



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, and at Smiley Creek, and The airstrip at West Magic is registered in Camas County. 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).

See Chapter 1A - Public Airport Facilities for a complete analysis and related Desired Outcomes.

- 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.
- B-6: Promote public transit service and facilities connecting Friedman Memorial Airport to cities within Blaine County.

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.

