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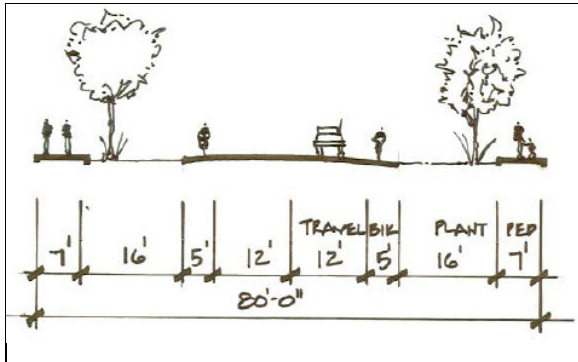
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## A. Project Description

### 1. Project Summary

The *Woodside Boulevard Complete Streets Initiative* is a multimodal project that will resurface a 35-year-old, 2.44 mile collector street, add sidewalks, bike lanes, bus shelters, bike parking and a landscape buffer zone, and install a roundabout at a congested and unsafe intersection and a signal light at a second congested and unsafe intersection. The project location with its connections to existing transportation infrastructure is included on page two. The baseline design concept for Woodside Boulevard is shown below.



The Woodside Boulevard Complete Streets Initiative will have the following major benefits:

- Boosts the local economy
- Fosters a strong workforce
- Provides more transportation choices and improves access and connectivity
- Reduces greenhouse gas emissions
- Improves safety for pedestrians, bicyclists, motorists and transit users
- Eases congestion and increases roadway capacity
- Encourages a healthy, active lifestyle
- Fosters better integration of land use and transportation

### 2. Introduction to Hailey, Idaho

Hailey is a western resort town located in south central Idaho, just 11 miles south of the world famous Sun Valley Ski Resort. The city is surrounded by some of most scenic lands in America, and lies in close proximity to both the Sawtooth National Recreation Area and Craters of the Moon National Monument.

Hailey’s economy and livability rely on preservation of the natural environment, and preservation of Hailey’s unique place in that environment, as these features draw tourists, attract new residents and assist in retaining existing residents.

The Sawtooth Scenic Byway (State Highway 75) runs right through town, where it becomes Main Street. Hailey is an officially designated Bicycle Friendly Community, Tree City USA, Preserve America Community and Idaho Heritage City with a strong focus on historic preservation and sustainability. City leaders consistently support legislation, policies and activities that improve sustainability and livability, protecting the quality of life in this remarkable western place.



### 3. Transportation Planning and Hailey's Complete Streets Initiative

Among its many livability and sustainability initiatives, in December, 2008, Hailey formed a Complete Streets committee to formulate a Complete Streets policy for the city. Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

Complete Streets criteria will be used on the *Woodside Boulevard Complete Streets Initiative*, and the project will be a high quality example for Complete Streets throughout the city.

In 2007, Hailey completed its Transportation Master Plan. In this plan, Woodside Boulevard is listed as the number one priority street reconstruction project in the city. In a citizen satisfaction survey completed in 2009, upgrading Woodside Boulevard was the top pick by citizens for residential street improvement. And in the current Hailey Capital Improvement Plan, Woodside Boulevard and River Street (a downtown street) are listed as the highest priority street projects in the city.

### 4. Introduction to the Woodside Subdivision

Woodside is the largest and most densely populated subdivision in Blaine County, with 3,500 residents – about 45% of Hailey's population. Woodside also houses the largest concentration of Hailey's 15% Latino population, a demographic which relies greatly on bicycle, pedestrian and public transit amenities as a means to access the area's work opportunities.

<u>Legend</u>	
① Community Campus	⑤ Aquatic Center
② Woodside Elementary	⑥ New Roundabout
③ Wood River High Sch.	⑦ Existing Signal
④ Founder's Fields	⑧ New Signal



Woodside Boulevard runs the length of the subdivision – the primary route connecting Woodside neighborhoods to downtown, State Highway 75 (at the street’s north and south ends) and numerous public facilities, including:

- The Community Campus, a shared facility including:
  - College of Southern Idaho
  - Blaine County Recreation District
  - Idaho Dept. of Health & Welfare
  - Head Start
  - Wood River Technical Academy
  - La Alianza Multicultural Center
  - Silver Creek Alternative School
- Wood River High School
- Woodside Elementary School
- Founder’s Field (multi-use sports fields)
- The Blaine County Aquatic Center
- The Wood River Trail (multi-use paved pathway)



There are currently nine transit stops in each direction along Woodside Boulevard’s 2.44 mile length of which only one has a pull-out lane and shelter. There are two types of transit service: a regional bus service that transports riders from Woodside to points throughout Blaine County, and a local Hailey circulator bus, with stops throughout Hailey.

### **5. Challenge 1 – Providing adequate infrastructure to keep pace with 15 years of robust growth, followed by a sustained economic downturn.**

Throughout the west, resort cities and the cities near them are struggling to manage the impact of relentless growth and development pressure. Hailey is no exception to this trend. According to the Idaho Transportation Dept., between the years 1990 and 2008, Hailey saw an astounding 40% increase in auto traffic. This data mirrors Hailey’s population explosion during those same years. According to the U.S. Census Bureau, in 1990, the population here was 3,687. By 2000, it was 6,200. Hailey’s population is currently estimated at 8,000 people, and the Hailey Transportation Master Plan projects the city will grow by 50% in the next ten years. While this certainly means a large increase in auto use on city streets, Hailey has also seen a commensurate increase in bicycle, pedestrian and public transit traffic.

In 1990, there were few sidewalks in Hailey, with the best sidewalk system located downtown and completed under an LID from 1991 to 1996. Beginning in the early 2000’s, new residential subdivisions were required to install sidewalks. Woodside, which is also one of Hailey’s oldest subdivisions, was largely built with no sidewalk amenities in its neighborhoods; only the newer pockets of development have sidewalks.

City coffers have struggled to keep pace with development; public infrastructure improvements are needed in all service areas, and not all priorities can be met with existing funds. In the current economic environment, the lack of infrastructure funding has become acute. For years, Hailey could rely on revenue generated by building permits, annexations, subdivision developments and state highway and sales taxes as a source for new or improved public infrastructure. With development-related work as the largest

economic driver (followed closely by tourism), Hailey has been hard hit by the downturn of the last two years. Unemployment was low during the boom years, averaging 4% from 1990-2008; for January 2009 through June 2010 unemployment has averaged 8.34%. With fall and winter just around the corner (traditionally the slower economic time here), and the sluggish national economy, no improvement is expected in the near term.

*In a citizen satisfaction survey completed in 2009, upgrading Woodside Boulevard was the top pick by citizens for residential street improvement.*

Property values have also decreased. According to the Blaine County Assessors Office, there was an average countywide property value decline of 4% from 2008 to 2009, and an 11% decline from 2009 to 2010. In a few spots in the county, no decline occurred, while in others as much as a 30% decline was reported. One of the hardest hit areas is the South Woodside subdivision.

**6. Challenge 2 – Poor connectivity of Woodside neighborhoods to public facilities, State Highway 75, downtown and transit service.**

Woodside Boulevard is one of the busiest streets in the city, with over 6,000 vehicles per day.

When people choose to walk or ride a bike on Woodside Boulevard, they must do so in the street, along with vehicle traffic. Many of these people are children or the elderly who are unable to drive. Woodside Boulevard is a primary conduit from Woodside neighborhoods to four educational facilities,

the state health and welfare office, ball fields, the public pool and the Wood River Trail. Woodside Boulevard is also the main artery for access from Woodside neighborhoods to State Highway 75 and Hailey’s downtown, which harbors 90% of the city’s retail, grocery, professional, entertainment and other goods and services.

The poor connectivity in the Woodside Subdivision results in the following:

- Creates a safety hazard for pedestrians, bicyclists, transit users and motorists.
- Affects attendance at educational, training and enrichment courses at the College of Southern Idaho and the Community Campus, particularly by the Latino and elderly populations in Woodside.
- Affects ease of access to Idaho Department of Health & Welfare services.
- Affects ease of access to transit services used to commute to and from work, or used to access other in-town and out-of-town points.

**7. Challenge 3 – Congestion at Woodside Boulevard north and south end points.**

The south end of Woodside Boulevard terminates at State Highway 75, where there is currently no traffic signal. With the substantial traffic increases realized over the last 15 years, accessing the highway at this southern terminus can be quite hazardous, particularly if a motorist must turn left onto the highway at peak traffic times. This intersection has been the site of numerous automobile accidents resulting in serious injuries. The increased traffic in Hailey has led to increased motorist impatience, which further exacerbates the problem. The recent addition of an elementary school in south Woodside has increased the traffic at this intersection still further.



At its north end, Woodside Boulevard terminates at Fox Acres Road, the primary road leading to the Community Campus (College of Southern Idaho, Blaine County Recreation District, Idaho Health & Welfare, Head Start, Wood River Technical Academy, La Alianza, Silver Creek Alternative School), Wood River High School and the Blaine County Aquatic Center. This three-way stop is one of the busiest intersections in town, and during peak traffic periods experiences significant congestion, combined with impatient motorists. Not only does this create unsafe conditions, it increases travel times, thus using more fuel and generating more greenhouse gases than necessary.



The congestion at the north and south end points of Woodside Boulevard results in the following:

- Hazardous conditions at both endpoints of the boulevard.
- Increased use of fuel and increased generation of greenhouse gases.
- Increased travel time for all road users.

## 8. How the Project Addresses the Challenges

The *Woodside Boulevard Complete Streets Initiative* addresses the challenges by bringing to bear all the benefits that Complete Streets have to offer. Complete Streets make economic and fiscal sense, improve safety, encourage more walking and bicycling, address climate change and oil dependence, foster livable communities, help ease transportation woes (capacity and congestion), help children and are good for air quality.

Specifically, the *Woodside Boulevard Complete Streets Initiative* addresses the challenges above in the following ways:

- The project will boost the economy by increasing property values, as generally homeowners are willing to pay more to live in walkable communities.
- The project fosters a strong workforce by providing connectivity to transit service, retail/commercial centers and educational opportunities. The College of Southern Idaho reports that transportation is a challenge for many wishing to access its curriculum, including its English as a Second Language class and classes geared towards seniors.

- The project improves transportation options and safety for children, seniors and the community at large. Sidewalks and bike lanes that connect to transit services are a key to providing safe options for seniors and children to access schools and public services. Research shows that half of all non-drivers 65 and over stay home on a given day because they lack transportation.
- The project supports education of the workforce. The College of Southern Idaho provides not only a college curriculum, but also technical training, apprenticeship programs and enrichment courses. The college reports that the vast majority of its 1,000-student per semester enrollment has a job goal. The connectivity achieved by this project improves access to this important educational resource in a rural area.
- The project provides good design for public transit with new pullouts, shelters and bike parking, which will improve access to transit services, reduce transit times and encourage more people to use public transit.
- The project will reduce greenhouse gas emissions by easing congestion at key intersections and encouraging walking, bicycling and public transit as alternative modes of transportation. The project will make it possible for Hailey citizens to drive less. (Surveys have found that a lack of sidewalks and safe places to bike are a primary reason people give when asked why they don't walk or bicycle more.)
- The project greatly improves pedestrian and bicyclist safety. By designing the project as a Complete Street, with features like sidewalks, better bus stop



placement, traffic-calming measures, and bike lanes, safety is improved for all users. Bicyclist safety studies have found that the addition of well-designed bicycle-specific infrastructure reduces injury and crash risk; on-road bicycle lanes reduced these rates by about 50%.

- The project eases congestion by providing amenities for pedestrians, bicyclists and transit users, and by providing a new signal at a busy intersection and a traffic calming measure at another busy intersection. All of these strategies increase the capacity of the roadway, easing congestion and mitigating the need for roadway expansion. Boulder, Colorado, has achieved 20 years of consistent investment in a multimodal system and a network of Complete Streets. As a result, since 1990, use of single-occupancy vehicles in work commutes has declined 13.9%, the number of people walking to work is three times the national average, and the bicycle commuting share is 18 times the national average.



*A Complete Street in Boulder, CO*

- The project improves the level of service for pedestrians and bicyclists. Hailey used the League of Illinois Bicylists' *Level of Service Measures and Calculators* tool to measure the increase in LOS. The project, as planned, takes Woodside Boulevard from a 3.68 (or D grade) for bicyclists and a 3.35 (or C grade) for pedestrians, to an A in both categories, making Woodside Boulevard extremely compatible for pedestrian and bicyclist use. Please refer to Appendix C for more information.
- The project strongly embodies livability principles. Designing the project as a Complete Street ensures that the roadway may be used safely by everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper. The project encourages a healthy, active lifestyle, promotes safety for children, allows everyone (particularly people with disabilities or older adults) to get out and stay connected to the community, fosters better integration of land use and transportation, and reduces carbon emissions.



*A Complete Streets intersection in Charlotte, NC*

## B. Project Parties

The *Woodside Boulevard Complete Streets Initiative* would not be possible without the support and involvement of the project parties included in this section. Letters of support are included in Appendix B. The project involvement of each party is shown below:

### City of Hailey

- Project management and grant administration.
- Active leadership and participation in all project tasks.

### Mountain Rides Transportation Authority

- New or improved bus shelters and associated bike parking facilities.
- Transit route modifications.
- Input to roadway design at transit stops.
- Marketing and outreach.

### Blaine County School District

- Outreach to Woodside Elementary (south Woodside) and Wood River High School (north Woodside) students regarding the project.

### College of Southern Idaho

- Outreach to students.



### La Alianza Multicultural Center

- Outreach to the Woodside Latino community.

### Idaho Transportation Department

- South Woodside traffic signal.

### Blaine County

- Support of south Woodside signal installation (signal is located in county).

### Blaine County Recreation District

- Planning for connections/signage to Wood River Trail.
- Outreach to Wood River Trail and Blaine County Aquatic Center users.

***Woodside residents request the city council to implement better traffic management or design on Woodside Boulevard after a dog was killed by an automobile. A petition with 106 signatures was submitted by area residents. A neighborhood meeting was held in early June to discuss low-cost, temporary solutions until funding for a redesigned street could be constructed.***

*City Council Meeting  
May 12, 2008*

### C. Grant Funds and Sources / Uses of Project Funds

The City of Hailey respectfully requests \$3,500,000 for the *Woodside Boulevard Complete Streets Initiative* project. These funds will be used for construction, engineering, outreach meetings and construction administration. Recognizing the importance of this project, Hailey has proceeded with the expenditure of its own funds to begin the preliminary engineering and neighborhood information meetings that are a part of the city’s capital projects procedures. Hailey completed its Transportation Master Plan in November, 2007 identifying Woodside Boulevard as having 4 – 5 years of remaining life. With that assessment, plans were begun to include this project in an overall Capital Improvements Bond. However, with the change in the economic climate nationwide, and particularly in Blaine County, this plan was postponed and the city began searching for alternative financing methods. A portion of these efforts has resulted in receiving a Safe Routes to School project to add sidewalks in the area of Woodside Elementary School. Neither the Transportation Master Plan nor the Safe Routes to School project are included in matching funds. Hailey is committing \$800,000 of its Capital Fund to this project – 18% of the project budget. This is 31% of the Capital Fund assets, a substantial investment representing the significance and need for this project to the City of Hailey.

#### Woodside Boulevard Complete Streets Initiative Project

<u>Funding Source</u>	<u>Amount</u>	<u>Percent Share</u>
TIGER II Grant Request	\$3,500,000	79.4%
City of Hailey Capital Fund	800,000	18.1%
City of Hailey In-Kind Labor	110,000	2.5%
<b>Total</b>	<b>\$4,410,000</b>	<b>100%</b>

#### Use of TIGER II & City of Hailey Funds – Woodside Complete Streets Initiative

<u>Description</u>	<u>City Funds</u>	<u>TIGER II Funds</u>
<b><u>Administration &amp; Environmental Documents</u></b>		
City Engineering & Grant Admin. (in-kind)	\$ 50,000	\$ 0
Environmental Assessment	25,000	0
<b><u>North Woodside Boulevard &amp; Roundabout</u></b>		
Construction	250,000	1,500,000
Engineering Consultant	100,000	150,000
Construction Administration (in-kind)	25,000	0
<b><u>Traffic Signal</u></b>		
Construction	50,000	200,000
Engineering Consultant	25,000	0
Construction Administration (in-kind)	10,000	0
<b><u>South Woodside Boulevard</u></b>		
Construction	250,000	1,500,000
Engineering Consultant	100,000	150,000
Construction Administration (in-kind)	25,000	0
<b>Total</b>	<b>\$ 910,000</b>	<b>\$3,500,000</b>



## D. Selection Criteria

### 1. Long-Term Outcomes

#### a. State of Good Repair

Woodside Boulevard was originally constructed between 1974 and 1978 by the developer of the subdivision. Design and construction standards at that time did not address the long term needs of this street as the main collector of the Woodside subdivision. Traffic on the boulevard now reaches over 6,000 vehicles per day with peak hour traffic of over 750 vehicles. In addition, a misconception that the alluvial soil of Hailey would allow for fewer drainage structures has led to further deterioration of the infrastructure. A city-wide survey in 2006 of street conditions using the Transportation Asset Management System software (TAMS) showed that Woodside Boulevard had a 4-5 year remaining life.



Hailey has embarked upon a revision of its standard street design to embrace the Complete Streets concepts which would be applied to this project. The current infrastructure has minimal areas with sidewalks, virtually no ADA facilities and an inadequate bike lane width. Areas of spot repair have shown that the original installation often used inadequate base material which has led to accelerated deterioration.



The new design will take into account the long-term maintenance of a new street. Examples of design practices to be included are the use of a 2' wide concrete strip along the street edge to prevent the unraveling of asphalt due to plant intrusion and vehicle travel off the asphalt; improved and increased drainage structures to prevent damage from water intrusion especially during the spring melting of snowpack; installation of bus pullouts with shelters and bike parking to encourage increased use of public transit; and hiring an independent inspection firm to assure the construction follows strict standards.

The *Woodside Boulevard Complete Streets Initiative* is designed to:

- Ensure that Woodside Boulevard will accommodate increasing traffic volumes.
- Strengthen alternative transportation modes to reduce traffic congestion, including bike, pedestrian and public transit.
- Improve the quality of life for the residents of the Woodside subdivision.

#### b. Economic Competitiveness

With the recent economic downturn the tourism and construction markets have declined significantly in Hailey. New home construction of 80 – 100 single family homes per year has decreased to less than 10 per year. Hailey has traditionally been well below the national unemployment averages but has

now crept up to just below the national average. Additionally, home values have declined by 4% from 2008 to 2009 and 11% from 2009 to 2010, according to the Blaine County Assessor.

The *Woodside Boulevard Complete Streets Initiative* will measurably contribute to an increased desirability of the Woodside subdivision as a place to live as the improvements are put in place. Studies have shown an 8 to 12 % increase in home values where sidewalks and alternative transportation means are located within ½ mile compared to areas without these amenities. The Woodside subdivision presently has over 200 lots available for development which would increase in desirability with an improved Woodside Boulevard. Hailey's Cost Benefit Analysis (Appendix A) shows an 8% property value increase at 2% per year for 4 years, for an economic benefit of \$5,518,000.

***Hailey's Cost Benefit Analysis shows an 8% property value increase at 2% per year for 4 years – a \$5,518,000 benefit.***

In addition, there is available business and light industrial zoned property (in the form of vacant buildings and available land) at the south end of Woodside Boulevard. As a part of this project a traffic signal is proposed at the intersection of Woodside Boulevard and State Highway 75 to improve the safety of this intersection along with the Level of Service (LOS) as noted in the Idaho Transportation Department Highway 75 EIS. An improved LOS has the potential to encourage businesses to locate or build in this area, especially light industrial which relies on larger semi-trucks for supplies and delivery.

This same traffic signal brings a significant time savings to vehicular traffic. Hailey's Cost Benefit Analysis (Appendix A) shows that the

decreased delays achieved by installing this signal come to 44,151 hours per year at a value of \$320,096 per year.

***The project saves 44,151 hours of driver time per year, a value of \$320,096 per year.***

The most direct long-term economic benefits of the Woodside Boulevard project are the increased value of new, updated and adjacent properties. In addition, the small resort towns of the Intermountain West depend on the following characteristics to remain economically competitive:

- The quality of the community including the infrastructure, parks, attractiveness, amenities and an identity.
- The quality of the workforce and assuring adequate training is available from schools.
- The quality of the surrounding environment to attract both people and businesses.

The *Woodside Boulevard Complete Streets Initiative* addresses each of these needs by the following:

- Improving bike and pedestrian access on Woodside Boulevard will encourage people to make better use of the existing Wood River Trail multi-use path along the western boundary of the Woodside subdivision; and encourage greater use of the Toe of the Hill Trail (wilderness type trail) along the base of the mountains on the eastern boundary of the subdivision.
- Partnerships with Mountain Rides providing a free local circulator bus, La Alianza assisting with outreach to the Latino community and the satellite campus of the College of Southern Idaho in responding to additional education



needs will encourage increased use of continuing education opportunities.

- The City of Hailey is blessed with access to the nearby Sawtooth National Recreation Area and the Sun Valley Ski Resort which have long served as draws for both residents and businesses.

c. Livability

Livable, sustainable communities like Hailey can begin to build the foundation of a new green economy in the west. Hailey is both a western resort town, just 11 miles south of the world famous Sun Valley Resort, and a family and working class town. The city is known throughout the region for its consistent focus on creating a livable and sustainable community.

Livability is a key principle of the city’s Comprehensive Plan and is evident in the city’s Downtown Revitalization Strategy. Hailey is one of six cities in Idaho to adopt a percent for art program; city leaders recognize the value of the arts in creating livable spaces. The city’s Complete Streets program is one more piece of Hailey’s comprehensive planning geared towards assuring a continued quality of life for those who live here. Using Complete Streets principles will enhance livability for all residents.

In a citizen satisfaction survey conducted in 2009, upgrading Woodside Boulevard was ranked 4<sup>th</sup> on a list of 13 proposed street improvement projects. (Interestingly, “missing sidewalk connections” was ranked first, “sidewalks citywide” was ranked second, and River Street – a downtown street – was ranked third.) Woodside Boulevard, in the county’s largest subdivision, is the top pick by citizens for residential street improvement.

The project’s primary livability goal is to:

- Provide more transportation choices for Woodside’s 3,500 residents – nearly half of Hailey’s population – in the form of

pedestrian, bicycle and public transit amenities.

This primary goal is in line with the first livability principle of the DOT-HUD-EPA Partnership for Sustainable Communities. Benefits of achieving this livability goal are decreased household transportation costs, reduced dependence on foreign oil, improved air quality, reduced greenhouse gas emissions and improved public health.

***Residents are 65% more likely to walk in a neighborhood with sidewalks.***

The *Woodside Boulevard Complete Streets Initiative* strongly meets two additional livability principles of the DOT-HUD-EPA partnership: enhance economic competitiveness and value communities and neighborhoods. Economic competitiveness is enhanced through improved access to downtown retail/commercial centers and educational opportunities for the workforce. The project demonstrates that the city values its Woodside neighborhoods by investing in healthy, safe, walkable and bikeable transportation choices.

Woodside’s 3,500 residents include the largest concentration of Hailey’s 15% Latino population, a demographic which relies greatly on bicycle, pedestrian and public transit amenities as a means to access the area’s work opportunities. The project improves accessibility and transport services for this economically disadvantaged group, as well as the numerous senior citizens living in Woodside.

d. Sustainability

Of the five cities that constitute Blaine County, Hailey is recognized as the leader in environmental and sustainability matters. One of the most environmentally progressive cities in the state of Idaho, the city currently has a



strong focus on energy issues. Hailey has work underway on a Local Energy Assurance Plan (the only city in Idaho to receive a grant award from the US Department of Energy for this work) and an Energy Audit & Retrofit Program for residential and commercial buildings. The city is installing a 24.2kW PV solar array and ERV at the wastewater treatment plant, and conducting a Renewable Energy Enterprise Zone study.

Hailey is also: 1) working on a plastic bag source reduction project, made possible by a grant from the US EPA, 2) implementing the Hailey Climate Protection Plan, which aims to reduce greenhouse gases by 15% by 2015, and 3) finalizing code revisions that increase energy efficiency in buildings beyond the International Energy Conservation Code requirements, allow solar and small scale wind power generation on commercial and residential properties, and allow urban agriculture and backyard chickens by-right.

***The transportation sector is the fastest growing carbon dioxide source in the U.S. with emission rates rising 2% per year. Modal shifts from driving to walking, bicycling and transit are a key mitigation strategy.***

The *Woodside Boulevard Complete Streets Initiative* is expected to have the following impacts:

- Reduction of 285 metric tons of CO2 annually. \*
- Reduction of 32,106 gallons of fuel annually. \*
- Savings of \$96,318 in fuel costs annually. \*

- Improvement in water quality protection via improved stormwater drainage facilities and green infrastructure, which mitigates polluted runoff and sedimentation.

\* Please refer to Appendix A, *Cost Benefit Analysis*, for assumptions and calculations.

e. Safety

Improved safety is a primary goal of the *Woodside Boulevard Complete Streets Initiative* and will be achieved by correcting the following major safety issues.

The lack of a traffic signal at the intersection of Highway 75 and the south terminus of Woodside Boulevard has led to numerous accidents resulting in serious injuries. Improper use of a turning lane as a merge lane, blocked views and a 55 mph speed limit all contribute to the accidents. The safety hazard is intensified by increased delay times, which lead to unsafe turning movements as drivers are frustrated by the inability to enter the highway. As an alternative, road users also drive over one mile north, along Woodside Boulevard, to a controlled intersection in order to enter the highway safely, an unnecessary use of fuel and time.

Year	Accidents	Injuries
2009	1	0
2007	4	2
2006	2	2
2005	2	1
2004	2	0

While not shown in this table there have been two previous accidents with a total of three fatalities.

With an inadequate bike lane width and a lack of sidewalks, any bike or pedestrian activities are subjected to proceeding within traffic lanes. This is especially dangerous in the



winter when snow levels reduce any possibility of walking within the gravel sides of the street, often in the low light of dusk when returning home from work.

***All winter long, pedestrians must walk with vehicular traffic in the street, which is often snow covered or icy.***

The delay and congestion issues contribute to speeding along Woodside Boulevard's entire length. Despite regular police enforcement activities in the Woodside subdivision, incidences of speeding and unsafe driving practices continue along with complaints from residents on Woodside Boulevard. The design will use appropriate traffic calming measures to address these concerns. Examples of possible changes to the design of the street include a roundabout at Woodside Boulevard and Fox Acres Road and possible revisions to street alignment, including chicanes.

***Woodside Boulevard resident requests city council to prioritize Woodside Boulevard redesign to increase safety. A motorist had crashed into a residential yard at high speed. The crash was precisely where his daughter walks to her home with his granddaughter every evening.***

*City Council Meeting  
November 9, 2009*

## 2. Job Creation and Economic Stimulus

The Woodside Boulevard Complete Streets Initiative will bring a much needed economic boost to Hailey. The average unemployment

rate for the last 18 months is 8.34%, with no improvement expected through the fall and winter (the slower economic months here).

The project is planned to begin quickly upon grant fund award, with on-the-ground construction activities commencing by May, 2011, affecting a rapid injection of dollars into the local economy.

The project will provide both short and long term jobs, by project construction, by the transportation cost savings realized by Woodside residents and additional funds generated by increased property values. Those cost savings and property value increases become dollars that can be spent locally, which spurs the economy.

Hailey looked to the Federal Highway Administration (FHWA) in an effort to estimate the employment effects of transportation capital expenditures. The estimate includes direct, supporting, and induced positions, defined as:

**Construction oriented employment**, including all jobs that are created either by the construction firms that work directly on the project or by the firms that provide direct inputs (paving materials, steel, concrete, etc.) to the construction project. FHWA projects 10.3 jobs per \$1,000,000 of highway construction expenditure for this category;

**Supporting industries' employment**, including jobs in firms that provide inputs to the industries that directly provide materials and equipment used in highway construction. For example, a firm that produces guard rails is counted as 'construction oriented' employment but the firm that provides the sheet steel to make the guard rails is considered part of 'supporting industries' employment. FHWA projects 4.67 jobs per \$1,000,000 of highway construction expenditure for this category; and

**Induced employment**, which includes all of the jobs supported by consumer expenditures



resulting from wages to ‘construction oriented’ and ‘supporting industries’ employment. FHWA projects 15.1 jobs per \$1,000,000 of highway construction expenditure for this category.

FHWA data states that roughly 30 jobs are created/retained for every million dollars in highway infrastructure investment. Based on this data, the \$4.41 million Woodside Boulevard Complete Streets Initiative budget will create/retain 130 jobs, across the categories described above.

Table 1 shows Hailey’s estimate of direct on-project jobs created/sustained, as well as supporting industries and induced employment impacts. Table 2 shows the estimated rate of placing project funds into the economy. Please refer to the Project Schedule, included as page 19, for project tasks and associated timelines.

ARRA OMB Guidance Criteria

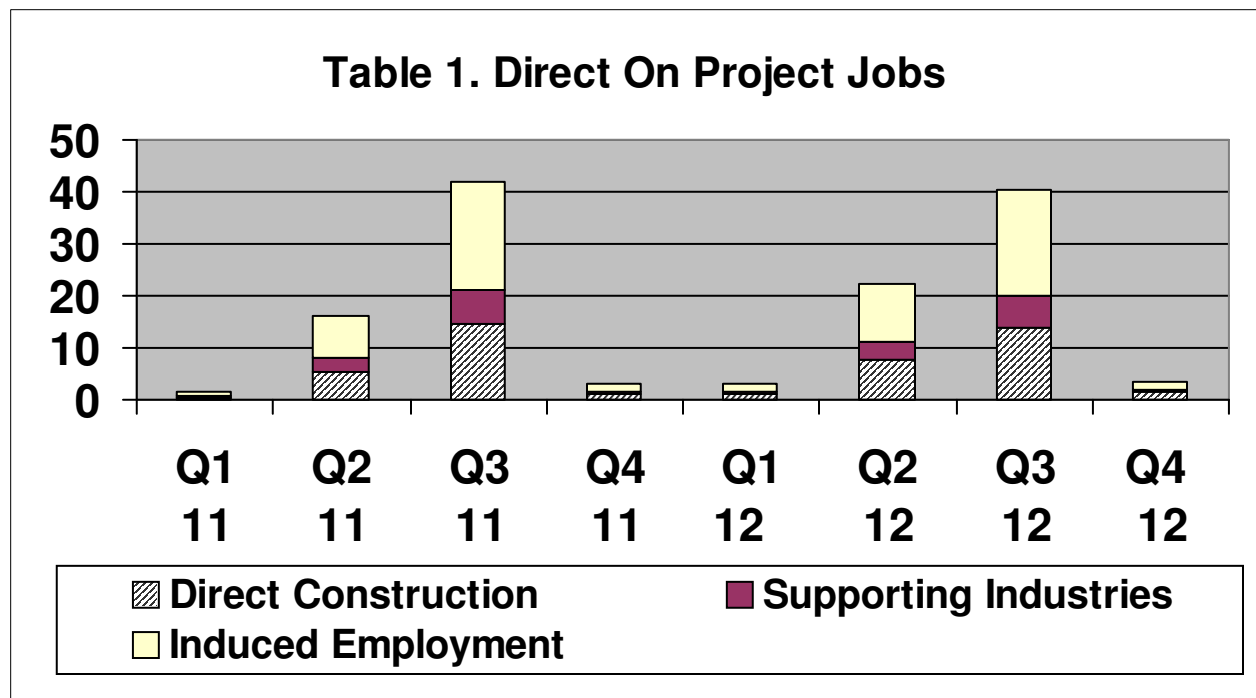
**Apprenticeships:** Woodside is Hailey’s most affordable neighborhood, housing the largest concentration of low-income workers.

Woodside also has the largest concentration of Hailey’s 15% Latino population. The project is well-positioned to create long-term job opportunities for this demographic through improved access to apprenticeship training and other education at the College of Southern Idaho campus. In addition, in its procurement process, Hailey will encourage the use of a local apprenticeship program by all bidders.

**Disadvantaged Business Enterprises:** Hailey will include disadvantaged business enterprises in its procurement process. Hailey has experience in this process on other federal grant projects, most recently with the EPA.

**Community-Based Organizations:** The College of Southern Idaho and the La Alianza Multicultural Center are important partners on the project.

The college is located near the northern terminus of Woodside Boulevard, and cites transportation as a barrier to attendance. The college has strong apprenticeship and English as a Second Language programs, in addition to the typical college curriculum. The majority



of the college’s 1,000 student/semester enrollment has a job goal.

La Alianza will provide outreach to the Latino community regarding the improved modes of transportation and the many opportunities available through the college for improving job skills.

Labor Practices and Compliance

Hailey’s procurement and management processes will assure the hiring of contractors/subcontractors with proven performance on labor practices and compliance with federal laws regarding safety and fairness.

Civil Rights and Equal Opportunity

Hailey routinely adheres to project practices that are consistent with America’s civil rights and equal opportunity laws, and will do so in carrying out the *Woodside Boulevard Complete Streets Initiative*.

Readiness to Proceed Rapidly

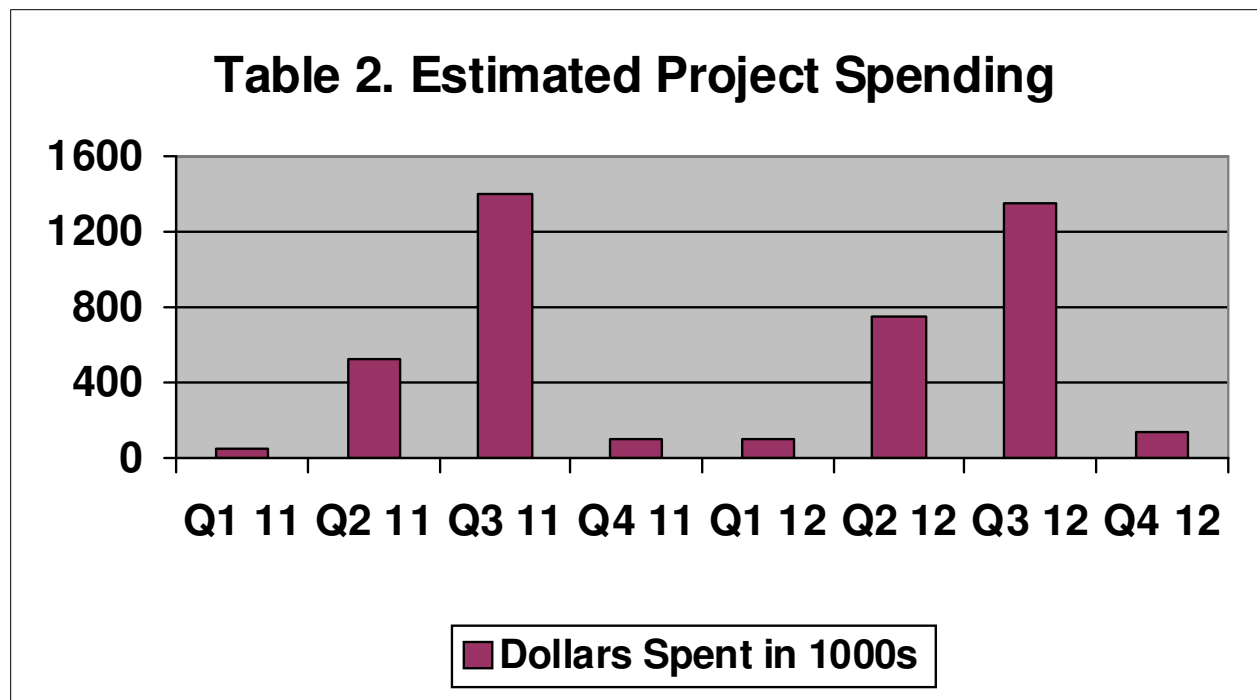
A detailed project schedule is included as page 19. Table 1 depicts the direct, on-project jobs and Table 2 shows the steady and expeditious spending of grant funds.

Please refer to page 18 for further discussion of project readiness and NEPA requirements.

**3. Innovation**

The *Woodside Boulevard Complete Streets Initiative* uses innovative and progressive Complete Streets principles to address each of the long-term outcomes outlined by DOT in its NOFA. The project will result in a quality transportation corridor that will be maintained in a state of good repair. Complete Streets principles also enhance the economic competitiveness of the city, improve livability for Woodside residents, achieve key environmental sustainability goals and improve safety for all users of the boulevard.

This innovative, multimodal project will not be possible to complete in the foreseeable future without funding assistance. TIGER II



funding is critical to the project due to the state of the economy, the resulting tight city budget, and the prospect that the project is unlikely to be funded by other sources. The project is of high importance to the residents of Woodside, community organizations that will benefit from the enhanced connectivity, city leadership and staff and would serve as a springboard for future Complete Streets projects in the city, which will then compound the benefits that will be achieved by the *Woodside Boulevard Complete Streets Initiative*.

**4. Partnership**

The *Woodside Boulevard Complete Streets Initiative* has included numerous partners in this application ranging from community organizations to state agencies. The participation of these partners varies from providing outreach assistance to providing materials and in-kind contributions of labor.

The Blaine County School District, the Blaine County Recreation District, La Alianza and the College of Southern Idaho all use a facility known as the Community Campus for a variety of activities: a technical training academy, after school children’s programs, rec district and college offices, Headstart Daycare, aquatic facilities, a bike pump track, college courses leading to Associates Degrees with an attendance of over 1,000 per semester, ESL classes, regional COMPASS college placement testing, etc. A number of these activities directly support the needs of Hailey’s Latino and elderly communities, which have cited transportation shortcomings as a barrier to accessing education, training and enrichment programs. La Alianza is

directly involved with assisting the Latino community in educational endeavors.

Mountain Rides is the local public transit provider for Blaine County and provides two separate routes on Woodside Boulevard; a commuter bus service that connects Hailey to the Ketchum/Sun Valley area 12 miles north of Hailey and a local Hailey circulator bus providing free bus service within the city of Hailey, including a stop at the Community

Campus. Hailey has an annual contract for services with Mountain Rides, and partially subsidizes its operations. Mountain Rides also receives federal grants for ongoing operations costs and capital purchases and has pledged three bus shelters as assistance for this project.

The Blaine County School District has identified eight Safety Busing Routes in the Woodside subdivision that provide service to 607 students at 54 different stops on Woodside Boulevard. This

project would allow the school district to consider consolidating some of these stops on Woodside Boulevard or eliminating stops on adjacent unsafe streets. This project will correct these routes by providing safe pickup points along Woodside Blvd that don’t currently exist.

The Idaho Transportation Department (ITD) has completed an EIS of the Highway 75 route through Blaine County and received the Record of Decision in 2008. This study recommends a traffic signal at the Woodside Boulevard and Hwy 75 intersection to improve the Level of Service (LOS) from F to A. ITD, while not able to provide direct funding, has committed to providing the design review and inspection assistance to install this traffic signal.

***The project provides safe, reliable and economical transportation choices to decrease household transportation costs, reduce the nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.***



Because the traffic signal is actually outside the city limits in Blaine County we have received support from the Blaine County Commissioners for this project.

## E. Project Readiness and NEPA

As Woodside Boulevard has been identified in the City of Hailey Transportation Master Plan as the number one priority replacement project preliminary survey work is being contracted. As shown in the project schedule funding from this grant would allow construction to begin in May 2011. It is anticipated that this project would require construction over a two year period. With a favorable grant award the City of Hailey would begin neighborhood meetings ahead of funding to present preliminary plans and advise the community of the coming project. A citizen survey completed in 2009 ranked the reconstruction of Woodside Boulevard as one of the top three public works projects.

The *Woodside Boulevard Complete Streets Initiative* was selected for its ability to create positive social, safety and economic impacts with minimal adverse impacts to the natural environment. This project meets the requirements for a NEPA Categorical Exclusion. The proposed traffic signal at Woodside Boulevard and Highway 75 is included in the ITD EIS for Highway 75 which received a Record of Decision on August 13, 2008. Hailey will begin a review early in the design of the traffic signal to identify any changes to the EIS approved document and obtain the necessary approvals through a NEPA process.

## F. Federal Wage Rate Certification

The City of Hailey will comply with the requirements of subchapter IV of chapter 31 of title 40, United States Code (Federal Wage

Rate Requirements). A signed certification is included in Appendix D.

## G. Changes to Pre-application

There has been a change from the Pre-application for this TIGER II grant to increase the requested funding from \$2.6 million to \$3.5 million. Simultaneously, Hailey is increasing its share of the grant funding from \$600,000 to \$910,000, which includes staff in-kind labor costs of \$110,000. This increases Hailey's matching funding slightly from 20% to 20.6%.

This revision is the result of completing a more thorough cost estimate of the project. The initial cost estimate was based on estimates in the 2007 Transportation Master Plan along with additional costs for the traffic signal and roundabout. In addition, the design of the street has been revised from the plan to include all the Complete Streets criteria which has increased the project costs.

The new cost estimate for this project is \$4.41 million, up from the original \$3.2 million.

***Woodside business owner addressed the city council to request a traffic light at Woodside Boulevard and State Highway 75, saying traffic is backed up by a new traffic light one mile to the north all the way south to the city of Bellevue. Business owners and their customers are unable to gain access to the highway from the light industrial development at the south end of Woodside Boulevard.***

*City Council Meeting March 10  
and 24, 2008*

