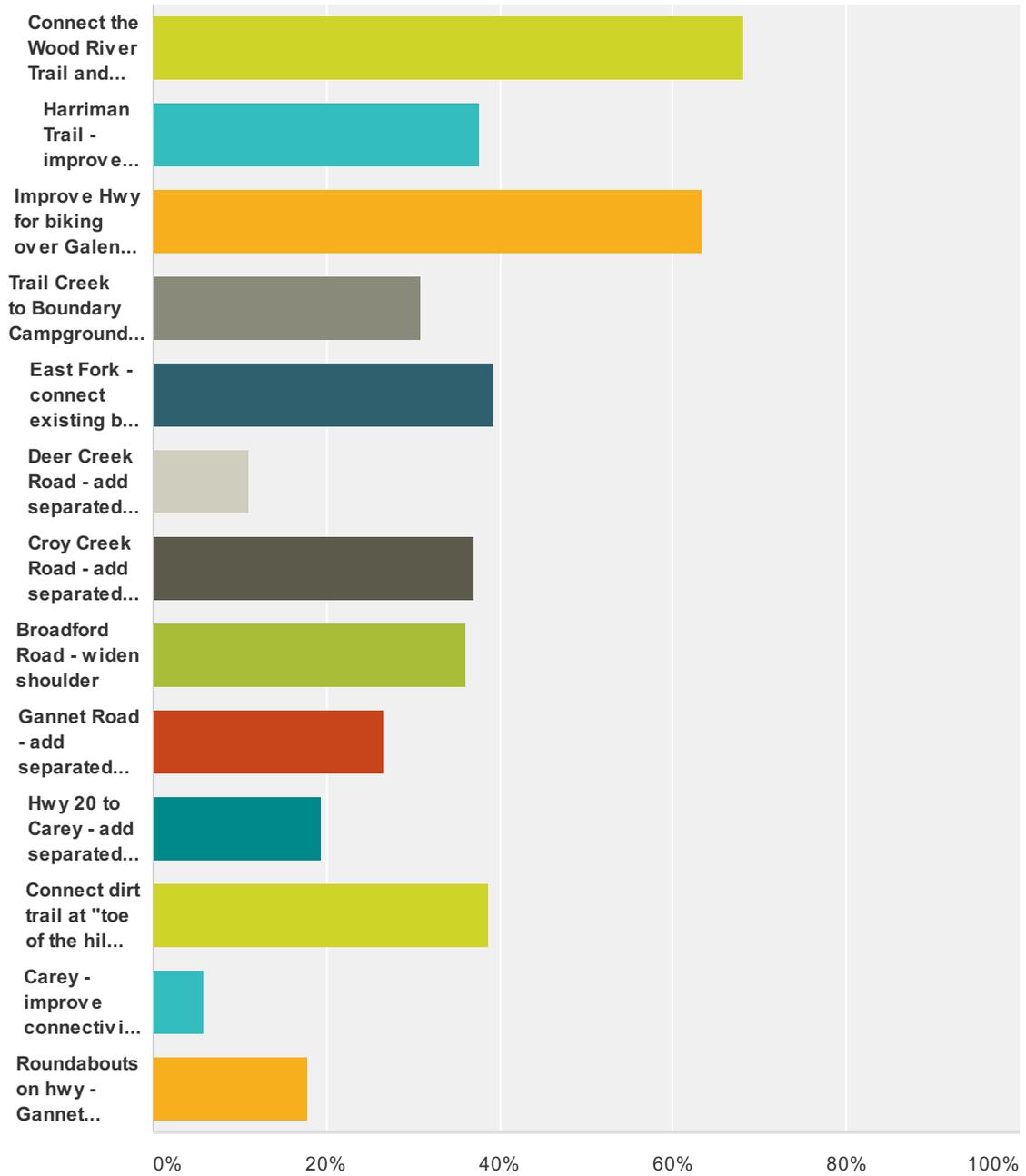
#	Other (please specify)	Date
1	heavy traffic neighborhoods	1/30/2014 1:53 PM
2	everything, commuters	1/22/2014 5:20 AM
3	Communities to Downtown cores, commuting areas	1/21/2014 2:00 PM
4	Education/riding with traffic rather than against	1/21/2014 11:11 AM
5	public service buildings	1/21/2014 10:18 AM
6	Communities & Subdivisions to south (Griffen Ranch, Bellevue Farms, Gannett, Picabo, Carey. Bike path to Harriman.	1/17/2014 3:19 PM
7	Ketchum parks	1/17/2014 6:47 AM
8	Homes where people live and businesses where people work	1/16/2014 4:33 PM
9	Ketchum Parks	1/16/2014 4:08 PM
10	public offices	1/16/2014 3:27 PM

## 2014 Blaine County Bicycle and Pedestrian Master Plan

11	Please have blinking lights when people are crossing.. especially at night it would honestly reduce accidents and we would be able to see people crossing better at night	1/16/2014 1:08 PM
12	and to resort hotels	1/15/2014 12:56 PM
13	bike path	1/14/2014 8:09 PM
14	Ketchum north on hwy 75 to saddle rd	1/14/2014 3:42 PM
15	All	1/14/2014 2:11 PM
16	Everything. It makes the system complete. How would you answer this question if it were roads and not bikes and sidewalks?	1/14/2014 1:44 PM
17	They are all important	1/14/2014 1:41 PM
18	all above	1/14/2014 12:55 PM
19	dumb question	1/14/2014 10:44 AM
20	All of the above	1/14/2014 6:56 AM
21	Fix potholes and roads in bad repair-get sidewalks built-have bike lanes that are real bike routes and not just routes in name only (4th street corridor is a joke as far as bike safety) and some of the problems will ease	1/13/2014 8:49 PM
22	residential areas with downtowns	1/13/2014 4:22 PM

### Q6 What do you feel are the top five (5) most important pathway projects within Blaine County?

Answered: 191 Skipped: 24



Answer Choices	Responses
Connect the Wood River Trail and Harriman Trail (separated path)	68.06% 130
Harriman Trail - improve surface for summer use	37.70% 72
Improve Hwy for biking over Galena Summit	63.35% 121
Trail Creek to Boundary Campground - add separated path	30.89% 59

## 2014 Blaine County Bicycle and Pedestrian Master Plan

East Fork - connect existing bike lanes and extend	<b>39.27%</b>	75
Deer Creek Road - add separated path	<b>10.99%</b>	21
Croy Creek Road - add separated path	<b>37.17%</b>	71
Broadford Road - widen shoulder	<b>36.13%</b>	69
Gannet Road - add separated path	<b>26.70%</b>	51
Hwy 20 to Carey - add separated path	<b>19.37%</b>	37
Connect dirt trail at "toe of the hill" between Hailey and Bellevue	<b>38.74%</b>	74
Carey - improve connectivity in Carey	<b>5.76%</b>	11
Roundabouts on hwy - Gannet Rd/hwy, south end of Hailey and Ketchum	<b>17.80%</b>	34
<b>Total Respondents: 191</b>		

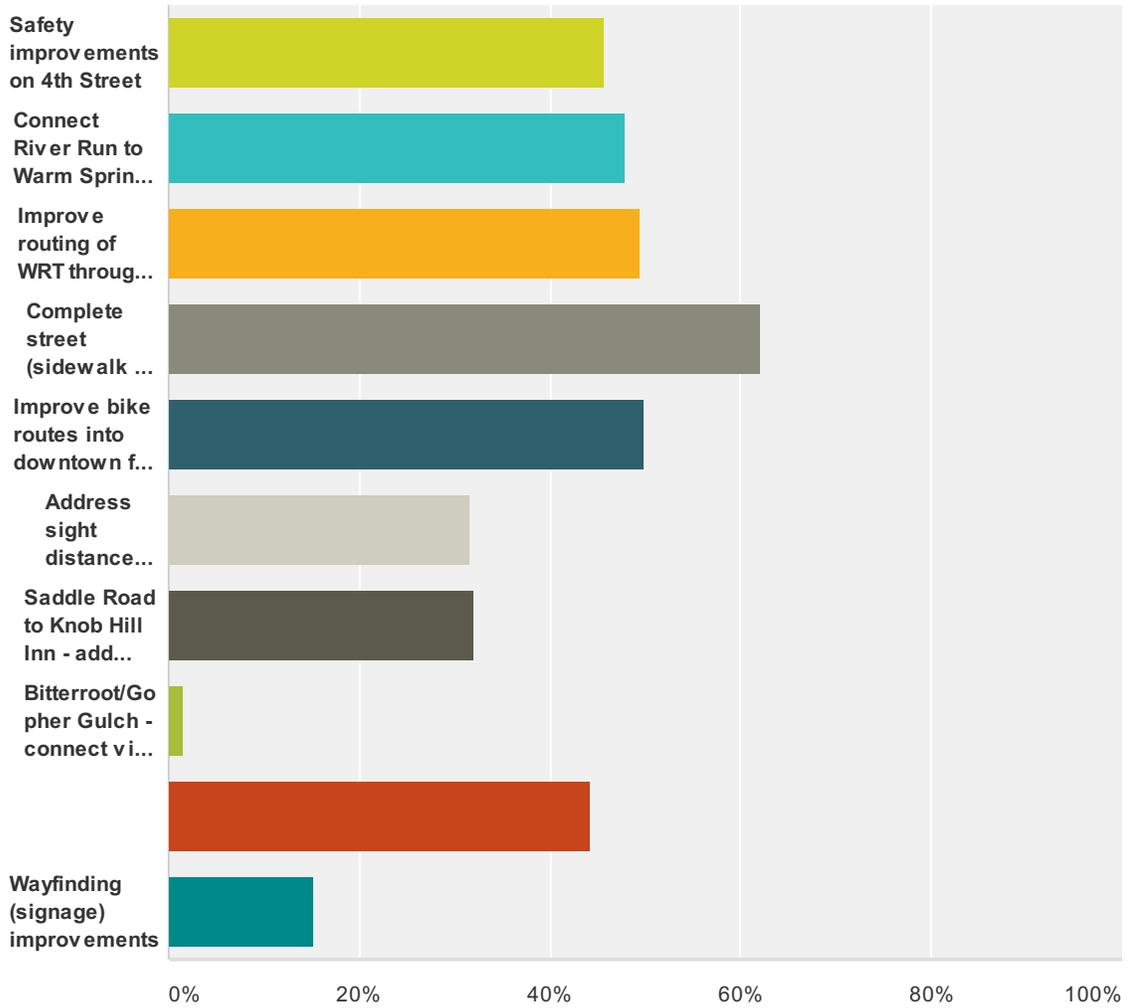
#	Other (please specify)	Date
1	Continue bike path out the board ranch	1/29/2014 2:08 PM
2	#1 ACCESS TO TOWN, MAKE MAIN STREET BIKE STREET WITH CAFE TABLES AND FUN IN STREET AND REROUTE THAT HEAVY TRAFFIC AROUND TOWN! YES!	1/23/2014 1:19 PM
3	no comment from me here	1/21/2014 7:39 PM
4	Improve surface of Gannet and Trail Creek Roads	1/20/2014 10:22 AM
5	Improve school sidewalks (Hailey, Woodside)	1/17/2014 3:25 PM
6	Get fast riders off bike path, Bicycle safety for riders: Ketchum to/from Bellevue on Hwy 75	1/17/2014 3:23 PM
7	Hwy 75 to Hariman trail extend shoulders-peletons are blocking road	1/16/2014 4:33 PM
8	LESSEN LANES ON MAIN STREET HAILEY AND KETCHUM TO (2) LANES (TOTAL) FOR PEDESTRIAN/CYCLIST VISIBILITY; INCREASE AWARENESS OF CARS TO BICYCLE STREET TRAFFIC	1/16/2014 3:19 PM
9	BLINKING LIGHTS WHEN PEOPLE ARE CROSSING EVERYWHERE NOT JUST SPECIFIC PLACES! HONESTLY WE WOULD BE ABLE TO SEE PEOPLE CROSSING AT NIGHT!	1/16/2014 1:08 PM
10	Maintaining shoulder on 75 for cyclists from Bellevue to Galena (path is not clear in the winter)	1/15/2014 8:18 PM
11	improving approaches from bike path into Ketchum, SV and Hailer commercial core	1/15/2014 12:56 PM
12	bike lanes instead of separated paths on deer creek, croy creek, too expensive. Tunnels are a huge waste of money when bike lanes would work on 75. Deer creek tunnel especially	1/15/2014 10:20 AM
13	Definitely improve the narrow sections of HWY 75 between Ketch. & Galena summit. 2 bad places are: backwoods to saddle rd. and from the bridge before galena lodge (north of prairie creek) to the lodge.	1/14/2014 2:49 PM
14	Don't really know	1/14/2014 2:11 PM
15	Connect bike path to 6th in west ketchum	1/14/2014 2:06 PM
16	None of the above. In-town connectivity, Hailey and Ketchum. Increased safety and education programs should take precedence.	1/14/2014 1:44 PM
17	Hailey sidewalks	1/14/2014 12:31 PM
18	focus on what we already have - improve it 1st.	1/14/2014 10:44 AM
19	none of the above are important	1/14/2014 4:59 AM
20	connecting the base of warm-springs to downtown/river run on trail or have bike path on both sides of warm-springs road	1/13/2014 10:14 PM

## 2014 Blaine County Bicycle and Pedestrian Master Plan

21	Fix potholes and roads in bad repair-get sidewalks built-have bike lanes that are real bike routes and not just routes in name only (4th street corridor is a joke as far as bike safety) and some of the problems will ease	1/13/2014 8:49 PM
22	separate path on hwy 75 Saddle road south to backwoods sports.	1/13/2014 6:12 PM
23	Bike path into Ketchum from Sun Valley	1/13/2014 4:02 PM
24	Develop a separate single-track trail to roughly parallel Harriman Trail (parallel but with significant distance between routes), provide trail connections from the bike path to the city centers of Ketchum and Hailey - now you have no way of figuring out how to get to the bike path to the downtown areas of these cities - need easy to find and follow path into the heart's of the towns.	1/13/2014 2:27 PM

### Q7 What do you feel are the top four (4) most important pathway projects within Ketchum and Sun Valley?

Answered: 190 Skipped: 25



Answer Choices	Responses
Safety improvements on 4th Street	45.79% 87
Connect River Run to Warm Springs and Wood River Trail (WRT aka bike path)	47.89% 91
Improve routing of WRT through Ketchum	49.47% 94
Complete street (sidewalk and bike facility) improvements in downtown Ketchum	62.11% 118
Improve bike routes into downtown from WRT	50% 95
Address sight distance issues at intersections	31.58% 60
Saddle Road to Knob Hill Inn - add separated path	32.11% 61
Bitterroot/Gopher Gulch - connect via separate path and shared streets	1.58% 3
Warm Springs Road - improve for bikes and peds	44.21% 84

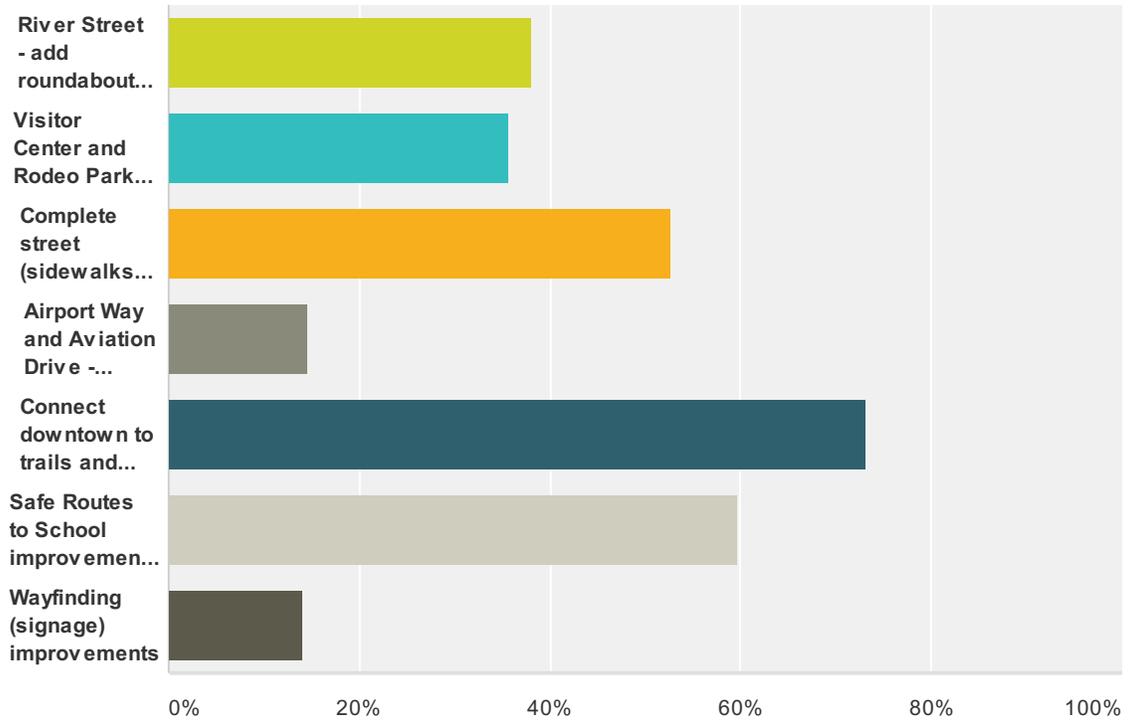
# 2014 Blaine County Bicycle and Pedestrian Master Plan

Wayfinding (signage) improvements	<b>15.26%</b>	29
<b>Total Respondents: 190</b>		

#	Other (please specify)	Date
1	Street Lights (downtown) residential	1/29/2014 9:38 PM
2	Sidewalk completion between Krystal Villa II to 3rd Av	1/29/2014 11:20 AM
3	Connect WRT (bike path) to Hariman Trail	1/25/2014 5:29 PM
4	The general downtown area is challenging. It is hard to find your way from Sun Valley Road through town and across 75.	1/23/2014 5:01 PM
5	move the path from 4th to 5th	1/21/2014 9:37 PM
6	Complete Streets from Serenade/2nd St at southern entrance through main street	1/21/2014 2:51 PM
7	Create separate bike trail on the correct side of Warm Springs heading in to town. Currently very dangerous. Drivers not used to looking right for oncoming traffic in their lane	1/21/2014 11:30 AM
8	Bridge across Big Wood River just below Warm Springs confluence due west of Atkinson's Park - this would connect trail all the way to Warm Springs Ranch and, thereafter, Warm Springs Base Area	1/18/2014 2:29 PM
9	Re: 4th move it to 5th (there's a light), re: intersections: tunnels	1/17/2014 3:30 PM
10	close two blocks of 4th st (East ave to Main) to cars from July 4-Labor day, make it a pedestrian mall; connection from WS to RR already exists, add connector on Balby from WA to RR	1/17/2014 6:50 AM
11	No Nighttime lighting between Sun Valley Resort and Ketchum City Limits	1/16/2014 5:28 PM
12	Warm Springs to River Run connector trail on Blad Mountain w/midway point at Frenchman's overlook; RR to WS via bike path exists now (but it's an option above?)	1/16/2014 4:11 PM
13	LESSEN LANES ON MAIN STREET HAILEY AND KETCHUM TO (2) LANES (TOTAL) FOR PEDESTRIAN/CYCLIST VISIBILITY; INCREASE AWARENESS OF CARS TO BICYCLE STREET TRAFFIC	1/16/2014 3:19 PM
14	Still think blinking lights when people are crossing I care about peoples safety when crossing street and there is always someone who is driving fast in city and that's how that lady got ran over and killed !!!!!	1/16/2014 1:21 PM
15	Provide shoulder between Knob Hill and Saddle Rd	1/15/2014 8:22 PM
16	Sidewalks on the North side of Main Street are in very poor condition or just don't exist	1/14/2014 1:58 PM
17	More bike safety in downtown Ketchum (lanes, signs, signs on roads, dedicated roads, etc.)	1/14/2014 1:49 PM
18	4. Sidewalk improvements in the core.	1/14/2014 1:46 PM
19	A pedestrian overpass on 4th. it is, after all, the main walking corridor.	1/14/2014 12:54 PM
20	need continuous sidewalk on 6th street	1/14/2014 8:02 AM
21	Warm Sprins is terrible	1/14/2014 6:57 AM
22	none of the above are important	1/14/2014 5:01 AM
23	Route that would elimanat need to ride on mainstert	1/13/2014 9:38 PM

### Q8 What do you feel are the top three (3) most important pathway projects within Hailey?

Answered: 171 Skipped: 44



Answer Choices	Responses
River Street - add roundabouts, sidewalks and bike lanes	38.01% 65
Visitor Center and Rodeo Park - improve connection to WRT	35.67% 61
Complete street (sidewalks and bike facility) improvements downtown	52.63% 90
Airport Way and Aviation Drive - complete street (sidewalk and bike facility) improvements	14.62% 25
Connect downtown to trails and parks (Croy, Cutters trail, Lions Park to Heagle Park)	73.10% 125
Safe Routes to School improvements (crossing at Albertsons, Glenbrook Dr to WRT)	59.65% 102
Wayfinding (signage) improvements	14.04% 24
<b>Total Respondents: 171</b>	

#	Other (please specify)	Date
1	Toe of the hill to Bellevue & biking out Croy	1/17/2014 3:20 PM
2	Add additional traffic calming (speed bumps) on 4th and 3rd Ave on the approach to Elm to improve elementary school walkers safety	1/16/2014 4:32 PM
3	LESSEN LANES ON MAIN STREET HAILEY AND KETCHUM TO (2) LANES (TOTAL) FOR PEDESTRIAN/CYCLIST VISIBILITY; INCREASE AWARENESS OF CARS TO BICYCLE STREET TRAFFIC	1/16/2014 3:19 PM
4	Blinking lights when people crossing	1/16/2014 1:21 PM

## 2014 Blaine County Bicycle and Pedestrian Master Plan

5	cant comment, don't know are well enough	1/15/2014 12:59 PM
6	Bike path to downtown - much better connectors needed	1/14/2014 7:02 PM
7	Don't know	1/14/2014 2:56 PM
8	slow car traffic at trail intersections	1/14/2014 2:56 PM
9	improvement of side walks in old Hailey	1/14/2014 1:21 PM
10	one way streets in old Hailey could be a great benefit to pedestrian/bike traffic and be a cost effective way to accomplish some of these items	1/14/2014 12:54 PM
11	none of the above are important	1/14/2014 5:01 AM
12	Visitor Center & P.O. connectivity	1/13/2014 8:15 AM

# 2014 Blaine County Bicycle and Pedestrian Master Plan

## Q9 Any other comments?

Answered: 42 Skipped: 173

#	Responses	Date
1	Would also recommend re-paving trails from Sun Valley out Trail Creek-they are in bad shape. Also, would love to see more trails (dirt) added to Ketchum-it is time for some new options. Trail use is increasing-it's time.	1/29/2014 2:11 PM
2	The Poor selections on the 1st page were solely re the road that connects West Ketchum with 3rd ave (I believe it is called 3rd st). It runs from the bike path, next to Krystal Villa II to the 3rd Ave intersection. It has 2 or 3 curves and is extremely treacherous for peds and bikes. The partial sidewalk is often caked with ice and peds and bikes are often in the middle of the road. Just completing the sidewalk to that intersection would greatly improve the conditions there.	1/29/2014 11:20 AM
3	Don't forget South County. Consider ways to extend bike paths along former rail lines to Picabo/Silver Creek and/or widen bike space on margins or existing roads.	1/27/2014 1:55 PM
4	Having boards with maps and "you are here" indicators would be really helpful for newcomers and visitors. Also, clearly indicating which trails are skiable vs plowed in the winter.	1/23/2014 5:01 PM
5	THANK YOU!	1/23/2014 1:20 PM
6	Roundabout at the YMCA. Roundabout at the 6th St and Warm Springs Road	1/23/2014 7:10 AM
7	enact anti harassment laws enforce pedestrian rules at path road crossings	1/21/2014 9:37 PM
8	Thank you for the opportunity to comment..	1/21/2014 6:49 PM
9	Safety improvement at Saddle Rd and Warm Springs needed (switch to other side of road)? Safety improvement at Warm Springs crossing south of YMCA parking lot (lit sign is not enough, lights in roadway like Hailey ped Xings?, switch path to other side of road?) Groomed ski trail/bike path between Saddle Road and Hemingway is a joke, needs to be plowed for multiple users sake.	1/21/2014 2:03 PM
10	ELIMINATE STOP SIGNS AND ADD ROUNDABOUTS THROUGHOUT THE VALLEY!!!!	1/21/2014 11:41 AM
11	I strongly suggest reviewing the bike path in warm springs. It is a disaster waiting to happen. The idea of having a single bike path going both directions sounds good, but in practice I constantly see drivers looking left only when making a right turn away from town and then proceeding. they are just not conditioned to look right too. I know there have been accidents and I have seen some very close calls.	1/21/2014 11:30 AM
12	Thank you for making this a priority for the Citizens of the Valley!	1/21/2014 11:17 AM
13	Enact automatic inattentive driving ticket for failure to "see" cyclists. Enact anti-harassment ordinance. Install more share the road, enforce crosswalk regs.	1/17/2014 3:30 PM
14	Thanks.	1/17/2014 3:24 PM
15	Highlight (?) the SNRA facility along with fat tire bikes. Drill for data for summer and winter use. Denote trailheads maintained by the BCRD and SNRA.	1/17/2014 3:12 PM
16	Consider "dismount zones" in congested downtown Ketchum retail area, Use 1st street in Ketchum as safe "bike route" crossing at hwy 75 (utilize stop light), improve crossing at saddle rd & hwy 75	1/17/2014 3:00 PM
17	ketchum in particular needs do divert cyclists off sun valley road to 4th st. and enforce no bikes on sidewalks in core area	1/17/2014 8:53 AM
18	keep up the work beyond planning, please - execute! Ideas are great, action is better!	1/17/2014 6:50 AM
19	Some intersections are in deep shadow mornings/afternoons, esp. in winter(5th and Leadville, for instance). Very hard to see pedestrians when the sun is in your eyes!	1/16/2014 4:36 PM
20	All of my most dangerous encounters on the bike path have been when I'm on my bike and I'm coming up on somebody from behind - and no matter how much I yell or ring my bell, they don't hear me because they've got headphones on. Would be much safer if they left one earpiece out, or if signs reminded them . . .	1/16/2014 2:30 PM

## 2014 Blaine County Bicycle and Pedestrian Master Plan

21	I think we should focus more our attention on adding blinking lights and more lights when people are crossing the street. Downtown ketchum and hailey get hectic and people tend to drive fast and don't really watch for people crossing I thinkif we add more street lights and blinking lights to see people better at night when crossing street	1/16/2014 1:21 PM
22	There needs to be a road diet of Warm Springs Rd where the WRT crosses at the YMCA.	1/15/2014 8:22 PM
23	where is the money going to come from for any or all these improvements	1/15/2014 5:16 PM
24	connecting trails from Curtis Park to Cutter's and quigley through ag property on quigley, but keep them dirt. No toe of the hill trail beyond Hailey to Bellevue.	1/15/2014 10:20 AM
25	AS THESE REQUIREMENTS ARE GENERATED AND JUSTIFIED, THERE NEEDS TO BE A FUNDING MECHANISM TO PAY FOR THE CONSTRUCTION AND MAINTENANCE OF THE BIKE FACILITY OTHER THAN DUMPING THE REQUIREMENT ON UNDERFUNDED ROAD AND STREET DEPTS WITH NO FUNDS FOR THESE IMPROVEMENTS OR THE MAINTENANCE OF IT IN THE FUTURE. AN BCRD TAX INCREASE MIGHT BE A FUNDING MECHANISM. DONATIONS FROM WEALTHY SKINNY TIRE ROAD BIKERS MIGHT BE ANOTHER FUNDING MECHANISM. LASTLY, A BIKE ANNUAL REGISTRATION FEE AND TAG MIGHT FUND SOME OF THESE IMPROVEMENTS AND FUTURE MAINTENANCE OF THE FACILITY.	1/15/2014 8:21 AM
26	Would be great to know why Bellevue is not being included more in this planning effort. Thanks	1/15/2014 7:36 AM
27	Thanks - this is a great effort and I look forward to seeing the results.	1/14/2014 7:02 PM
28	I would love to see Toe of the Hill connected to Bellevue	1/14/2014 3:08 PM
29	The lighting at crosswalks on Main Street (and others) in Ketchum is poor at best. People crossing the street (many not in the crosswalk) late at night wearing dark clothing are barely visible at times. Ketchum needs to provide better visibility at crosswalks (blinking pedestrian crossings) before someone is seriously injured or killed. Many folks share this concern. Either improve the lighting at crosswalks or install blinking pedestrian crosswalks or both. I like the Dark Sky Ordinance but something needs to be done before we are sorry.	1/14/2014 2:56 PM
30	There is no mention of winter use of the trail system. Fat bikes are a great alternative for commuting but also for winter recreation yet there are no dedicated trails or grooming for fat bikes. Blaine County is a few years behind other resorts in their acceptance of this new sport. Given the choice to vacation someplace where more recreation options are available, a growing segment of the market may choose to go to Jackson or Park City or... where they can ski and bike.	1/14/2014 2:56 PM
31	re-stripe the highway from the Lodge up to Galena. improve shoulders of #75 from Saddleroad to Backwoods. Put the bike path back on the arterial with adequate bike merger and lane signs. 4th street even closed to traffic still has "crossing #75" to deal with and the hill. And the other end has to somehow merge with the traffic on Spruce. More complicated. Keep it simple = safer.	1/14/2014 1:48 PM
32	Bike and pedestrian education should be central in the plan.	1/14/2014 1:46 PM
33	All of these projects are important. The user experience should be the goal - a rider should be able to use HWY 75 to Stanley safely, just as a Hemingway Elementary Student should be able to ride his bike to school. Make us a pedestrian, bicycle friendly county.	1/14/2014 1:45 PM
34	Thanks for the opportunity to have a voice.	1/14/2014 12:54 PM
35	All of these projects seem to be optional. Why spend the money?	1/14/2014 10:47 AM
36	The most dangerous place on the bike path is the tunnel at the hospital! Possibly mirrors could be installed at both ends! There also needs to be education of path users as to being cooperative on the trail.....more share the road signs, Using bells or voice to pass, keeping dogs on leash or REALLY under control.	1/14/2014 7:24 AM
37	Roundabout at the Y, and at the top of Warm Springs/ highway	1/14/2014 6:57 AM
38	Sidewalks throughout Ketchum should be a priority	1/13/2014 9:22 PM
39	some of these questions are not subjects that I can adequately answer. Esp in Hailey. There needs to be another choice i.e. I don't know.	1/13/2014 8:18 PM
40	Put the bike lanes back onto Sun Valley Rd. 4th Street is a joke as a bike safe route. Make Ketchum a true bike friendly town. 4th street should have better wheelchair access, too many steps. Close some streets to cars and allow walking so people will shop. Walkers are more apt to spend money, not drivers. Encourage walking.	1/13/2014 6:10 PM

## 2014 Blaine County Bicycle and Pedestrian Master Plan

41	the category "adequate" is confusing; is it the same as good? that leaves only "poor" as an alternative to the status quo. in general, signage everywhere could be improved.	1/13/2014 4:27 PM
42	cars are coffins	1/13/2014 2:32 PM



**APPENDIX  
C.  
STAKEHOLDER  
INTERVIEWS  
AND MEETINGS**

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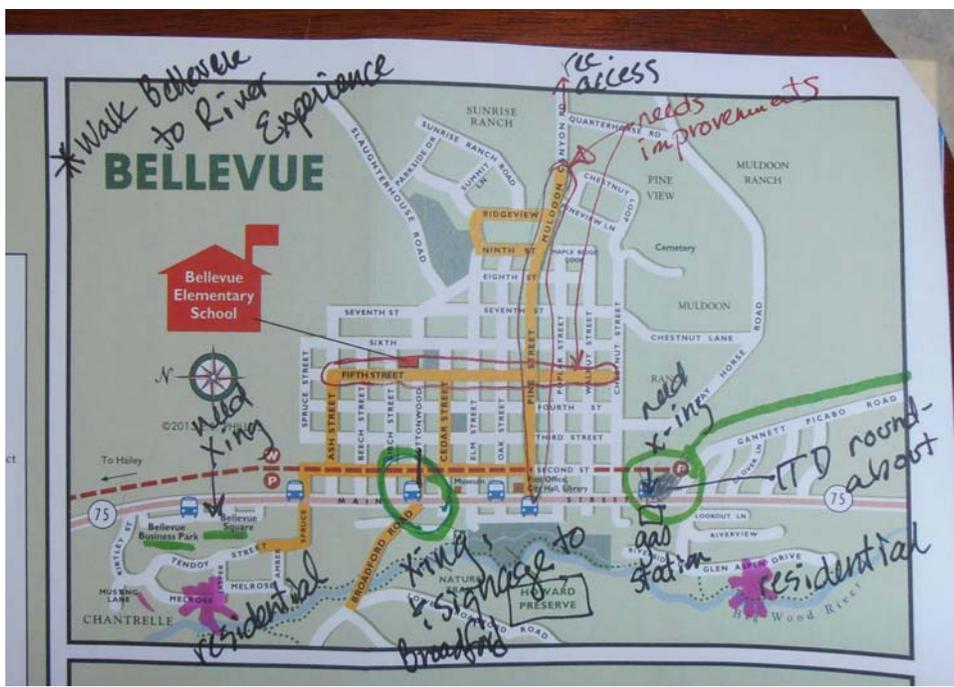
# Kick-Off Meeting Needs Survey (11/4/13) - Sun Valley



# Kick-Off Meeting Needs Survey (11/4/13) - Valley N of Ketchum



# Kick-Off Meeting Needs Survey (11/4/13) - Bellview



## **Blaine County Bicycle and Pedestrian Master Plan Stakeholder Interview Summary**

Phone interviews were held with the following people during the month of November 2013: Bart Bingham, Char Nelson, Brett Stevenson, Bob Russo, Eric Rector, Rebecca Bundy, Joyce Alligany, and Richard Feldman. This is a summary of the feedback that was gathered during these interviews.

1. How important do you think an interconnected and well maintained pathway and sidewalk system is to your quality of life in Blaine County/attract visitors/to your business? Is it very important, important, somewhat important or not important? Why?

*It is very important and absolutely important for business.*

*This is a destination for locals from Idaho Falls and Boise.*

*Gateway to world's finest recreation.*

2. What do you think of the current pathway system in the Wood River Valley overall? Is it excellent, good, adequate, poor?

*Bike path south of Ketchum is in poor condition.*

*It's pretty darn good.*

*When pathways are built, they should be built properly.*

*Good but some gaps.*

*Recognizes that cyclists want more bike lanes.*

*County usually uses 3/4" chips for traction but interested in other treatments.*

*Pretty good but room for improvement.*

3. How would you rank each of these components of the pathway and sidewalk system in your area (Hailey, Ketchum, Belleview or Carey)?
  - o Location of trailheads

*Existing are adequate.*

*E. Fork needs to be addressed as it is becoming a defacto park-n-ride. Need to change parking habits and designate a park-n-ride lot across street so rec users are not displaced. There is ITD land available.*

*Need parking lots strategically placed.*

- o Signage/wayfinding

*Wayfinding not needed in downtown Ketchum.*

*Wayfinding on the bike path would be helpful.*

*Need better real maps at trailheads, maybe links to websites with QR codes.*

*At end of trail north of Ketchum needs signs.*

*Need more “you are here” signage that are oriented to the way you are looking.  
Need 3 or 4 points with overall maps in each community.*

- **Sidewalk conditions**

*Wider sidewalks needed and more connections needed.  
Snow removal is an issue as business owners have to plow sidewalks.  
Need better connections from side streets if lots of parking is on the side streets.*

- **Pedestrian crossings and safety**

*4<sup>th</sup> street improvements are good, makes it nice to walk.  
Improvements should be extended beyond Java.  
4<sup>th</sup> Street pedestrian design is not working.  
Tunnel into hospital is being looked at for improvements.  
Safety at 4<sup>th</sup> and Main an issue.*

- **Sidewalk locations**

*Ketchum needs more sidewalk connectivity in downtown.*

- **User conflicts**

*There are not many.  
There is plenty of opportunity on the trail system to announce your presence.  
Some conflicts with snowbikes on nordic only trails.  
Specific snow bike trails are needed possibly around Sun Valley –White Cloud.  
Everyone gets along well in general.*

#### 4. What are important destinations to connect via bikeway or sidewalks?

*2<sup>nd</sup> Street (major pedestrian route) and 1<sup>st</sup> Avenue.  
Downtown core most important.  
Post office, all of the downtown grid.  
Hwy 75 should have bike lane north of Ketchum.  
Croy Canyon in Hailey.  
East Fork with a larger shoulder.  
Tying into forest service trails north to SNRA could be doable if the community wanted it.  
Surface of Harriman is loose and needs new gravel surface with organics so it can be compacted.  
Connect paved path to forest service trails.  
Bus connections.*

*Trail down Gannett to Picabo and Carey.*

*Everyone uses Sun Valley Road instead of the designated bike route, need a path on Sun Valley road and remove parking.*

*Sidewalk from E. Fork to Hwy 75.*

*School connections are important.*

*Connections in Carey – Queens Crown Hill, Carey Lake, Little Wood River Reservoir and Wilderness*

5. For Ketchum residents – do you support the recommendation made in the Ketchum Downtown Master Plan to change Main Street to a 3 lane road in order to improve safety of pedestrians crossing the highway and to allow for wider sidewalks?

*3 lanes would be great to slow traffic, maybe include a diversion around Main Street. Tunnel? Bypass?*

*Concern with 4 hotels that are planned in Ketchum and back up of traffic. Community may not accept.*

6. What do you feel is the most critical improvement or connection needed for the existing pathways and sidewalks in your area?

*Improvements at Serenade Drive with “Welcome to Ketchum” sign.*

*Warm Springs bike path is terrible – mixed uses, speeds too slow, lots of dips and intersections, blind left hand turns, sight lines are bad. Needs cycling lane going in the direction of traffic.*

*Wayfinding from the bike path – avoid having tourists dumped onto the highway.*

*Continue path north of Hullen Meadows to SNRA.*

*Widening highway north w/o chips important for Galena Summit rides.*

*Broadford road has blind curves and is not a safe road. Speed limit 25. Lots of dog walkers, pedestrians at dusk.*

*Elkborne and Twin Bridges in Sun Valley.*

*Path in Bellevue that is in middle of street needs to be addressed.*

*Share road signage on 75 north of Ketchum.*

*Broadford road needs improvements.*

7. Any other comments?

*Roundabouts are wonderful – they work great in Bend. Should be placed at Warm Springs & Main, Main and Main, 10<sup>th</sup> Street and YMCA.*

*Bike parking, showers in work place, bike racks that work are all needed to support biking for commuting.*

*Trail Creek Road is heavily used by cyclists and needs better signage for bikes on road.*

*Coordination between jurisdictions is needed.*

*Need good defined routes to bus stops.*

*Need good etiquette and knowledge of rules of road and cyclists need to act responsibly in traffic as well.*

*Encourage more people to commute and not drive.*

*Outreach important after path improvements are done.*

*Many studies have been done that have not been used – this plan needs to be used.*

*Communicate to community about safe biking, lights.*

*Need more bike racks in Ketchum and Hailey.*

**Blaine County Bicycle and Pedestrian Master Plan**  
**Summary of Outreach Meetings**  
**Conducted by the Working Group**  
**12-9-2013 to 12-19-2013**

**Blaine County Meeting - 12/19/13**

- Where are we on dirt? Seems to be creeping in so we need to clarify that dirt is only there in cases where it provide community connectivity, eg the Toe of the Hill trail in Hailey and improvements or additions to that trail.
  - We need a separate color for dirt connections
- Change the name of the WRT to “existing separated pathway”
- Change the name from proposed to potential on dotted line pathway
- Potential Wider shoulders from boundary creek to the base of trail creek
- Potential bike-ped underpass and WRT separated pathway connection for Deer Creek from existing WRT, dependent on development (peregrine ranch)
- Potential ped underpass at Broadway Run (Meadows trailer park)
- At grade crossing of Hwy 75 at Hospital Dr.
- Add existing destination mark of Croy Crk trailhead at bike park
- BV - How do we handle the Broadford Rd separated pathway need/issues for the section from Cedar south for approx. 1.5 miles from that point
  - Exit point of Broadford to Main/75 in downtown Bellevue needs to be improved
- BV - Connection from WRT to Valley Market (Atkinsons) via a path and crossing
- BV – fix for traffic control issues as WRT crosses through downtown BV (this needs to be consistent across all jurisdictions)
- Accommodation for road bikers who like to do an out and back off of Broadford Rd down Lower Broadford to Lees/Townsend gulch
- For county roads, look at not chip sealing from fog line to edge of pavement
- Add destination Picabo park and store, as well as Carey.
- Designate road bike loops within the triangle area (Bellevue south to Hwy20) like on Pero Rd, Glendale Rd.
- The existing rail easement in Picabo is opportunity
- Path connectivity within city of Carey is desired
  - Carey park and fairgrounds are destinations within Carey
  - Loop within Carey using existing right of way (dirt path at first) for separated path and then also utilizing bike lanes

- General issues for WRT
  - Need for more toilets
  - Paved parking at key destinations (end of trail both north and south, east fork, south of hospital light)
  - Wayfinding
  - Consistent pavement markings at roadway crossings
- We would like a recommendation from Harmony re: what makes the most sense in current state as well as potential separated pathway
  - Broader question of how we incrementally improve corridors, going from wider shoulders to bike lanes to separated pathway (what are the triggers, how do we make small progress more quickly)
- Roundabout from Gannet to 75 to accommodate cyclists (building the roundabout is a long-term ITD identified project)
- Note for Hailey map – capture that there is an existing separated path from WRT to high school/community campus along Fox Acres. Add dotted line to show potential connection to end of Fox Acres to go to planned potential development and Quigley Pond. There is also a potential path or ped connection between the toe of the hill trail at Community Campus and Quigley Road dirt parking.
- General note for all potential new connections and paths that is a general disclaimer about the fact that there are details to be worked out on right of ways, property coordination, funding and other approvals.

#### Questions for Harmony

1. In what format did Harmony create the maps?
2. Can Sam and Jennifer talk by Friday?
3. What map work does Sam do vs Harmony?
4. How do we reconcile proposed projects that cross private land? GIS layers?

#### Harmony's responses to questions:

1. We created the maps in Autodesk Map 3D. We will be converting the information into GIS shape files that can be used by Sam
2. Yes, I hope to talk to Sam today!
3. Per our contract, we had planned and budgeted for the mapping to be provided by the Working Group (Sam). However, Harmony produced the initial maps due to time constraints. We hope that Sam is able to take our information and create revised maps for the January workshop and final maps for the report.
4. We will include statements in the document that clarify that connections are conceptual in nature and details regarding ownership, funding, etc. will need to be addressed as projects are implemented.

## North Valley Meeting (Ketchum/Sun Valley) – 12/10/2013

Attendees: Lisa Horowitz, Mark Hofman, Steve Wolper, Kurt Eggers, Jim Slanetz, Dale Bates, Bob Rosso, Richard Feldman, Rebecca Bundy, Besold/SNRA, Kurt Nelson, Juerg Stauffacher

### Highlight Issues:

- how do you enhance the experience and safety of the main artery: Wood River Trail (surface, signage, route through Hemingway School area, etc.)
- how do you better connect other arteries (Sun Valley Road) to main artery with a smart, "in town experience"

### Issues Raised:

- 1) Transportation in general- how to deal with bike/peds when town is congested
- 2) Power poles in the bike path need to be removed
- 3) Ketchum should finish 4<sup>th</sup> Street
- 4) Ketchum should finish Sidewalks 2<sup>nd</sup> Street and 5<sup>th</sup> Street
- 5) Consistency between cities would be good- seamless for visitors
- 6) Make 4<sup>th</sup> street safer for bikes- "sharrow" concept may not be working. 4<sup>th</sup> street is confusing, we need to get bikers off sidewalks, keep bike lane or not? Sharrow is not working for tourists, they tend to bike on sidewalks especially if with kids
- 7) Consider removing some parking on Main street, and/or put Main Street on a "road diet" and reduce to 3 lanes
- 8) Main street 3 lanes a good idea
- 9) Sharrow marking/signs on 4<sup>th</sup> street need improvement
- 10) More aggressive marking for bike lanes overall
- 11) Close 4<sup>th</sup> alley to alley across Main to reduce vehicular conflicts
- 12) Designate most of Ketchum as a "shared road" area?
- 13) Sharrow likelihood of getting "doored" is smaller
- 14) Bulbs on SV Road – be careful with design, flat curb bulbs
- 15) Possibly abandon the bike path leg behind Reinheimer Ranch, or need better signage, remove asphalt?
- 16) Ketchum bike path from 4<sup>th</sup> to 10<sup>th</sup> through Hemingway is a real problem area: need to consider alternatives, 7<sup>th</sup> Street to Hemingway, new path around the ball field and use Parkwood to get to the YMCA? Explore this
- 17) WS Road into town: explore a cantilevered sidewalk behind Globus to get people up/down the hill?
- 18) Roundabout at Saddle & Main
- 19) Highway 75 – shoulder good north of Saddle Road to Hulen M. Expand asphalt 8" to 12" on both sides, or cut down drive lanes (1'/12'/12'/1') adown to 11' to give an extra foot each side outside of the fog line
- 20) Harriman: Pave? Harden surface but not pave
- 21) Use old Galena toll road for cyclists
- 22) Don't chip seal past fog line
- 23) Pole Creek/Valley Rd/Old Toll Road- interesting route idea over the pass
- 24) Drop speed to 55 MPH at Prairie Creek where shoulder narrows
- 25) Stanley side, highway not wide enough for bikes!

- 26) Slow vehicle speed limits around Galena Lodge
- 27) Galena Lodge area crossings need better safety; Horse Creek/Titus Road crossing safety
- 28) Northern terminus of bike path and SNRA Headquarters: huge potential missed connection
- 29) 2 pronged entrance to Ketchum from south, the route heading towards highway 75 could be a commuter route and the Wood River Trail the scenic route. For the commuter route: keep bike lane on highway or Second Ave, or explore both?
- 30) We need to add significantly more destinations to the Ketchum map relevant to cyclists and pedestrians. One key set to cycling destinations are the “shops” that sell, service or rent bikes.

## **Hailey Meeting – 12/9/2013**

Attendees: Billy Olson, Jeff Davis, Chip Deffee, Owen Scanlon, Andy Hawley, Lia Johnson

1. Most of Elm Street from bike path across highway to alley before River (in need of complete street improvement)
2. Dismount signs at every Hailey Main Street intersection – should have a vertical sign and a street level sign
3. Sign every intersection with at least stop sign for a 2-way stop (mostly in “old” Hailey where there are intersections without any stop or yield signs)
4. Condense Hailey Main St. to two lanes with separated bike lanes
5. Improve surface of Harriman Trail
6. Realign bike tunnels
7. Croy improvements
8. Ohio Gulch (improvements)
9. Finish toe of the hill (natural path on east side of Hailey)
10. River Street seems like a safer bike route than Main Street to me – that is my initial thought, but would like to hear comments in favor of bike lane on Main Street.
11. Albertson’s – crosswalk improvement as well.
12. Connect toe of hill trail across Quigley to Cutters allowing ore bicycles to safely get to and from High School.
13. Crosswalk lights at the Albertson’s intersection (needed)
14. Improved walking/biking lanes or sidewalk heading south from the Middle School along 2<sup>nd</sup> Avenue (needed)
15. Connectors to Fox Acres Road ride bike path
16. Buckhorn Drive connector to Quigley
17. Ohio Gulch – bike lanes
18. Highway crossings, bike dismounts marking on all roads to cross highway
19. Signage on highway to point where bike path location is in towns (add)
20. Ped/Bike access to Indian Creek?
21. Ornamental trees w/o fruit for acceptable planting along sidewalks
22. Ped/bike access to High School, safe routes
23. Ped/bike access to St. Luke’s , airport west?
24. Ped/bike access Woodside Blvd?

25. Dismount signs on ground and signs at ALL crosswalks
26. More information signs along bike path (wayfinding) – St. Lukes Clinic, City Limits, Canyons/sideroads
27. Continue wood river paved trail to Picabo
28. No chip seal to edge of 75 and 20
29. Wider shoulder on 75 to Smiley Creek
30. Myrtle St E 2<sup>nd</sup> ave to bike path PRIORITY students traveling from school home.
31. Existing path/down McKercher from bike path to Jr. High
32. Pedestrian – old Hailey. Stop signs on cross streets. Stop 2<sup>nd</sup> no stop – flow down 2<sup>nd</sup>. Stop signs 1<sup>st</sup> & 3<sup>rd</sup> & 4<sup>th</sup> on flow side street connectors don't stop. (2<sup>nd</sup> street would not have stop signs so can be used as n/s route without stops)



**APPENDIX  
D.  
SKI HILL ROAD  
WYOMING—  
A COMPLETE STREET**

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"Tour de Chip Seal Project"

## **Ski Hill Road Wyoming – A Complete Street**



**Ski Hill Road through Alta Wyoming**

Ski Hill Road is a 25-35 mph county road in Teton County Wyoming, providing access to Alta Wyoming and the Grand Targhee Resort. The road was reconstructed in 2000 under the Forest Highway Program by the Federal Lands Highway Administration. Along with motor vehicle access, it's been historically used by non-motorized users for recreation and has become a de facto pathway for local cyclists, runners, roller skiers and others.

Teton County planned to chip seal the road in 2013 with traditional 3/8" chips. Local pathway advocates were concerned this would not serve all the existing users, and proposed a number of changes to the original chip seal project to make it work better for non-motorized users. They engaged with the Teton County Road and Levee staff through a number of meetings over a two-year period and proposed improvements to make it into a Complete Street. Teton County's recently approved Comprehensive Plan called for Complete Streets to be the standard for all county roads and Ski Hill Road could now be considered Teton County Wyoming's first Complete Street.



**Old center stripe was off center by over 2' in places – fixing the problem allowed for Bike Lanes**

The previous road configuration had a number of problems.

- The center stripe was not centered on the road surface, leaving very narrow shoulders on one side and very wide on the other
- The traffic lanes were variable with some as wide as 14 feet
- There were no safe zones for local pedestrians and cyclists on the road even though there is considerable local use
- The shoulders had not been swept for a number of years and gravel had become so deep the shoulders were unusable by cyclists
- There was excessive signage, 48 signs in a one mile stretch, causing motorists to ignore them

Fixing all the problems and turning Ski Hill Road into a Complete Street involved much more than just making changes to the proposed chip seal project, but this was the time to do it. It needed to be an integrated solution as some elements were dependent on others. Correctly placing the center stripe in the center of the road needed to be done first and once that was defined, all other design elements were based on it.

The road to Grand Targhee Resort gets considerable traffic at times but it's variable depending on resort activities. Grand Targhee hosts a number of music festivals, road bike, mountain bike and running races each summer and traffic increases significantly during those events. Outside those times, it's a relatively low volume road and works well as a Shared Road.

The road had little maintenance during the years period between when it was rebuilt and the 2013 chip seal. If periodic seal coating had been applied, chip seal might have been avoided, but the road surface was deteriorating to the point that resurfacing was necessary.



**1/4" Chip Seal with fog seal for chip retention and smoother riding**

Research on chip seal was done during the summer of 2012. Teton County Idaho chip sealed one of their low volume roads with 1/4" chips as a test. Additional funds were found to also test an extra fog seal part of that test section, It was found that the fog sealed section retained chips better, adding to the road's longevity, and made for a better cycling surface. When Teton County Wyoming requested bids for Ski Hill Road, they requested bids for both 1/4" and 3/8" chips. The County selected the 1/4" chips, which also came in roughly \$50,000 less resulting in a significant cost savings to the county.



Shared Road signage is an important component of making Ski Hill Road a Complete Street

The many improvements made to the road, some not so obvious, added together makes Ski Hill Road a well-functioning Complete Street.

- Center stripe centered in the center of the pavement
- 10' wide traffic lanes for traffic calming on the entire road
- Addition of 2.5 miles of designated Bike Lanes with 8" stripes
- Elimination of one crosswalk and removal of unnecessary/redundant signage
- Addition of radar speed signs, alerting drivers to their speed
- Designation of the forest section of the road as a "Shared Road" with new signage reflecting the various uses the road provides
- Use of a smaller 1/4" chip for the chip seal
- Only traffic lanes were chip sealed the leaving the bike lanes smooth
- Use of a fog seal on top of the chip seal to reduce chip migration, increase the road surface longevity and make the striping more noticeable

The 10-foot wide traffic lanes have added a noticeable traffic calming. The new radar signs seem to be effective at further reducing speeds as drivers approach the school. Now, as you drive into Alta from Idaho, the bright stripes on the black fog seal, narrower traffic lanes and 8" striped bike lanes visually clue drivers to slow down and give room to pedestrians and cyclists.



APPENDIX  
**E.**  
**HEALTH IMPACT  
ASSESSMENT**

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# Blaine County Bicycle and Pedestrian Plan- Health Impact Assessment



## HIA Workbook

A workbook designed to engage readers, describe how health can be impacted by the projects we construct and policies we enact, and to capture initial opinions on how the intentions of the Plan may impact the health of Blaine County residents. The HIA workbook is the foundation for the January 15th workshop that will further explore the connection between various elements of planning and the seven dimensions of health.

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1/2/2014



**Thank you** for participating in the Blaine County Bicycle & Pedestrian Plan, Health Impact Assessment (HIA). Your contributions will be valuable to the process and ultimately help determine the likely impacts of the proposed facilities and programs on varying measures of community health.

You have been identified as a key contributor to the HIA process and vital to the assessment method. In order to maximize each individual's contribution, this document was compiled as a means to capture current health conditions in Blaine County and to provoke thought for the stakeholder workshop forthcoming. It is meant to be a working document that can evolve through the HIA process.

Please take some time to review each section, reflect on both the information included or data you think is missing but important to consider, and the numerous questions posed throughout the document. We have provided space to write responses and your thoughts throughout the workbook.

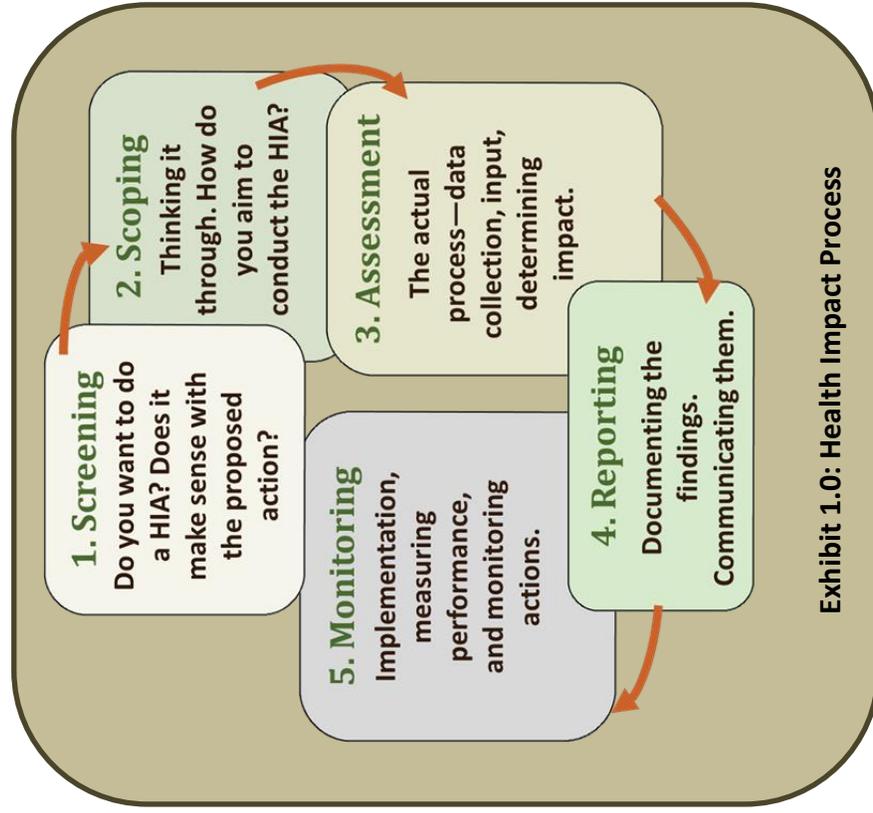
This document is a synthesis of statistics, measures, survey responses and Plan goals and objectives—all of which have a tie to the Bike & Pedestrian Master Plan. The January 14th workshop will be highly interactive not only to capture health impacts, but also partnerships, community needs, preventive measures to mitigate possible negative impacts, and help to determine how the proposed projects and programs are prioritized.

### Description of the HIA Process

A Health Impact Assessment (HIA) is a method of determining potential impacts on community health measures of a proposed plan, policy, project or program. The HIA process utilized for the Blaine County Bike & Pedestrian Master Plan is what's known as an "intermediate HIA". An intermediate HIA generally consists of a stakeholder workshop, assessment, and development of mitigation

and evaluation strategies. A detailed outline of this method is shown in Exhibit 1.0. When finished, the HIA will be an element of the overall Blaine County Bicycle & Pedestrian Master Plan and hopefully a tool to help measure health impacts and pursue funding for proposed projects, programs or support elements.

Additionally the document will determine the range of impacts—from economic and physical to social and psychological—and can serve to strengthen initial recommendations of the Plan as well as prioritize implementation steps for the many project stakeholders.



## Health and the Built Environment

The profession of Urban Planning has its origins in combatting health conditions which contributed to dangerous and unhealthy environments. To protect people from fire hazards, poor air quality, and noxious odors, incompatible land uses were “zoned” which restricted particular development from occurring in undesirable locations. Additional regulations and city services were used to capture and treat waste water, ensure emergency service access and provide clean drinking and bathing water, all in an attempt to protect human life and reduce sickness and disease.

Today, instead of outbreaks of cholera or influenza, the profession has now come to realize the importance of good urban planning on dimensional health elements like psychological, environmental, and other measures of physical health. How we plan, build and fund our communities is becoming increasingly viewed as possibly detrimental to human health when done so absent thorough consideration of impacts.



Exhibit 1.1: Healthy Spending

Besides the more universally understood medical health, additional health attributes are part of the human existence. Being financially stable leads to economic health, connecting with nature in some way can lead to environmental health, and so on. Descriptions of the *Seven Dimensions of Health and Wellness* are provided.

## Physical Wellness

Physical wellness involves aspects of life that are necessary to keep yourself in top condition and capable of doing daily activities without undue fatigue or physical stress. Optimal physical wellness is developed through the combination of beneficial physical activity/exercise and healthy eating habits.

## Environmental Wellness

Environmental Wellness is the realization of our innate connection to nature and our ability to recognize our own responsibility for the quality of the air, the water, and the land that surrounds us. The ability to make a positive impact on the quality of the environment—be it our homes, our communities or our planet, contributes to our Environmental Wellness.

## Emotional Wellness

Emotional Wellness is the ability to understand ourselves and cope with the challenges life can bring. The ability to acknowledge and share feelings of anger, fear, sadness, stress, hope, love, joy and happiness in a productive manner contributes to our Emotional Wellness.

## Intellectual Wellness

Intellectual Wellness is the ability to open our minds to new ideas and experiences that can be applied to personal decisions, group interaction and community betterment. The desire to learn new concepts, improve skills and seek challenges in pursuit of lifelong learning contributes to our Intellectual Wellness.

## Social Wellness

Social Wellness is the ability to relate to, interact with, and connect with other people in our world. It involves using good communication skills, having meaningful relationships, respecting yourself and others, and creating a support system that includes family members and friends.

### Spiritual Wellness

Spiritual Wellness is the ability to establish peace and harmony in our lives. It is a personal matter involving values and beliefs that provide a purpose in our lives. While different individuals may have different views of what spiritualism is, it is generally considered to be the search for meaning and purpose in human existence, leading one to strive for a state of harmony with oneself and others while working to balance inner needs with the rest of the world.

### Economic Wellness

Economic Wellness is the ability to get personal fulfillment from our jobs or our chosen career fields while still maintaining balance between work and leisure time in our lives. It focuses on our search for a calling and involves exploring various career options and finding where we fit. It also involves addressing workplace stress and building relationships with co-workers.

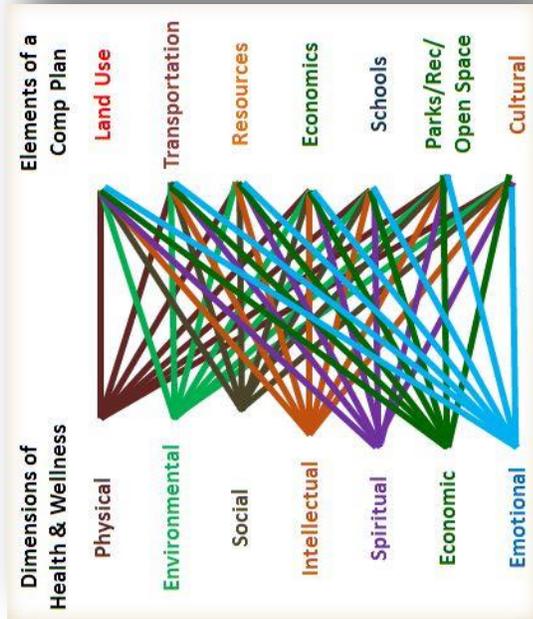


Exhibit 1.2: 7 Dimensions and 7 Common Planning Elements

Beyond the dimensions of health, commonality also exists amongst typical planning topics for cities and counties. Though not necessarily all the topics found in a Comprehensive Plan or strategic plan, planning for: Land Use, Transportation, Resources, Economics, Schools, Parks/Rec/Open Space, and Community Culture, are generally how a community identifies elements of an overall vision leading to generation of goals and objectives.

It is precisely these relationships between the numerous considerations of the planning profession and the dimensions of health possibly impacted by them, that planning and health professionals are working together to find new strategies, evidence based arguments, and supportive policies which aim to improve both the physical environment in which we live at the same time the health of our citizenry.



Exhibit 1.3  
U.S. DOT,  
*The Role of  
Transportation  
in Promoting  
Physical Health*  
infographic

## Blaine County Bike & Pedestrian Plan Goals

Blaine County is home to some of the most iconic scenery in the state of Idaho, and even the American West. Additionally, the County is home to several small cities and towns who have expressed an interest in making their communities safer and more accessible for pedestrians and bicyclists. To achieve these goals specific projects, programs, and potential policies will all need to be implemented over time and within each jurisdiction. It is the creation of these components which comprise the recommendations necessary for implementation.



### Images of bicycle and pedestrian infrastructure from the Wood River Valley

While each community is unique in their own way, together they form a very special region; linear in layout, nestled against foothills, wetlands and mountains making for unparalleled natural beauty, and home to an independent spirit. It is these attributes and more that will be considered for the creation of the Master Plan.

The vision for the Blaine County Bicycle and Pedestrian Master Plan is to provide a cohesive and comprehensive vision for how it develops, standardizes and grows its infrastructure amenities and policies to support more accessible, safer, attractive and integrated bicycle and pedestrian use as a transportation mode, form of recreation and tool to improve the health of the community.

### The Plan will include the following:

1. The current state of biking and walking facilities in Blaine County including information on needs, context, and benefits such as health, recreation, and transportation
2. Adoption and implementation standards that are easy to understand
3. A roadmap for future development including short-, mid-, and long-term opportunities
4. Tools for making existing and future infrastructure safer and reduce conflicts between different user groups (high speed vs. low speed, places for snow bikes)
5. Flexibility to allow both cohesion among communities and the ability for each community to have their own identity
6. Policies to guide all communities to make infrastructure safer, accessible, desirable, attractive, and interconnected
7. Milestones to celebrate success and mark progress
8. Strategies to inform the public and elected official on results, benefits, and economic value

Exhibit 1.4: Blaine County Bicycle and Pedestrian Plan Goals

## Current Blaine County Health Conditions

Blaine County residents are amongst the healthiest in the state of Idaho. Most health measures indicate that rates within differing categories are generally much lower than national averages and typically lower than state figures.

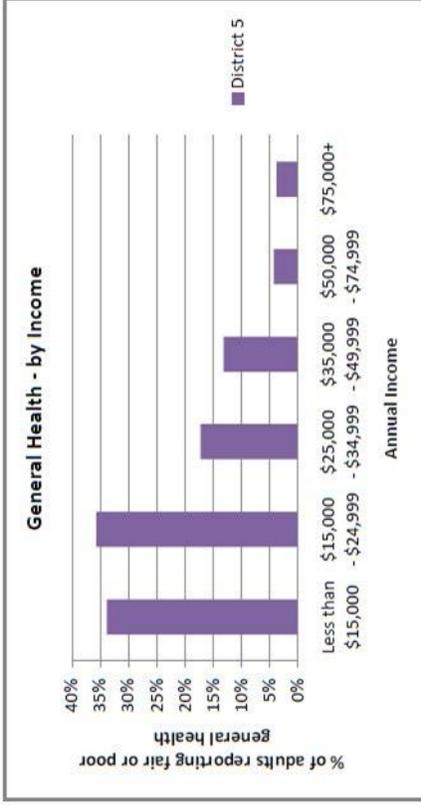
When determining just how healthy communities are, data available can be found from a variety of sources. In Blaine County, a Community Healthy Assessment (CHA) was recently conducted by the St. Luke's medical group. The CHA collected information from a variety of sources including hospital records, demographic information, surveys, and national data clearinghouses. This section is intended to highlight both specific health measures from the areas as well as demographic data available through the Census, which are often cited as health indicators by industry experts.

### Demographic Information

Demographics can tell a story about what may be occurring in a given geography. Blaine County has four total Census tracts and 13 total Census block groups that are penetrated by the planning boundaries.

#### Income

Household income can be a significant indicator of community health. Income allows for access, flexibility, relief, and recreational opportunities. Generally, less income means a likeliness that individuals are not insured, have access to cheaper, higher calorie foods, have poorer mental health due to stress and anxiety, and have less disposable income or time to participate in regular physical activity or exercise.

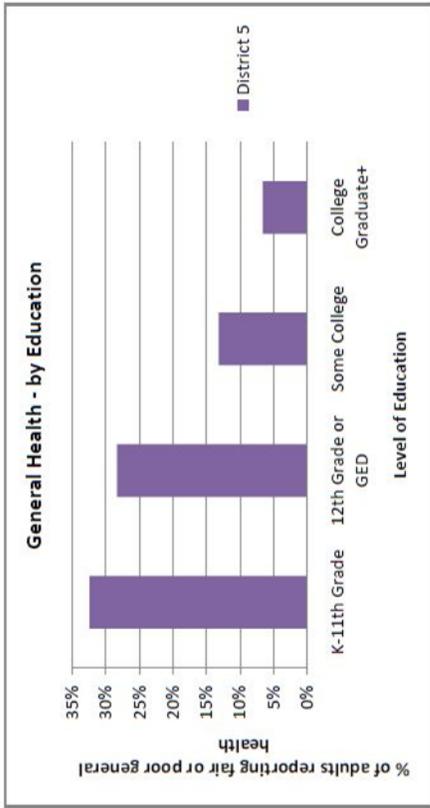


In District 5, (home to Blaine County) a stark contrast exists from those reporting “fair or poor health” and earning less than \$25,000 annually and those making more than the threshold. On the upper end of the spectrum less than 5% of those surveyed making more than \$75,000 reported “poor or fair health” compared with 36% of those making \$15,000-\$25,000 annually.

To illustrate, “Idaho residents with incomes below \$35,000 per year were significantly more likely to have arthritis than those with incomes of \$50,000 or higher (28.5% compared with 18.9%).” (St Luke’s, CHA)

#### Education

Another significant health indicator is education attainment. Generally, the higher the level of education a person receives, the better their health. This is likely caused by a link with better paying industries requiring such an education as well as a heightened awareness of behaviors and choices that impact a person’s well-being.



Throughout District 5, trends indicate a five-fold increase if a respondent has less than a high school diploma compared with those having a college degree.

#### Age

A person's age is another general indicator of health and the general age of a population an indicator of community health. The younger a person is, the more likely they are to be physically active, vibrant, and able bodied. As a person ages, their body begins to wear; joints develop imperfections, arthritis can be a factor, and bones can become brittle. Age also can make a person more susceptible to morbidity factors such as cardiovascular disease, cancers, diabetes and others.

Age can be a consideration for how we design a community, determine the amenities we provide, and enhancements to optimize an experience. Youth have entirely different interests than the aged while middle aged and 20-something's have yet another set of interests or preferences. Risk also plays into the age equation

as the older we get, the more reserved we become when taking on physical endeavors which could be perceived as dangerous or hazardous.

Blaine County has seen dramatic changes with respect to the age of its residents. The population has aged considerably over the past 10 years as the statistics demonstrate. Most striking is the fact that the over 45 population as a whole has increased by 14% and has gone from being 30% of the population to 44% or nearly half. Just as striking is the same 14% drop off amongst the 25-44 year old segment. If the trends continue, the older segments of the population will become the majority by 2020 continuing a trajectory of an older and aging population.

Year	Population by Age			
	Age 0-19	Age 25-44	Age 45-64	Age 65+
2000	5,077	8,289	4,269	1,482
Percent of total	27%	43%	22%	8%
2010	5,561	6,525	6,814	2,476
Percent of total	26%	31%	32%	12%

#### Race

For numerous cited reasons, racial makeup is often linked to rates of morbidity and mortality. Discrepancies in these measures are generally, though certainly not always, attributed to differences in culture, diet, income levels, public safety, stress, conditions of the built environment, and access to preventative treatment amongst many factors. Worth noting is that the Census quantifies those of Hispanic origin as an ethnicity and not a race which translates into a Hispanic population of 20% and a Non-Hispanic White population of approximately 77%.

Population by Race and Ethnicity 2010<sup>2</sup>

Residence	Total	Race				Ethnicity	
		White	Black	American or Alaska Native	Asian or Pacific Islander	Non-Hispanic	Hispanic
Blaine County	21,376	20,711	125	320	220	17,104	4,272
		96.9%	0.6%	1.5%	1.0%	80.0%	20.0%
Idaho	1,567,582	1,496,784	15,104	29,801	25,893	1,391,681	175,901
		95.5%	1.0%	1.9%	1.7%	88.8%	11.2%
National (000)	308,746	223,533	38,929	2,932	15,187	258,268	50,478
		72.4%	12.6%	0.9%	4.9%	83.7%	16.3%

Though the Blaine County region and the state of Idaho as a whole is predominantly white or of European descent, the Hispanic population continues to grow faster than any other minority group. This continual shift in demographics could translate into a change in how projects such as the Blaine County Bicycle and Pedestrian Master Plan are conducted or what types of considerations are given when generating recommended project, programs or policies. As an example, 22.2% of the population in Census Tract 9602, or one in four, do not use English as their primary means of communication. In the interest of safety and use optimization, should signage in that area be considerate of that portion of the population? Could symbols be the used more extensively to convey a message rather than the written word? It is questions such as these that help fuse health, demographics and a can maximize public investment.

A more complete picture of demographics is show in the chart below including: total population, Hispanic population, below poverty, percentage of both 18-24 and >25 year olds who have graduated high school, percentage of recipients on supplemental assistance, and over 60 and under 18 population totals.

Census Tract	Blaine County Census Information			
	Population	White as %	ESL	Below Poverty
9601	5,171	97%	14.9%	10.2%
9602	9,634	85%	22.2%	5.9%
9603	3,907	95%	19.1%	9.4%
9605	2,642	96%	13.6%	7.5%
Census Tract	HS Graduate or Higher			
	18-24	25 and Older	SNAP	Over 60 Under 18
9601	65.7%	91.1%	1.9%	854
9602	88.0%	88.7%	3.3%	1164
9603	95.7%	92.2%	1.1%	956
9605	81.0%	94.1%	0.7%	712

### Health Data

As mentioned, reviewing health specific information captured through hospital records, surveys and agency information can be very helpful when determining needs of area citizens. Despite being a generally healthy population, a community or region can always find additional ways to improve health measures and at a very minimum work to maintain current metrics so as not to see a reversal in progress.

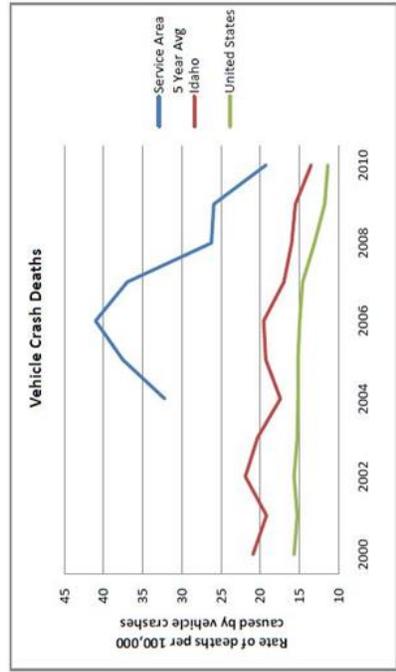
The Blaine County area has not only captured information helpful to establish baseline community health conditions, but used those baselines to determine action steps and goals for future direction of local agencies, organization and citizens groups. Based on surveys and an extensive prioritization analysis, the top six priorities for

Blaine County health interventions include: Combating mental health, reversing both overweight and obese adults and teenagers, reducing substance abuse of both alcohol and illicit drugs and reducing the number of vehicle crash deaths.

Identified Community Need	Related Health Outcome or Factor	Populations Affected Most *	Total Score
Substance abuse services and programs	Alcohol	Ages 18-64	18.7
	Illicit drug use	Income <\$35,000, No high school diploma, Males 18-34	17.7
Weight management	Vehicle crash death rate		17.7
	Obese/overweight adults	Income <\$35,000, Hispanic, No high school diploma	18
	Obese/overweight teens	Income <\$35,000, Hispanic	19
Wellness/prevention	Mental illness		18.5

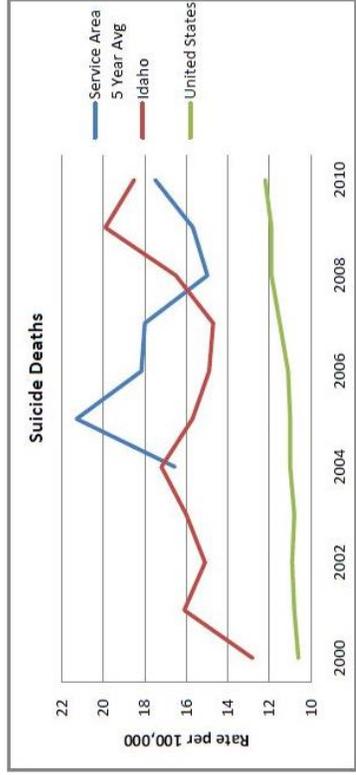
### Vehicle Crash Death Rates

Death rates in Blaine County are higher than both the state and federal levels. This condition can be attributed to a number of reasons which could include weather conditions, an unfamiliarity with local roads to visitors or a propensity of alcohol related incidents to name a few. Accident rates have continued to fall since 2006, though data has not been compiled over the last three years.



### Suicide Rates

The state of Idaho and the general Blaine County area both experienced significantly higher rates of suicide than the national average. The most vulnerable populations are teenage males and older adults. Certainly emotional, social, spiritual, and economic health is tied to suicide which continues to be a major recurring issue in the area.

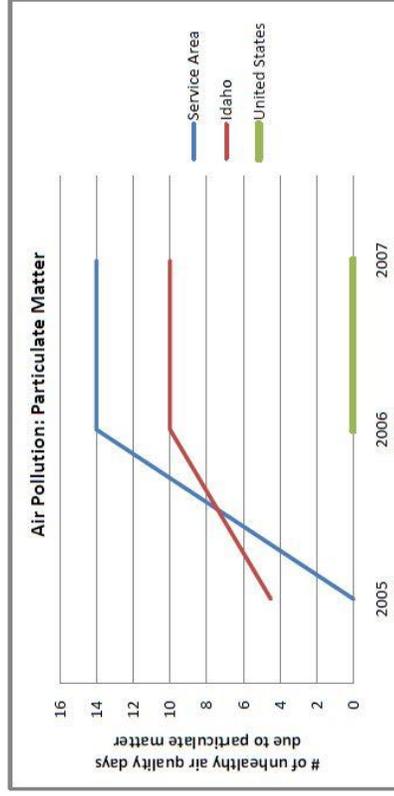


### Obesity

Obesity in the United States, Idaho and the Blaine County region continue to be a significant health issue on a number of levels. Obesity is linked to numerous causes including diet, physical inactivity, and genetics. Because of the number of causes, the number of potential interventions also range and can include ensuring healthy food options are available in schools and stores, increasing physical activity outlets and opportunities and heightening awareness to lifestyle choices through messaging, programs, or policies. Although obesity rates amongst Blaine County adults and youth residents is well below national and state averages, keeping them low and reducing them further continues to be a primary goal of health advocates and agencies throughout the region.

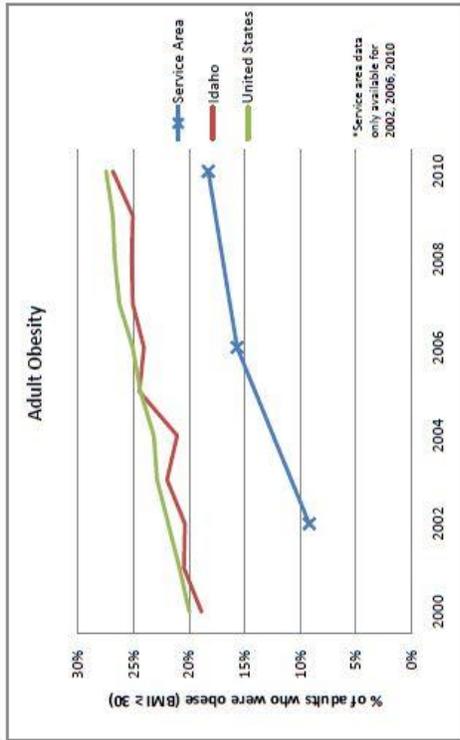
**Air Pollution**

Air quality is a contributor to the respiratory health of humans. Poor air quality has links to various respiratory ailments including asthma, lung functionality and even cardiovascular disease. Due to the unique topography and layout of Blaine County and the Wood River Valley, air quality will continue to prove a challenge. Particulate matter in the most recent readings was significantly higher than state averages and will be a focus of area efforts for years to come.



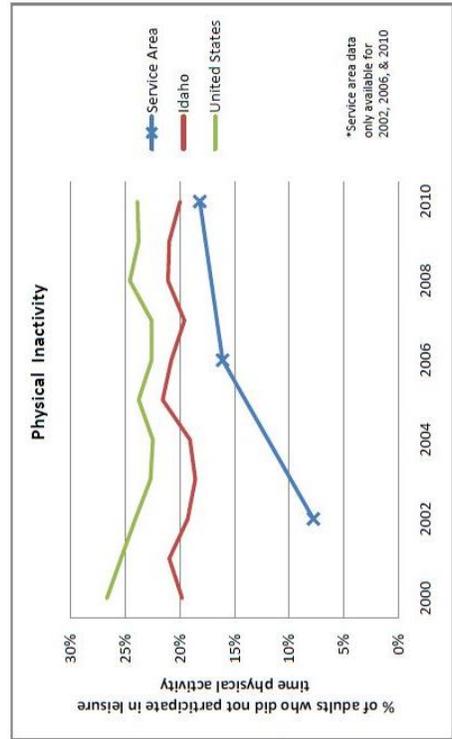
**Local Planning Goals**

Health and the planning profession are inseparable. The roots of the profession are firmly planted in health after conditions in 19<sup>th</sup> century urban areas resulted in vast sickness even plague. Exposure to hazardous environment, and noxious ambient air conditions with residents living amongst slaughter houses or raw sewage meant deplorable living circumstances for inner city residents. All of these situations led to actions like Euclidian zoning, building codes and subdivision regulations.



**Physical Inactivity**

Another fundamental goal in Blaine County is to ensure that its residents continue to stay physically active. Physical activity has demonstrated time and again to have extensive positive impacts on human health. Of concern is that in recent years, physical inactivity rates have doubled from 2002 to 2010 and has continued a negative trend giving cause for concern thus making it a point of emphasis for local authorities.



Planning in the 21<sup>st</sup> century continues to face challenges, including the improvement of human health. However, instead of preventing the spreading of diseases long since contained or hazardous no longer the norm, planners are now recognizing how the built environment can contribute to physical inactivity, poor air quality, stress, lack of economic equality and many other measures of health.

In Idaho the Idaho Local Land Use Planning Act states: *“The purpose of this title is to uphold the public’s interest; exercise the valid police power delegated by the state and **protect and promote the public health, safety and general welfare.**”*

Specific reasons for the creation of the act include several of the following goals (Excerpt from Idaho Department of Commerce, *Smart Towns: A Guide to Growth Management for Idaho City and County Officials, 2007*):

- To protect property rights
- To ensure that adequate public facilities and services are provided
- To ensure that the economy of the state and localities is protected
- To ensure that the important environmental features of the state and localities are protected
- To encourage the protection of prime agricultural, forestry and mining lands for production
- To encourage urban and urban-type development within incorporated cities
- To avoid undue concentration of population and overcrowding of land
- To ensure that the development on land is commensurate with the physical characteristics of the land
- To protect life and property in areas subject to natural hazards and disasters
- To protect fish, wildlife and recreation resources
- To avoid undue water and air pollution
- To allow local school districts to participate in the community planning and development process

### Blaine County

The comprehensive plan for Blaine County gives valuable insight as to the focus and desires for area residents and local officials. The Plan puts into words the overall guiding vision and supportive goals necessary to accomplish the tenants of the Plan. Several of the goals or guiding statements are included in the following subsections:

“Blaine County is a kaleidoscope of personal opportunities and different social groups. The common thread that runs through the county is a commitment to a healthy and wholesome way of life.”

“People are drawn to the county because of its small town rural atmosphere, the lack of crime, absence of congestion, the ambience of a mountain area dressed by seasonal changes, unlimited recreational choices, and an opportunity for individual voices to be heard and have a contribution in determining their own future. “

“The increased population has created many of the problems which new residents sought to leave behind. The most obvious is traffic congestion on Highway 75.”

“In order to retain an attractive future for the coming generations of county residents, the county shall encourage the continuation of the "quality of life" unique to our area. This can be accomplished through educational and employment opportunities for the young people of the county, as well as services in the community for people of all ages.”

“Blaine County seeks to create a social environment in which all segments of our population can enjoy the unique "quality of life" that Blaine County provides. Blaine County calls for county recognition of public concerns for affordable housing, adequate child-care facilities, fair taxation, exceptional education opportunity, the ability to raise a family, and the right to earn a living, as long as

it does not act to the detriment of the larger public welfare, safety, and health.”

“Blaine County is committed to preserving its well-deserved reputation as a desirable place to live, recreate, and work.”

“Recreation is increasingly viewed as an important factor in maintaining adult health, both physical and mental. It is perceived as more than just a weekend activity. Recreation is an integral and necessary element of adult life to be incorporated into a daily routine.”

“The conflict between vehicles and pedestrians/bikers usually has not been settled in favor of the health, safety and welfare of the non-motorized public, causing injuries and accidents.”

“Encourage street design that accommodates non-motorized transportation facilities, such as bicycles, equestrian and pedestrian paths, and public transportation services.”

#### *Local Community Comprehensive Plans*

Each of the participating communities within the Blaine County Bicycle and Pedestrian Plan study area has a governing comprehensive plan. These more localized plans have a more specific city perspective in terms of a community vision. Many of these vision statements are suggestive of varying health goals and apply to land use, transportation, environment, and resource planning sections. To highlight how some of these statements could be applicable to the goals of the Blaine County Bicycle and Pedestrian Plan, numerous excerpts have been selected for inclusion in the following subsection. **When reviewing each, please consider how the Bicycle and Pedestrian Plan could benefit the goals included within the city comprehensive plans.**

### **City Vision Statements**

- Maintain a small town, rural atmosphere and high quality of life.
- Enjoy cultural and recreational resources which contribute to the community’s livability.
- Maintain a healthy and stable economy through managed growth while providing for a diverse population.

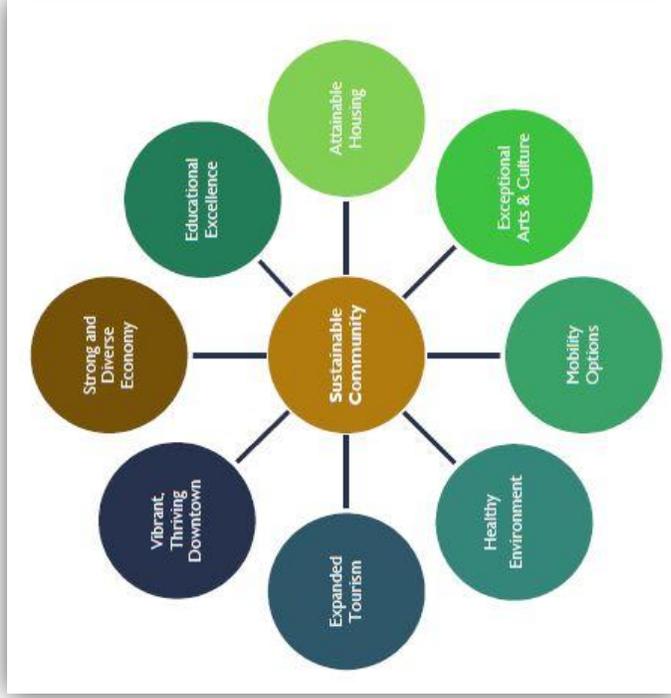
“We are a community in which families thrive; a community whose character of place is valued and defined by safe, walkable, attractive and vibrant residential and commercial neighborhoods and streets, clean air and water, abundant open space, parks and trees, and strong education and social support networks. Ours is a community connected to and respectful of the natural assets surrounding us. We are a community that honors its history and embraces ethnic, cultural, generational, and economic diversity.”

#### **10 Core Values:**

1. A strong and diverse economy
2. A vibrant downtown
3. Community character
4. A variety of housing options
5. Economic quality and scenic beauty
6. Exceptional recreational opportunities
7. Well-connected community
8. Enlivened by the arts and culture
9. Working as a region
10. A “greener” community

### City Infrastructure Improvement Goals

- A system of non-motorized paths and trails should be developed. Paths and trails provide recreational opportunities and non-motorized access between parks, open spaces, and residential areas.
- Site improvements and landscaping shall be a critical component of any major development. Pedestrian corridors, bicycle trails, and pocket parks should be encouraged where appropriate.
- Both ends of town are high density Business / Light Industrial. There is a considerable concern for pedestrian safety as well as vehicular traffic safety entering and exiting driveways.
- Monitor vehicular traffic throughout the city to determine appropriate measures...to promote a safe environment.
- Provide clearly marked pedestrian crosswalks and signs along Main Street. Place warning signs that are clearly visible to vehicular traffic at both ends of Main Street that motor vehicles will yield to pedestrians in crosswalks.
- An increasing popular form of commuter and recreational transportation is the bicycle and pedestrian traffic.
- Provide a safe and efficient transportation system that will meet the needs of the community.
- Traffic control methods should ...provide for the safe and efficient circulation of traffic, and safety of pedestrians.
- Establish bike routes that interconnect residents and business areas...to provide a safer environment for bicycle usage.



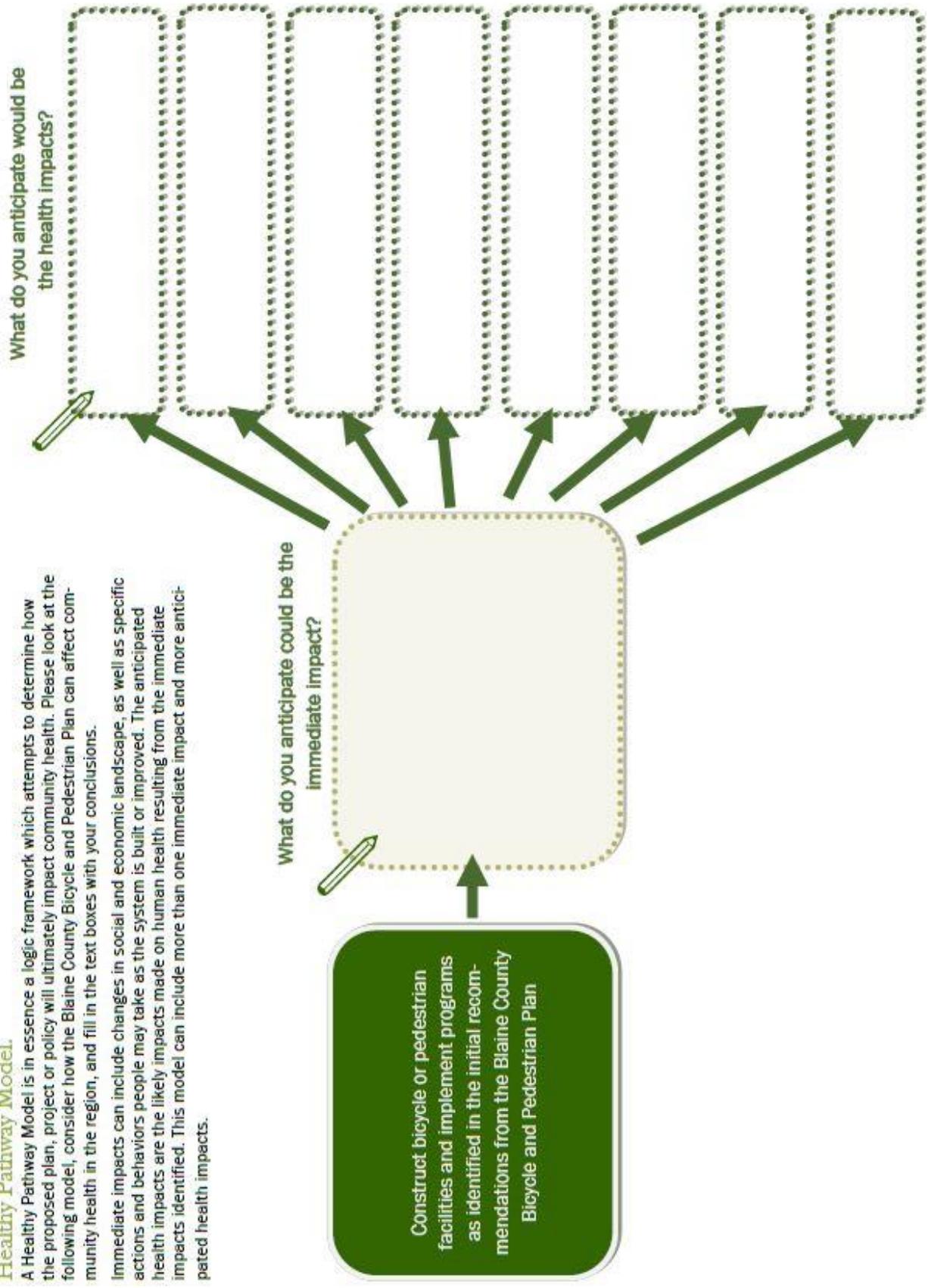
**Exhibit 1.5 Ketchum Comprehensive Plan Graphic.** Community health can be a theme linking various elements of a community similar to that of how a “sustainable community” relates.

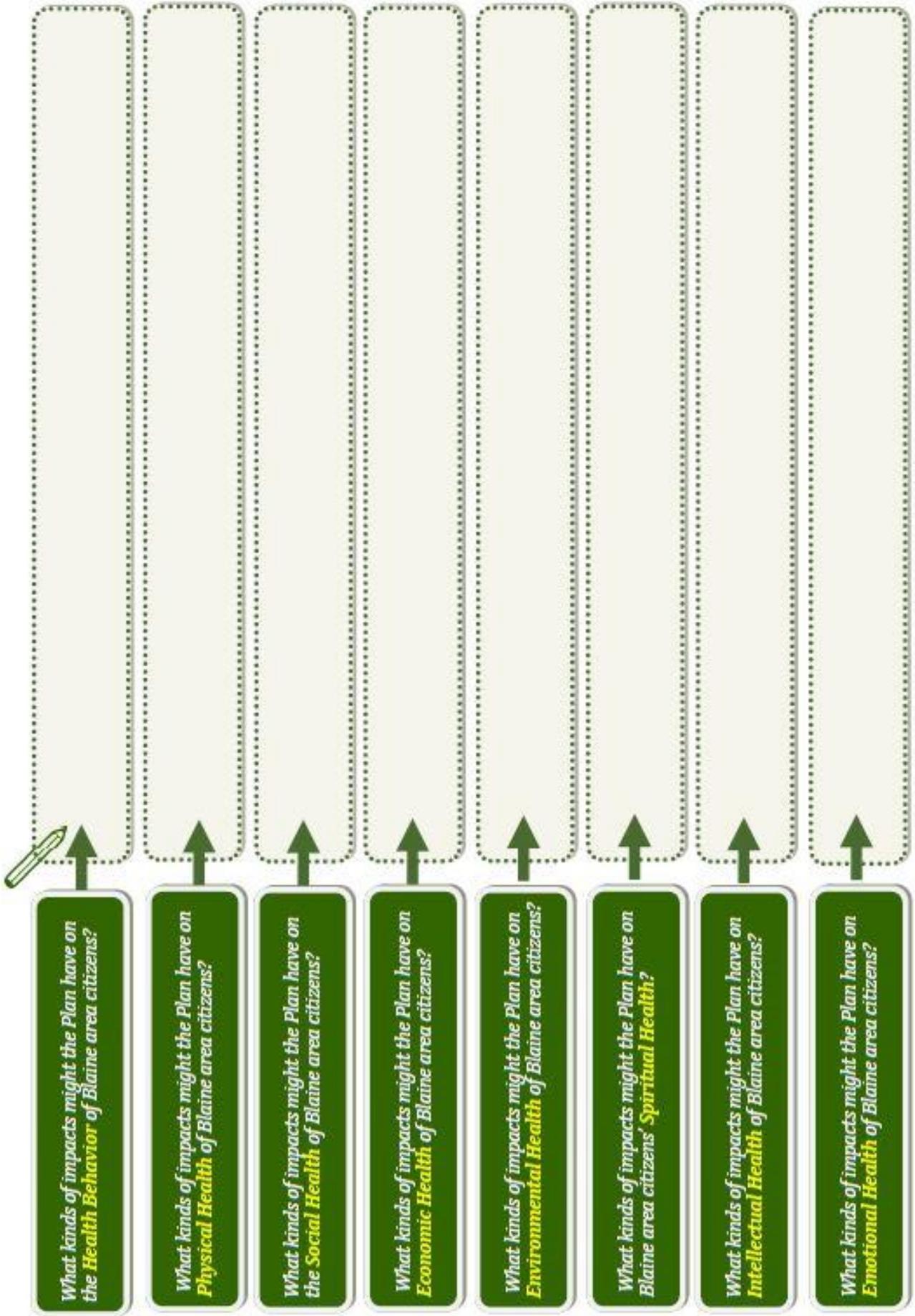
**Interactive Section-** The following two pages are intended to be interactive and a way to give your thoughts and opinions as to the potential impacts to area residence health brought about by the improvements suggested by the Blaine County Bicycle and Pedestrian Plan. Please take a moment to review each page, think about the questions, and jot down your best answers. Also, please remember to bring this document or two pages with you to the January 15<sup>th</sup> workshop so that the planning team can collect them and use answers for the final Plan document.

**Healthy Pathway Model.**

A Healthy Pathway Model is in essence a logic framework which attempts to determine how the proposed plan, project or policy will ultimately impact community health. Please look at the following model, consider how the Blaine County Bicycle and Pedestrian Plan can affect community health in the region, and fill in the text boxes with your conclusions.

Immediate impacts can include changes in social and economic landscape, as well as specific actions and behaviors people may take as the system is built or improved. The anticipated health impacts are the likely impacts made on human health resulting from the immediate impacts identified. This model can include more than one immediate impact and more anticipated health impacts.





# Blaine County Bicycle and Pedestrian Plan, Health Impact Assessment

## Executive Summary-

Active transportation facilities and programs associated with bicyclists and pedestrians are viewed as community investments that promote and can contribute to numerous measures of human health. Exploring exactly how the different dimensions of health can be impacted and extent health measures amongst Blaine County residents could realize such impacts, were explored in Idaho's first Health Impact Assessment (HIA), drafted in collaboration with the Blaine County Bicycle and Pedestrian Master Plan. As part of the Bicycle and Pedestrian Master Plan, it was determined that employing an HIA to evaluate and inform the Plan would be a wise addition to the overall effort. The HIA began in November 2013 and included preliminary conditions assessments, a half day stakeholder workshop, and an assessment and evaluation period prior to drafting of the Plan's overall findings.

The HIA process includes six essential steps:

- **Screening-** requires determining whether conducting an HIA would bring value to the process and how best to proceed if utilized.
- **Scoping-** defining the parameters of the HIA including geography, demographics, and health input/output topics to be assessed.
- **Assessing-** measuring potential impacts resulting from a plan, program, project or policy using either qualitative or quantitative determinants.
- **Recommendations-** a list of ways the proposed action could be improved, enhanced or how negative impacts mitigated.
- **Reporting-** the means by which the results of the HIA are distributed to stakeholders, partner agencies and the public.
- **Monitoring-** how community stakeholders continue to follow up and determine the actual impacts of the proposed actions forecasted through the HIA.

## Blaine County Six Step Process

- **Screening-** With the benefit of a grant from the Centers for Disease Control and Prevention (CDC), via Idaho Department of Health and Welfare, the timing and planning effort was deemed appropriate to conduct a joint HIA for the Blaine County Bicycle and Pedestrian Master Plan. The thought was to vet the concepts of the Plan, assess the health impacts to Blaine residents, and to better inform the final Plan version before robust implementation was set to begin. The Plan was initiated by MountainRides—the regional transportation authority--and led by the consulting firm Harmony Design and Engineering. The HIA was led by Vitruvian Planning.
- **Scoping-** Scoping of the HIA was determined to cover the communities throughout Blaine County's Wood River Valley corridor as well as the City of Carey. The Wood River Valley is a linear corridor comprised of the cities of Sun Valley, Ketchum, Hailey, and Bellevue. Due to the broad recommendations of both pedestrian and bicyclist facilities as well as the challenge of applying Census tract level data to the corridor, the scoping data was viewed as more appropriate for a broad-based health evaluation rather than a more rigorous population-specific HIA. Therefore, a Rapid HIA approach was deemed to be sufficient for this effort.

- **Assessing-** The assessment period included three phases: A preliminary fact finding effort researching and examining available health and demographic data available for the area; a stakeholder workshop intended to solicit information and opinions on how the preliminary findings could impact health; and a post workshop literature review used to examine research that either reinforces or disproves health impact claims related to the Plan’s findings.
- **Recommendations-** The recommendations offered are given through stakeholder comments, demographic observations, facility design considerations, and academic research. While improvements are generally viewed as positive, additional messaging, phasing, and awareness could help with compliance, use, and safety.
- **Reporting-** The reporting of findings is offered through this executive summary and a separate HIA document and presentations that will be disseminated as implementation of the Blaine County Bicycle and Pedestrian Master Plan proceeds and funding sources are approached to implement its findings.
- **Monitoring-** Agencies, non-profits, and other organizations within Blaine County and at the state-level will be tasked with keeping the HIA process alive into the future by performing certain support tasks and tracking progress of the plan’s implementation and health effects. The tasks were identified through the HIA process or in some cases are additions to existing efforts.

**Current Blaine County Health Conditions**

Blaine County residents are among the healthiest in the state of Idaho. Most health measures indicate that rates within differing categories are generally much lower than national averages and typically lower than state figures. For example, Diabetes, Asthma, and Cancer, are common afflictions that are lower by 50%-90% when compared with state and federal rates.

**Health Data-**Through a 2013 Community Health Assessment conducted by St. Luke’s hospital group, general health information was summarized, on-going community health issues and community priorities for improvement were identified and strategic strategies outlined. Based on surveys and an extensive analysis, the top four priorities for Blaine County health interventions include:

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

**Demographic Factors-** Demographics and social factors can often tell a story about what may be occurring in a given area. Where a person is born and raised and the conditions in which they live can have a significant impact on their health. Community characteristics such as income, education attainment, and the built environment are a few of the determinants that forge a healthy or unhealthy living condition.

Identified Community Need	Related Health Outcome or Factor	Populations Affected Most *	Total Score
Substance abuse services and programs	Alcohol	Ages 18 -64	18.7
	Illicit drug use	Income <\$35,000, No high school diploma, Males 18-34	17.7
	Vehicle crash death rate		17.7
Weight management	Obese/overweight adults	Income <\$35,000, Hispanic, No high school diploma	18
	Obese/overweight teens	Income <\$35,000, Hispanic	19
Wellness/prevention	Mental illness		18.5

Some basic demographic factors are describe herein with a brief explanation as to some of the most recent trends. (demographics were collected by State Health District (District 5), Census Tract, or city)

***Income***-No factor is more important to determine a person’s health than income. Household income determines access to health care, living conditions, food quality, and activity and recreation opportunities amongst many elements of life. In District 5, a stark contrast exists from those reporting “fair or poor health” and earning less than \$25,000 annually then those earning more. On the upper end of the spectrum, less than 5% of those surveyed making above \$75,000 reported “poor or fair health” compared with 36% of those making \$15,000-\$25,000 annually.

***Education***- Generally, the higher the level of education a person receives, the better their health. This is likely caused by a link with better paying industries requiring such an education as well as a heightened awareness of behaviors and choices that impact a person’s well-being. Throughout District 5, respondents with less than a high school education were five times more likely to select “fair or poor health” over “good health” than those with more than with a college degree.

***Age***- The aging process brings with it limited mobility, increased risk to chronic diseases, and succumbing to the degeneration process of the human body. The population of Blaine County has become considerably older over the past 10 years. Surveys indicate that the “over 45” population as a whole increased by 14% and has gone from being 30% of the County’s population to 44%. Over the same period a 14% decrease in the number of residents in the 25-44 year old segment has occurred. If the trends continue, the older segments (over 45) of the population will become the majority by 2020, continuing a trajectory of an older and aging Blaine County population.

***Vehicle Crash Death Rates***- Rates in Blaine County are nearly 30% higher than both the state and federal levels. Blaine County has 20 deaths by vehicle crashes per 100,000 deaths overall. This condition can be attributed to a number of reasons which could include weather, an unfamiliarity with local roads to visitors or a propensity of alcohol related incidents, to name a few. Data available from the *Idaho Vital Statistics Annual Reports, Years 2000 - 2010, National Vital Statistics Report*, shows improvements in recent years but does not indicate which influences may be most relevant in the rate being higher than the state and federal averages.

***Suicide Rates***- The state of Idaho and the general Blaine County area both experienced significantly higher rates of suicide than the national average. The most vulnerable populations are teenage males and older adults. Suicide rates in Blaine County currently hover at 17 per 100,000 deaths and are slightly below the state average of 18.5.

***Physical Inactivity***- A population that is active is healthier, happier and more productive based on countless studies indicating the positive correlation. Being inactive, can have negative health ramifications personified in numerous health measures. Between 2002-2010, physical inactivity rates more than doubled and have gone from 7.5% of the population to now nearly 18%. This negative trend is giving cause for concern thus making it a point of emphasis for local authorities.

***Race***- Though the Blaine County region and the state of Idaho as a whole is predominantly white or of European descent, the Hispanic population continues to grow faster than any other minority group. As an example, 22.2% of the population in Census Tract 9602 (most of Hailey) or one in four individuals, do not use English as their primary means of communication.

A more complete picture of demographics is shown below including: total population, Hispanic or English as a second language population, below poverty, percentage of both 18-24 and >25 year olds who have graduated high school, percentage of recipients on supplemental assistance, and over 60 and under 18 population totals.

Blaine County Census Information					
Census Tract	Population	White as %	ESL	Below Poverty	
9601	5,171	97%	14.9%	10.2%	
9602	9,634	85%	22.2%	5.9%	
9603	3,907	95%	19.1%	9.4%	
9605	2,642	96%	13.6%	7.5%	
HS Graduate or Higher					
Census Tract	18-24	25 and Older	SNAP	Over 60	Under 18
9601	65.7%	91.1%	1.9%	854	1550
9602	88.0%	88.7%	3.3%	1164	2624
9603	95.7%	92.2%	1.1%	956	313
9605	81.0%	94.1%	0.7%	712	459

By using such data, it is clear that: Tract 9602 (Hailey area) should be a high priority due to overall and high youth population and high number of SNAP recipients.

Tract 9603 (west Ketchum/Sun Valley) should be the focus of senior citizen friendly designs and programs due to it higher senior citizen population (1 in 4).

Tract 9601 (Bellevue/Carey) has a large youth population and sizable population living below poverty levels meaning infrastructure segments connecting with economic centers and programs targeting health and physical mobility would be advisable.

### Blaine County Bicycle and Pedestrian Plan Findings & Recommendations

Recommendations for the Blaine County Bicycle and Pedestrian Master Plan were derived principally via stakeholder input collected at the HIA workshop. The team gathered stakeholders for a half day workshop. Participants were first asked to think through how the recommended plan projects could possibly impact health-specifically the identified seven dimensions of health. (Social, spiritual, economic, intellectual, physical, emotional, and environmental) Stakeholders then worked together to identify the immediate impacts resulting from project implementation, then the resulting actions of area resident and corresponding health impacts.

#### Assessed Impacts

Claims made by stakeholders regarding potential impacts to human health were organized and thoroughly evaluated using research and published medical journals. Stakeholders identified a slew of possible impacts ranging from stress reduction and stronger social ties, to cancer improvements and improved cardiovascular health. Of all topics analyzed, those having the strongest correlation to active transportation facilities and impacting the most Blaine County residents are displayed below:

Blaine County Active Transportation Facilities HIA Impact Analysis—Summary of Findings				
Health Outcome/Determinant	Direction and Extent	Likelihood	Distribution	Quality of Evidence
Stress reduction	▲▲	Likely	Effect linked to green/natural spaces	***
Exposure to nature	▲▲	Likely	Residents within 3km of trails	*
Fewer cars on local roads	▲▲	Likely	Bicycle commuters	
Housing values	▲▲▲	Likely	Homes within 3200 ft. of trails	***

Business attraction	▲▲	Likely	Depends on industry	***
Retail access	▲▲	Likely	Related industry (i.e. bike shops)	**
Physical Activity	▲▲▲	Likely	Residents living in neighborhoods with complete and extensive sidewalk network/bicycle facilities	***
Physical activity with increased street and pedestrian connectivity	▲▲▲	Likely	Not specified	***

The Blaine County Bicycle and Pedestrian Plan includes many projects which fall under three principal categories: Pedestrian Facilities, Bicycle Facilities, and Multi-modal facilities. To provide insight into what each recommendation is and to describe the positive and possible negative health consequences of constructing them, the following table is provided:

Facility Type: <b>Pedestrian</b>	Description	Broad Health Benefits
<i>New Sidewalks</i>	Constructing new sidewalks compliant with ADA standards where they currently do not exist is a cornerstone of a walkable and active community. New sidewalk will vary in width where pedestrian use is higher and should be built with adequate roadway buffer space where warranted.	<ul style="list-style-type: none"> <li>➤ Provides stable and predictable walking surface</li> <li>➤ Heightens profile and presence of pedestrians to motorists</li> <li>➤ Can be usable space for providing street furniture, signage, vegetation</li> <li>➤ Is not prone to flooding, roadway debris, or rutting like gravel or dirt surfaces</li> <li>➤ <b>Initial construction can generate noise, dust, and potential stress</b></li> </ul>
<i>Crosswalks</i>	Providing a designated space for pedestrians to cross a street either at an intersection or mid-block is the intended use for crosswalks. Crosswalk design can range from simple paint schemes, to more complex design including the use of pedestrian or traffic signals, pedestrian countdown signals, auditory devices and refuge islands.	<ul style="list-style-type: none"> <li>➤ Fosters pedestrian movement at predictable locations</li> <li>➤ Allow accessibility to particular land uses</li> <li>➤ Heightens awareness for pedestrian presence to drivers</li> <li>➤ If used with an elevated platform, can calm traffic and reduce severity of possible crash</li> <li>➤ <b>Without maintenance, crosswalks can lose both reflective properties and visual prominence</b></li> <li>➤ <b>Crosswalks generally put pedestrians in direct line with motorists. Use is principally dependent on driver compliance.</b></li> </ul>

Facility Type: <b>Bicycle</b>	Description	Broad Health Benefits
<i>Shared Lane Markings/Shared lane arrows (Sharrows)</i>	Shared lane markings or “sharrows” are painted stencils placed on streets at regular intervals to align bicyclists in the appropriate location and to heighten the	<ul style="list-style-type: none"> <li>➤ Help to increase bicyclist profile on a street segment</li> <li>➤ Promote bicyclists alignment away from “door zone”</li> <li>➤ Gives some assurance to bicyclists that they</li> </ul>

	awareness of motorists as to the high probability of bicyclists presence. Share lane marking are generally used on medium volume streets, with on-street parking, or when bicycle lanes cannot be adequately used due to space limitations.	<p>are welcome to use street space</p> <ul style="list-style-type: none"> <li>➤ Do not provide true separation from vehicles</li> <li>➤ If not maintained, can fade eliminating effectiveness</li> </ul>
<i>Bike Lanes</i>	Bicycle lanes are painted lanes placed on streets to define a dedicated area for bicyclists to ride. Bike lanes are often used on heavier volume streets or on streets with heavier traffic volumes.	<ul style="list-style-type: none"> <li>➤ Provide a dedicated on-street space for bicyclists</li> <li>➤ Can help “calm” traffic by narrowing through way</li> <li>➤ Accommodates multiple bicycle types</li> <li>➤ Do not provide a true separation from vehicles</li> <li>➤ If street widths vary and bike lane width not maintained to a safe width, use can be diminished</li> <li>➤ If not maintained, can fade eliminating effectiveness</li> </ul>

<b>Facility Type</b>	<b>Description</b>	<b>Broad Health Benefits</b>
<b>Multi-use</b>		
<i>Complete Streets</i>	A “complete street” is one designed, considerate, and given appropriate space for all users including motorists, bicyclists and pedestrians. In addition, a street is deemed “Complete” if it adequately considers and optimizes adjacent land uses, is designed for a context sensitive travel speed, and provides ample buffer space between uses.	<ul style="list-style-type: none"> <li>➤ Gives ample space for pedestrians and bicyclists, fostering and promoting active modes.</li> <li>➤ An attractive and vibrant street can attract more use and users</li> <li>➤ Buffer space and design limits high vehicle speeds, conflicts with defenseless users</li> <li>➤ All elements of the street need to be maintained to ensure continued intentions</li> </ul>
<i>Separated Pathway</i>	Greenway routes are constructed to ADA standards, are generally outside of roadway right of ways and span through open space, riverways, or through designated easements. Greenways are free of vehicle traffic, but can intersect roads and accommodate all user types both pedestrian and bicyclists.	<ul style="list-style-type: none"> <li>➤ Removes user from roadways</li> <li>➤ Dedicated pedestrian/bicyclist space</li> <li>➤ Connects land uses other than by roadway</li> <li>➤ Provides stable walking surface</li> <li>➤ If isolated, perception of danger heightened</li> <li>➤ User type variability could lead to bike/pedestrian, or bike/bike crashes</li> <li>➤ If outside of peripheral vision of motorists, crashes rates at intersection increased</li> </ul>
<i>Natural path</i>	A natural path is on that is without a paved or artificial surface and can be used by pedestrians and bicyclists. Natural paths are generally built with minimal enhancements, and can be near roads or streets or in natural landscape settings like hills, or river or lake shorelines	<ul style="list-style-type: none"> <li>➤ Removes users from roadways</li> <li>➤ Dedicated pedestrian/bicyclist space</li> <li>➤ Immerses users in a natural setting</li> <li>➤ Lower cost to construct</li> <li>➤ Surface can become unpredictable or unstable without normal maintenance</li> <li>➤ Can be limited due to weather events such as flooding or soiling</li> </ul>

Recommendations to enhance the suggested Plan range from design elements to programmatic improvements. As the Plan is implemented over time, residents and visitors will change their behaviors in numerous ways that will need to be understood and studied to determine appropriate actions. If more people walk for example, more crossings at intersections will take place which means additional pedestrian/motorist interactions. Does that translate into additional crashes, few vehicles on local streets, or do “failure to yield” by drivers increase? It is this action and reaction result that will need to be monitored. Plan recommendations or monitoring steps are as follows:

**Monitor:**

- **Usage at key locations within communities for on-road pedestrian and bicyclist facilities and at trailheads and major junctions of paved multi-use trails and natural trails. This should include data related to: gender, age range, type of user, helmet use for bicyclists.**
- **Work with St. Luke’s and other stakeholders to conduct regular intercept surveys of trail users to identify key health conditions and comfort using the system.**
- **Investment levels (by \$/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**

**Recommendations:**

- **Insert additional bicycle and pedestrian awareness into drivers education**
- **Ensure bicycle parking is available at community events like farmers markets**
- **Ensure that all busses and major bus stops are outfitted with bike racks**
- **Host annual bike rodeos at every elementary school in Plan area**
- **Use symbol based signage in areas with higher Spanish speaking populations**
- **Explore a Silver Wheels program for area senior citizens**