



City of Sun Valley



2012 Application
Local Rural Highway Investment Program
Transportation Plan



KELLER
associates

December 8, 2010

**City of Sun Valley
Transportation Plan
2012 Local Rural Highway Investment Program
(LRHIP)**

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Local Highway Technical Assistance Council (LHTAC)
Local Rural Highway Investment Program (LRHIP)
APPLICATION – 2012
(Please submit original and 12 copies)

1. Local Highway Jurisdiction (name and address):

City of Sun Valley

P.O. Box 416, Sun Valley, Idaho 83353

Contact Person: Mark Hofman Telephone Number: (208) 622-4438 E-mail dress: mhofman@svidaho.org

2. Location of Project Sun Valley, Idaho

3. Description of Project Develop new transportation plan for the city of Sun Valley

4. Total cost of the Project \$ 90,000

5. Amount of money applying for: \$ 50,000

6. For what purpose will this money be used? Cover a portion of the costs associated with a new transportation plan for the City of Sun Valley.

7. When will work be done?: Implement in 2012

(month and year)

8. Will the work be contracted out to a private contractor? Yes No
(Must be contracted out if over \$50,000)

9. Amount and source of other funds used in this project: \$ 40,000

(amount)

City of Sun Valley

(source)

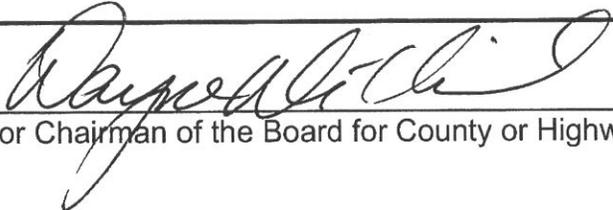
10. Did you submit your Annual Road and Street Financial Report?

Yes (attach copy) No

11. Project is on a rural public highway that is outside urban areas with population of 5,000 or greater. Yes No

12. Other Comments: See attached information

Signature


(Mayor or Chairman of the Board for County or Highway District)

11/29/2010

**Local Rural Highway Investment Program
Rating Criteria 2012
Transportation Plan**
(Please see Appendix A)

Sponsor: City of Sun Valley

	Yes	No	Points Available	LHTAC Use Only
1) Is this a multi-jurisdictional project (more than one jurisdiction involved)? If so, please include the name(s) of other Jurisdiction(s) participating financially and amount(s) per Jurisdiction: _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0-20	
2) Has the project been prioritized and is it supported by your Multi-Jurisdictional Planning Organization? If so, list the project ranking. No. _____ of _____ Projects. If so, attach priority list and support letter.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0-15	
3) If you are not in a Multi Jurisdictional Regional Transportation Planning Group, will this plan initiate one?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0-10	
4) Will this Transportation Plan become a part of a Comprehensive Plan? If so, whose? <u>City of Sun Valley</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	0-10	
5) How do you plan to prioritize projects in your Capital Improvement Plan? Attach an explanation.			0-10	
6) How do you plan to involve the public? Attach a short description.			0-10	
7) What amounts are shown on your last submitted Annual Road & Street Financial Report? Date/Year Ending <u>2009</u> Line 63 CLOSING BALANCE <u>795,988.87</u> Line 64 Funds on Line 63 obligated for specific future projects <u>798,988.87</u> Line 65 Funds on Line 63 retained for general funds and operations <u>0</u> Line 67 ENDING BALANCE <u>0</u> Attach the most recent copy of your Annual Road & Street Financial Report as submitted to the Controllers office.			0-5	
8) What amounts are shown on your last submitted Annual Road & Street Financial Report? Date/Year Ending <u>2009</u> Line 11 TOTAL LOCAL FUNDING <u>1,564,507.00</u> Line 17 TOTAL STATE FUNDING <u>50,277.61</u> Line 18 National Forest Reserve Apportionment <u>0</u> Line 22 All other Federal Receipts (Includes PILT) <u>0</u> Line 24 TOTAL RECEIPTS <u>1,614,784.61</u> USER % EQUALS LINE 17 DIVIDED BY LINE 24 <u>3.11%</u> Non USER % EQUALS LINE 11 + Line 18 + LINE 22 DIVIDED BY LINE 24 <u>96.89%</u>			0-10	
			Total Points	

Additional Information

	Yes	No
9) Have you ever had a Transportation Plan? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> What source of funds was used? <u>1997 Sun Valley Transportation Plan done by CH2MHill - City Funds Were Used</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10) Have you participated in a Transportation Plan with a County, Highway District or City that was funded by LHTAC? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11) If you have had a plan, why do you need another plan? <u>See items attached, Criterion 11</u> _____ _____	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Please submit original and 12 copies. Include all attachments – (attachments required for application consideration)



Criterion – 1

Multi-Jurisdictional Project

The Transportation Plan will be a City transportation plan, it will include coordination with the City of Ketchum and Sun Valley Company's plans. It will also coordinate with other regional plans such as the New Blaine County Transportation plan and ITD corridor studies. 55% of the Funding will be from the LRHIP Grant (\$50,000), the additional 45% (\$40,000) funding required will be provided by City of Sun Valley.

Criterion – 2

Supported by Multi-Jurisdictional Planning Organization

The City of Sun Valley is part of the Blaine County Regional Transportation Committee. The Blaine County Regional Transportation Committee has primarily focused its efforts on the ITD corridor and means of multi-modal transportation along the Wood River Valley. Although a priority list has not been established at this time between participants of the Blaine County Regional Transportation Committee, the committee is supportive and recommend the update to the outdated Transportation Plan for the City of Sun Valley. See attached letters of support by various members of the Committee. As part of this plan, as well as Blaine County's new transportation plan, this planning group will identify and prioritize various projects. This new plan will help establish a more complete planning group.



THE BOARD OF BLAINE COUNTY COMMISSIONERS

206 FIRST AVENUE SOUTH, SUITE 300

HAILEY, IDAHO 83333

PHONE: (208) 788-5500 FAX: (208) 788-5569

www.blainecounty.org bcc@co.blaine.id.us

Lawrence Schoen, Chairman * Angenie McCleary, Vice Chair *Tom Bowman, Commissioner

December 2, 2010

Lance Holmstrom
Local Highway Administrator
Local Highway Technical Assistance Council
3330 Grace Street
Boise, ID 83703

Re: **Support of City of Sun Valley Transportation Plan**

Dear Mr. Holmstrom,

As the Chairman of the Blaine County Regional Transportation Committee (BCRTC), I am writing in support of the new City of Sun Valley Transportation Plan. The City's current Transportation Plan is in need of being updated. Providing an updated plan will not only benefit the City of Sun Valley, but also the County in the planning of regional projects and coordination of applying for additional state and federal funding.

Respectfully,

Angenie McCleary
Blaine County Commissioner, Vice Chair
Blaine County Regional Transportation Committee Chairman

Criterion – 3

Multi-Jurisdictional Regional Transportation Planning Group

The City of Sun Valley is already a part of the Blaine County Regional Transportation Committee. The Blaine County Regional Transportation Committee has primarily focused its efforts on the ITD corridor and means of modal transportation along the Wood River Valley. This new plan will help establish a more complete planning group, that will increase its focus on joint jurisdictional projects, coordination between jurisdictions and help establish a priority list that incorporates the needs of the committee members.

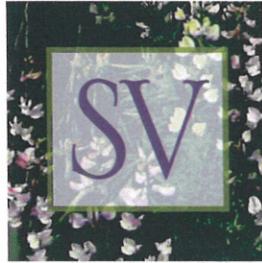
Criterion – 4

Comprehensive Plan

The Sun Valley Transportation Plan would become part of the Sun Valley Comprehensive Plan.

A complete copy of the City of Sun Valley Comprehensive plan can be accessed from the following website:

http://www.sunvalley.govoffice.com/index.asp?Type=B_BASIC&SEC={23B4B182-1FFE-46C1-8108-864F06EA2CB1}



CITY OF SUN VALLEY

2005 COMPREHENSIVE PLAN

Adopted by

THE SUN VALLEY CITY COUNCIL

SEPTEMBER 8, 2005

accommodate this growth, Idaho Power Company, Intermountain Gas, and communications service providers are expected to increase services to the area as necessary. Where possible, the City of Sun Valley plans to coordinate with Idaho Power Company to relocate power lines underground in areas of high visual impact and to partner with appropriate utility providers to extend services where growth occurs.

TRANSPORTATION

Transportation – the system of roads, paths, parking, transit, pedestrian, and bicycle facilities and services - frequently defines land use development patterns and is a strong contributor to the very culture of a municipality. In resort towns, a seamless, efficient, and clean transportation network is often prioritized to meet the expectations of visitors and the needs of residents.

The 1997 City of Sun Valley Transportation Plan (1997 Transportation Plan) provides the framework for shaping the city's transportation service. In support of the *1994 Update*, which emphasized that Sun Valley should be pedestrian- and bicycle-oriented, the *1997 Transportation Plan* identified the development of a multi-modal transportation system that reduces dependence on private automobile use and offers opportunities for greater reliance on pedestrian, bicycle, and mass transit modes of travel as an important step toward maintaining Sun Valley's quality of life. . The following summarizes the contents of the *1997 Transportation Plan* and provides a brief description of current conditions and future trends.

Street Network

In 1995, the City approved a bond for reconstruction of, or improvements to, all streets maintained by the City; in 2005, additional funds were secured to improve Fairway Road and Paintbrush Road. Today, all City-maintained streets operate at acceptable levels of service and comply with City street standards. Additionally, Sun Valley Road, a collector street, is maintained by Idaho Department of Transportation while other private, non-conforming streets within city limits are maintained by the homeowners. For example, some private roads are used as entrances into condominium complexes or private facilities, such as The Community School, while other roads function as internal street networks for residential subdivisions, such as the Lane Ranch subdivision.

The *1997 Transportation Plan* identified specific improvements for roadway capacity, including intersection and entryway improvements; it further required development applications to integrate into the existing roadway network in a manner that avoids producing increased congestion and that maintains the character of the community. The plan set out improvements for alternate travel modes, including transit stops, bike lanes, and sidewalks. The plan also recommended that comprehensive transportation studies be completed by new development applicants to address potential traffic volume issues.

The *1997 Transportation Plan* prioritized the thoughtful design and enhancement of the City's gateways to improve safety, to strengthen the community's image, and to help visitors find their way. Scenic pullouts were listed as a safety need and as a visitor amenity. Streetscape and signage standards were recommended to unify elements of the transportation system.





Paths and Trail System

A key component of the area's transportation system, Sun Valley's paved pathway system is a well-used, recognized benefit for pedestrians, bicyclists, rollerbladers, and joggers. With the primary pathway system completed, the *1997 Transportation Plan* recommended that a secondary pathway system be developed to promote greater pedestrian and bicycle travel along less heavily traveled streets in the City. While this proposal is currently unfunded, opportunities exist to expand the path system and connect to open space areas and other trail systems. With the support of trail management groups, the City can identify and obtain permanent access easements for recreational trailheads, trails, and parking (Appendix, Note #8).

Parking

Parking facilities within the City of Sun Valley are provided by "activity generators", (e.g., commercial, recreational, and cultural activities, etc.). The largest and most frequently used parking lots are those in the Sun Valley Resort/Village Core. On-street parking is discouraged and, except for brief periods during residential construction, is rarely a traffic safety issue. The *1997 Transportation Plan* proposed that the City develop strict parking standards as part of design reviews and plan approvals.

Bus Transportation

Three bus systems provide mass transit service in and around Sun Valley. The oldest system, the Ketchum Area Rapid Transit (KART), was formed by the cities of Ketchum and Sun Valley in 1979 and operates free, year-round bus service between the two communities with service to downtown Ketchum, west Ketchum, Village Loop Road, Elkhorn Road, Morningstar Road, Lane Ranch Road, and to the ski lift bases of both Warm Springs and River Run. KART operates on a 20-minute schedule in winter, a 30-minute schedule in summer and once-an-hour during the off-season months of May, October, and November. A four-year study of monthly KART ridership statistics is shown in Table A-8 in the Appendix. The highest months for KART ridership are December, January, February, and March; the months of May and October experience the lowest ridership. Notably, annual KART system ridership numbers steadily decreased between 1994 and 2004. However, ridership numbers in the shoulder seasons, while still slightly declining, reveal more consistency. This would indicate that there is a base level of local riders who regularly utilize the KART bus service.

In 2001, under the original management of the non-profit Wood River Ride Share/Peak Bus organization, a "Friday Night Bus" service began to transport teens between Hailey and Ketchum; this service is presently funded by the Teen Advisory Council and continues weekly operations. In June 2002, Blaine County, in a funding partnership with Sun Valley, Ketchum, the State of Idaho, and private supporters, initiated a peak-hour commuter bus between Ketchum, Sun Valley, Hailey, and Bellevue in response to increased vehicular travel on Highway 75 (Appendix, Table A-9).

Soon after initiation of the commuter service, the Wood River Ride Share/Peak Bus organization was asked to evaluate this pilot project, known as the Peak Bus, monitoring participation and demand as part of the implementation plan. In the first twelve months of service, 19,768 passengers used the Peak Bus and the following operational year (2004) experienced a 40 percent increase in ridership numbers. The Wood River Ride Share/Peak Bus organization has also implemented a rideshare program to reduce highway commuter traffic.

The Sun Valley Resort operates its own winter skier bus service from the Resort village to Dollar Mountain/Elkhorn, Warm Springs, River Run, and Bald Mountain ski areas. Also, under contract with Sun Valley Resort, the privately-owned Sun Valley Express provides daily commuter service for Resort employees from outlying communities as distant as Twin Falls. Sun Valley Express and Sun Valley Stages provide high-season daily roundtrip bus service between Sun Valley and the Boise air terminal.

In addition to the public and private transit systems, Blaine County School District #61 operates buses during the school year, transporting elementary, middle school, and high school students throughout the County. The Community School also offers a student bus from Hailey each morning, returning to Hailey after classes each afternoon.

Transportation Corridors

The Idaho Transportation Department's *Highway 75 Corridor Study* estimated over 9,000 persons commuted daily in 1998/1999 between their homes in Bellevue/Hailey and their work in Sun Valley/Ketchum (Appendix, Table A-9). The *2001 Timmerman to Ketchum EIS Origin-Destination Study* found 40 percent of these commuters indicated an interest in public transit. The *2005 Blaine County Transit Development Plan Concept, 2005-2010* found that only 17 percent of the work trips are considered short (three miles or less) and over half of the commuter trips in the highway corridor were to work destinations in Sun Valley and Ketchum (Appendix Note #9). About 11 percent of highway travelers are commuters who live in the Shoshone and Twin Falls areas, 50 to 80 miles from their work in the Blaine County area.

The comprehensive plans of Ketchum, Sun Valley, and Blaine County, and ancillary transportation studies and other regional plans recommended valley-wide mass transit system for commuters, residents, and tourists. Each plan identified the need to reduce the number of single occupancy vehicles and the total number of vehicle trips, and recommended the development of alternative modes of transportation.

In the spring of 2005, the Idaho Transportation Department announced funding to complete the widening of Highway 75, north from the intersection at Highway 20 to Ketchum. Local jurisdictions see the opportunity to create high occupancy vehicle (HOV) travel lanes and thus reduce traffic congestion. In May 2005, Blaine County invited all Wood River Valley municipalities, Carey, the Blaine County School District, KART, Wood River Ride Share/Peak Bus, and the Sun Valley Resort to participate in a regional planning group to prepare a unified transportation plan. Group participants agreed that: a) a successful transit system depends upon providing increased





OVERVIEW AND FRAMEWORK: B: SITUATIONAL ANALYSIS

service; b) new behaviors that accept transit as the primary mode of transportation can be adopted; and c) a sustainable and equitable funding mechanism to support regional mass transportation improvements and operations can be developed. Analysis of a transportation link that originates at River Run and serves downtown Ketchum and the Sun Valley Resort core will be a critical part of the mass transit planning effort.

Visitors and guests expect successful western resorts to maintain a seamless and sustainable multi-modal transportation system and that the resort environment will be free of pollution, traffic congestion, and parking problems. With these expectations in mind, traffic volumes should be reduced and residents, guests, and visitors should have options for transportation needs. The *1997 Transportation Update* emphasized the need for land use planning and public funding to support an integrated system in which the automobile plays a smaller role in the lives of Sun Valley residents and visitors. In designing a transportation system for Sun Valley, consideration should be given to improving the ease of use, creating less dependence on personal vehicles, providing safe and convenient alternative modes of transportation, and reducing negative impacts on air, water, climate, and visual quality. This could include reducing the amount of surface area devoted to parking automobiles, creating clustered developments with convenient access to mass transit and linkage to path and trail systems, and adding bus shelters to facilitate mass transit usage.

In this *2005 Update*, to meet present and growing transit demands, the City of Sun Valley encourages pedestrian and bicycle travel and increased transit use, both locally and regionally; promotes full integration of the paths and trails into the transportation system; and supports consideration of a gondola that has been proposed by the Resort to serve Dollar and Baldy mountains from the Resort property. The feasibility of a trolley service from the Resort to Ketchum may also be evaluated. Furthermore, Sun Valley should cooperate with Ketchum to minimize traffic congestion in the Ketchum commercial district.

Air Travel

Sun Valley is served by Friedman Memorial Airport which is located twelve miles south in Hailey on 211 acres. State Highway 75 abuts the eastern edge of the airport. Ground transportation between Sun Valley and the airport is provided by commercial taxi service, private and rental vehicles, and Sun Valley Resort shuttles.

An important consideration for the future of commercial airline service to the Resort and to the Wood River Valley is the inability of the current airport to accommodate medium-to-large commercial jets and the phasing-out of prop and turboprop commercial aircraft that can currently land at the airport. Some of the physical limitations of Friedman Memorial Airport are due to the combination of high altitude, limited runway length, mountain topography, adverse winter weather conditions, the land-locked location, and the load capacity of the airport's runway pavements. As a result, in May 2005 an Airport Site Selection Committee recommended further analysis of a potential site in Lincoln County (south of the Blaine County line on the east side of Highway 75 near the road to Richfield); alternate sites in Camas County and in Blaine County near Timmerman

junction were also recommended for further analysis. Components for success of a new airport location include an airport close enough for relative convenience, all-weather reliability, funding capability, and availability of point-to-point service for commercial jet aircraft.

As convenient and dependable air travel is paramount to the sustainable success of Sun Valley and the Sun Valley Resort, the City proposes that a Sun Valley representative be appointed to the Friedman Memorial Airport Authority Board. The City further proposes that a governing body of regional partners be formed to include all stakeholders in future decision-making regarding air transport issues. The City of Sun Valley also seeks to work cooperatively to address shared ground transportation to provide for a seamless transportation experience to and from the City and the Resort.



GOAL 6:

PROVIDE FOR AN INTEGRATED TRANSPORTATION SYSTEM THAT PROMOTES A RECREATIONALLY-ACTIVE COMMUNITY, ENCOURAGES NON-MOTORIZED TRANSPORTATION, AND REDUCES CONGESTION AND AIR POLLUTION

Objective 6.1:

Anticipate and plan for a balanced, integrated transportation and parking system for residents, visitors, and commuters on an on-going basis

Action Items:

- 6.1.1 Update the 1997 Transportation Plan in conjunction with the review of the Blaine County Public Transportation Feasibility Study (2001), including implementation actions and recommendations.
- 6.1.2 Require development applications to include transportation studies, proposed mitigation, expansion service, and infrastructure plans when new development or redevelopment is expected to significantly increase traffic, parking, trail, and/or transit demands. Plans should maximize pedestrian and bicycle-oriented travel; should encourage and design for mass transit travel; and should minimize increased vehicular traffic and parking on city streets and within the region.
- 6.1.3 Evaluate a transit system between Sun Valley and Ketchum commercial cores, such as a trolley or other people mover.

Objective 6.2:

Encourage and plan for the increased use and provision of mass transit service on both a local basis and a regional basis

Action Items:

- 6.2.1 In approving new development, provide for the operations of Ketchum Area Rapid Transit (KART) by evaluating existing bus routes and analyzing new trends in growth and use including bus pullouts, bus shelters, and increased bus frequency.
- 6.2.2 Work with the City of Ketchum and Sun Valley Resort to provide for a “park and



GOALS, OBJECTIVES, AND ACTION ITEMS:
B: MANAGE GROWTH AND DEVELOPMENT

ride” parking lot at River Run and to evaluate the feasibility of constructing a transit gondola that links the River Run base to the Village Core and to downtown Ketchum.

- 6.2.3 Work with Blaine County, its municipalities, KART, the Peak Bus, and the Sun Valley Resort to provide for mass transit (e.g., bus, rail, gondola, trolley) in a coordinated manner, under one umbrella organization, to meet the needs of commuters, tourists, and residents.

Objective 6.3:

Provide for a safe street system to meet current and future traffic needs

Action Items:

- 6.3.1 As part of the 1997 Transportation Plan update process, develop an understanding of traffic volumes on City streets by street type, identifying areas of traffic congestion and traffic safety concerns; where problems occur, explore and implement traffic calming strategies as necessary.
- 6.3.2 Consider alternatives that reduce the complexity and improve the safety at the Elkhorn/Dollar/Old Dollar/Fairway Road intersection, including consideration of a roundabout, turn lanes, well-marked pedestrian crossings, well-developed traffic signage and street striping, and/or minor relocation of either Elkhorn Road or Dollar Road.
- 6.3.3 Prior to new development occurring along either Sun Valley Road or Trail Creek Road, evaluate the reconfiguration of Dollar Road/Sun Valley Road intersection to improve traffic flow and safety and to create a notable entrance to the City and the Resort area.
- 6.3.4 Partner with ITD to create a similar notable entrance to the City at the Elkhorn/SH 75 intersection.
- 6.3.5 Develop and implement streetscape and signage standards and design a distinctly-identifiable Sun Valley look that serve to safely direct pedestrian, bicycle and vehicular traffic.
- 6.3.6 Develop and implement design standards that maximize the use of public rights-of-way space for pedestrian and bicycle path amenities, safety, and environmental considerations.
- 6.3.7 Require and enforce encroachment agreements along all City streets and property to preserve City property and rights-of-way.
- 6.3.8 Develop a Five Year Capital Improvements Program to include schedules and estimated costs for identified projects; review the plan on a yearly basis for minor modifications.

Objective 6.4:

Encourage the use and expansion of public paths and trails

Action Items:

- 6.4.1 Extend the primary pathway along Trail Creek Road to Boundary Campground.
- 6.4.2 In conjunction with the Sun Valley Community Trails Group or a similar organization, identify and obtain permanent access easements, land grants, conservation easements or other opportunities, where appropriate, for recreational trailheads, trails, and/or parking across open space lands. Obtain easements, whenever possible, at the time of development approvals.
- 6.4.3 Encourage the establishment and maintenance of a system of dedicated recreational trailheads and trails throughout the City that 1) connect existing neighborhoods, parking, open spaces, and other natural areas and that 2) provide trail linkages to neighboring communities, the bike path, parking, transit services, and federal lands.
- 6.4.4 Develop standards, policies, and educational programs designed to address potential impacts and to increase awareness of user impacts on open space trails. Promote a “Leave No Trace” ethic for City trails, parks, and open space.
- 6.4.5 Develop and enforce appropriate bike path site lines and safety regulations.

Criterion – 5

Capital Improvement Plan Project Prioritization

Sun Valley will use the attached guidelines to prioritize projects.

Criterion – 5

Capital Improvement Plan Project Prioritization

Sun Valley’s overall CIP - Evaluation Criteria

The following criteria have been used for evaluating requests for capital improvements projects fixed assets, and land:

- **Safety.** Is there an imminent threat to the health and safety of citizens/ property?
- **Regulation.** Does a state or federal law or regulation require it?
- **Maintenance.** Is it needed to maintain existing operations or service levels? Ordinary maintenance is not included as part of this criterion. This criterion is related to maintaining a current service level through improvement of a capital asset. These may be major expenditures that would prevent damage to critical property or disruption of service to the community.
- **2005 Comprehensive Plan Update.** Is it a goal, objective, or action item identified in the 2005 Comprehensive Plan Update (City of Sun Valley, 2005)
- **Transportation Plan.** Is it identified as a strategic or long-range plan action items from the City of Sun Valley) Transportation Plan (CH2M HILL, 1997)
- **Infrastructure improvement.** Does it improve the existing infrastructure
- **Productivity improvement.** Does it improve the productivity of City employees
- **Resort community enhancement.** Does it enhance the City of Sun Valley as a resort community?

CIP – Transportation Project Prioritization

The City of Sun Valley will use the following to prioritize projects:

Multiple factors would be applied depending on the type of improvements being considered.

Types of improvements include:

- Maintenance and preservation of the existing roadway system,
- Existing safety and capacity deficiencies, and
- Improvements to accommodate future demand.

With respect to the existing roadway system, it is expected that the roadway condition inventory and subsequent analysis would provide guidance for more efficient expenditures at existing funding levels. The second issue would be to identify roadway segments at the critical stage where additional attention could be the difference between future expensive rehabilitation/reconstruction or more efficient routine maintenance.

In both instances the goal would be to create a more efficient long term maintenance outlook.

With respect to existing deficiencies, four factors would be balanced:

- Operational and safety benefits accrued,
- The relative importance assigned by the community,
- Availability of funding, and
- Coordination with priorities of other jurisdictions within the county that may also be seeking funding.

Prioritizing improvements related to future needs would address these issues:

- Linking need to a time line of expected growth,
- Improvements that compliment high priority transportation projects of other jurisdictions within the city,
- Ability to develop local funding mechanisms related to future needs, and
- Coordination with priorities of other jurisdictions within the county that may also be seeking funding.

What are the Evaluation Criteria?

The following criteria were adopted by the City Council on July 16, 2009 by Resolution 2009-19 used for evaluating requests for capital improvements projects, fixed assets, and land:

- **Safety.** Is there an imminent threat to the health and safety of citizens or property?
- **Regulation.** Does a local, state, or federal law or regulation require the project or action?
- **Maintenance.** Is the project or action needed to maintain existing operations or service levels? Ordinary maintenance is not included as part of this criterion. This criterion is related to maintaining a current service level through improvement of a capital asset. Maintaining a level of service indicates an ability to stay abreast of growth. Improvements may be major expenditures that would prevent damage to critical property or disruption of service to the community.
- **Planned Activity.** Is the project a goal, objective, or action item identified in the *2005 Comprehensive Plan Update* (City of Sun Valley, 2005), the Council Priorities, and the *City of Sun Valley Transportation Plan* (CH2M HILL, 1997)?
- **Infrastructure & Facilities Improvement.** Does the project or action improve an existing facility or infrastructure? This criterion is related to longer term improvements or development of existing infrastructure or facilities. Improvement may include such activities as building an addition or expansion, widening a road or pathway, or modification of an alignment to create a better or safer system.
- **Productivity or Efficiency Improvement.** Does the project or action improve the productivity or efficiency of City government, Council, or City employees? This criterion is focused mainly on tools or processes that can be purchased, implemented or otherwise used to improve productivity and efficiency. This criterion is not meant to pressure staff or council into increasing productivity without providing some means for that increase.
- **Resort Community Enhancement.** Does the project or action enhance the City of Sun Valley as a resort community? This criterion is intended to focus on projects that will provide a better visitor experience, including qualities like: more enjoyable, less confusing, easy to access and navigate, more choices, improved aesthetics, and welcoming atmosphere. As possible and applicable, specific qualities or features of other successful resort communities will be used as benchmarks.
- **On-Going or Operation & Maintenance Cost.** What is the impact of the project, project expenditures and future expenditures for operations and management on the City's financial position?

How is the Capital Improvement Program funded?

The costs of capital improvement projects, land acquisition, and fixed assets are evaluated and considered on an annual basis by the City. Expenditures are charged to the appropriate fund. The funds involved are the Capital Improvement Project Fund (CIPF), the Land Acquisition Fund (LAF), or the

Fixed Assets Fund (FAF), depending upon the nature of the project or fixed asset that is being considered.

Property taxes, Local Option Taxes, grants, and bonding are the primary revenue sources available for funding capital improvement projects and fixed assets.

Whenever possible, the City uses a "pay-as-you-go" approach to funding capital improvement projects and fixed assets. This means that if the funds to complete the project or purchase the fixed asset are not available in current receipts combined with the fund balance, the project is not recommended for completion or the fixed assets are not purchased until such aggregated funds are available. The City may seek voter approval of special property tax increases to fund large scale capital improvement projects when necessary.

What commitments are made?

The Capital Improvement Program is a dynamic program and should be re-evaluated annually. Action Item 6.3.8 of the *2005 Comprehensive Plan Update* states, "review the [Five Year Capital Improvements Program] plan on a yearly basis for minor modifications." In addition, the *CIP & FAP Update* helps "Plan for the public facility needs of population growth" (Action Item 5.1 of the *2005 Comprehensive Plan Update*).

The City Council, in conformance with State of Idaho law, commits capital improvement project and fixed asset funding annually. Generally, only the projects identified in the first year of the *CIP & FAP Update* will receive a budget appropriation, with projects in years 2-5

being funded in subsequent years. As the community's goals and/or conditions change, the direction of the CIP and FAP will also change to meet the City's updated service and infrastructure needs.

Will there be any impact on the General Fund (Operating) Budget?

Capital improvement projects may affect the City's General Fund (Operating) Budget. Capital improvement projects will increase expenditures, decrease expenditures, and/or increase revenues. Capital improvement projects that build new facilities and/or enhance services, such as the addition of several pocket parks, will almost certainly increase operating expenses for increased staffing and maintenance of the facility. A new facility or program resulting from a capital improvement project may increase revenue by offering a new service that will attract new customers. The acquisition of fixed assets can increase employee productivity and reduce variable costs such as energy use.

In Conclusion

This long-range vision of the City's infrastructure and fixed asset needs is the result of a combined effort and input of the City Council, City staff, and the public. Over the next 5 fiscal years, construction projects, communication improvements, and fixed assets are identified for completion. In FY 2011, capital improvement projects are scheduled to commence and/or be completed. These capital improvement projects and fixed assets are intended to improve the quality of life for all residents of and visitors to the City of Sun Valley.

2011-2015 Sun Valley CIP and FAP Update Capital Improvement Project

Transportation Plan Update

Department: Legislation Department
Requested to Start in Year 1 (FY 2011)

Description

Update the 1997 Transportation Plan.

"Update the 1997 *Transportation Plan* in conjunction with the review of the Blaine County Public Transportation Feasibility Study (2001), including implementation actions and recommendations" (Action Item 6.1.1 of the 2005 *Comprehensive Plan Update*). In addition, Objective 6.2 of the 2005 *Comprehensive Plan Update* provides: "Encourage and plan for the increased use and provision of mass transit service both locally and on a regional basis." Action Item 6.3.1 notes: "As a part of the 1997 *Transportation Plan* update, develop an understanding of traffic volumes on City streets for areas of traffic congestion and safety concerns; where problems occur, explore and implement traffic calming strategies as necessary."

The updated Transportation Plan should cover such things as intersection improvements, and current and projected traffic counts. Traffic counts and intersection studies would be conducted at various street and path locations to get traffic volumes, possibly as early as the winter of 2010-11. Work will be coordinated with transportation planning that has already been completed for the region including the City of Ketchum's and the Sun Valley Company's plans. Other regional sources, such as ITD, will be reviewed as well. This plan will incorporate counts previously completed by others (as long as the count information is still valid and has been conducted by a reliable source under known conditions) and complement that work. The Council and staff have indicated the updated Plan should be developed in a more user-friendly style, providing a more defined implementation plan that will include issue solutions as well as funding requirements and ideas.

Specific concerns identified are:

- Cut through traffic from Ketchum
- Transportation of large or unusual loads (such as homes) that do not fit on the State highway system or through Ketchum
- Concentrated growth in the Trail Creek area

An updated transportation plan is a critical element in applying for some grants.

Justification

Criteria: Safety

Planned Activity

Regulatory

2005 Comprehensive Plan Action Items:

- 4.3.2 Evaluate commercial zoning parking, transit, provision of public benefits.
- 5.2.6 Enforce weight limit standards on city streets.
- 5.2.7 Develop plan to enforce break up limits on City streets with mitigation plans.
- 6.1 Anticipate and plan for a balanced, integrated transportation and parking system for residents, visitors, and commuters on an on-going basis.
 - 6.1.1 Update the 1997 City of Sun Valley Transportation Plan.
 - 6.1.2 Require transportation studies for new development demand mitigation.
 - 6.1.3 Evaluate a transit system between Sun Valley and Ketchum commercial cores (i.e. trolley or other people mover).
- 6.2 Encourage and plan for the increased use and provision of mass transit service on both a local basis and a regional basis.
 - 6.2.2 Work with Ketchum on parking and transit gondola at River Run.
 - 6.2.3 Work with agencies to provide for coordinated mass transit.
- 6.3 Provide for a safe street system to meet current and future traffic needs.
 - 6.3.1 Monitor traffic, explore and implement traffic calming strategies.
- 7.2 Initiate, encourage, support, and participate in regional partnerships to provide for public transportation.
 - 7.2.4 Evaluate variety of transportation alternatives and issues in Plan Update.

1997 Transportation Plan Action Items:

- 16.1 Routinely analyze existing and projected traffic volume at key intersections.
- 16.2 Identify and define unacceptable conditions at intersections.

Financial Information

Funding Plan

Year 1 (FY11)	Year 2 (FY12)	Year 3 (FY13)	Year 4 (FY14)	Year 5 (FY15)	Total
\$25,000 Traffic Study	\$65,000 Complete Transportation Plan Update				\$90,000

Additional Annual Operation and Maintenance Costs: None

Potential Source of Funding:

- Annual Operating Expenditure
- Bond
- Grant
- Other _____

Related Projects

Criterion – 6

Public Involvement

Sun Valley would involve the public in the transportation planning process using the approach outlined in the attached public involvement narrative.

Criterion – 6

Public Involvement

The City Sun Valley will use the following to involve the public:

The study would include multiple public meetings. At the first meeting the understanding of the existing system and identified existing needs would be presented. The draft final report, including findings of needs, improvement recommendations, and the proposed capital improvement program would be presented for comment prior to completion of the final report.

In addition to the above public meetings, two other local input events would be included. The first would be a scripted discussion held with a locally selected group of elected officials, community representatives, city Road and Bridge Department employees, EMS, School Districts, and ITD representatives. The discussion outline to be followed is intended to develop an understanding of city travel patterns (Why do people travel to the city?), existing needs as perceived by local groups (Where are their unsafe conditions within the city?), and an understanding of current priorities (If you had the funds, which existing roads would you rehabilitate first?).

The second local input event would be a “preview” of the proposed improvement plan prior to completion of the draft report. This would take place with a similar cross-section of stakeholders as described above for the initial discussion event.

Criterion – 7

Annual Road and Street Financial Report 2009

Annual Road and Street Financial Report

12-31-09

Reporting Entity Name - Enter below by entity type		Please return, not later than December 31, to:	
City or CITY OF SUN VALLEY	County of City BLAINE	DONNA M. JONES IDAHO STATE CONTROLLER	
County or		CONTROLLER OFFICE ATTN: HIGHWAY USERS	
Highway District	County of Hwy. District	STATEHOUSE MAIL ROOM BOISE, ID 83720	

This certified report of dedicated funds is hereby submitted to the State Auditor as required by 40-708, Idaho Code.

Dated this 28th day of DECEMBER, 2009 ✓

ATTEST:
CITY OF SUN VALLEY
KELLY, EK, CITY CLERK

STATE OF IDAHO
[Signature] ✓
[Signature] ✓
City Administrator

City Clerk/County Clerk/District Secretary (type or print name & sign)	Commissioners or Mayor (type or print name & sign)
Contact Phone Number: 622-4438	

FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 2009 ✓

Line 1 BEGINNING BALANCE AS OF OCTOBER 1 PREVIOUS YEAR	369,622
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RECEIPTS

LOCAL FUNDING SOURCES		
Line 2	Property tax levy (for roads, streets and bridges)	723,527
Line 3	Sale of assets	
Line 4	Interest income	
Line 5	Fund transfers from non-highway accounts	616,034
Line 6	Proceeds from sale of bonds (include LIDs)	
Line 7	Proceeds from issue of notes (include loans)	
Line 8	Local impact fees	
Line 9	Local option registration fee	
Line 10	All other LOCAL receipts or transfers in	224,946
Line 11	Total Local Funding (sum lines 2 through 10)	1,564,507
STATE FUNDING SOURCES		
Line 12	Highway user revenue	50,277.61
Line 13	Sales tax/Inventory replacement tax	
Line 14	Sales tax/Revenue sharing	
Line 15	Other State funds (specify)	
Line 16	All other STATE receipts or transfers	
Line 17	Total State Funding (sum lines 12 through 16)	50,277.61
FEDERAL FUNDING SOURCES		
Line 18	National forest reserve apportionment	
Line 19	Critical bridge	
Line 20	STP Rural	
Line 21	STP Urban	-
Line 22	All other FEDERAL receipts or transfers	
Line 23	Total Federal Funding (sum lines 18 through 22)	0
Line 24	TOTAL RECEIPTS (sum lines 11, 17, 23)	1,614,784.61

Criterion – 8

Annual Road and Street Financial Report Funding Sources

96.89 % of the City of Sun Valley funding comes from local funds,
3.11% are from state funding sources.

Criterion – 9

Previous Transportation Plan

The City of Sun Valley has an outdated transportation plan done by CH2MHill, data and information was gathered in the mid 90's and plan completed in 1997. All funds for the transportation plan were from the City of Sun Valley.

Criterion – 10

Participation in a Transportation Plan with County, Highway District or City funded by LHTAC

The City of Sun Valley has not participated in a transportation plan with a County, Highway District or City that was funded by LHTAC. All funding for previous outdated transportation plan was funded by local City funds.

Criterion – 11

Why Sun Valley needs another Transportation Plan

The City of Sun Valley's existing transportation plan was completed in 1997, and is out dated. The plan will be over 15 years old before an updated plan is completed. The City of Sun Valley has experienced tremendous growth during this time, not only in permanent year round residents, but in second home owners and vacation rentals along with resort expansion. New infrastructure has occurred during this time for the Sun Valley Corporation, the city's largest employer. New developments have sprung up surrounding the resort, with roads that are not on the existing transportation plan. The City of Sun Valley's population can change dramatically throughout the various seasons and with numerous festivities that take place. A new transportation plan would need to incorporate this fluctuating population that occurs during the various seasons. Updated information and data regarding past growth, new developments, expansions etc. need to be incorporated into the new plan. Because the plan was completed nearly 15 years ago, the planning is outdated and new expected growth rates and planned developments/infrastructure also need updated.

TABLE E-1		
Capital Improvement Projects associated with 2005 Comprehensive Plan Update (City of Sun Valley, 2005) Action Items		
ID	Item	Capital Improvement Project
6 Provide for an integrated transportation system that promotes a recreationally-active community, encourages non-motorized transportation, and reduces congestion and air pollution		
6.1	Anticipate and plan for a balanced, integrated transportation and parking system for residents, visitors, and commuters on an on-going basis	<i>Transportation Plan Update</i>
6.1.1	Update the 1997 City of Sun Valley <i>Transportation Plan</i>	<i>Transportation Plan Update</i>
6.1.2	Require transportation studies for new development demand mitigation	<i>Transportation Plan Update</i>
6.1.3	Evaluate a transit system between Sun Valley and Ketchum commercial cores (i.e. trolley or other people mover)	<i>Transportation Plan Update</i>
6.2	Encourage and plan for the increased use and provision of mass transit service on both a local basis and a regional basis	<i>Transportation Plan Update and Transit vehicles—annual</i>
6.2.1	Provide for facilities/ operations of KART with new development	<i>Transit Vehicles—Annual</i>
6.2.2	Work with Ketchum on parking and transit gondola at River Run	<i>Transportation Plan Update</i>
6.2.3	Work with agencies to provide for coordinated mass transit	<i>Transportation Plan Update and Transit vehicles—annual</i>
6.3	Provide for a safe street system to meet current and future traffic needs	<i>Transportation Plan Update</i>
6.3.1	Monitor traffic, explore and implement traffic calming strategies	<i>Transportation Plan Update</i>
6.3.2	Design alternatives for Elkhorn/ Dollar/ Fairway Rd intersection	Elkhorn Road/Dollar Road Intersection
6.3.3	Evaluate design alternatives for Dollar /Sun Valley Road intersection	Gateways and Sun Valley Road/Dollar Road Intersection
6.3.4	Partner with ITD to create City entrance at Elkhorn/SH 75 intersection	Signage at Gateways
6.3.5	Develop streetscape and signage standards.	Gateways and Signage around City
6.3.8	Develop 5 year Capital Improvements Program, review annually	<i>CIP & FAP Update</i>
6.4	Encourage the use and expansion of public paths and trails	Dollar Path, Sinclair Path, Lower Elkhorn Path, and Elkhorn B Connector Path
6.4.1	Extend pathway along Trail Creek Road to Boundary Campground	Trail Creek Path
6.4.3	Establish a system of linked recreational trailheads and trails	Trailhead Development
C Foster Regional Cooperation		