

# Blaine County Comprehensive Plan - Transportation

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Near Lucky Peak in Ketchum - Carol Waller

# Chapter 1 - Transportation

**Vision** Blaine County is a user-friendly community for all travelers: pedestrians, transit riders, bicyclists, auto and truck drivers and air travelers. It has a convenient, safe, affordable, coordinated and efficient multi-modal transportation system for County residents and visitors - "moving people and not just cars."

## Key Guiding Principle

***Integrated, multi-modal transportation is necessary to maintain and enhance our quality of life.***

Our transportation system will provide excellent mobility for citizens, visitors and the workforce. A network of integrated roads, transit routes and pathways will ensure a safe and efficient system for all users, including vehicle drivers, transit riders, air travelers, pedestrians and bicyclists. Multi-modal transportation helps to mitigate traffic, supports our economy and puts less strain on the environment than a wholly automobile-oriented system.

## Setting

This Plan addresses four components of Blaine County's transportation system: vehicular travel, public transportation, aviation and nonmotorized travel. These systems are often referred to in this Chapter as the "multi-modal" system. These components create an integrated system of access, each with unique conditions and needs. A summary of the current conditions of each follows.

Blaine County's major travel spine is Highway 75, which runs north-south through the center of the County for approximately 79 miles from the Lincoln County line in the south to the Custer County line in

the north. This scenically designated roadway provides access to the major recreational and tourist amenities of the Wood River Valley, links the major valley towns and schools and is the primary commuter route for valley workers. The County is also served by U.S. Routes 93, 20 and 26. Primary pedestrian and bicycle movement runs parallel to Highway 75 on the Wood River Trail. Transit routes utilize Highway 75 and local roads in the towns of Hailey, Ketchum and Sun Valley. Key roadways and airports are shown on Map 1.1, and transit routes and the Wood River Trail are shown on Map 1.2.

Blaine County's commitment to "moving people and not just cars" began in the mid-1970s when planning began for a public transportation system in Ketchum, as well as a "rails-to-trails" project to convert the Wood River Valley's railroad right-of-way into the bicycle, pedestrian and ski trail that is now the Wood River Trail. During this same period, Highway 75 was designated a Scenic Highway by the state. The community realized it needed to be proactive if it wanted to avoid strip development,

billboards, traffic congestion from unregulated growth and more highway lanes. Air service became more critical to Blaine County in the mid-seventies after the Union Pacific "ski trains" were discontinued. The idea for a regional airport emerged.

Blaine County, its cities and the Idaho Transportation Department (ITD) have participated since the 1990s in an interagency group now called the Blaine County Regional Transportation Committee (BCRTC). This group meets monthly to discuss transportation issues of regional interest, prioritize transportation projects for funding and make recommendations to ITD and others on transportation topics, including review of comprehensive plans such as this one.



*Sheep wagon meets truck - Carol Waller*

## Future Transportation Trends

Transportation and mobility planners are looking towards the future, which is likely to bring smart cars, alternative fuel sources, changing modes of travel and other innovative concepts. This Chapter recognizes the importance of well-maintained, safe roads and bridges and seeks to embrace alternatives that reduce carbon footprint, respect wildlife and the natural environment and achieve other goals.

## Public Transportation

The County's commitment to public transportation began with the completion of the "Blaine County Public Transportation Feasibility Study" in 2001, which outlined an incremental approach to creating a regional public transportation system. Blaine County, the cities of Sun Valley and Ketchum and major private employers launched the Peak Bus, which provided commuter bus routes from as far south as Bellevue to Ketchum and Sun Valley. This effort evolved into Mountain Rides Transportation Authority.

Mountain Rides is now the full-service public transportation provider for Blaine County and its cities. Formed in 2007, it combined three separate organizations (KART, Peak Bus, and Wood River Rideshare) into a single provider of all public transportation options. Mountain Rides operates as a public agency under a Joint Powers Agreement partnership that includes Blaine County and the cities of Bellevue, Hailey, Ketchum, and Sun Valley.

Mountain Rides offers a variety of services. These include the Valley Commuter Bus Service, serving Bellevue, Hailey, Ketchum, and Sun Valley; the Around Town Bus, a free fixed-route service that serves commercial areas in Ketchum and Sun Valley, as well as Elkhorn, Warm Springs, and River Run; the Hailey Town Bus; and eight vanpool service routes



*Photo by Nils Ribi*

that run from Twin Falls, Shoshone, Jerome and several other locations to Hailey and Ketchum. It also facilitates a variety of other programs such as ride-matching, paratransit, Safe Routes to School and a bike-share program. Local needs include rights-of-way for future corridors, shelters, park-and-ride lots and other facilities.

In 2015, ITD launched a new public transportation program, which delineates the roles and responsibilities of various agencies in advising the Department of Transportation on public transportation planning, coordination and services. The District Coordination Council and Local Mobility Management Network plans prepared for Blaine and surrounding counties are no longer operative, but ITD plans to develop a Statewide Public Transportation Plan as required by statute beginning in 2015.



*Photo opposite courtesy of Mountain Rides*



*Passenger celebrates the first nonstop flight from Denver - Carol Waller*

## Aviation and Air Service

Air service is critical to sustaining the regional economy, particularly the resort economy. Blaine County's regional economic development organization, Sun Valley Economic Development, estimates that visitors and residents traveling by air account for 20% of the Blaine County economy. Due to the high importance of air service, the County updated the Air Transportation Section of the Comprehensive Plan in 2009. That section is the County's land use development guide for air transportation (a link is provided here).

The Friedman Memorial Airport Authority (FMAA), comprised of three representatives appointed by the city of Hailey, three appointed by the County and a seventh member unanimously approved by the six owner-appointed members of the Authority, is the governance board for Friedman Memorial Airport. County officials have adopted Airport Guiding Principles (see Appendix) reflecting the County's perspective, including support for a replacement airport as a long term solution to reliability and surrounding area impacts.

In September 2014, FMAA started the planning process for a new airport master plan that will take two years to complete. Following its completion, a "Public Airport Facilities" section will be written and added to this Plan as required by Idaho code.

For the last ten years, the nonprofit organization Fly Sun Valley Alliance has worked to improve air service to Friedman Memorial Airport. The group includes county, city, airport, resort and business representatives. In 2013, voters in Ketchum, Sun Valley and Hailey approved an additional 1% local-option tax dedicated to supporting air service development and related marketing. Fly Sun Valley Alliance has been successful over the past decade in securing new nonstop contract flights from Los Angeles, Seattle and, recently San Francisco and Denver.

Blaine County's Aviation System includes both public and private air facilities. Friedman Memorial Airport is the County's only airport serving both general aviation and commercial air carriers. Other small public use airfields are located in Carey, near Smiley Creek, and at West Magic. Public-use airfields are shown on Map 1.1. Private use airstrips are located at Picabo and south of Bellevue off Glendale Road (Sluder airstrip).

## Bicycle, Pedestrian and Other Nonmotorized Travel

Blaine County residents and visitors place a high value on nonmotorized travel, with pedestrians, bicyclists and cross country skiers constituting the top user groups. The railroad right-of-way between Bellevue and Ketchum was purchased in the 1970s, ultimately becoming the 20-mile Wood River Trail (WRT), a separated multi-use path linking cities in the Wood River Valley. Feeder trails off this spine exist in Ketchum, Sun Valley and Hailey. In 2013 voters approved a \$3.5 million levy for path resurfacing, with over 82% support. The WRT accommodates 300,000 visits each year for recreation and commuting<sup>1</sup>.

Each jurisdiction also has pursued local bicycle and pedestrian facilities. Historically, these efforts were only loosely coordinated between jurisdictions, resulting in varied standards and practices. In 2013, Blaine County, the cities of Hailey and Ketchum, the Blaine County Recreation District, Mountain Rides and Friends of Mountain Rides sponsored the development of the Blaine County Community Bicycle and Pedestrian Master Plan that has the goal of “providing a cohesive and comprehensive [inter-jurisdictional plan] for developing, standardizing and growing bicycle and pedestrian infrastructure, amenities and policies in Blaine County.”

The Bicycle and Pedestrian Master Plan identifies economic and mobility benefits and current needs and issues. It recommends bicycle and pedestrian mobility guidelines, prioritizes projects and cites the recreational and health benefits of biking and walking. It concludes with a “difficulty matrix” for both incorporated and unincorporated areas. Important needs and issues include:



*Walk in the woods with the dog – Carol Waller*

- ◆ Connections/Missing Links - including a number of missing links in the unincorporated county.
- ◆ Safety – including pedestrian crossings, pathway intersections, vehicle and bike road-sharing, traffic calming, and missing sidewalks.
- ◆ Consistency – including pavement markings, pathway surfacing, wayfinding and treatment of pedestrian crossings, which should be consistent between the jurisdictions.
- ◆ Amenities – including restrooms and parking areas.
- ◆ Design Guidelines.

County-related needs such as safety improvements and right-of-way acquisition are addressed in the Desired Outcomes portion of this Plan.

The Bicycle and Pedestrian Master Plan has been reviewed and adopted by most of the jurisdictions of the County. It was adopted in concept by Blaine County on October 21, 2014. The priority matrix and a link to the full master plan are included in the Appendix.

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<sup>1</sup> Source: Blaine County Recreation District.

## Vehicular Travel

The primary function of most Blaine County roads is local vehicular, truck and bus circulation between the cities, movement of labor, goods and materials into and out of Blaine County, tourism throughout the County and farm and ranch traffic. Blaine County residents travel to shopping and employment outside the County, although studies estimate that 12-17% of the Blaine County workforce commuted from points outside of Blaine County from 2000 to 2006 (see Community Profile). Most commuting and shopping trips occur on State Highway 75, U.S. Routes 20 and 93, with SH 75 serving as the “backbone” of travel up and down the Wood River Valley. ITD is responsible for construction and maintenance on SH 75 and US Routes 93, 20, and 26 and for snow plowing except within incorporated cities.

County roadways south of Bellevue, in what is commonly referred to as “The Triangle,” provide access to farms, ranches and limited rural residential development. Blaine County’s agricultural industry is also served by US Routes 20 and 93/26 and by county roadways in the Carey area in the eastern portion of the County and in the expansive Minidoka area to the south. These paved and gravel county roads are utilized by large farm machinery, trucks hauling heavy loads of grain, hay, livestock, compost, equipment and other goods. These uses are vital to agricultural users, but they take a serious toll on roadways and bridges that in most cases were not originally constructed to carry such loads, especially as load weights have increased. Light and heavy industrial activities are accessed west of State Highway 75 on Glendale Road. The County lacks the funds to reconstruct these rural roads and bridges to be adequate for heavy farm and industrial use.

Rural residential development and recreational activities are the primary uses of improved county roads accessing the side canyons of the Wood River Valley. Magic Reservoir, Little Wood Reservoir,

Smiley Creek and, to a lesser extent, Yale are other recreational areas accessed by more remote county roads. Through cooperative agreements, the County maintains some roads under the jurisdiction of other entities, such as the US Forest Service. Avalanche, flooding and other natural hazards affect the ability of the County to maintain these roads. Lack of funding also impedes improvements on and maintenance of remote roads.

## Highway 75 Scenic Byway

State Highway 75 from Shoshone to Stanley is designated as the Sawtooth Scenic Byway. This includes all portions of the highway through Blaine County. Blaine County has protected the Scenic Byway designation by such practices as: 1) prohibition of billboards; 2) limitations on commercial development outside of cities; 3) hillside protection through its Mountain Overlay and Scenic Corridor Districts; and 4) management of berms and other landscape features through its Scenic Highway Overlay District.

State Highway 75's traffic volume is an average ten times more vehicle trips than any other state or local road in Blaine County. The highest traffic counts occur in Hailey and Ketchum, dropping again north of Ketchum (see Table 1), in part due to workforce commuter traffic. These statistics confirm a pattern of traffic dispersal off of Highway 75 in Hailey and Ketchum.



*Photo credit: Wikimedia Commons*

**Table 1: Blaine County Highway 75 2014 Vehicle Counts, Idaho Transportation Department**

Location of Traffic Counter	2014 Average Daily Traffic
#14- north of Shoshone (south of Blaine County line)	2,368
#68- north of Hailey	10,514
#28, north of Ketchum	1,036

In 2008, ITD completed a significant public planning process and study of the State Highway 75 corridor from Timmerman Hill (US Route 20) to Ketchum. Major improvements outlined in the study are now underway. The major challenge in this effort and in future planning is balancing the need to accommodate travel growth with its associated impacts. Strategies that maintain or increase overall safety and efficiency should continue to be explored through the Blaine County Regional Transportation Committee. Examples are encouraging a shift from single-occupant vehicle (SOV) trips to other modes,

shifting auto trips out of peak periods and managing access points onto the highway.

## Wildlife

Vehicle and wildlife conflicts are highest on State Highway 75, US Route 20, and Gannett Road, with resident and migrating elk and deer herds causing a high number of vehicle/animal accidents. ITD and other stakeholders began studying this issue on Highway 75 in more depth in 2012, with a goal of reducing automobile/wildlife conflicts. A study of crashes in the 2.5-mile section north of Hailey showed more than 50% of crashes involved wildlife, with most of the collisions occurring in dark (non-daylight) conditions. Based on recommendations from the study group, in the fall of 2013 the speed limit on Highway 75 was reduced from 55 mph to 45 mph during non-daylight hours between Mc Kercher Boulevard and Zinc Spur Road. Future improvements to Highway 75 and to other major corridors will carefully consider impacts to wildlife in roadway design and management.



*Elk preparing to cross Hwy 75 - Mountain Express*

## County Road Classifications

Road classifications describe different categories of roads that guide corridor use and roadway design. Road classifications are developed by usage (movement of people and goods) and traffic volume, with an emphasis on connectivity. The County defined road classifications in the 1994 Comprehensive Plan, including a list of County roads by classification. (See Appendix.) For administrative application, the County should adopt updated classifications by ordinance.

## Blaine County 2012 Transportation Plan

Blaine County adopted a Road and Bridge 5-Year Needs Assessment and Maintenance Plan (Transportation Plan) in 2012, which provides detailed analysis of county transportation infrastructure. The 2012 Transportation Plan describes the existing system's current conditions as of October 2010 and evaluates system needs. It presents a capital improvement plan, including a funding component, a prioritized list of capital improvement projects and a five-year capital improvement program. This Plan is an important planning tool and an eligibility requirement for the County to receive certain grants.

Some key statistics from the Plan include:

- ◆ Blaine County maintains 449 miles of roadway, of which 130 miles are paved, 280 are gravel and 39 are other surfaces.
- ◆ For paved roadways, the dominant roadway defect was cracking, with transverse and edge cracking comprising 70% of all paved roadway defects. Only routine maintenance is recommended for 49% of the paved roadways in Blaine County. The report notes that the County is underfunded for routine paved road maintenance.

- ◆ 22% of gravel roadways need more than routine maintenance. The report also notes that the current county budget for gravel roadway maintenance is underfunded as compared to best practices.
- ◆ No roadway improvements related to traffic volume on county roads are called for at this time.
- ◆ Regarding safety statistics, the report notes that Gannett Road has a higher number of crashes. A safety audit will be conducted for this road in 2015.

## Future Needs

The 2012 Transportation Plan analyzes future needs based on a variety of studies noted in the document. A general conclusion is that "existing traffic volumes on county roads are low enough that traffic could generally double or triple without significant issues."

Roadways that may need improvement as a result of future growth are generally south of Bellevue between State Highway 75 and Gannett Road and Broadford Road. The plan recommends no action at this time, as the roads in the areas outlined above have additional capacity, the pace and location of future growth is difficult to predict at this time and funding options are limited.

The 2012 Transportation Plan identifies several needs and considerations:

- ◆ Funding. Funding for Blaine County roads is a critical issue; the amount received from state and federal fuel taxes is inadequate to cover needs. The analysis of roadway needs and the identified capital improvements in the Plan both highlight a long-term funding deficit for roadway maintenance in Blaine County.
- ◆ Maintaining the Roadway Inventory Database. The County maintains a database of all roadway conditions in the County, using a software program. One of the key purposes of the program is to estimate the

remaining service life of the roadways, so that maintenance can be performed before roadways deteriorate to unsafe conditions. It is critical for the County to keep the database current as part of its road network management system.

- ◆ Access Management. County planners should address access points onto key arterials and highways for safety and traffic flow. Planning is best before development is approved because retrofitting is costly and can compromise both safety and efficiency of roadways.
- ◆ Rural and Remote Development. Residential developments in outlying areas place an undue burden on limited road budgets. The County should consider local improvement districts in these areas and establish baseline responsibilities for both the County and landowners in these outlying areas.

This Chapter was created in consultation with valley cities and their Comprehensive Transportation Plans. The county transportation and mobility planning process follows engineering best practices and required laws such as Americans with Disabilities Act.



*Photo courtesy Blaine County Road & Bridge*

# OUR PAST AT A GLANCE

## 1994

In the 1994 Comprehensive Plan our roadway goals were:

- To provide safe and efficient circulation systems in the County.
- To minimize disproportionate public expenditures that may be the result of poorly planned and executed development.
- To preserve the scenic characteristics of Blaine County.
- To fully evaluate transportation components as part of land use planning.

**In 1994**, Highway 75 was a two-lane road. We were concerned about the future capacity of this main spine through the valley to meet our growth needs. However, we remained committed to keeping commercial growth only in the cities and unincorporated communities of Gannett, Picabo and Smiley Creek.

We wanted to retain access to public lands. We had a public transit system only in Ketchum/Sun Valley. We hoped to expand mass transit service throughout the County.

We recognized in the 1994 Comprehensive Plan the tremendous economic value of the airport. Because of the importance of air service to the local economy, a separate section on Air Service in the Comprehensive Plan was added. The extensive, multi-year study by the Friedman Memorial Airport Authority (FMAA) relating to airport relocation and upgrades made that section an ideal candidate to commence the Comprehensive Plan update process in 2009.

## 1975

**In 1975**, we recognized similar goals to those stated above. We called our road and transportation network the "lifelines" that connect our community to the outside world. Our only transit system was the Sun Valley Stage Line, which provided one daily trip from Sun Valley to Twin Falls.

**In 1975**, we were still considering using the Union Pacific Right of Way (now the Wood River Trail) for road and/or transit improvements!

**In 1975**, we were considering a regional airport north of Jerome to serve both counties.

Key Statistics from the Past	Highway 75 Average Daily Vehicle Trips through Ketchum	Highway 75 Average Daily Vehicle Trips Lincoln/Blaine co line	Miles of Roadway Maintained by the County
1975	4,720	1,550	372
1994	12,000	2,100	443
2010	12,500	2,800	449 total (130 paved, 280 gravel, 39 other)



*Backcountry afternoon - Carol Waller*

## Desired Outcomes

Desired outcomes are the intended result of our planning efforts. Each desired outcome includes several active policy statements that will guide future decision-making.

### A. General Transportation

#### Desired Outcome

**An integrated, safe and well-maintained multi-modal transportation system that stays current with emerging travel trends.**

- A-1: Encourage public participation in transportation-related decisions.
- A-2: Explore and implement emerging travel and mobility options that reduce the environmental impacts of vehicles and support other goals and outcomes in this Plan. Implement these concepts where possible.
- A-3: Create, implement and periodically update transportation and capital improvements plans that address all modes of transportation in all areas of the unincorporated County.
- A-4: Encourage land use development within or adjacent to cities and other developed areas that increase the opportunities for walking, bicycling, and transit ridership and reduce the impacts of vehicle use.
- A-5: Review and update County subdivision, road and other related standards to ensure that development helps to provide the infrastructure needed for a balanced and integrated multi-modal transportation system.

- A-6: Partner with cities, Blaine County Recreation District, Mountain Rides, ITD, Local Highway Technical Assistance Council and other agencies to fund improvement projects and programs that increase mobility and travel safety for residents, commuters, and visitors.
- A-7: Explore methods and funding sources for developing and improving alternative modes of transportation, which may reduce the number of single-occupancy vehicle trips.
- A-8: Regularly maintain and improve transportation infrastructure, including dust abatement, marking, drainage, sealing and structural improvements on roads and bridges and pathways in all areas and zones in the County.
- A-9: Review and update as needed available safety data, Level of Service (LOS), and Remaining Service Life in order to help prioritize county road system maintenance and improvements.
- A-10: Prioritize roadway solutions that reduce wildlife/vehicle conflicts. Continue interagency collaboration on solutions that respect wildlife migration corridors and habitat areas.
- A-11: Support community investments in active (non-motorized) transportation systems and programs that contribute to human health.
- A-12: Advocate for appropriate state and federal funding.

## B. Public Transportation

### Desired Outcome

**An excellent public transportation system that serves county residents, commuters, and visitors. Sufficient funding has been allocated to enhance and expand these services.**

- B-1: Work collaboratively with adjoining jurisdictions and ITD through the Blaine County Regional Transportation Committee to preserve rights-of-way necessary for future transit when planning or upgrading corridors.
- B-2: Plan transit shelters and facilities in developments along arterials and collector routes.
- B-3: Seek and facilitate acquisition of land for park-and-ride lots at selected locations.
- B-4: Support Mountain Rides and other transportation providers that offer services to commuters, visitors and those with limited mobility and limited access to traditional modes of transportation.
- B-5: Advocate for appropriate state and federal funding for public transportation.

## C. Vehicular Transportation

### Desired Outcome

**A complete highway and road system that enables mobility and connectivity to other means of travel for residents, visitors, commuters, and commerce throughout Blaine County with a goal of maximizing safety and efficiency of vehicular travel.**

- C-1: Ensure that county roads function as safely and efficiently as possible year round. Work with ITD through the Blaine County Regional Transportation Committee and other public planning processes to ensure that State Highway 75 and US Routes 20, 26, and 93 function safely and efficiently in all seasons. On these routes, seek to address the mobility needs of all users.
- C-2: Planning for Blaine County roads should be considered with respect to the County's economy and its importance as a world-class tourist destination.
- C-3: Support work on Highway 75 consistent with the 2008 Timmerman to Ketchum Environmental Impact Statement, including scheduling construction (such as weekend and night work) to minimize disruption to travel.
- C-4: Identify and protect secondary north-to-south access roads that can serve as alternatives to Highway 75.
- C-5: Minimize future road and driveway accesses and consolidate or close existing accesses onto Highway 75 when possible.
- C-6: Interconnect private and county roads in future developments.
- C-7: Regularly update and adopt the county road classification system.
- C-8: Adopt access management standards to address approaches to county roads.
- C-9: Adopt right of way management standards to address encroachments into county roads.
- C-10: Enhance safety and mobility on county roads, especially in residential zones, by adopting county road standards that allow automobiles at safe speeds, encourage pedestrian and bicycle use, that provide for adequate travel lanes, appropriate surfacing (gravel or paved), access by emergency personnel, on-site mail distribution, snow removal/storage and adequate storm water drainage.
- C-11: Adopt a development impact ordinance and fee schedule for county roads.
- C-12: Adopt guiding principles for accepting the dedication of public roads in new subdivisions, abandoning or re-aligning existing public roads, or other actions.

## D. Air Transportation

### Desired Outcome

**Air service that provides robust transportation connections to key locales outside of Blaine County, with efficient ground transportation to cities within Blaine County.**

- D-1: Support the Friedman Memorial Airport Authority Master Plan, including the “dual path” policy: addressing deficiencies at Friedman in the short term, while pursuing a replacement airport in the long term.
- D-2: Promote public transit service and facilities connecting Friedman Memorial Airport to cities within Blaine County.

## E. Bicycle & Pedestrian Transportation

### Desired Outcome

**An interconnected community with adequate routes and accesses to accommodate different users, resulting in world-class nonmotorized facilities.**

- E-1: Provide safe corridors for pedestrians and bicycles by utilizing adopted industry standards for multi-use path and roadside bicycle and pedestrian facilities.
- E-2: Through the Blaine County Regional Transportation Committee and in coordination with ITD, utilize the 2014 Community Bicycle and Pedestrian Master Plan as a reference for best practices and capital projects, with an emphasis on bike safety improvements along popular road biking routes such as Highway 75 north of Ketchum.
- E-3: Seek and facilitate rights of way dedication for pedestrian and bicycle paths adjacent to existing or proposed developments, consistent with Blaine County Recreation District or other bike/ped strategic plans.
- E-4: Support bicycle and pedestrian routes that interconnect neighborhoods, communities and recreational opportunities.
- E-5: Prioritize improvements of pedestrian and bicycle facilities in areas served by transit and in areas that access public lands.
- E-6: Implement and enforce best practices for pedestrian safety at highway and road intersections and crossing locations.
- E-7: In cooperation with the Blaine County Regional Transportation Committee and ITD, designate appropriate locations for future pedestrian and bicycle crossings on Highway 75 at key locations such as Deer Creek Road.



*A western welcome for the train arriving at the Ketchum Depot. Circa 1930s.  
Donated to the Community Library by Jeanne Lane Moritz*

# Appendix - Chapter 1. Transportation

## Aviation (Air Service)

**8-1-1-3: SECTION 2. AIRPORT SERVICE SYSTEM (Adopted to Comprehensive Plan in 1999)** is found at this [link](#).

## Airport Project Guiding Principles

### Airport Project Guiding Principles (of the Blaine County Board of Commissioners)

**Guiding Principle 1** - Robust commercial and general aviation transportation service and infrastructure are vital to the economy of Blaine County.

**Guiding Principle 2** - Meeting federal design and safety standards in air and ground operations is paramount in planning for air service and related infrastructure.

**Guiding Principle 3** - Air service and infrastructure improvements are affordable and achievable.

**Guiding Principle 4** - Minimizing environmental impacts is a high priority in planning for and implementing air service and infrastructure improvements.

**Guiding Principle 5** - Air Service is an important and interconnected mode of transportation for Blaine County and the region.

**Guiding Principle 6** - A replacement airport south of Bellevue along State Highway 75 is the long term solution and objective.

**Guiding Principle 7** - Airport governance issues are addressed timely, including Amended Joint Powers Agreement implementation and further amendment as needed.

## Bicycle, Pedestrian and other Nonmotorized Travel

**Blaine County Community Bicycle and Pedestrian Master Plan (June 27, 2014)** is found at this [link](#).

Within Chapter 6, "Making it Happen", the projects described in the Master Plan are prioritized based on a number of criteria. The prioritization matrix is shown on the following page:

## PROJECT PRIORITIZATION MATRIX

	PROJECT ID	PROJECT NAME	CONNECTS MISSING LINKS	SAFETY IMPACTS	COMMUNITY DESIRE	ECONOMIC IMPACTS	HEALTH IMPACTS	OVERALL PRIORITY SCORE
		weighting factor	4.7	4.7	3.75	3.75	3	
NORTH VALLEY	N1	Connect WRT to Harriman Trail with Separated Pathway	5	4	5	5	3	89
	N2	Improve Surface of Harriman Trail	1	3	4	3	4	57
	N3	Biking Improvements over Galena Summit	1	4	5	4	3	66
	N4	Improvements around Galena Lodge	1	5	3	5	4	70
KETCHUM AREA	K1	4th Street Safety Improvements	3	5	5	5	4	87
	K2	River Run Connections	2	1	4	4	3	53
	K3	Pathway Routing Improvements in Downtown	5	5	4	4	3	86
	K4	Ketchum Downtown Sidewalks/Complete Streets	5	4	5	5	4	92
	K5	Alternate Routes to Downtown	5	3	4	3	3	73
	K6	Site Distance Improvements	1	5	3	2	4	59
	K7	Separated Path Saddle Road to Knob Hill Inn	5	3	3	2	3	65
	K8	Warm Springs Road Improvements	3	5	2	2	3	62
	K9	Wayfinding	3	3	2	2	3	52
SUN VALLEY AREA	SV1	Trail Creek Path Surface Improvements	3	4	5	5	3	79
	SV2	Trail Creek Path to Boundary Campground	3	4	4	3	3	68
	SV3	Boundary Campground to base of Trail Creek Pass	1	3	4	2	3	50
	SV4	Bitterroot/Gopher Gulch Connection	2	1	1	1	3	31
MAIN VALLEY	M1	East Fork Bike Lanes and Intersection Improvements	3	4	4	3	3	68
	M2	Deer Creek Road Improvements	3	2	3	3	3	55
	M3	Croy Creek Road Improvements	3	4	5	4	3	76
	M4	Broadford Road Improvements	3	4	5	3	3	72
	M5	Bike Lanes along SH-75	3	3	2	2	3	52
	M6	"Toe of the Hill" connection Hailey and Bellevue	3	1	4	3	3	54
	M7	Wayfinding	3	3	2	2	3	52
HAILEY AREA	H1	River Street roundabouts	3	4	3	5	3	72
	H2	Connections to the Visitor's Center and Skate Park	5	4	4	5	4	88
	H3	Hailey Downtown Sidewalks/Complete Streets	5	4	5	5	4	92
	H4	Connections to Trails and Parks	3	3	5	3	5	73
	H5	Safe Routes to School Improvements	4	5	5	3	5	87
	H6	Wayfinding	3	3	2	2	3	52
SOUTH VALLEY AREA	S1	Roundabout at Gannett Road and SH-75	2	3	3	2	3	51
	S2	WRT and Street intersection improvements in Bellevue	3	4	1	3	5	63
	S3	Gannett Road Improvements	2	4	4	2	3	60
	S4	SH-20 Pathway Improvements to Carey	2	2	3	2	3	47
	S5	City of Carey Pathway Connectivity	5	3	2	3	5	71

## Vehicular Travel

The road classifications described in the chapter are contained in the following excerpt from the 1994 Plan.

### **8-1-1-16, Section 15 County Roads**

County roads are those roads or portions of roads that are designated by, and agreed to by, the State and the county as comprising the county road system. There are two types of road designations under this system: 1) those that meet the standards for "grade and drain, or better"; and 2) those that do not meet this standard. (See Idaho Department of Highways - Improved Roads)

The county receives money from the State to maintain "grade and drain roads". Approximately forty-five percent (45%) of the money received from the State for county road maintenance is based on these roads. The State pays the county \$770.00 per mile for "grade and drain" roads, the funds come from gasoline taxes collected by the State. The county annually reports any changes in its road mileage, and these changes are verified by the State. Every seven (7) years the State inspects and reclassifies the county road system. Presently there are three hundred sixty-nine (369) miles of "grade and drain" roads. Another seventy-four (74) miles of county roads fail to meet this standard.

Funds returned to the county, through the State, provide sixty percent (60%) of the annual road and bridge budget for the county. The remaining forty percent (40%) comes exclusively from property taxes.

There is one additional classification of county roads: "Gated Roads". These are roads that have gates across them, locked or unlocked. About 16.6 miles of county roads are gated. The county receives no funding for these roads and they are generally plowed and maintained privately. Where such roads were part of a traditional public access route, the county is actively pursuing prescriptive easements to continue that public access.

Approximately four hundred forty-three (443) miles of local roads are maintained by the county. These roads, of which approximately eighty-five (85) miles are paved, service a large geographical area.

Most of the county's original roads serviced the first settler's farms or accessed mines. They primarily follow section lines dividing farms and ranches, or run up the canyons off the Big Wood River. Several of the roads from Bellevue, Hailey, and Ketchum, were constructed as toll roads for access from the old mines to the railroad. Many of these roads were improved with Federal Aid Secondary System Funds.

Blaine County roads may be categorized as Collectors Roads, Local Roads, Private Roads and Driveways. In some cases, a road may provide more than one level of service and could have more than one designation. For example roads may be both public access and privately owned. This has led to current county subdivision policy requiring that roads leading to public lands be dedicated for public use.

### **Collector Roads**

The present collector roads include, but are not limited to: Baseline Road, Glendale Road, Picabo-Gannett Road, Muldoon Road, Broadford and Lower Broadford Road, Buttercup Road, Croy Creek Road, Quigley Gulch Road, Deer Creek Road, Ohio Gulch Road, Greenhorn Gulch Road, East Fork (North Star) Road, Gimlet Road, Broadway Run Road, Warm Springs Road, Eagle Creek Road, Indian Creek Road, Lake Creek Road. These roads serve as collectors of local or private roads to access the main highways or cities.

Current county subdivision ordinance requires collector roads and arterials, in new subdivisions, to be offered for dedication to the county for public use. County policy is to accept the dedication if the subdivision property leads to public lands or if future through-use is anticipated, and if the road is built to county standards.

The condition of the collector roads varies greatly depending upon the Right-of-way (prescriptive use, private, or fully dedicated), age, alignment, traffic counts, and maintenance. Among priority collector roads by prescriptive use, for which the county is currently acquiring deeded rights-of-way, are Broadford Road and Croy Creek Road.

Roads which may require widening and other improvements for future increases in traffic include Glendale Road, Gannett Road, Broadford Road, Buttercup Road, Croy Creek Road, and East Fork Road. A narrow bridge on Glendale Road needs replacement. Several collector roads need turn-lanes at their approaches to the Highway.

The pattern of future collector roads has not been formally adopted or mapped by the county. A wider than normal right-of-way (80 feet) is desirable for collector roads to pile snow. Relatively straight, continuous systems increase the speed and efficiency of snow removal. Since the longevity of any road surface is proportional to its intensity of use, improvement standards should relate to anticipated traffic volumes.

Future collector road location and design will depend upon specific development design and intensity of use. The irregular development and subdivision of farms and ranches in the Wood River Valley has changed historic roads into collectors. That evolution, and the location of the Big Wood River and the highway/railroad corridor within the valley, has defined the natural locations for collector roads.

For planning purposes, collector roads serve to:

1. Restrict side access onto main arterial highways to designated well-spaced points of entry.
2. Generate an orderly and logical pattern of residential and related development in those areas appropriate for such use.
3. Create a safe and continuous system of residential access roads which increase efficiencies in maintenance and snow removal.
4. Eliminate patterns of development along the highways which threaten the scenic character of the county.
5. Provide public access to public lands.
6. Provide alternate traffic movement to state arterials.

### Local Roads

In addition to collector roads, local roads are required for access within subdivisions or to larger parcels and ranches.

Proper right-of-way width and improvement standards are required for dedicated public roads:

1. To provide continuity of the road system with other collector or local road access for a minimum potential user ratio of dwelling units per mile.

### Private Roads and Driveways

Largely due to factors of terrain and ownership, numerous developments occur in areas where access is difficult and which result in exorbitant maintenance costs. Also, some developers and residents desire to limit traffic and access through their neighborhood by the public.

Private roads which serve two to four lots have minimum width requirements. County ordinances allow private roads where maintenance responsibilities are clearly defined through communal ownership agreements (CC&R's). Conflicts occur when tax payers demand county maintenance of substandard roads, or when developers refuse to install major road improvements into limited development areas.

Current county policy regarding private roads is to require minimum width and base, but to allow gravel rather

than paving in certain subdivisions: small lot subdivisions and subdivisions in isolated areas where requiring paving can add a disproportionate cost to the subdivision. For large lot subdivisions and those close to other road systems, paving is generally required.

Private driveways are capable of having considerable impact on road safety and movement. Improperly designed driveways, without adequate sightlines or with view-impairing vegetation, create accidents and slow traffic flows. When private driveways cannot handle emergency vehicles, the risks of failed fire protection for the residence as well as neighbors is increased.

### Public Land Access Roads

Forest Service and BLM roads which provide access to isolated seasonal residence areas are not maintained during the winter season. However, permanent residents are replacing former summer occupancies in the Warm Springs Canyon and other areas. Pressures on the county are increasing to keep these roads open for access and for bussing of school children. In 1974, the county assumed maintenance responsibility into the Lower Board Ranch area.

The nature of these roads, the distances involved, and the frequent avalanche hazards create excessive maintenance requirements, disproportionate public expenditures and safety risks for the county. In addition, these trends are encroaching on critical wildlife winter range. The seasonal use district recommendations are primarily intended to define the county's responsibility in these areas.

Non-federal roads which provide access to public lands, across private land, exist throughout the county. Public use of such roads is legally defined by historic use and public improvement. However, conflicts have arisen due to threatened or actual road closures by private owners. New ownership and/or proposed development sometimes seek to prevent public use of established major access roads through specific properties.

The county is concerned about preserving and restoring public access to public lands. A limited inventory of traditionally used roads and access has been made and steps are being taken to determine the legal rights of the county, on behalf of its residents, to protect this vital community asset. This inventory is a continuing process, with additions being made as time permits.

## Blaine County 2012 Transportation Plan

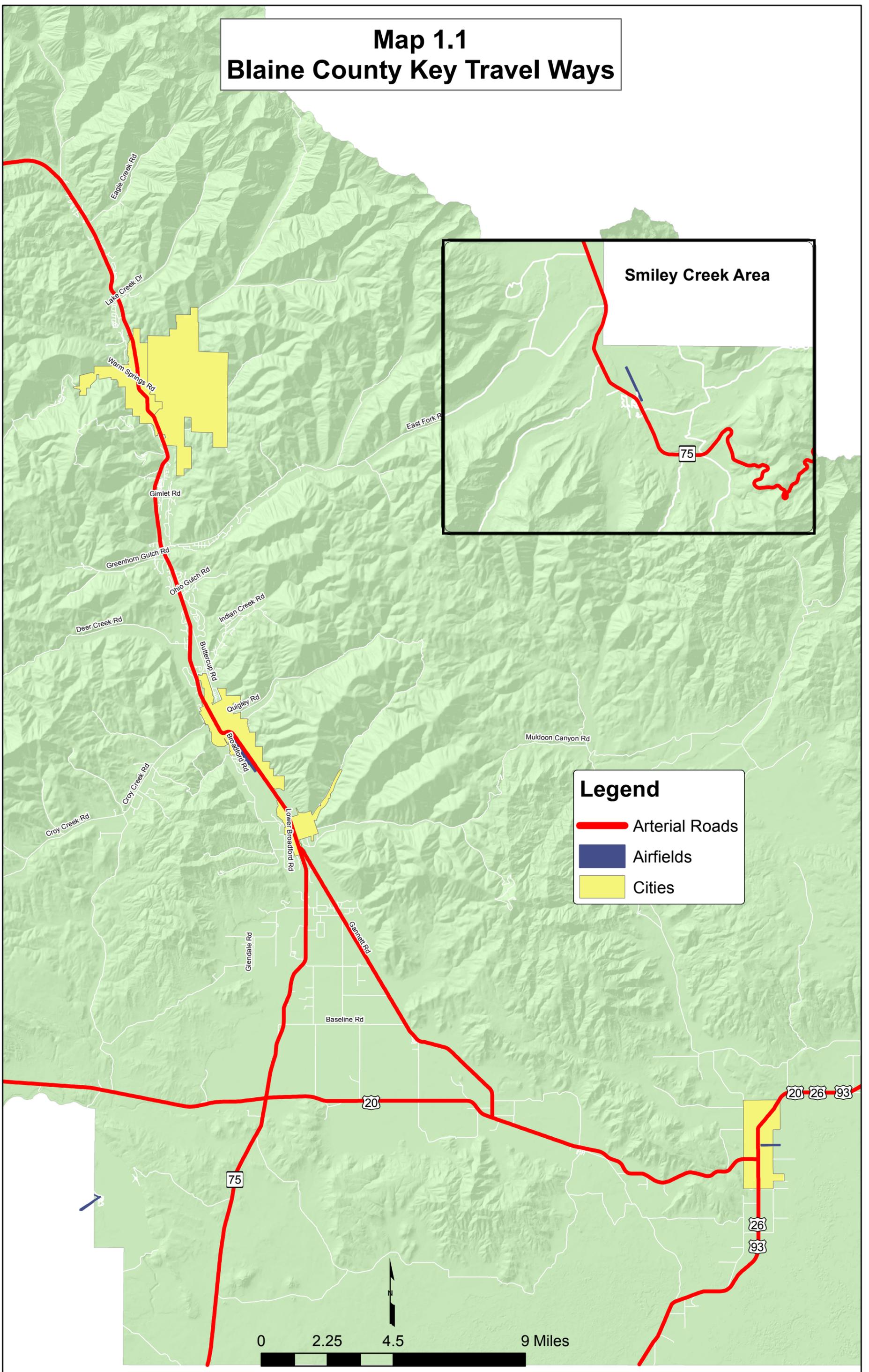
The 2012 Transportation Plan is found at this [link](#):

The priority matrix for Capital Improvement Plans is shown below:

**Table 17**  
Blaine County Transportation Plan  
**Prioritized List of Capital Improvements Projects**

	Total Priority Score	Rank	Safety Concerns	Surface Condition	Roadway Width	Traffic Volume	Recreational Value	Road Use	Existing Development	Future Population / Employment Increases
Roadway	Weighting Factor		3	5	1	3	2	4	4	1
West Glendale Rd	149	1	24	15	4	27	12	36	24	7
Gannett Rd	148	2	30	0	6	27	16	40	24	5
Croy Creek Rd	134	3	21	5	6	21	20	40	16	5
East Fork Rd	125	4	6	0	8	24	16	40	28	3
Buttercup Rd	111	5	15	0	6	27	4	36	20	3
Ohio Gulch Rd	107	6	3	0	4	21	4	40	32	3
Trail Creek Rd	106	7	9	40	10	12	18	12	4	1
Muldoon Rd	101	8	9	40	10	6	14	12	8	2
Broadway Run Rd	97	9	0	0	6	24	4	36	20	7
Broadford Rd	92	10	9	5	6	12	10	40	8	2
Baseline Rd	85	11	3	20	6	12	2	32	8	2
Indian Creek Rd	85	12	0	0	6	12	12	40	12	3
West Magic Rd	80	13	0	10	6	12	10	32	8	2
Little Wood Rd	69	14	3	0	6	15	8	32	4	1

# Map 1.1 Blaine County Key Travel Ways



# Map 1.2 Blaine County Bike and Bus

