

**Summary of Hailey Comprehensive Plan Transportation Goals and Policies (1998-2003)**

<i>Create and maintain a pedestrian and bicycle friendly community with a convenient and efficient multi modal system for all Hailey residents – “move people and not just cars.”</i>
<b>Provide adequate routes and accesses to accommodate different uses and circulation.</b>
<i>Implementation: Minimize potential conflicts between uses by planning for and designating separate areas, routes and accesses for pedestrians, bicycles, automobiles and trucks.</i>
a. Designate truck routes
b. Designate bicycle and pedestrian routes that connect places
c. Ensure Main Street traffic flows smoothly and safely
d. Designate properly distributed pedestrian crossings on Main Street
e. Discourage future curb cuts on Main Street (Access policy)
<b>Protect residential districts by building streets that encourage pedestrians and bicycles, while allowing automobiles at slower, safe speeds.</b>
<i>Implementation 1: Consider city standards that allow traffic to flow smoothly and safely while encouraging lower traffic speeds.</i>
a. Consider standards for alternatives to stop signs and traffic lights, such as vertical displacements, traffic circles or roundabouts, innovative intersection designs and other traffic calming devices (Traffic Calming & Management Plan)
b. Consider street standards for less pavement and narrow travel lanes to encourage lower vehicle speeds (Functional Classification Policy & Street Design Standards)
c. Encourage limiting the length of streets; shorter blocks keep vehicles at a slower speed. (Block Length)

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<i>Implementation 2: Street standards should encourage pedestrian and bicycle use.</i>
a. Sidewalk or pathways should be provided for pedestrians and bicycles along designated routes and in business districts. Encourage sidewalks and pathways for pedestrians and bicycles in neighborhoods and other districts.
b. Encourage appropriate street trees in all neighborhoods that create a canopy that does not interfere with pedestrian use or create visual obstructions for vehicles. Require street trees in all commercial districts.
c. Explore medians and tree planting strips that would create boulevards and parkways.
d. Adopt street rights-of-way that are proportional to the heights and setbacks of adjacent structures.
e. Adopt residential setbacks that place an emphasis on the entrance to the house and not the garage.
f. Adopt residential street standards that include pedestrian access and on-site mail distribution.
<i>Implementation 3: Establish procedures determining the need for traffic control and traffic calming measures.</i>
a. Use information from a traffic counting program to determine areas of the city that require further study and possible installation of traffic control measures.
b. Establish a procedure to allow neighborhoods to petition the city for traffic calming measure to be installed. Set guidelines to determine the appropriateness of the requests and to determine the correct measure to be installed. (Traffic Calming & Management Plan)
c. A community-wide plan for stop signs should be implemented. Recognize that stop signs do not work well to control vehicle speeds.

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<b>Ensure an interconnected community that provides multi-modal access to all neighborhoods.</b>
<i>Implementation:</i>
a. Provide safe corridors for pedestrians and bicycles throughout our community.
b. All new streets should connect, wherever possible, to exiting streets as well as future potential developments.
c. Include transit shelters in neighborhoods and business developments along designated routes.
<b>Promote long-term planning and development of an interconnected and integrated multi-modal transportation system. Contain or reduce the number of single-occupant cars.</b>
<i>Implementation:</i>
a. Create and implement a Transportation Master Plan
b. Participate in, and support, transportation planning for traffic and transportation management.
c. Support efforts to create a public transportation system that includes a local circulator shuttle within walking distance of most Hailey residents, as well as commuter service within the Wood River Valley corridor.
<b>Promote land development that discourages urban sprawl, connects the community, and encourages multi-modal use.</b>
<i>Implementation</i>
a. Create clear entrances at our north and south to define Main Street (where to slow down).
b. Balance parking needs with multi-modal transportation needs. Minimize the effect of large parking lots with landscape buffers and islands. (Parking Management Plan).
c. Encourage neighborhood service centers that serve adjacent neighborhoods.
d. Encourage or require transit shelters along designated routes.
e. Encourage multi-use development closer to or along transportation corridors.

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<b>Maximize transportation opportunities and minimize tax dollars.</b>
<i>Implementation</i>
a. Explore, create and foster cooperative opportunities with other county and regional resources.
b. Explore and support efforts for a public transportation system that provides regional commuter service and connects to a local circulator shuttle. (Public Transportation Plan).
c. Support and enable a cooperative relationship with the Friedman Memorial Airport Authority.
<b>Standards for development should encourage multi-modal transportation.</b>
<i>Implementation.</i>
a. Residential development of 20 units or more, and commercial developments of 20,000 square feet or more should provide a Transportation Management Study and should construct the infrastructure necessary to meet the transportation needs of that development, such as transit shelters, sidewalks and pathways, park and ride parking spaces, etc.
b. Review the number and types of signs needed to direct or inform traffic.
c. Carefully consider the long-term consequences on existing and future development of a waiver of standards that address transportation issues (?).
d. Consider prohibiting off-road vehicles.