

Blaine County Community

BICYCLE AND PEDESTRIAN MASTER PLAN

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 13th 5-7pm @ Powerhouse

Tues January 14th 11am-1pm @Ketchum Town Square

Tues January 14th 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 208-788-7433

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

Government Group Meeting—White Board Notes

SEPARATING PAYER SUPPORT

SUN VALLEY CO.

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

HAILEY / BELLEVUE

FOREST SERVICE

BENEFIT:

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

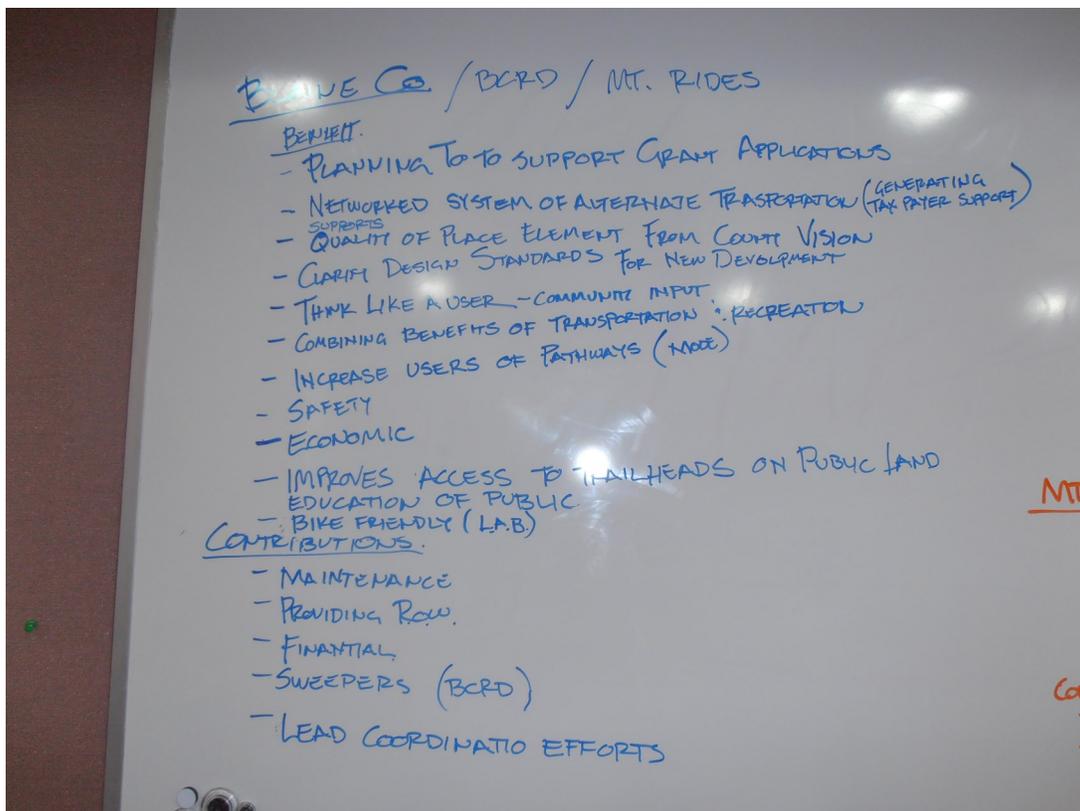
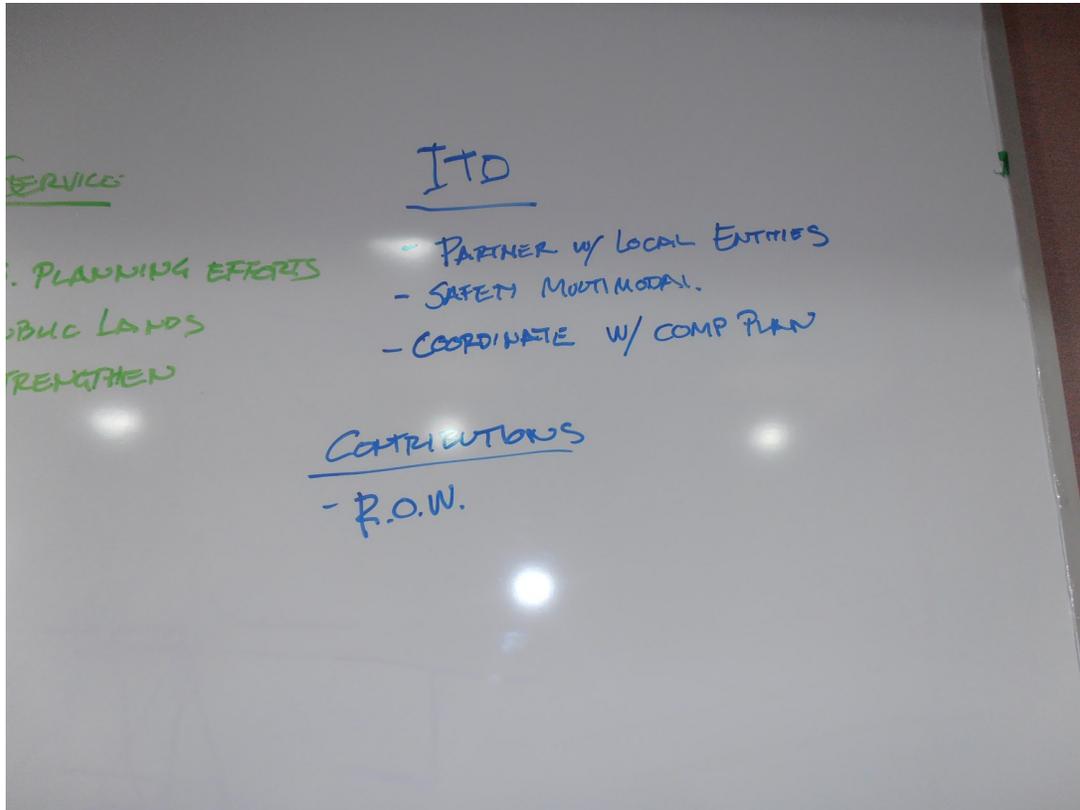
ITO

- PARTN
- SAFET
- COORD

CONTRIBU

- 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

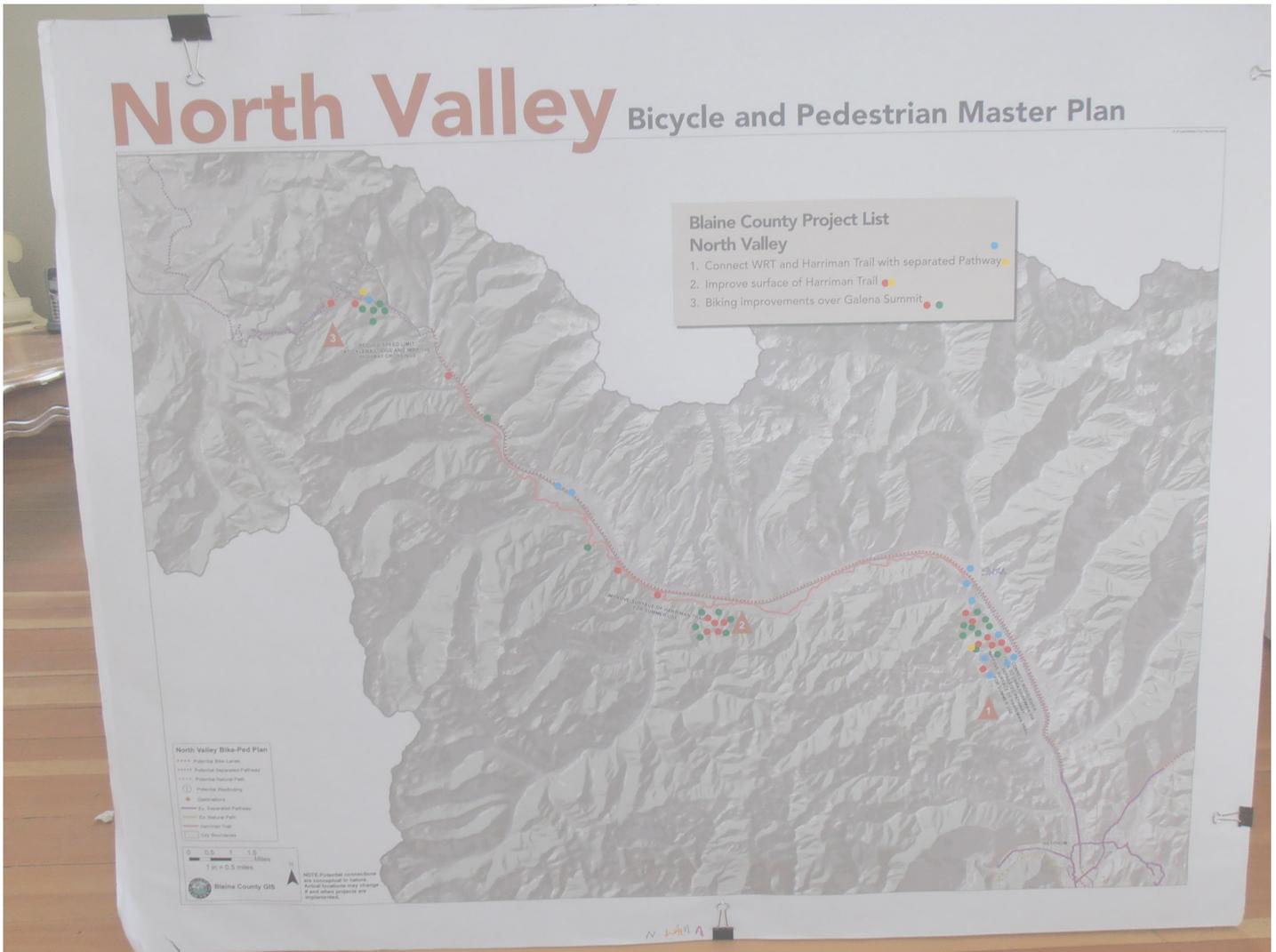


Sun Valley Project List

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



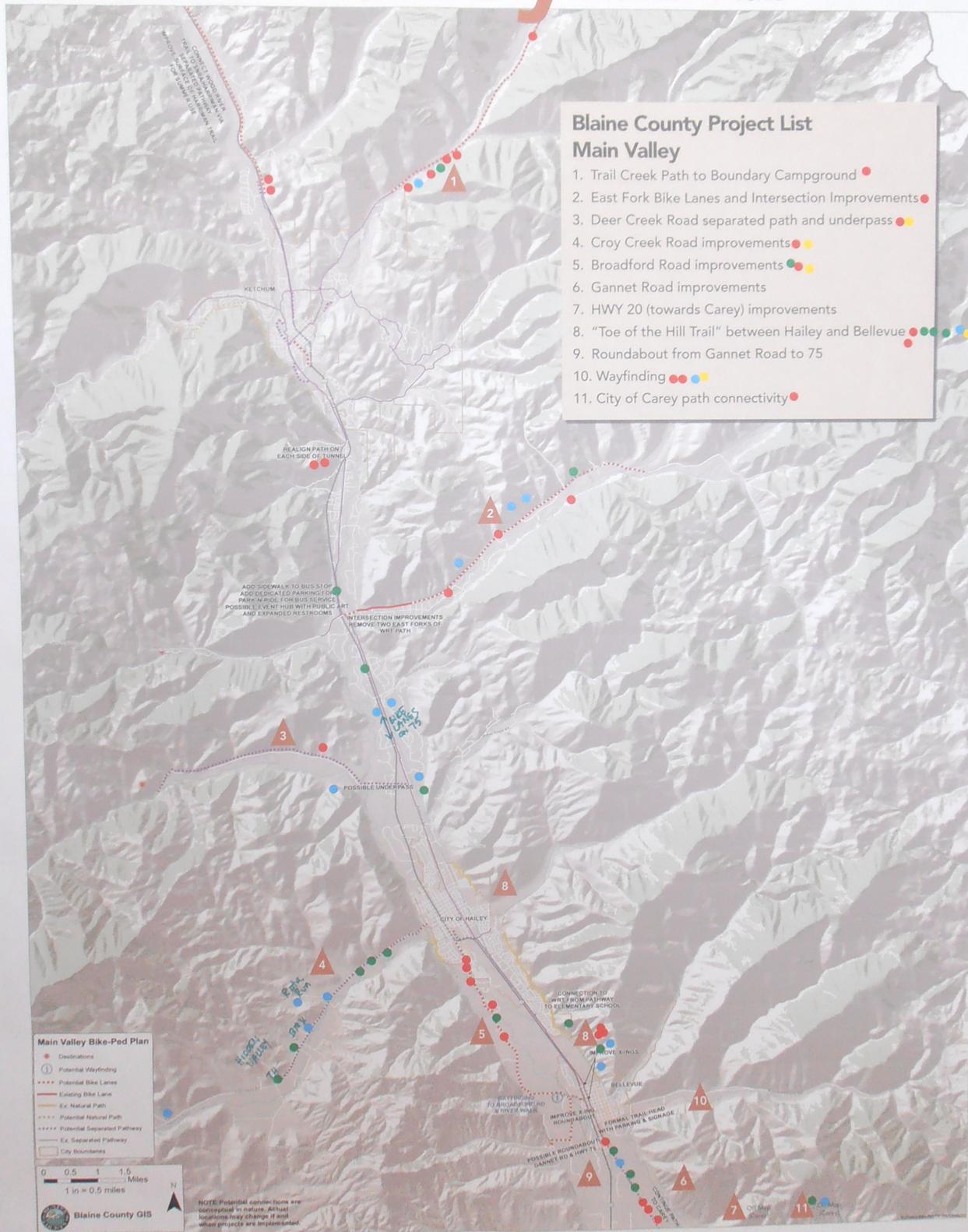
Mobile Workshop—Maps and Dot Exercise Results



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

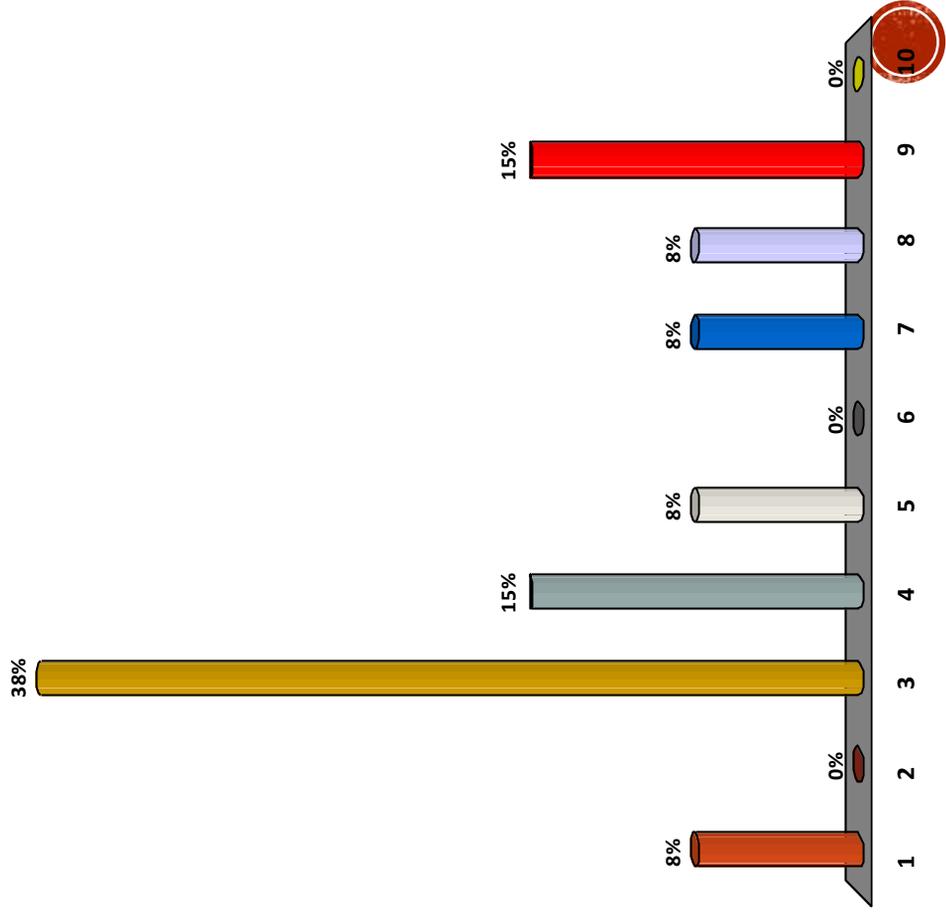


**BLAINE COUNTY BICYCLE AND PEDSTRIAN MASTER
PLAN**

1/14/2014 Stakeholder Meeting

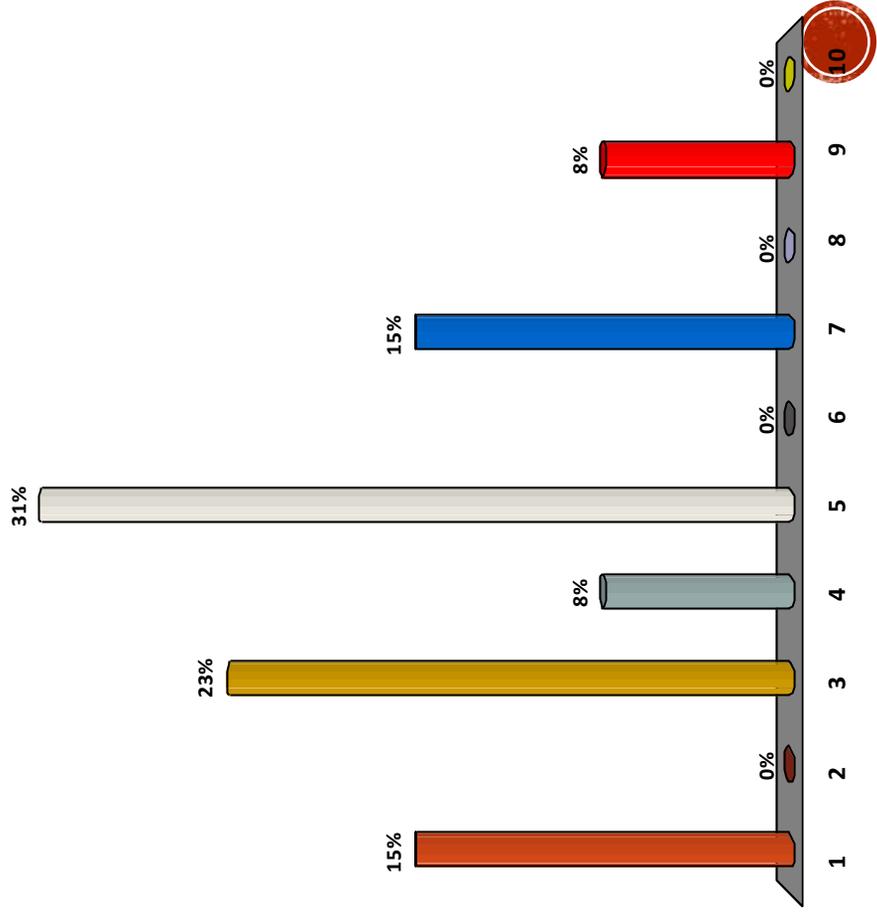
WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN THE MAIN VALLEY?

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



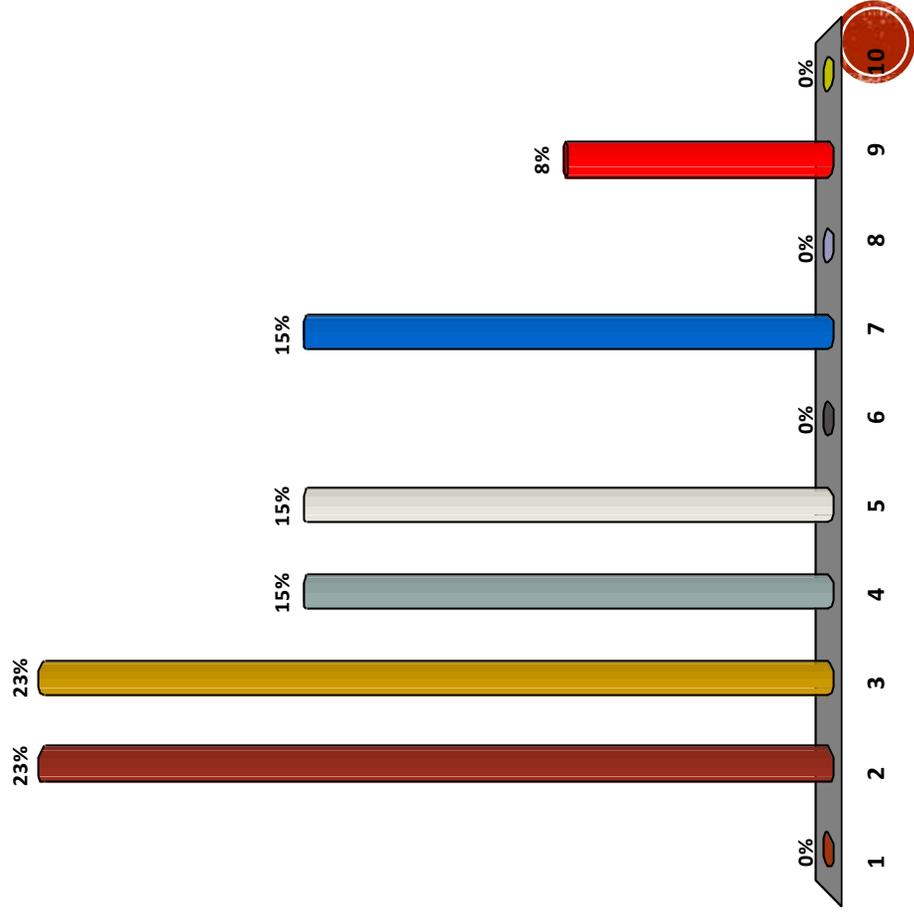
WHICH PROJECT DO YOU FEEL IS THE 2ND MOST IMPORTANT IN THE MAIN VALLEY?

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

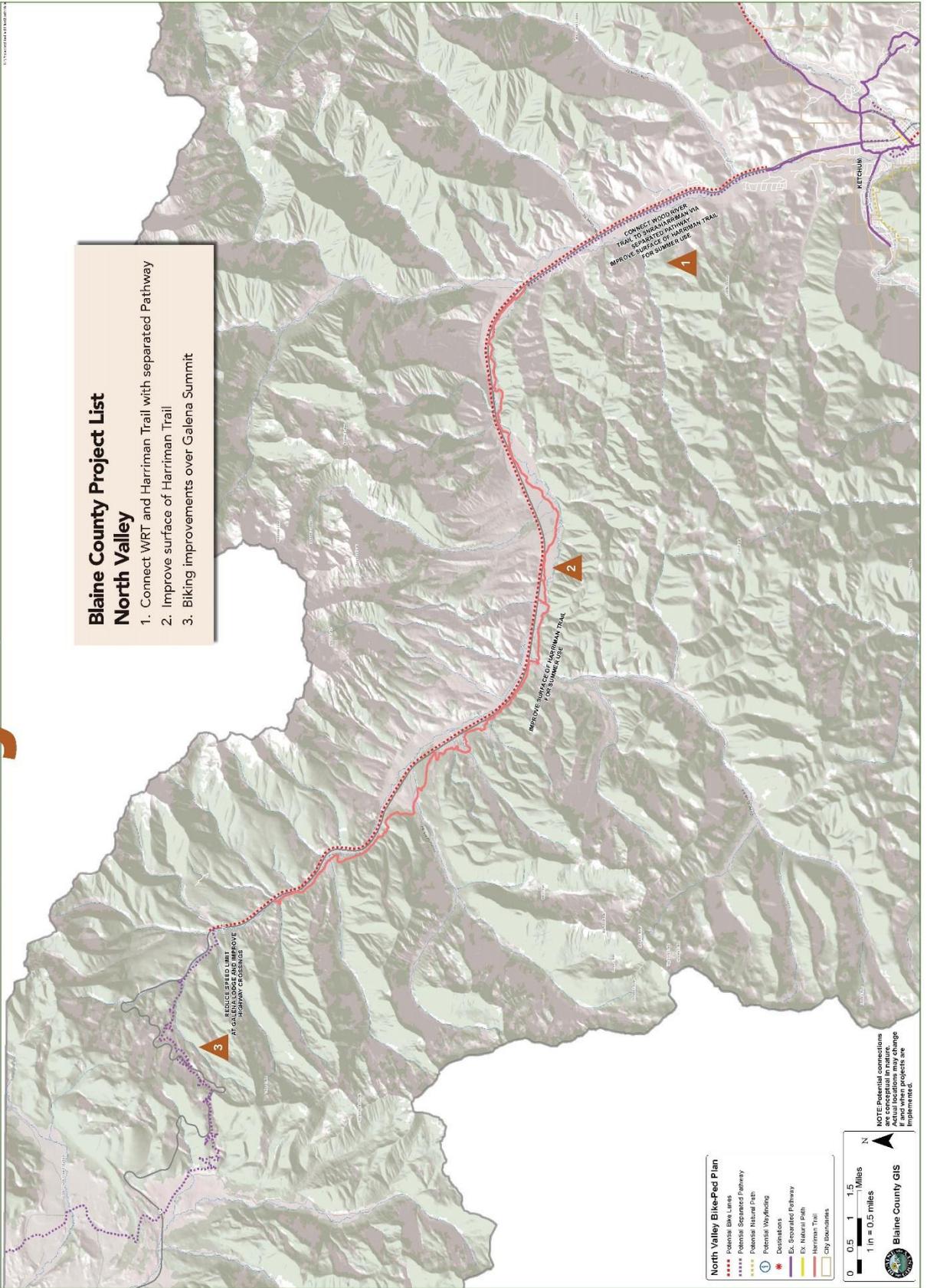


WHICH PROJECT DO YOU FEEL IS THE 3RD MOST IMPORTANT IN THE MAIN VALLEY?

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

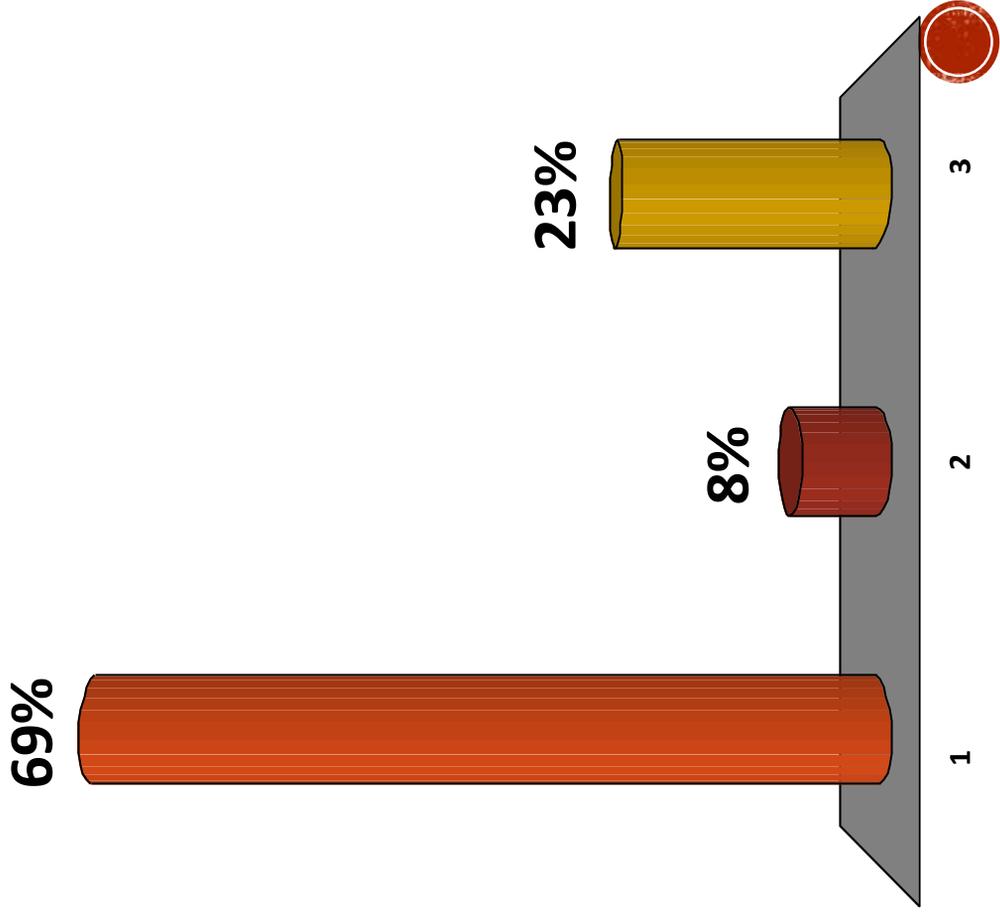


North Valley Bicycle and Pedestrian Master Plan



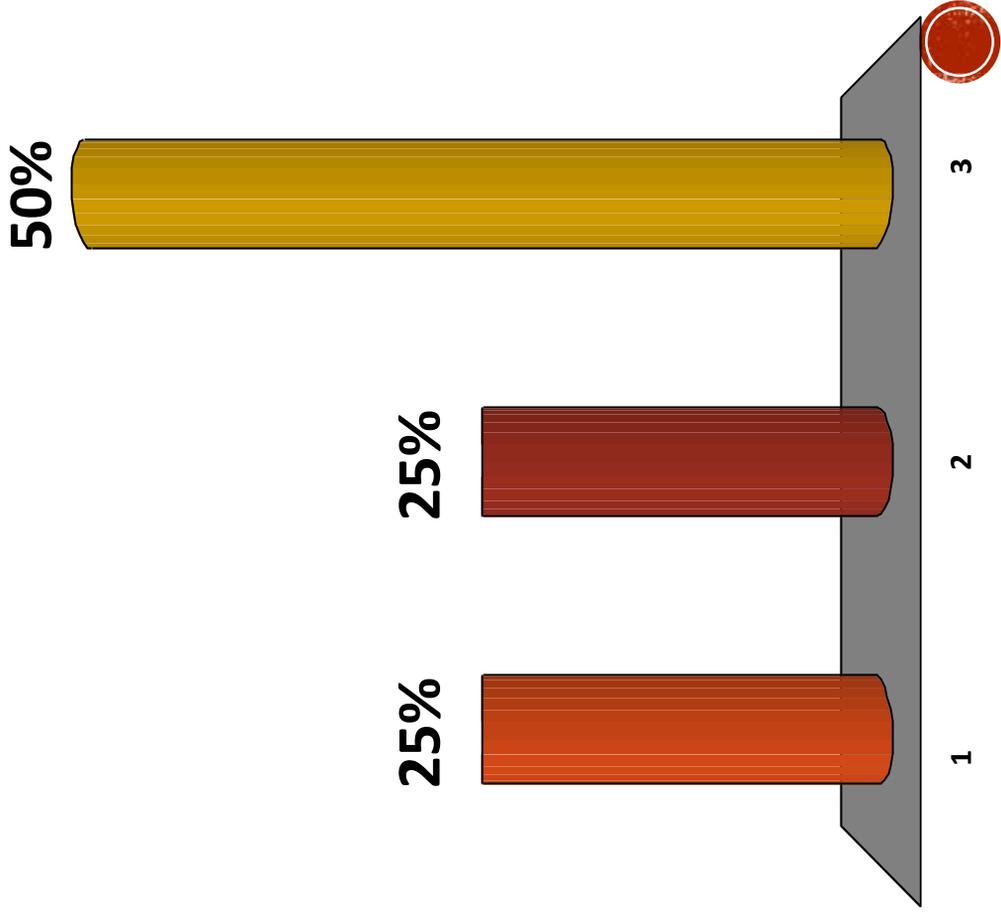
WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN THE NORTH VALLEY?

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



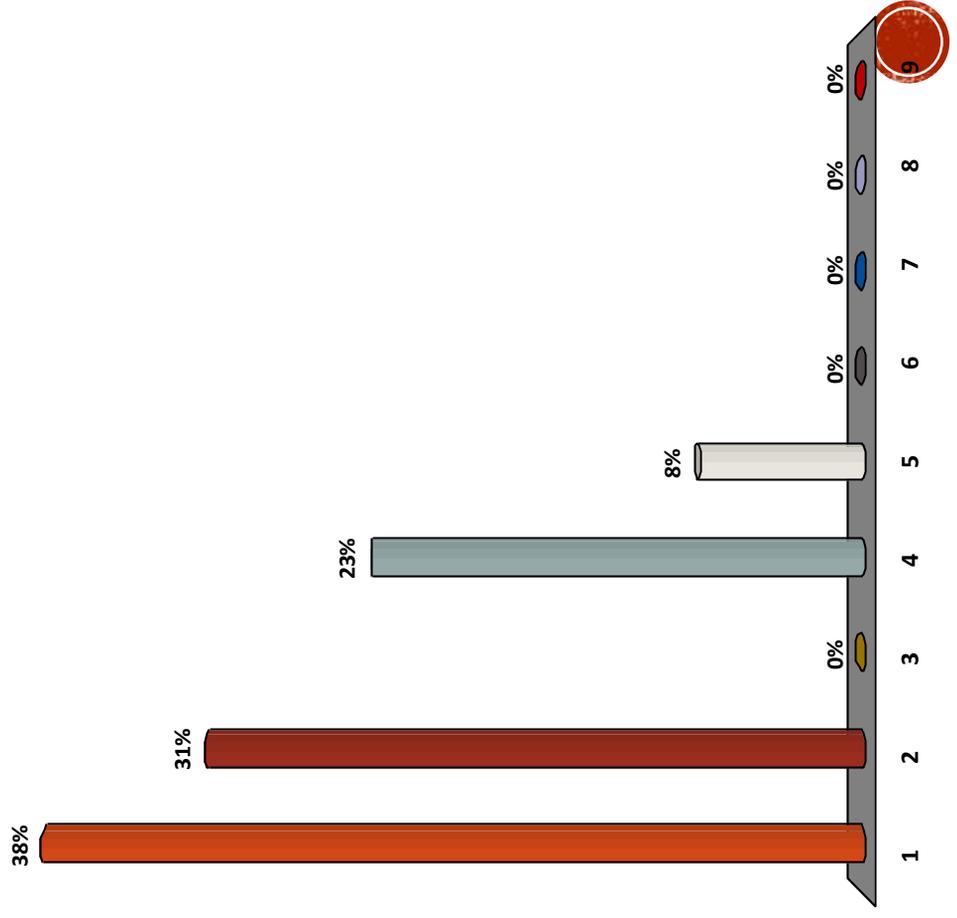
WHICH PROJECT DO YOU FEEL IS THE 2ND MOST IMPORTANT IN THE NORTH VALLEY?

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



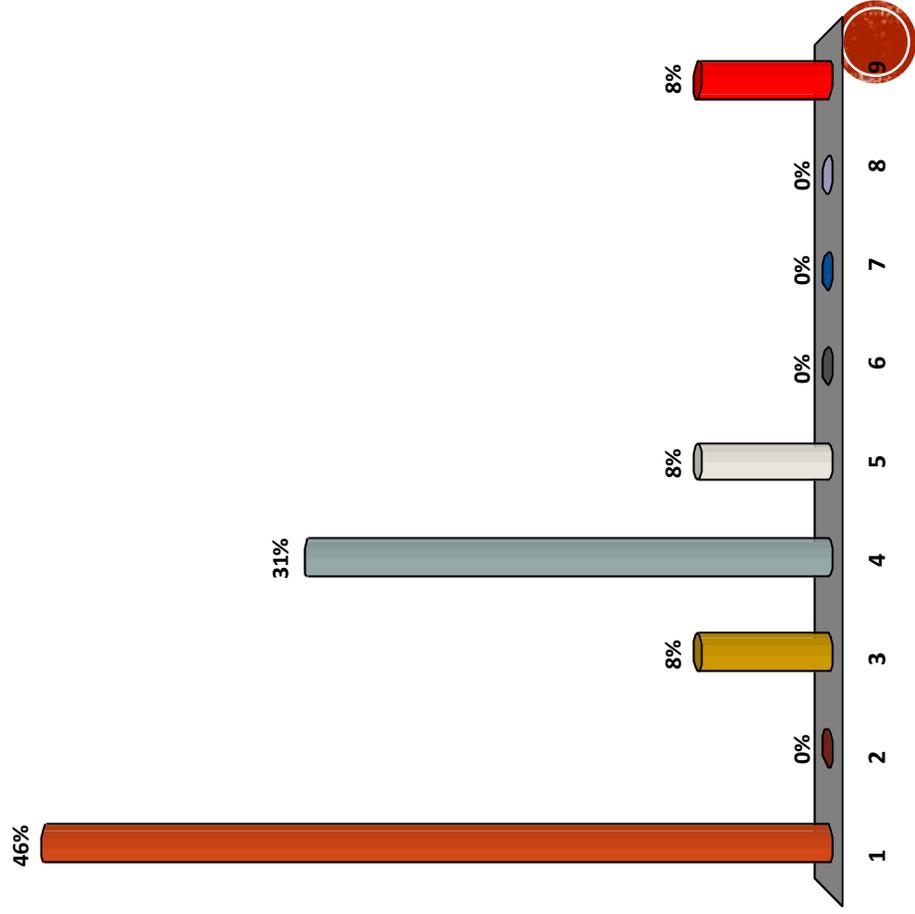
WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN KETCHUM?

1. 4th 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



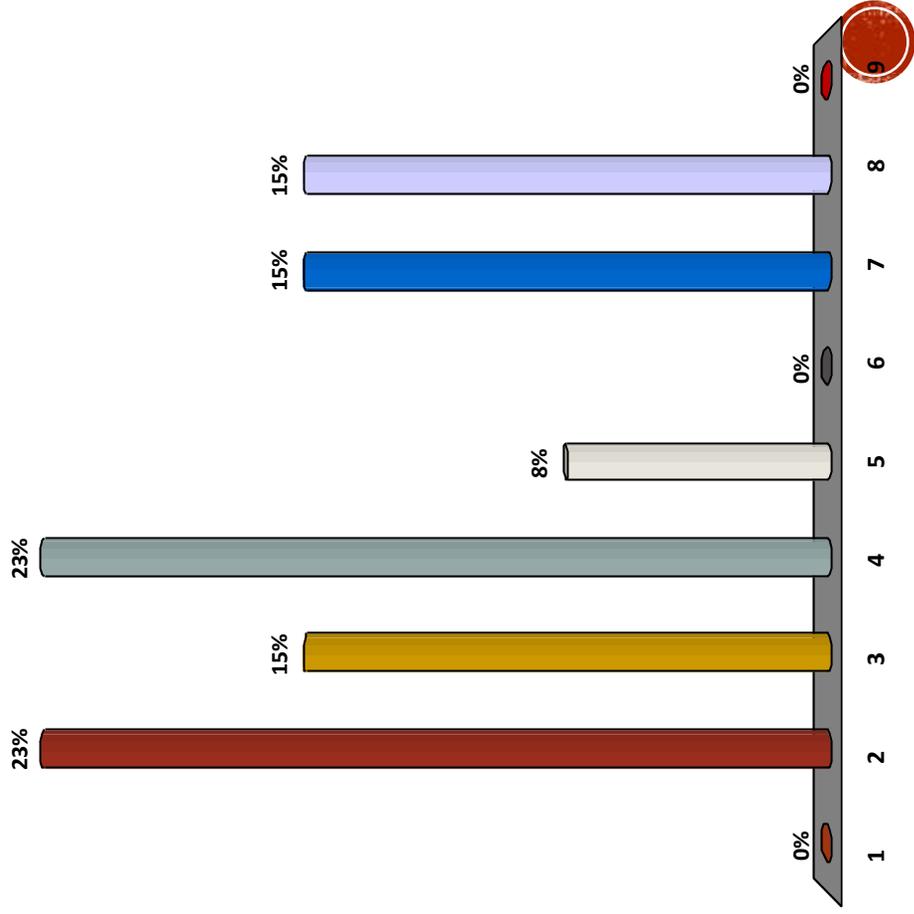
WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN KETCHUM? 2ND

1. 4th 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? 3RD

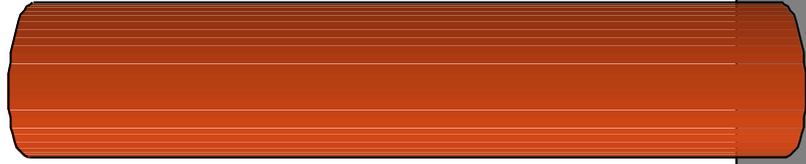
1. 4th Street Safety Improvements
2. River Run Connections
3. Pathway routing
4. Complete Streets
5. Alternate routes to downtown
6. Sight distance
7. Separated path Saddle Rd to Knob Hill
8. Warm Springs Road
9. Wayfinding



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

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

100%



0%



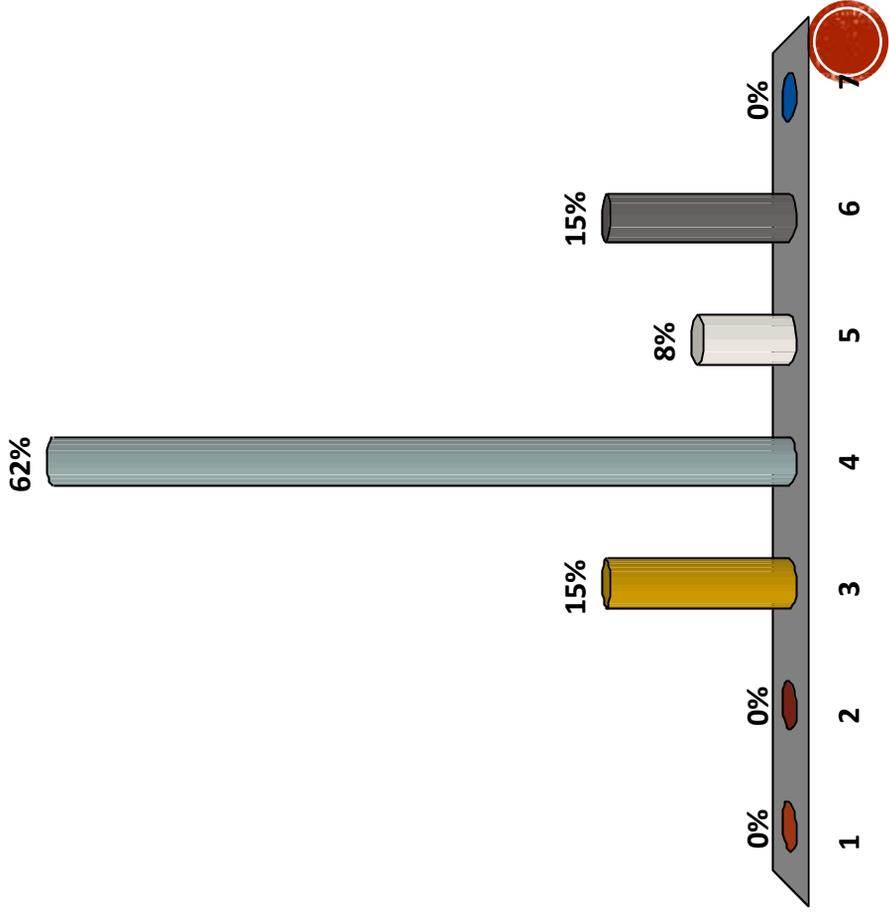
1

2



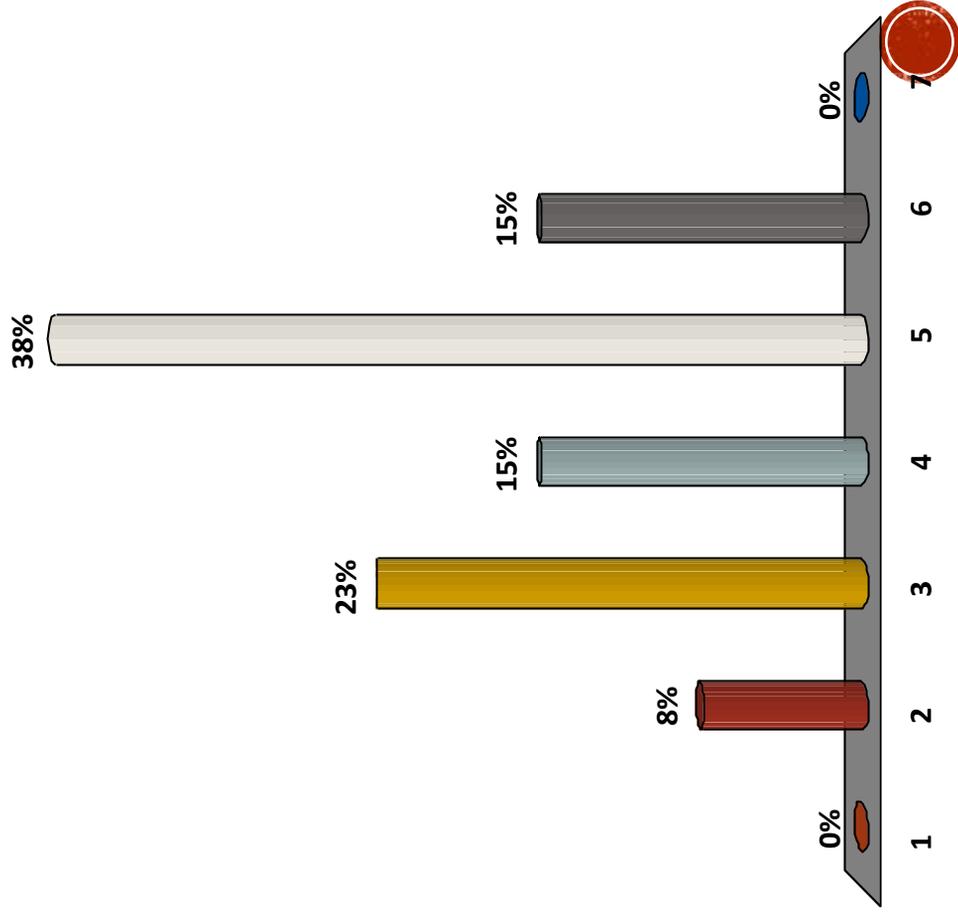
WHICH PROJECT DO YOU FEEL IS THE MOST IMPORTANT IN HAILEY?

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



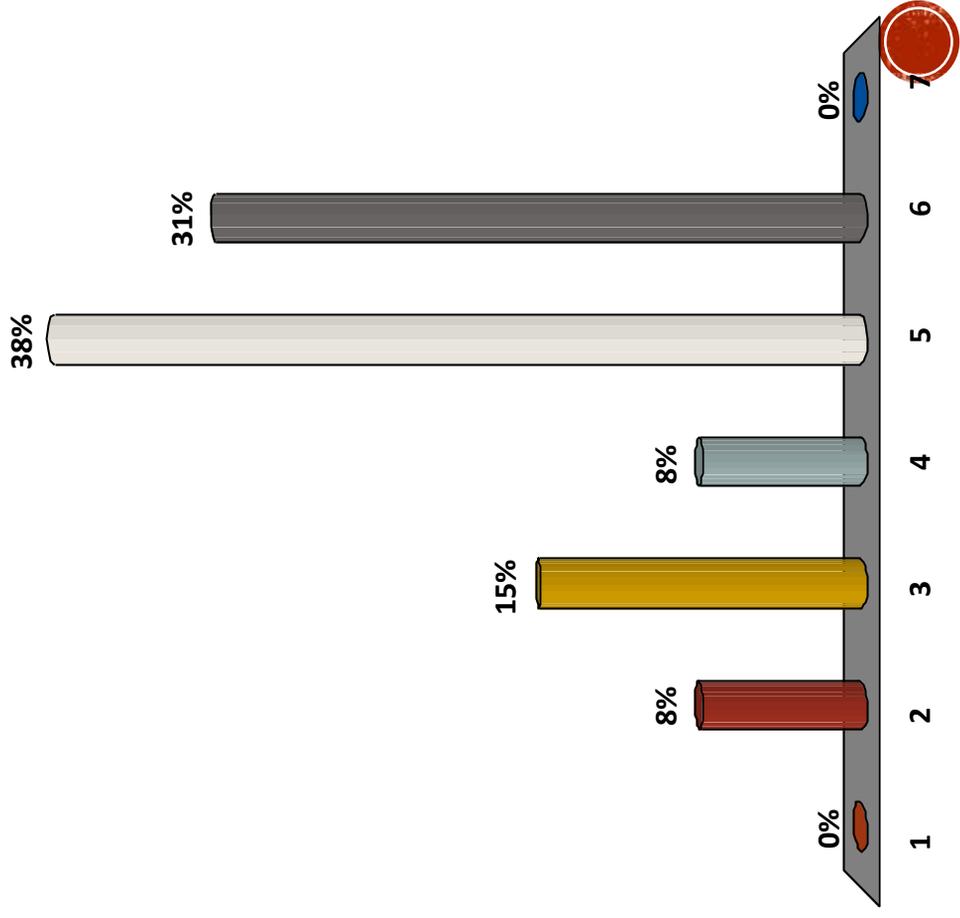
WHICH PROJECT DO YOU FEEL IS THE 2ND MOST IMPORTANT IN HAILEY?

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 3RD 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
7. Wayfinding improvements



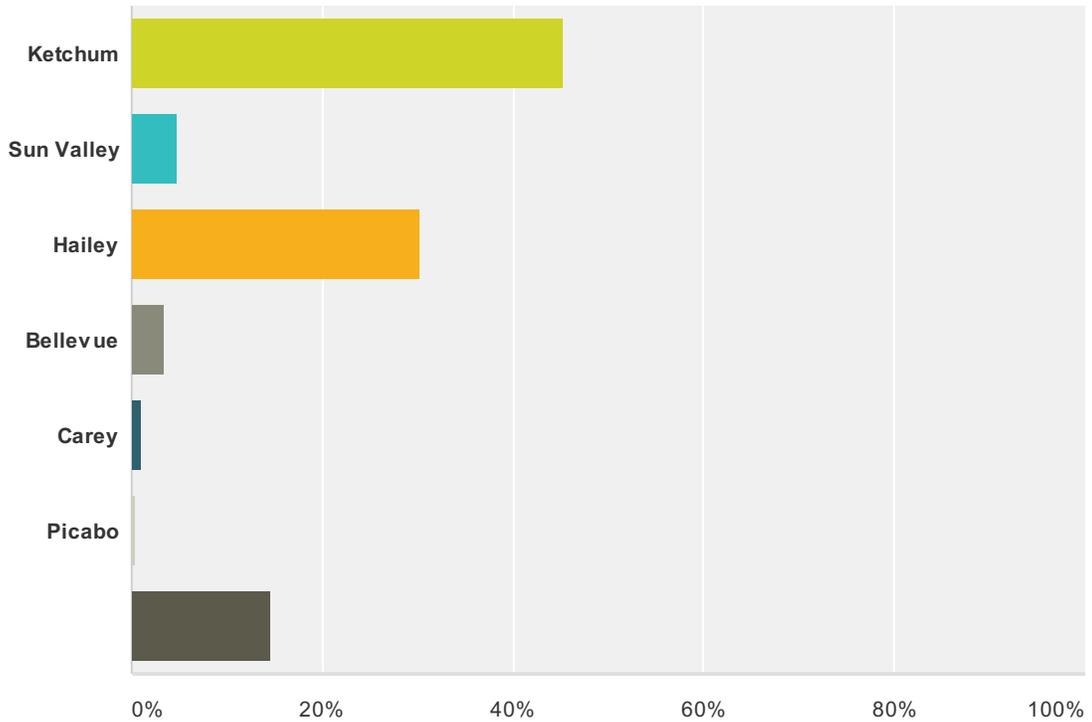


APPENDIX
B.
**COMMUNITY
SURVEY**

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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
Total	205

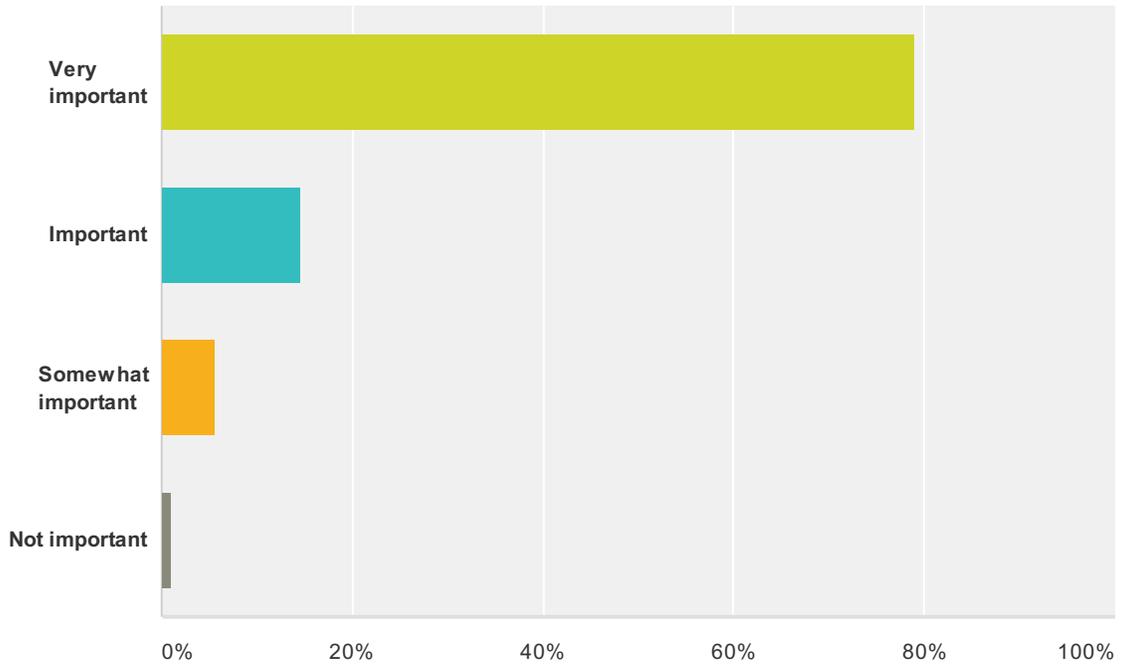
#	Other (please specify)	Date
1	Valley Club	1/30/2014 6:12 AM
2	Board Ranch	1/29/2014 2:07 PM
3	Croy Creek	1/17/2014 3:01 PM
4	East Fork	1/17/2014 2:50 PM
5	East Fork	1/17/2014 12:42 PM
6	Hulen Meadows	1/15/2014 12:54 PM
7	east fork	1/14/2014 10:37 PM
8	hulen meadows	1/14/2014 4:39 PM

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?

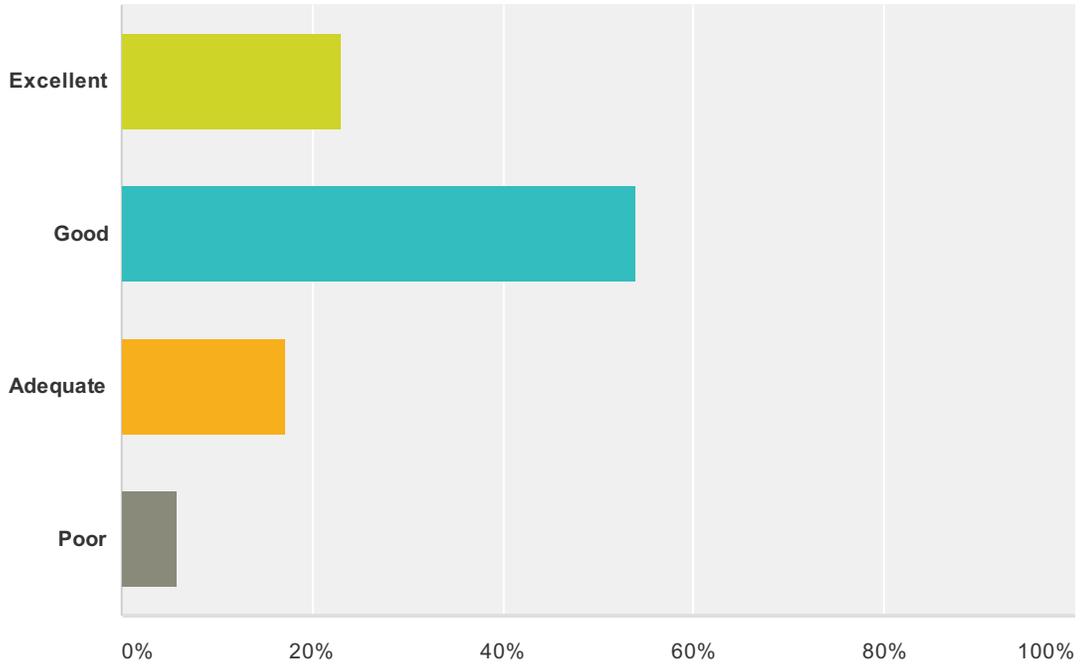
Answered: 213 Skipped: 2



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

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

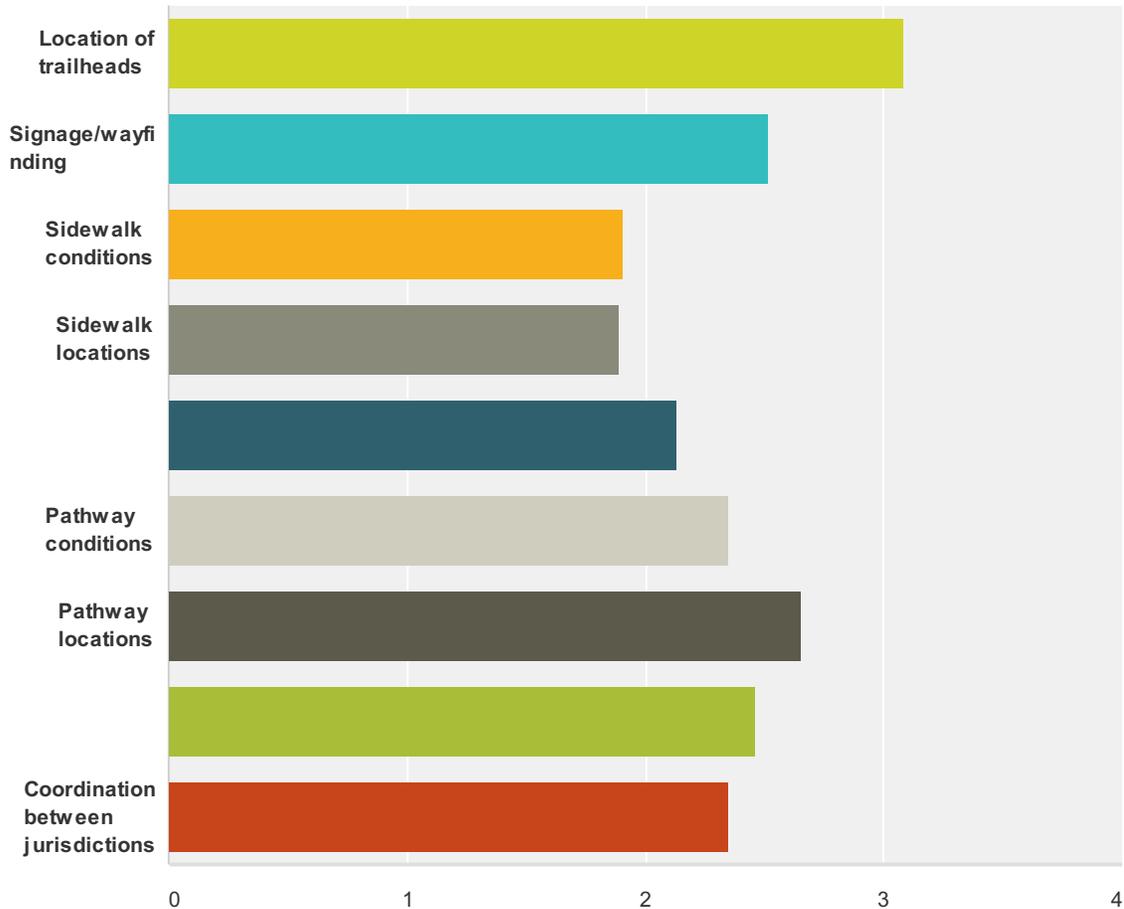
Answered: 208 Skipped: 7



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

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



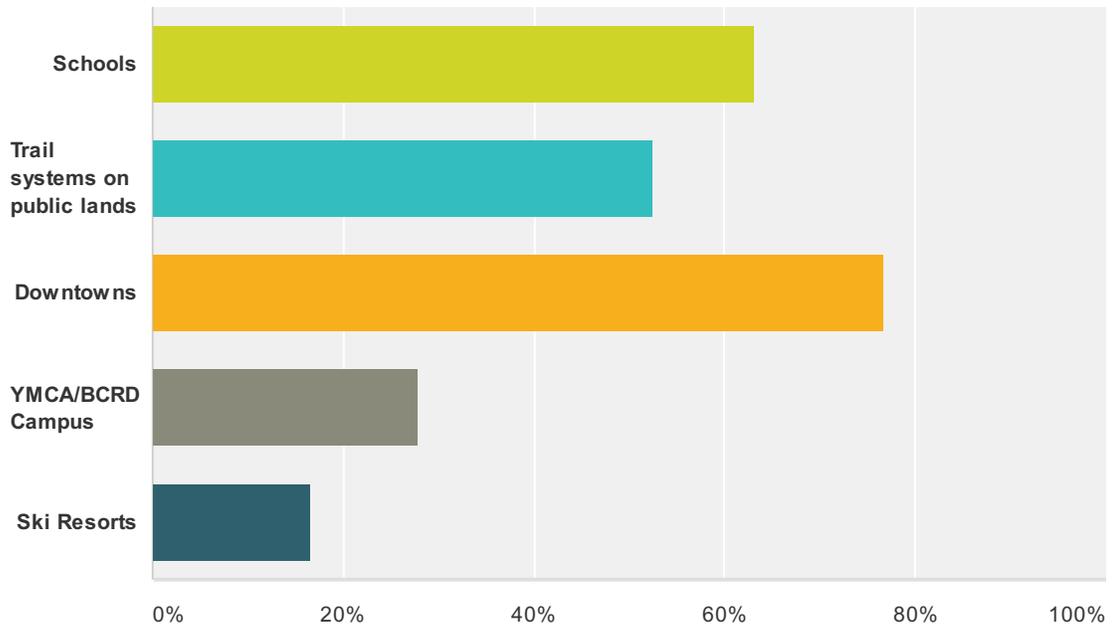
	Excellent	Good	Adequate	Poor	Total	Average Rating
Location of trailheads	28.57% 58	55.17% 112	12.81% 26	3.45% 7	203	3.09
Signage/wayfinding	12.08% 25	39.13% 81	37.68% 78	11.11% 23	207	2.52
Sidewalk conditions	3.40% 7	17.96% 37	45.15% 93	33.50% 69	206	1.91
Sidewalk locations	3.38% 7	21.74% 45	35.75% 74	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

2014 Blaine County Bicycle and Pedestrian Master Plan

Cooperation between user groups	16	90	73	27	206	2.46
Coordination between jurisdictions	4% 8	40.50% 81	41.50% 83	14.00% 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
Total Respondents: 198	

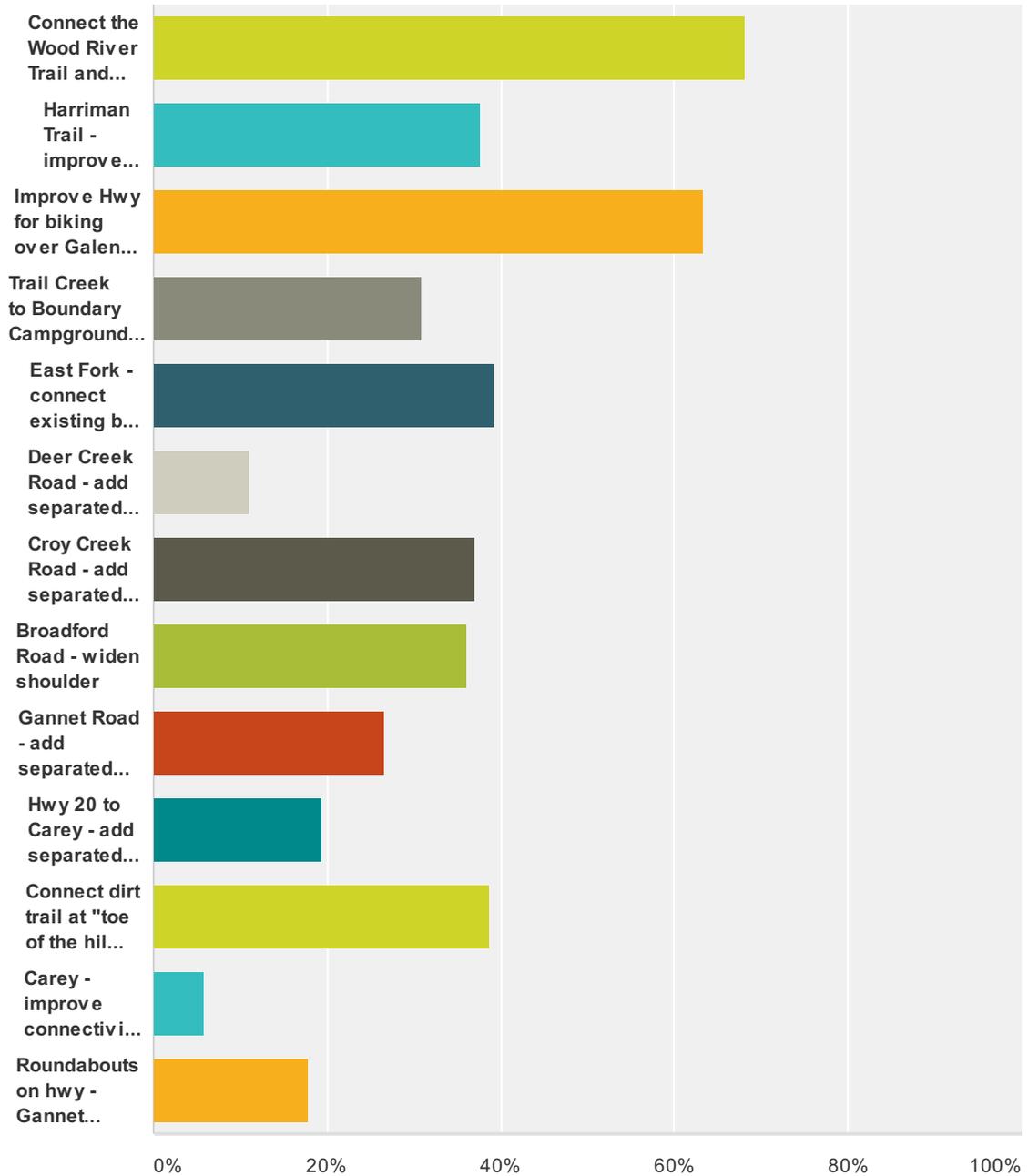
#	Other (please specify)	Date
1	heavy traffic neighborhoods	1/30/2014 1:53 PM
2	everything, commuters	1/22/2014 5:20 AM
3	Communities to Downtown cores, commuting areas	1/21/2014 2:00 PM
4	Education/riding with traffic rather than against	1/21/2014 11:11 AM
5	public service buildings	1/21/2014 10:18 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	39.27%	75
Deer Creek Road - add separated path	10.99%	21
Croy Creek Road - add separated path	37.17%	71
Broadford Road - widen shoulder	36.13%	69
Gannet Road - add separated path	26.70%	51
Hwy 20 to Carey - add separated path	19.37%	37
Connect dirt trail at "toe of the hill" between Hailey and Bellevue	38.74%	74
Carey - improve connectivity in Carey	5.76%	11
Roundabouts on hwy - Gannet Rd/hwy, south end of Hailey and Ketchum	17.80%	34
Total Respondents: 191		

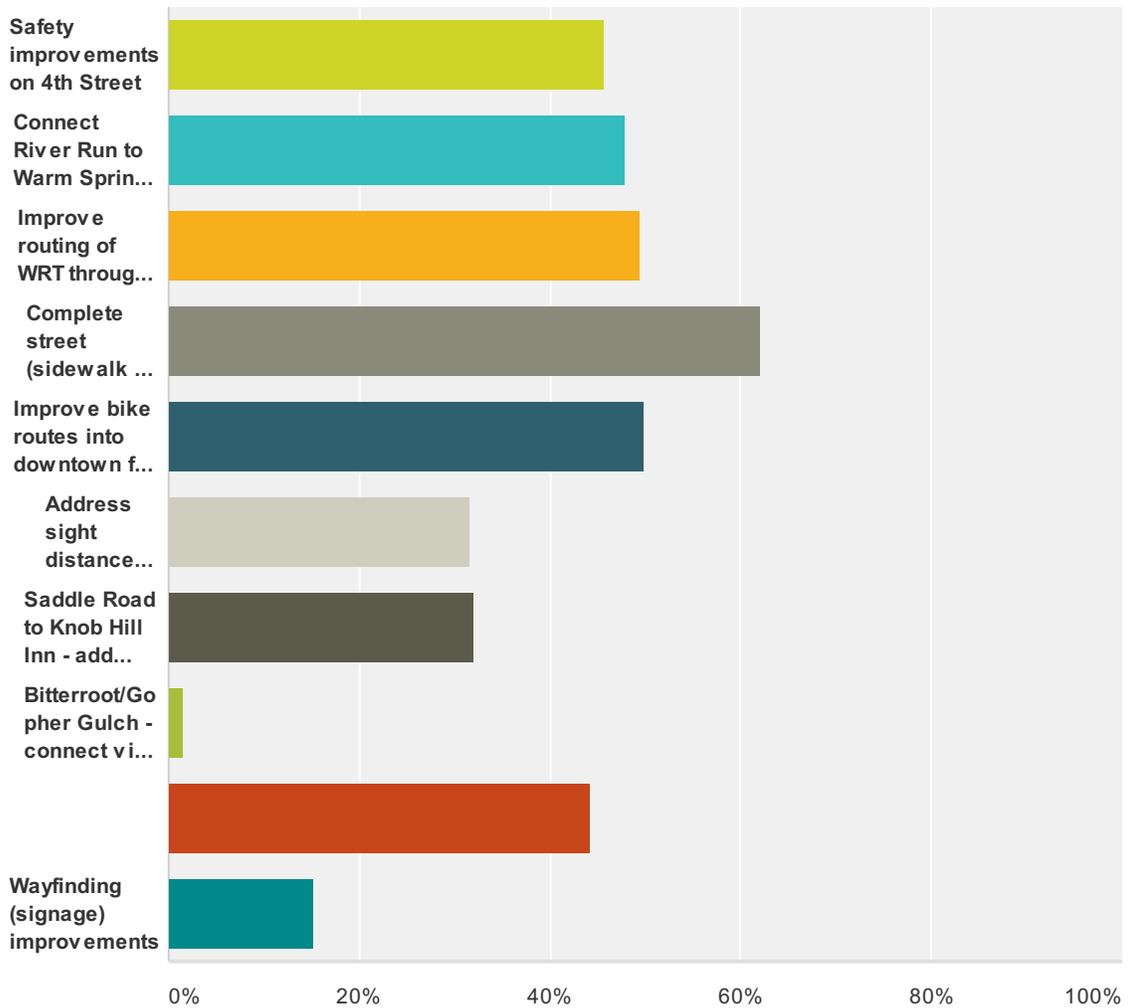
#	Other (please specify)	Date
1	Continue bike path out the board ranch	1/29/2014 2:08 PM
2	#1 ACCESS TO TOWN, MAKE MAIN STREET BIKE STREET WITH CAFE TABLES AND FUN IN STREET AND REROUTE THAT HEAVY TRAFFIC AROUND TOWN! YES!	1/23/2014 1:19 PM
3	no comment from me here	1/21/2014 7:39 PM
4	Improve surface 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

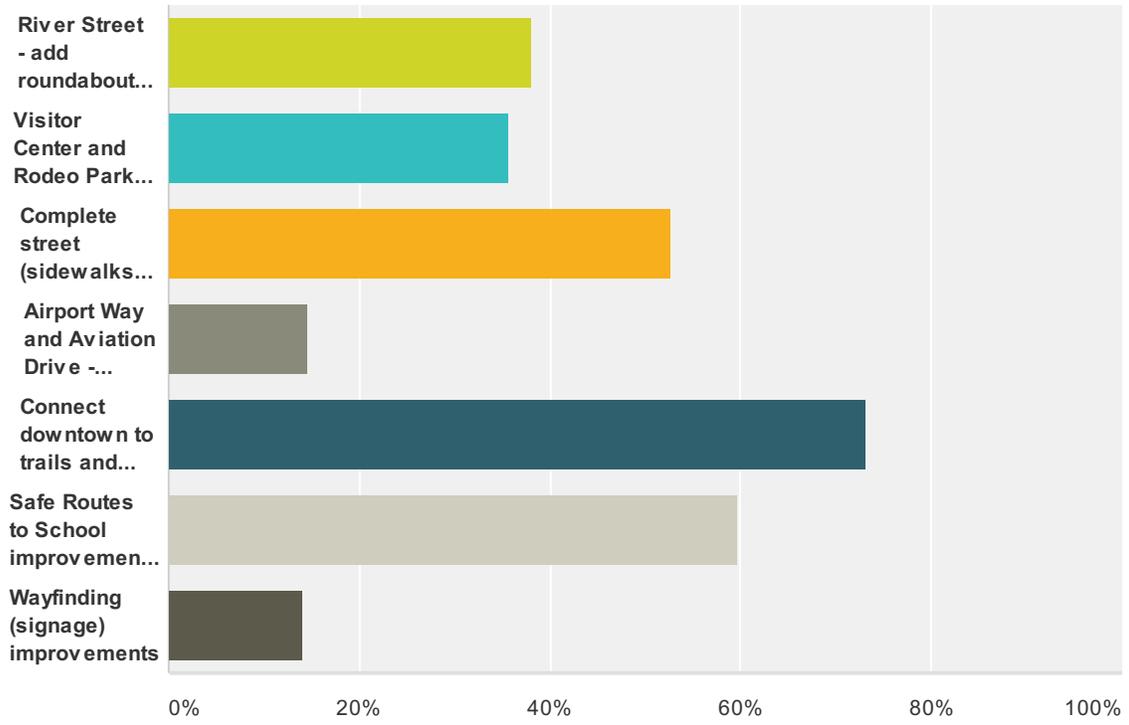
2014 Blaine County Bicycle and Pedestrian Master Plan

Wayfinding (signage) improvements	15.26%	29
Total Respondents: 190		

#	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 saftey 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
Total Respondents: 171	

#	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

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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

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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

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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) - Ketchum



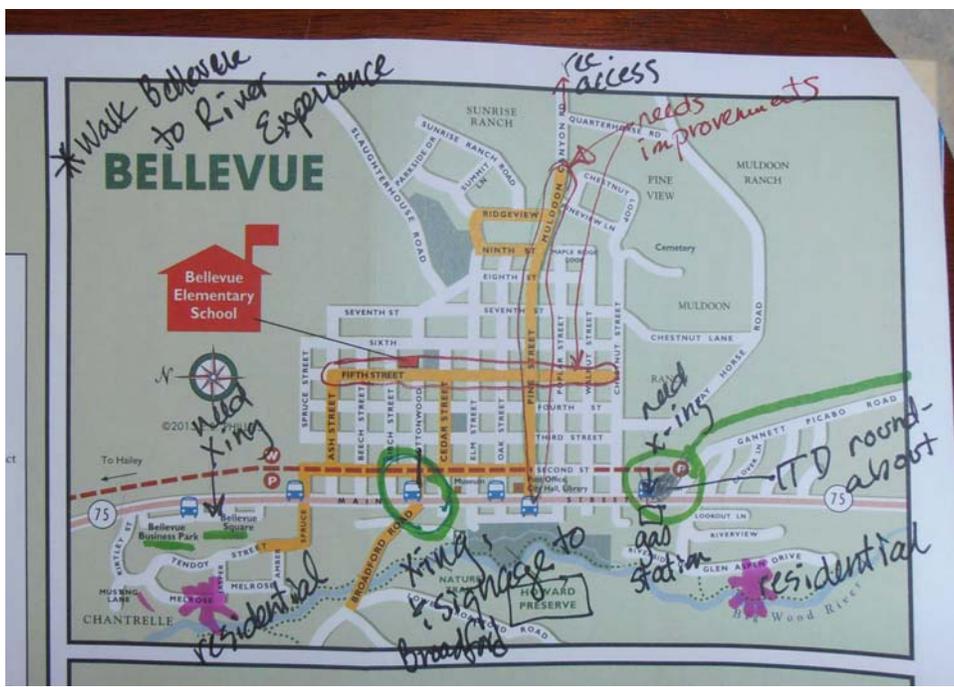
Kick-Off Meeting Needs Survey (11/4/13) - Sun Valley



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**

*4th street improvements are good, makes it nice to walk.
Improvements should be extended beyond Java.
4th Street pedestrian design is not working.
Tunnel into hospital is being looked at for improvements.
Safety at 4th 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?

*2nd Street (major pedestrian route) and 1st 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, 10th 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 4th Street
- 4) Ketchum should finish Sidewalks 2nd Street and 5th Street
- 5) Consistency between cities would be good- seamless for visitors
- 6) Make 4th street safer for bikes- "sharrow" concept may not be working. 4th 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 4th street need improvement
- 10) More aggressive marking for bike lanes overall
- 11) Close 4th 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 4th to 10th through Hemingway is a real problem area: need to consider alternatives, 7th 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 2nd 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 2nd 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 2nd no stop – flow down 2nd. Stop signs 1st & 3rd & 4th on flow side street connectors don't stop. (2nd 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 forth-coming. 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.

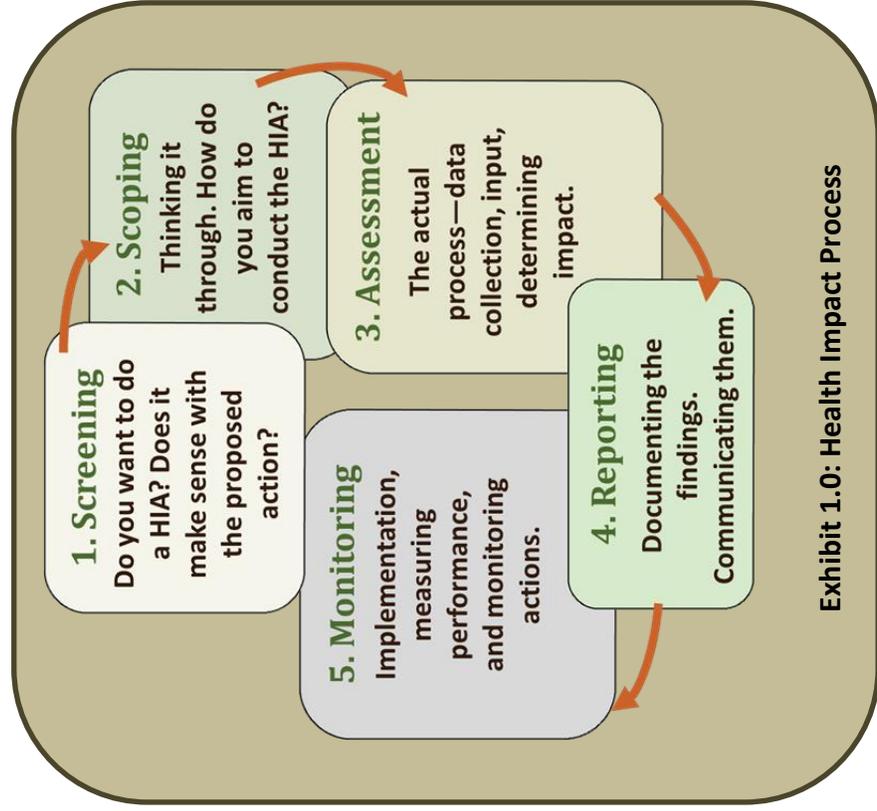
This document is a synthesis of statistics, measures, survey responses and Plan goals and objectives—all of which have a tie to the Bike & Pedestrian Master Plan. The January 14th workshop will be highly interactive not only to capture health impacts, but also partnerships, community needs, preventive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

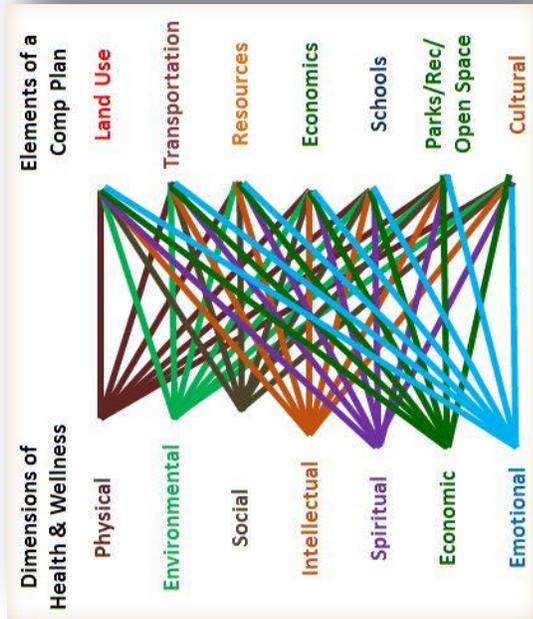


Exhibit 1.2: 7 Dimensions and 7 Common Planning Elements

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.

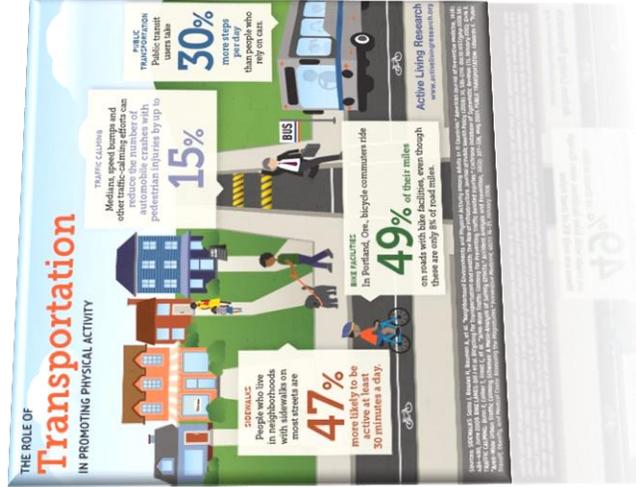


Exhibit 1.3
U.S. DOT,
*The Role of
Transportation
in Promoting
Physical Health*
infographic

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.

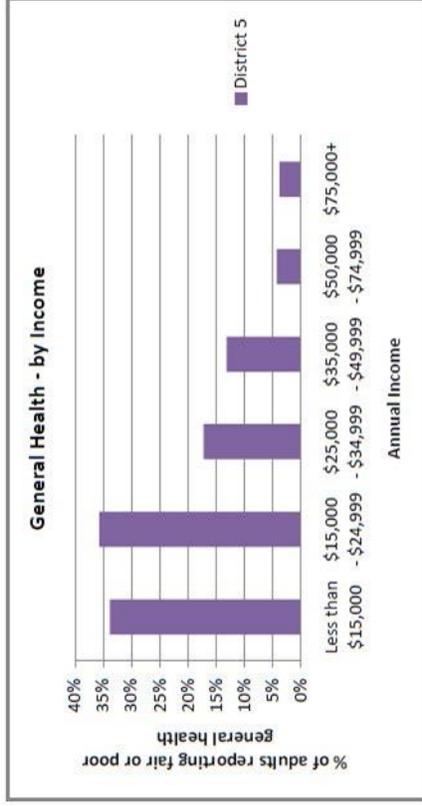
When determining just how healthy communities are, data available can be found from a variety of sources. In Blaine County, a Community Healthy Assessment (CHA) was recently conducted by the St. Luke's medical group. The CHA collected information from a variety of sources including hospital records, 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.

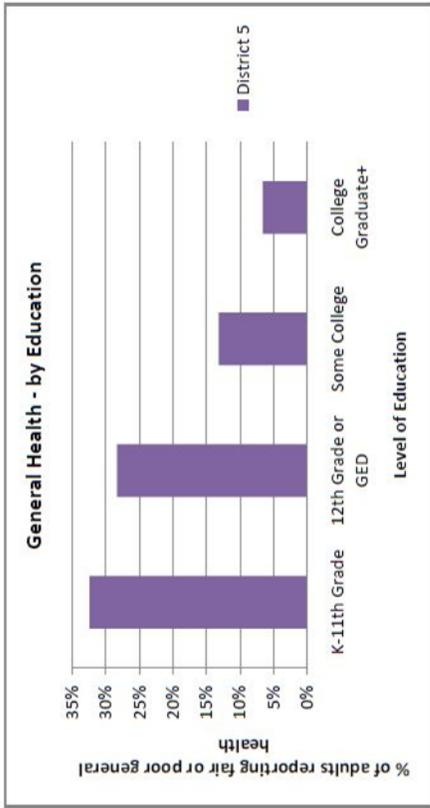


In District 5, (home to Blaine County) a stark contrast exists from those reporting “fair or poor health” and earning less than \$25,000 annually and those making more than the threshold. On the upper end of the spectrum less than 5% of those surveyed making more than \$75,000 reported “poor or fair 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 2010²

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.

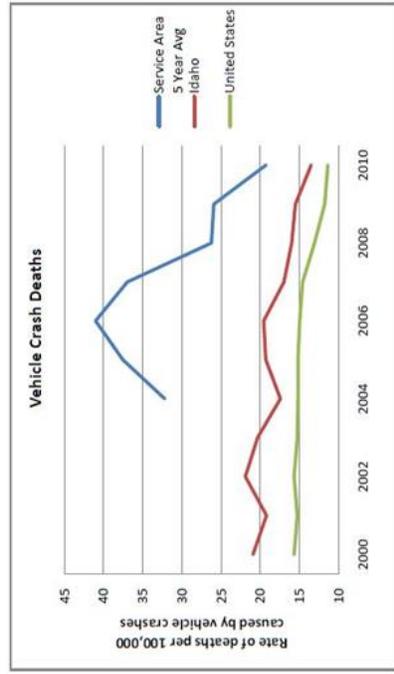
The Blaine County area has not only captured information helpful to establish baseline community health conditions, but used those baselines to determine action steps and goals for future direction of local agencies, organization and citizens groups. Based on surveys and an extensive prioritization analysis,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

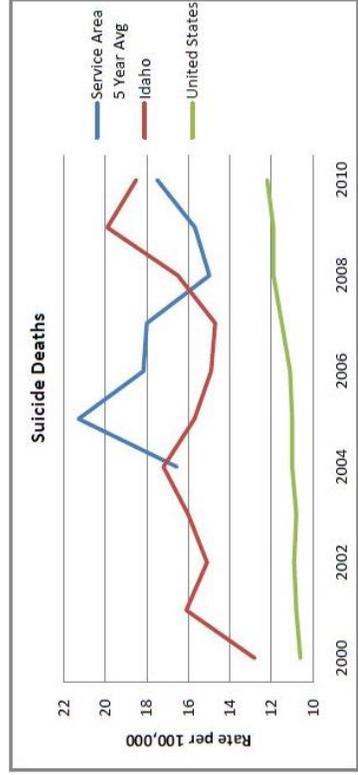
Vehicle Crash Death Rates

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.

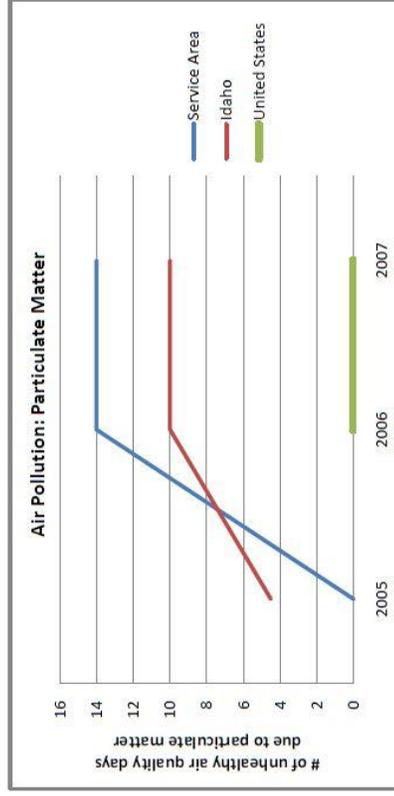


Obesity

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.

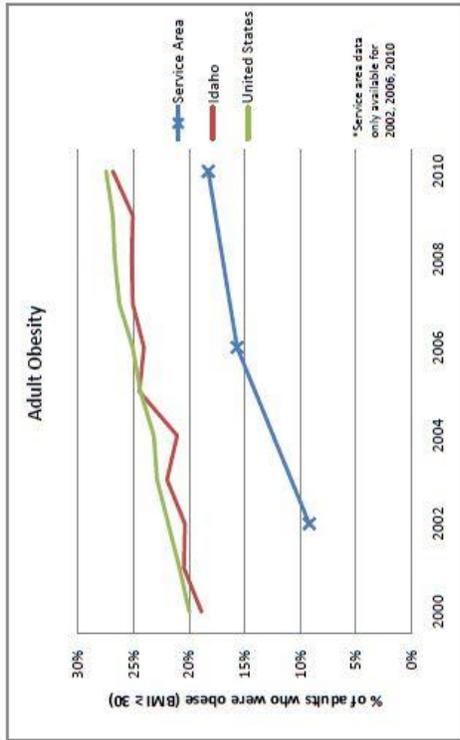
Air Pollution

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.



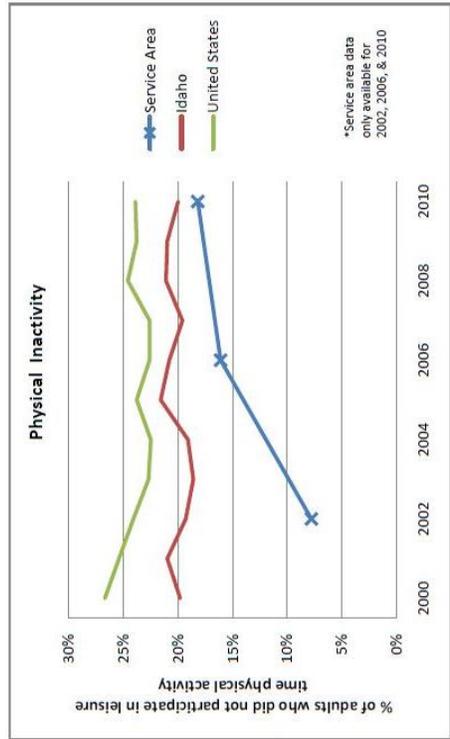
Local Planning Goals

Health and the planning profession are inseparable. The roots of the profession are firmly planted in health after conditions in 19th 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 21st 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.

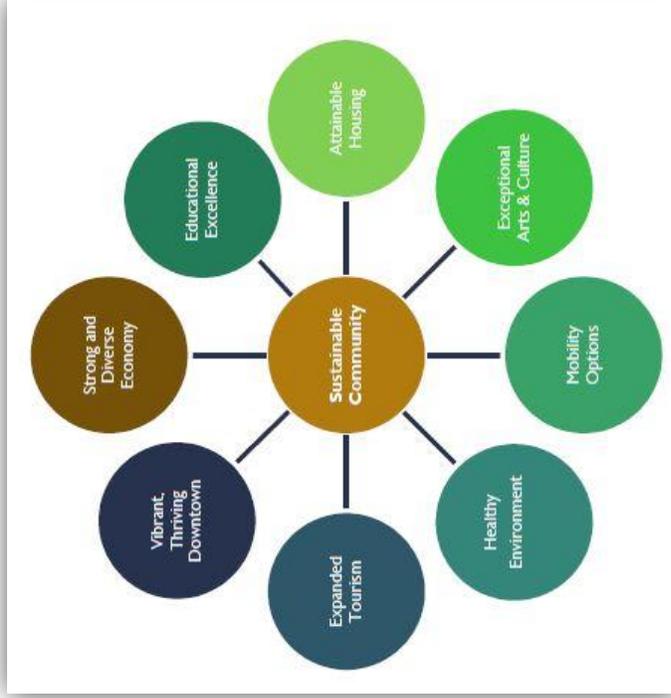


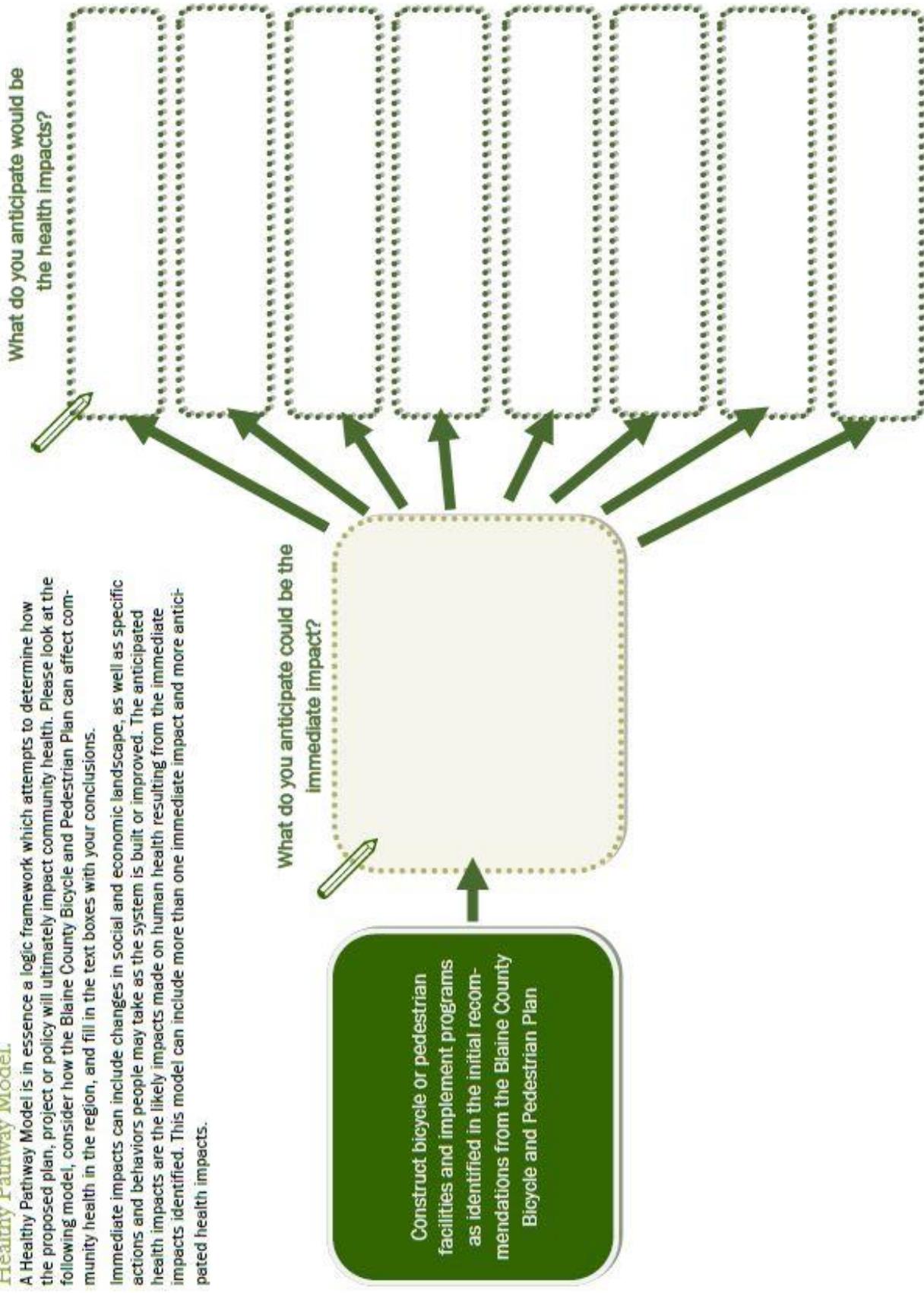
Exhibit 1.5 Ketchum Comprehensive Plan Graphic. Community health can be a theme linking various elements of a community similar to that of how a “sustainable community” relates.

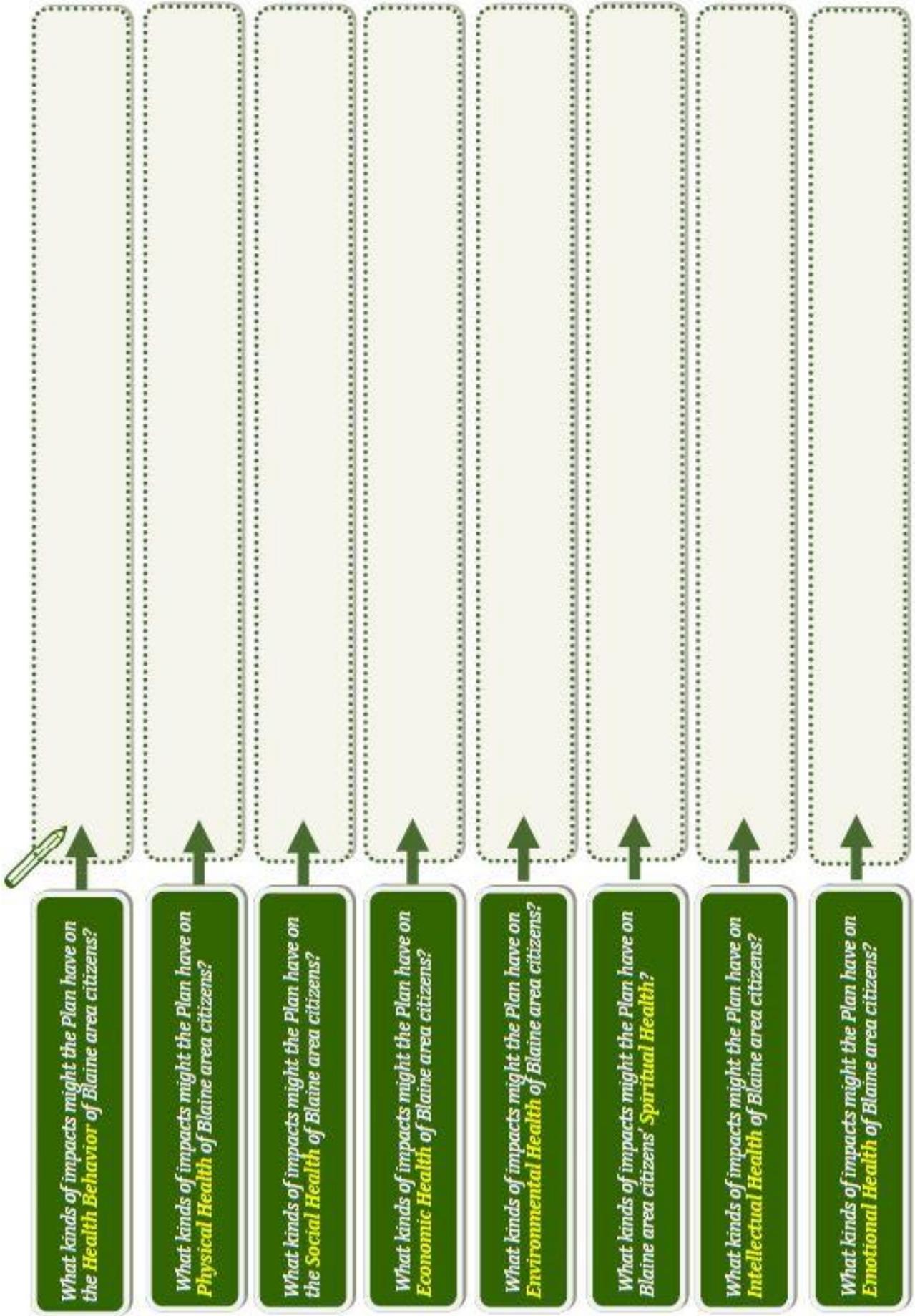
Interactive Section- The following two pages are intended to be interactive and a way to give your thoughts and opinions as to the potential impacts to area residence health brought about by the improvements suggested by the Blaine County Bicycle and Pedestrian Plan. Please take a moment to review each 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 15th 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: Pedestrian	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"> ➤ Provides stable and predictable walking surface ➤ Heightens profile and presence of pedestrians to motorists ➤ Can be usable space for providing street furniture, signage, vegetation ➤ Is not prone to flooding, roadway debris, or rutting like gravel or dirt surfaces ➤ Initial construction can generate noise, dust, and potential stress
<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"> ➤ Fosters pedestrian movement at predictable locations ➤ Allow accessibility to particular land uses ➤ Heightens awareness for pedestrian presence to drivers ➤ If used with an elevated platform, can calm traffic and reduce severity of possible crash ➤ Without maintenance, crosswalks can lose both reflective properties and visual prominence ➤ Crosswalks generally put pedestrians in direct line with motorists. Use is principally dependent on driver compliance.

Facility Type: Bicycle	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"> ➤ Help to increase bicyclist profile on a street segment ➤ Promote bicyclists alignment away from “door zone” ➤ Gives some assurance to bicyclists that they

	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"> ➤ Do not provide true separation from vehicles ➤ If not maintained, can fade eliminating effectiveness
<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"> ➤ Provide a dedicated on-street space for bicyclists ➤ Can help “calm” traffic by narrowing through way ➤ Accommodates multiple bicycle types ➤ Do not provide a true separation from vehicles ➤ If street widths vary and bike lane width not maintained to a safe width, use can be diminished ➤ If not maintained, can fade eliminating effectiveness

Facility Type	Description	Broad Health Benefits
Multi-use		
<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"> ➤ Gives ample space for pedestrians and bicyclists, fostering and promoting active modes. ➤ An attractive and vibrant street can attract more use and users ➤ Buffer space and design limits high vehicle speeds, conflicts with defenseless users ➤ All elements of the street need to be maintained to ensure continued intentions
<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"> ➤ Removes user from roadways ➤ Dedicated pedestrian/bicyclist space ➤ Connects land uses other than by roadway ➤ Provides stable walking surface ➤ If isolated, perception of danger heightened ➤ User type variability could lead to bike/pedestrian, or bike/bike crashes ➤ If outside of peripheral vision of motorists, crashes rates at intersection increased
<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"> ➤ Removes users from roadways ➤ Dedicated pedestrian/bicyclist space ➤ Immerses users in a natural setting ➤ Lower cost to construct ➤ Surface can become unpredictable or unstable without normal maintenance ➤ Can be limited due to weather events such as flooding or soiling

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**