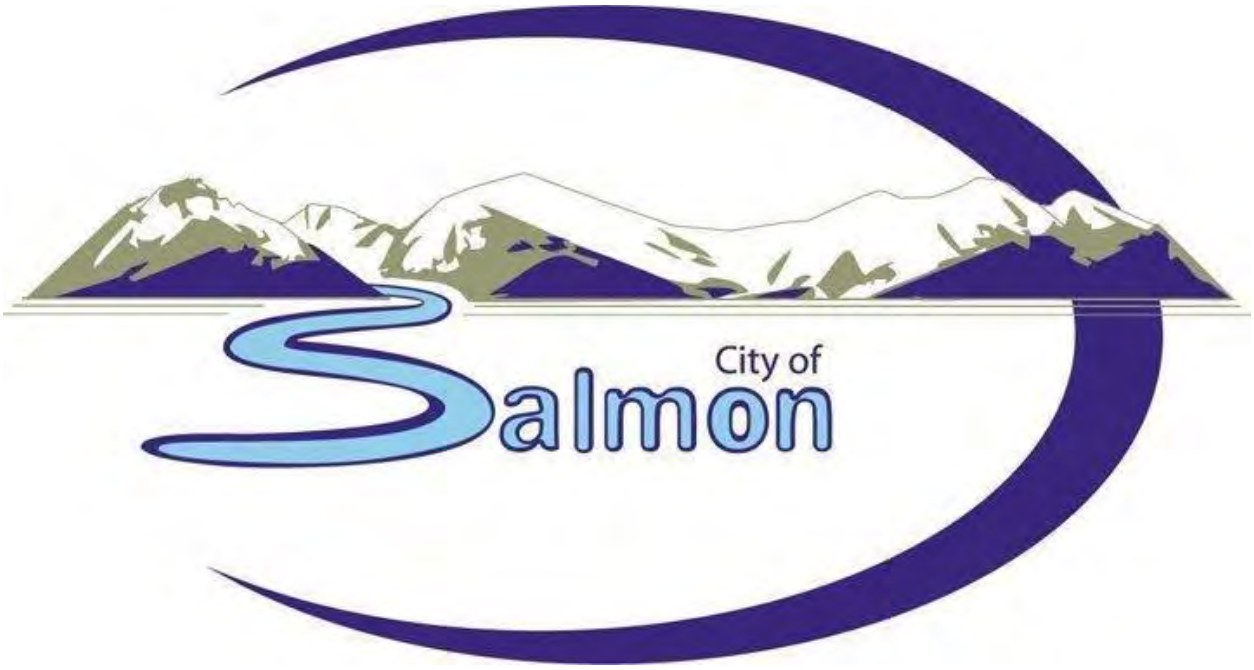
CITY OF SALMON

Transportation Plan



City of Salmon

200 Main Street
Salmon, Idaho 83467

December 2016

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Mary Cerise, Community Development Director

This Transportation Plan for the City of Salmon, Idaho was officially adopted by the Salmon City Council on December 20, 2016, by Resolution Number 2016-5.

CITY OF SALMON

TRANSPORTATION PLAN

December 2016

ACRONYMS

Transportation Plan Acronyms

AADT	Annual Average Daily Traffic
CIP	Capital Improvement Plan
FY	Fiscal Year
ITD	Idaho Transportation Department
LHTAC	Local Highway Technical Assistance Council
MPH	Miles per Hour
PMP	Pavement Management Plan
SH	State Highway
STIP	Statewide Transportation Improvement Program
DMI	Distance Measuring Instrument
FHWA	Federal Highway Administration
GIS	Geographical Information System
GPS	Global Positioning System
RSL	Remaining Service Life
LOS	Level of Service

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OVERVIEW

INTRODUCTION

The City of Salmon is a small rural community of approximately 3,000 residents nestled in the mountains of Central Idaho. Located along the Salmon River, "*The River of No Return",* the City of Salmon is proud of its rich history that includes strong traditions of mining, lumbering and family ranching. Lewis and Clark crossed the Continental Divide in 1805 into the Salmon Valley during their expedition to the Pacific Ocean and received essential supplies and information from Sacajawea's people, the Agai'dika Shoshone.
Continuing its strong natural resource heritage, the City of Salmon's innovative spirit can also be seen in new industries and businesses that include light industrial manufacturing of technical innovations, whitewater rafting, outfitting and other recreational services.

TRANSPORTATION STUDY BACKGROUND

The City of Salmon has shown a constancy in population over the course of the last twenty years. No significant population change has occurred for a few decades. It is anticipated that over the course of the next ten years that populations in the City of Salmon will not exceed 3,400.

The Local Highway Technical Assistance Council (LHTAC) handles many of the local funding requests for new roads and roadway facilities upgrades that communities in Idaho require. With limited funds available and construction costs increasing, LHTAC determined that every city and county should have a Transportation Plan with prioritized projects in order to efficiently and economically allocate funds.

A Transportation plan enables cities and counties to determine and plan for future transportation needs and to acquire adequate rights-of-way. When implemented by a municipality, a Transportation Plan is a means of ensuring that basic road infrastructure and right-of-way will be available when increased demand on the transportation system warrant improving the existing roadways, and constructing new ones.

PURPOSE OF THE TRANSPORTATION PLAN

The purpose of the Transportation Plan is as follows:

- Provide guidance for the development of an efficient transportation system to meet existing and future travel needs of the community.

- Provide an official and adopted Transportation Plan for the City of Salmon.
- Provide recommended policy and financial plan for how transportation funds need to be spent and what projects or programs the City should focus on to provide transportation services for their citizens.
- Recommend improvements for roadways, sidewalks and pedestrian trails and other needed improvements to accommodate future travel demands.
- Provide a Capital Improvement Plan (CIP).
- Provide a pavement and sign management plan for maintaining existing streets and signage.

BENEFITS OF THE TRANSPORTATION PLAN

The completed plan provides the following products:

- Identification of transportation system and roadway deficiencies
- A 10-year Transportation Plan with maps
- A Capital Improvement Plan (CIP) with estimated project costs for transportation projects
- The required transportation component of the Comprehensive Plan (IC 67-6508)
- As the plan is used by the City and updated annually, it can provide structure and guidance for the City's expenditures of resources.

THE CITY OF SALMON'S TRANSPORTATION PLAN

Existing Transportation Plan

In February 2004, the City of Salmon adopted the Transportation master Plan for the City of Salmon. The City of Salmon's Transportation Master Plan (2014 update) provides an update of the 2003 Plan including new CIP plan, Traffic data, and new pavement and sign management plans.

Updating the Transportation Plan

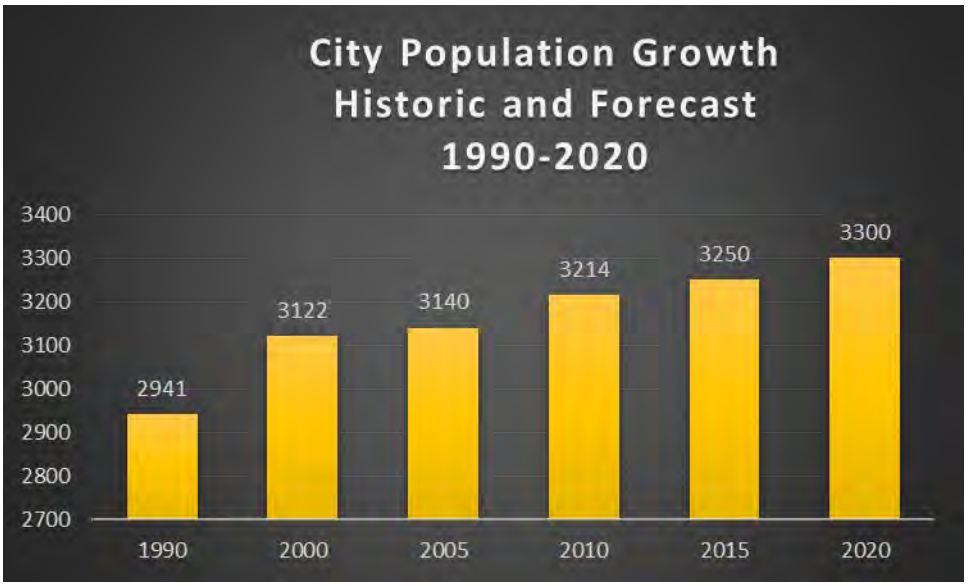
In the fall of 2013, the City of Salmon staff began the update of the Transportation Master Plan. This included public involvement to develop the priority areas, new data and updated plans. The work was completed by City of Salmon staff. Input was provided by community members as well as the Transportation Advisory Committee. The group selected priority areas, addressed the major safety and transportation related issues.

It is recommended that the City Council review the plan annually and make any necessary amendments to the plan and maps so that this document remains a relevant and useful tool for decision –makers and Salmon residents.

DEMOGRAPHICS AND LAND USE TRENDS

Population - The City of Salmon is the main area of population and commerce in Lemhi County. Population trends have not changed greater than 2% in the past twenty years.

Figure 1: City of Salmon Population Growth



Sources: State of Idaho and U.S. Census

RELATED PLANS AND STUDIES

To ensure coordination with other transportation and land use planning efforts, several existing community development documents were examined during the preparation of this plan. Please refer to Appendix A.

- City of Salmon Comprehensive Plan, 2010 (Land Use and Transportation)
- Salmon Area Trails Action Plan, 2012
- Lemhi County Transportation Plan, 2012
- City of Salmon Transportation Master Plan, 2003

LEMHI COUNTY TRANSPORTATION PROJECTS

For transportation plan analysis, it is important to consider existing transportation plans in the communities and surrounding region to assure consistency, avoid conflicting street classifications and to increase the potential for joint project efforts.

Lemhi County created their transportation plan in 2012. Lemhi County's Transportation Plan identified the need for an alternate river crossing. City and County will come together to create an alternate route. A benefit for both city and county residents.

TRANSPORTATION GOALS, OBJECTIVES, AND POLICIES

1. Overall Transportation Network

- Goal:
  - To provide a comprehensive, cost effective transportation network that will accommodate present and future needs of the City.

- Objectives:
  - To improve roadway safety.
  - To maintain the function of the street system and pathways/trail systems for all users.
  - To provide alternative transportation opportunities.

- Policies:
  - Coordinate with ITD and Lemhi County to promote consistency in street improvement standards.
  - Participate in regional transportation planning issues with Lemhi County, Federal and State agencies.
  - Plan for a new east/west river crossing that provides an alternate route.
  - Develop transportation plans that sustain the economic vitality of the community.
  - Acquire adequate rights-of-way to meet long-term transportation needs, including pathway and utility easements.
  - Establish consistent road construction and design standards.
  - Plan for development connectivity to adjacent development(s) to improve vehicular and pathway accessibility and convenience.
  - Provide adequate ingress/egress into all subdivisions to accommodate emergency access, including turning radius of emergency response vehicles, and emergency evacuation.
  - Review street standards and the street functional classification system as needed.
  - Develop distinctive City corridors, which highlight Salmon's unique natural and historical heritage for the community and visitors.

- Annually, review the City's Capital Improvement Plan including costs, funding opportunities, and the priority of projects.
- Plan and implement transportation and information signage standards.
- Plan for visitor safety and implement efficient downtown pedestrian parking.
- Encourage the provision of pathways when improvements are made to existing bridges and roads by public or private entities.
- Work with the school district to facilitate safe and efficient pedestrian routes for students to and from schools.

- Seek sufficient resources to support the improvement, maintenance, and operation of existing trails, as well as the planning, acquisition, and development of future trails.

2. Public Transportation System

- Goal:
  - To support a public transportation network that serves all areas of the City and its visitors.
- Objective:
  - To provide mobility for all City residents and visitors.
- Policies:
  - Encourage public and private transportation services that improve mobility for City residents.

CAPITAL IMPROVEMENT PLAN

INTRODUCTION

Population and travel forecasts show transportation demands that need to be met to maintain existing transportation facilities for the travelling public and sustained local and county economies. These concerns can be addressed through a combination of improvements and additions to the existing roadway transportation system.

There are several characteristics of capital improvements:

- They are major projects requiring the expenditure of public funds over and above annual operating expenses for the purchase, construction, or replacement of physical assets.
- They include the acquisition or construction of facilities such as roadways, sewage treatment plant, airport, library, park, city hall, etc.
- They usually have a useful life of over ten years.

The City of Salmon developed a Capital improvement Plan (CIP) to program funds for road network improvements. The CIP does the following:

- Outlines capital expenditures to be incurred each year over a fixed period of years, with annual review to adjust as needed.
- Optimizes the use of tax payer dollars.
- Focuses attention on community needs, goals, and capabilities.
- Increases opportunities for using various matching fund programs.

GRANTS & FUNDING FOR CIP PROJECTS

There are many grant and funding sources for roadway projects. Some of these funding sources are Local Highway Technical Assistance Council (LHTAC), Community Development Grants (CDBG), Community Choices for Idaho (CC4I), Federal Lands Access Program (FLAP), Recreational Road and Bridge Fund (RRBF), and local funding from the City of Salmon. Each funding source will have its own requirements that a project would need to meet prior to being considered for funding, and the City should be familiar with the latest requirements at the time of preparing an application for funding.

- Local Highway Technical Assistance Council (LHTAC): is a public agency of the State of Idaho that works closely with ITD. Its main functions are to distribute information on

- and state and federal funding to local municipalities and highway district agencies. Some of the LHTAC administered funding programs are:
    - Federal-Aid – Surface Transportation Project (STP): Federal gas tax money, to be used for "local" roadway projects. Typical project sizes range from $200,000 to
    - $6,000,000. Application for these funds are typically accepted once every other year in January. The funds for that application cycle are distributed about 4 years later.
    - Local Rural Highway Investment Program (LRHIP): This fund comes from state monies that are to be distributed for "local" roadway projects. The funding limit for road construction is $100,000, $30,000 for signage programs, and up to $50,000 for transportation planning. Application deadline is December (annually) and funds are distributed about 2 years later.
    - Local Highway Safety Improvement Program (LHSIP): This fund comes from state monies and is used for safety projects including safety bars, stop signs, and other road safety projects. Applications are accepted every February.
    - Federal-aid Bridge Program: Federal monies used for bridge replacement or rehabilitation. Applications are due in January.
- Community Choices for Idaho (CC4I): The Idaho Transportation Department's Division of Transportation Performance (ITD-TP) administers a variety of programs funded through the Federal Highways Administration (FHWA), including the Transportation Alternatives Program (TAP), which is used to fund Community Choices for Idaho. Funding is available for projects up to $500,000 and applications are due in December, annually.
- Community Development Block Grant (CDBG): The Idaho CDBG is administered by Idaho Commerce with funds received annually from the U.S. Department of Housing and Urban Development. ICDBG funds are used to construct projects that benefit low and moderate-income persons, help prevent or eliminate slum and blight conditions, or solve catastrophic health and safety threats in local areas. They fund other community projects such as, sewer and water systems, streets, fire stations, removal of architectural barriers, and other public infrastructure. Applications are due annually in November.
- Western Federal Lands Access Program (FLAP): FLAP is a new funding program under the Federal Transportation Program, MAP-21 for which bike and pedestrian trails connect people to public lands. Proposals are due annually in February.
- Recreational Road and Bridge Fund (RRBF): The 1993 session of the legislature passed HB 185 which authorized the Idaho Department of Parks and Recreation to administer

.44% of state gas tax revenues to "be used solely to develop, construct, maintain and repair roads, bridges and parking areas within and leading to parks and recreation areas of the state." The typical grant funding level for the program is approximately $300,000 annually.

CAPITAL IMPROVEMENT PLAN PROJECTS

Capital Improvement Plan City of Salmon 2016								
		Estimated local funding requirements for each fiscal year						
Project Name	**Potential Funding Sources (Not City Funds)**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	Total Estimated Project Cost
Roadway Construction Projects								
1. Island Park Bridge Replacement	LHTAC/IDPR	$ 47,403.00	$ 149,000.00					$ 400,000.00
2. Main Waterline Maintanence				$ 45,000.00				
3. Water Street Culvert Replacement						$ 50,000.00		
4. Main Street Connectors Repave/grind/repair	LHTAC			$ 177,500.00	$ 177,500.00			$ 455,000.00
5. Improve Elks Road to US Hwy 93							$ 100,000.00	$ 100,000.00
6. East / West River Crossing	TIGER GRANT/STP-R							$ 10,000,000.00
Pathways and Sidewalks								
Main Street Sidewalk repairs/ replacement	CC4I	$ 11,000.00						$ 130,000.00
Management Programs								
Sign Management	N/A	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	
Sidewalk Management	TAP (Transportation Alternatives Program)	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ 30,000.00	$ 30,000.00	
Pavement Maintenance / Management Projects	N/A	$ 115,000.00	$ 100,000.00	$ 100,000.00	$ 105,000.00	$ 110,000.00	$ 115,000.00	
Estimated Yearly Roadway Budget Totals:		**$ 207,403.00**	**$ 283,000.00**	**$ 356,500.00**	**$ 316,500.00**	**$ 194,000.00**	**$ 149,000.00**	

Table 1: CIP

ROADWAY CONSTRUCTION PROJECTS

Initially, the Technical Advisory Committee identified 12 roadway projects. The committee then isolated five transportation improvement projects (including pathway and sidewalk construction) necessary for continued transportation mobility in and around the City of Salmon. Following community open houses and received comments, the committee used surveys to evaluate and prioritize for implementation each of the projects. Recommendations were based on the following evaluation criteria:

- Safety - The transportation project has a measurable improvement to the safety conditions of the targeted project area or has a secondary safety benefit to another area as a result of its implementation.
- Feasibility - The transportation project is a realistic opportunity that can be achieved within the next ten fiscal years and is feasible in terms of project costs, acquisition of right-of-way, and environmental impacts.
- Community Impacts - The transportation project considers whether the goals and objectives of the Salmon Comprehensive Plan are being advanced to the extent that a project positively impacts quality of life, tourism, and economic development.
- Local Access and Traffic Flow - The transportation project measurably improves traffic flow in and around the target project area or areas adjacent to the project area as a result of implementation. Conversely, the project does not hinder or adversely affect local access to existing functional networks.

Based on the evaluation criteria, the Technical Advisory Committee, and community citizens have ranked the following proposed transportation projects as the most critical to the City of Salmon.

1 – Salmon River/Island Park Access Bridge Replacement

The Salmon River Bridge that provides access to Island Park has been rated as "structurally deficient" in the 2013 inspection. The latest bridge inspection (July 2014), the bridge was rated 2, from a 0-9 rating scale with 9 being the highest. That rating was determined using the regular inspection methods and referring to the 2009 underwater inspection notes. In September 2014, an underwater dive team will return to Salmon and do another dive for a new underwater rating.

The bridge abutments (the west abutment in particular), has shown significant scour. Additionally, the bridge sits in the 100 year floodplain and will likely require to be raised above that at some point.

It is recommended that immediate action be taken to address the bridge by either significant abutment repairs or total reconstruction of the bridge, including new decking if the bridge is to be totally replaced and moved out of the 100 year floodplain.
Funding Source: LHTAC – LHRIP, Fish and Game, Idaho Parks
Estimated Cost: $400,000

2 – Main Waterline Maintenance

The main waterline that services all entities south of Main Street, including those businesses and residences on Main Street, is exposed in the West channel of the Salmon River. Originally, the water line was buried underneath the channel but through years of moving water and ice, the pipe has become exposed.

This project would include completing a cement cap over the existing 14" line and covering the live with rip-rap. The major cost associated with this project is not in the work itself, but the cost of completely dewatering the West channel while work occurs.
Funding Source: City of Salmon
Estimated Cost: $45,000

3 – Water Street Culvert Replacement

At the intersection of Gwartney Avenue and Water Street, Kid's Creek currently passes beneath the roadway through a 4' wide by 6' high culvert. The existing culvert isn't able to handle flows at high water levels and is not large enough to meet the needs of a one hundred year flow event. Kid's Creek is a tributary the Salmon River.

The City of Salmon will replace the existing culvert with an appropriate sized culvert to meet the needs of a one hundred year event. The project will include the following: removal of existing culvert, replacement with larger structure, and placement of new road base and roadway at the intersection.
Funding Source: City of Salmon
Estimated Cost: $45,000

4 – Main Street Connectors (Repave/Repair/Grind)

The following roads have been identified for repair: Lewis, Clark, Daisy, Lillian, Church, Andrews, Center, Terrace, St. Charles, and Church Streets. The aforementioned roads are heavily used and connect to Main Street.

The areas identified for repave/repair/grind would be the section between Main Street and Shoup Street to the North, and the sections between main and Van Dreff Street to the South. This area has been identified as the downtown business district for the City of Salmon. Side street access to residences, businesses, access, and parking along these roadways are highly utilized by both local and tourist traffic.

The roadways identified for this project are all in need of repair, some will require total reconstruction and others receive seal coating and minimal patching. Since the project is slated

for years 2018 and 2019, a review of the project prior to implementation will be completed and detailed specifics will be outlined for completion.

Funding Source: LHTAC/LHRIP and City Local Funds Match
Estimated Cost: $455,000.00

5 - Improve Elks Road to US-93

Elks Road is presently a narrow, winding local roadway connecting the northern residential areas of Bar Hill to US-93. The City has identified an area near the top portion of Elks Road for future business development and is concerned over future increases of traffic to adjacent neighborhood streets generated by the proposed new businesses.

It is recommended that Elks Road be reconstructed to meet collector guidelines with respect to roadway width and horizontal and vertical curvature. Improving the roadway in this manner will allow more efficient travel to and from the proposed business areas and reduce likelihood of "short-cut" traffic through residential neighborhoods on Bar Hill from the adjacent businesses. In addition, the current grade of the hill often creates unsafe winter travel for motorists.

Construction of Elks Road will also provide another more efficient route from Bar Hill to US-93, potentially reducing traffic volumes on Courthouse Road.
Funding Source: City Local Funds
Estimated Cost: $100,000.00

6 - East/West River Crossing

Currently, the existing US-93 Bridge across the Salmon River provides the only access connecting the east and west portions of Salmon. Traditionally, it is the cause of large traffic delays and motorist frustration during peak hour traffic conditions. Concern has also been expressed regarding the need to provide a reliable "backup" crossing in the event of repairs or compromise to the existing structure. Several alignments were explored for an alternate river crossing and presented to the Technical Advisory Committee and open houses for input. During the discussions, several common themes emerged:

- Business owners are concerned that an alternate route will potentially "bypass" the downtown core area, causing economic hardship on the local businesses.
- Federal funding for construction of an alternate route including bridge crossings will likely require the alternate route to connect existing state highways (US-93 and SH-28). Federal funding for a "local" alternate route will be more difficult to justify logical termini points needed to acquire federal funds.

The alignment options investigated include:

- Constructing a new roadway along the east side of the Salmon River to connect the Main Street / Challis Street intersection to the existing river crossing at Carmen.

- Constructing new bridges across the Salmon and Lemhi Rivers near the existing access road to the City's sewage lagoons and providing a turn-off, which connects North St. Charles Street.
- Constructing a new bridge across the Salmon River near Ida Street that will connect directly to North St. Charles, to provide a second local access river crossing.

Different variations of the above listed options were also reviewed, including extending the alternate route to the Lemhi Road / SH-28 intersection.
From the discussions, the general consensus was that a second river crossing is needed and if feasible, construction of this route should minimize bypassing the town with the state highway traffic if possible.
Accordingly, it is recommended that this project be constructed in two phases with the first phase of construction focused on building the Salmon River Bridge and extending N. St. Charles to the new bridge crossing location. Funding for this "local" bridge will likely require a combination of special appropriation funds with local match dollars. The new Salmon River crossing would likely be constructed between sewer pond road and Ida Road, depending on environmental / property owner impacts. Once this first phase construction is complete, the City should work closely with ITD and local business owners to evaluate the impact to Main Street traffic and businesses in the core downtown area as a result of the new bridge.

The second phase of the project would incorporate information from this study to evaluate the purpose and need of constructing a "bypass route" specifically for state highway traffic to further reduce congestion on Main Street. This route would likely include a roadway extension from the Phase I bridge to the east and then south to provide a logical termini connection with US 93/ SH28.

It is recommended that the City continue to work directly with ITD to evaluate traffic impact reductions to the state highway system, based on this phased construction approach, as well as determine if funding through either local rural federal funds or special appropriation funding could be reasonably obtained to construct this project without "bypassing" the downtown area.
Funding Source: TIGER Grants, LHTAC Federal Aid Grants
Estimated Cost: $10,000,000.00

PATHWAYS/SIDEWALKS

1 – Main Street Sidewalk Repairs/Replacement

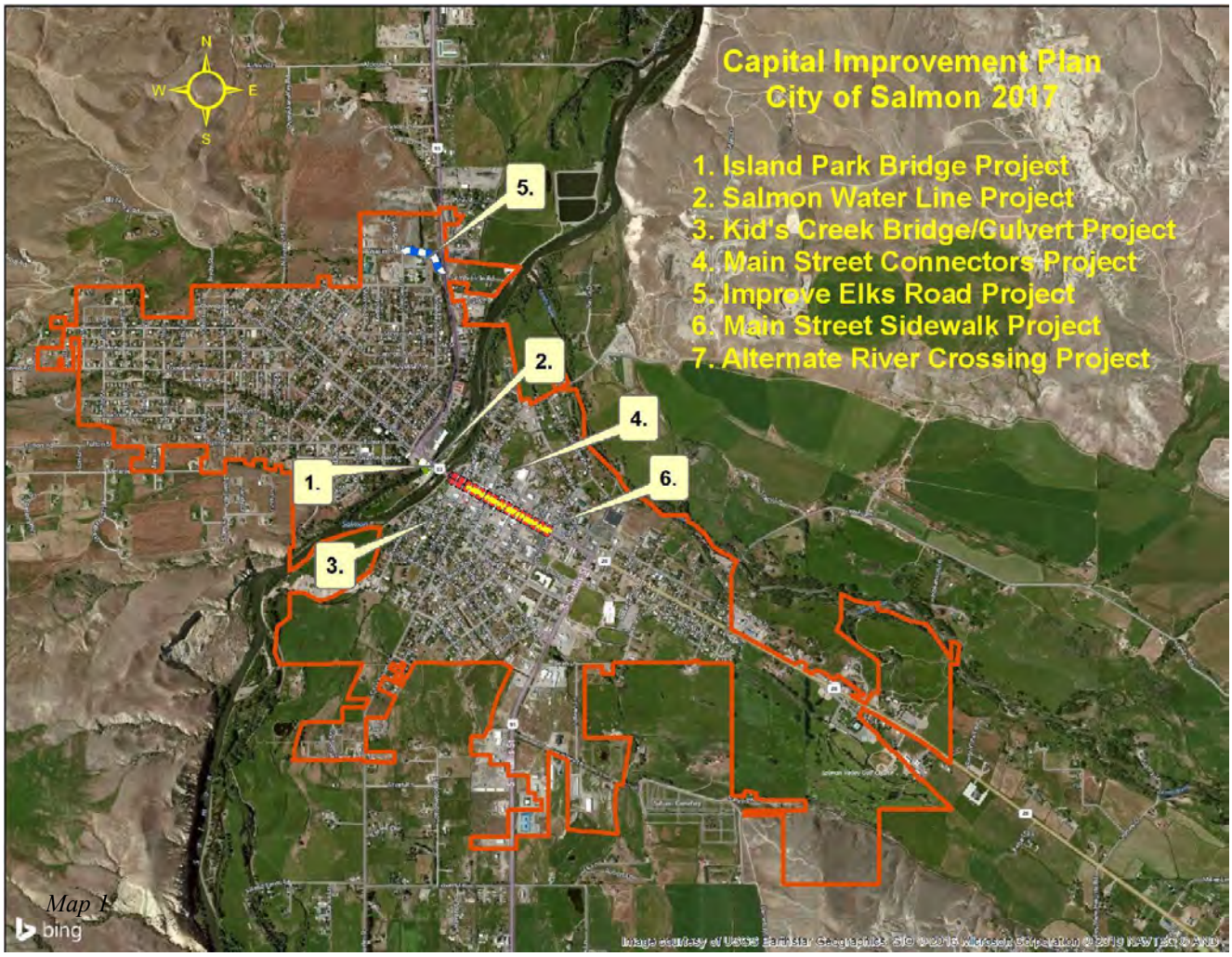
In early 2013, the City of Salmon evaluated the Main Street sidewalks to evaluate the overall condition and needs. The team included City Councilmembers, City Engineer, Public Works Superintendent and building and zoning department. The evaluation was in response to legal issues with the sidewalk in the past. The final report showed that there were significant tripping hazards (any variance in the sidewalk greater than ¼ inch is considered a tripping hazard) that

included where old electrical boxes were sunk, large cracks in the sidewalk, as well as water meters that had been replaced and patching failed. It is recommended that the City of Salmon replace sections of sidewalk that have significant tripping hazards.

In 2014, the City of Salmon applied for funding through the Community Choices for Idaho, (also known as TAP – Transportation Alternatives Program) grant program. The City has been awarded funding up to $129,000.00 for Fiscal Year 2017. Construction is scheduled to begin in the early spring of 2017. For future sidewalk work, it is recommended that the City review option in which land owners and City may work together in a cost share program for these projects.

Funding Source: CC4I (TAP), local match
Estimated Cost: $150,000

CAPITAL IMPROVEMENT PLAN MAP



Map 1

TRANSPORTATION SYSTEM NETWORK

FUNCTIONAL CLASSIFICATION SYSTEM

Streets are classified by how they function within a transportation system: their "functional classification." For example, local streets are intended to serve residential areas, not heavy traffic; while interstates *are* designed for heavy traffic.

Roads are classified based primarily upon the role they play within the transportation system — not on the size of the road or the amount of traffic it carries. Therefore, a "principal arterial" in one town may be the same width and have the same number of lanes as a "collector" in another town — the roads may look the same, but they serve different functions.

Much of the difference among the classification of roads is the amount of "access" (driveways, intersections, etc.) to that road. Imagine the two extremes: an interstate has very little access, while the local road where you live likely has a lot of access. More access and slower speeds generally go hand-in-hand, while less access lends itself to higher speeds and more traffic.

FUNCTIONAL CLASSIFICATION DEFINITIONS:

Principal Arterial – US-93 is the only roadway within the City of Salmon presently designated as a principal arterial. It is a major north/south route for the State of Idaho extending from Montana south to the Nevada border. This highway is also the primary transportation corridor through the City's downtown area (Main Street) and also provides the only access across the Salmon River.

Minor Arterials – SH-28 extends from the intersection of Main Street and Challis (US-93) to the City's eastern boundary and is the City's only roadway currently designated as a minor arterial. This highway continues eastward towards Leadore and is the primary east/west corridor for traffic within the City east of US-93.

Collector – Collectors provide traffic circulation within residential, commercial, and industrial areas and carry trips to and from arterials. Single family homes generally do not have driveways onto collectors, though some do.
Collector Streets designated in Salmon:

- Courthouse Drive
- Fulton Street
- S. St. Charles Street
- Elks Road
- Union Avenue

Local – Local roads include most residential and other "small" streets. They are typically not identified on functional classification maps.

Scenic Byways
The Salmon River scenic byway is located beginning at Stanley east on Idaho 75 to US-93 at Challis, north through the City of Salmon to the Montana State line. The byway is a two-lane, 161.7-mile road with outstanding history, mountain views, and wildlife.

Table 2
Functional Roadway

Characteristic	Category		
	Arterial	Collector	Local
Street Spacing	1 mile	1/4 mile	300 feet
Length	Continuous	3/4 mile	500-1,000 feet
Width	90 feet	66 feet	58 feet
Lanes	4 to 6	2	2
Access Spacing (feet)	1,300	< 300	60
Volume (vehicles per day)	30,000	5,000	500
Parking	Prohibited	Allowed	Encouraged
Residential Access	Prohibited	Indirect	Direct
Pedestrians	Few	Many	Frequent
Speed (mph)	50+	35-45	20-35

Table 3
Existing Types of Roads within Salmon

Roadway	Category		
	Arterial	Collector	Local
US - 93	x		
SH - 28	x		
Elks Road		x	
Fulton Street		x	
Courthouse Drive		x	
S. St. Charles Street		x	
Union Avenue		x	
All others			x

POTENTIAL COLLECTORS

Several potential future collectors were also identified from the Technical Advisory Committee workshops. These roadways do not presently provide access associated with a collector road but may in the future need to be reviewed for this designation depending on City growth patterns. These roadways include:

- Daisy Street
- Lombard Street
- Shoup Street

Growth in southern Salmon will also necessitate construction of either a new collector or new "residential collector" to provide a strong east/west connection between US-93 and St. Charles. It is recommended that the City require future development proposals south of Poplar Avenue to dedicate an east-west residential collector to provide this connection as a part of the platting process.

The residential collector should prohibit direct access from residential driveways to reduce side conflicts. In addition, it is recommended that future development plats show extensions for Daisy Street and Finstur Street to the new residential collector. These extensions will maintain continuity in the existing street grid network and provide additional traffic distribution and ingress / egress options for future traffic growth in Southern Salmon.

TRAFFIC VOLUMES

Existing Conditions

A primary concern for the City is the existing congestion on US-93 (Main Street), particularly during peak traffic hours. Recent measurements show Main Street has the highest concentration of traffic in the City with an ADT of approximately 18,000 vehicles.

Generally, this volume of traffic provides a good level of service for roadway segments between signalized intersections on Main Street. However, due to the confined nature of Main Street and the adjacent conflicts with parallel parking and pedestrian traffic, there is significant potential for collisions as discussed later in the report.

Table 4: ADT Counts

Roadway Name	From Grid	To Grid	Current/Future Functional Classification	2012 ADT	2016 ADT	2026 ADT
Main St (US 93)	Clark	Daisy	Principal Arterial	8,300	9,004	10,763
Main St (US 93)	Lillian	Church	Principal Arterial	6,100	6,595	7,833
Courthouse	Front	US-93	Collector	5,860	6,160	6,930
US-93 N.	Main	Diane	Principal Arterial	3,300	3,571	4,249
St. Charles	Main	Sherer	Collector	1,550	1,630	1,830
US-93 S. Challis St.	Sharkey	SH-28	Principal Arterial	4,600	4,977	5,920
SH-28	Kay St	Warpath	Principal Arterial	4,900	5,198	5,943
SH-28	Lemhi Rd	City Park	Principal Arterial	3,300	3,502	4,007

LEVELS OF SERVICE (LOS)

WHAT IS LEVEL OF SERVICE?

In 1965, The Highway Capacity Manual recommended standards that could measure how well a street network operates. The manual suggested an A to F grading system, where A is defined as excellent levels of service and F is failure.

The measurement of level of service is usually defined by travel time and delay. This travel time and delay is calculated for intersections through delay equations that analyze factors such as peak hour intersection turn volumes, lane configurations, and signal timing.

Although the methodology for determining level of service is relatively consistent between communities and states, the standard varies.

SIGNALIZED INTERSECTIONS

Intersection capacity, rather than capacity of the street itself, usually determines how many vehicles can be accommodated within a street corridor– particularly in an urban situation. Between signalized intersections, the street is alternatively heavily loaded and largely unoccupied. Under heavy traffic volumes, control by traffic signals is common; without signals in these conditions, traffic will become almost completely snarled.
Intersection LOS is largely a measure of how long motorists are stopped at an intersection. The delay as it relates to level of service at a signalized intersection is shown in Table 5.

Table 5: LOS at Signalized and Un-signalized Intersections

The City of Salmon presently has two signalized intersections (Main Street / Church and Main Street / Challis Street), which were analyzed as a part of this study.

Level	Signalized Intersections	Un-signalized (Stop-controlled) Intersection
A	Less than 5 seconds of stopped delay, average. Progression is extremely favorable and most cars arrive on the green phase. Short cycle lengths may conrtibute to low delay.	Less than ten seconds of delay.
B	More than 5 and less than 15 seconds. Reflects good progression & short cycle lengths. More vehicles stop than with LOS A causing higher levels of average delay.	More than 10 and less than 15 seconds of delay .
C	More than 15 and less than 25 seconds. Higher delays result from fair progression, longer cycle lengths, or bothMore vehicles stop than with LOS A causing higher levels of average delay.	More than 15 and less than 25 seconds of delay .
D	More than 25 seconds & less than 40 seconds of delay. At LOS D the influence of congestion becomes more noticeable. Longer delays result from the combination of poor progression, long cycle lenghts, and high volume-to-capacity (v/c) ratios. Many vehicles are required to stop and individual cycle failures are noticable.	More than 25 and less than 35 seconds of delay .
E	More than 40 seconds, but less than a minute. Ths level is considered the limit for many agencies as acceptable. Individual cycle failures are frequent occurances. As with LOD D, the high delay values are a result of poor progression, long cycle lengths and high v/c ratios.	More than 35 and less than 50 seconds of delay .
F	More than 60 seconds of stopped delay. LOS F is considered unacceptable by most drivers. LOS F often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur with high v/c ratios and many individual cycle failures.	More than 50 seconds of stopped delay .

UN-SIGNALIZED INTERSECTIONS

The majority of the intersections within the City of Salmon roadway network are un-signalized and perform well under the current traffic volumes. As with signalized intersections, the LOS is again a measure of the stopped delay for motorists.

The two common types of un-signalized intersections are two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. Both TWSC and AWSC intersections measure LOS by the stopped delay at the intersection. The requisite times for each LOS at a stop-controlled intersection are listed in **Table 5**.

At TWSC intersections, drivers on the controlled approaches are required to select gaps in the major street flow to execute crossing or turning maneuvers. In the presence of a queue, each driver on a controlled approach must also use some measurable amount of time moving into the front-of-queue position and getting ready to evaluate gaps in the major street flow.

Thus, the capacity of the controlled legs is based on three factors:

1. Distribution of gaps in the major street traffic stream.
2. Driver judgment in selecting a gap through which to execute the desired maneuver.
3. Follow-up time required by each driver in a queue.

Two significant un-signalized intersections (St. Charles Street / Main Street and US-93 / Courthouse), were studied as a part of this report. In addition, un-signalized intersections on Bar Hill (State / Courthouse, Lombard / Courthouse, Taft / Courthouse) were evaluated during peak hour conditions to estimate the effects the build-out of Smedley Estates would have on the adjacent transportation system.

INTERSECTION LOS ANALYSIS SUMMARY

SIGNALIZED

1. Church Street / Main Street: The Church Street / Main Street Intersection presently operates at a high level of service (LOS "B") based on 2012 peak hour traffic counts. Currently, the majority of peak hour traffic utilizes Main Street with very light volumes on the Church Street approaches. Accordingly, the majority of green time for this signal is allocated to the east-west (Main Street) through movements.

Several years ago, general postal delivery was not provided to homes within Salmon which necessitated residents driving to the Post Office located near the north end of Church Street. According to several residents and City officials, the primary function of the traffic signal at that time was to accommodate the high volume of turning traffic accessing the Post Office from Main.

Residential delivery has been established in Salmon, significantly reducing the peak hour turning traffic at this intersection. Although the peak hour turning traffic has been reduced, this intersection also provides an important pedestrian crossing opportunity for Main Street, particularly for school children who live on the north side of Salmon.

Future traffic growth at this intersection is anticipated to occur from residential growth in Southern Salmon, however, the signal should continue to operate at an acceptable level of service through 2022. Signal timing should be evaluated at future intervals to optimize the signals performance in accordance with the future traffic growth.

2. Main Street / Challis Street: This intersection is the crossroads for connecting US-93 with SH-28 near the heart of downtown Salmon. Based on recent peak hour traffic counts, the existing intersection average delay is 20.2 seconds per vehicle, corresponding to an overall intersection LOS "C". High percentage traffic volumes on the eastbound through and right turns and westbound left turns from SH-28 to US-93 account for most of the delay presently measured at the intersection. Future growth from development in southern and southeastern Salmon will contribute additional peak hour trips to this intersection that will degrade the overall level of service during peak traffic periods. Intersection analysis indicates that these peak periods can be accommodated by modifying existing signal timing, however, the resulting level of service in 2022 is still projected to be LOS "D" with an average overall intersection delay of 44 seconds during peak hour traffic.

UN-SIGNALIZED

1. Courthouse / US-93: This intersection is the "bottleneck" of the City's transportation network during peak traffic periods, particularly for southbound US-93 traffic that is stop controlled, resulting in extensive traffic queuing. The total measured 2002 peak hour traffic was 1,292 vehicles per hour with approximately 80% of the traffic focused on the Courthouse approach legs or the free running northbound right turn lane. The existing average peak hour delays for southbound US-93 traffic exceed 40 seconds per vehicle based on recent traffic counts, resulting in an approach level of service LOS "E".

2. Courthouse / Lombard: This intersection is a two-way stop controlled intersection with stop control on the Lombard approach legs. As growth continues in the Smedley Estates area, this intersection along with the State Street / Lombard intersection will see additional peak hour traffic from Fulton Street traffic accessing Courthouse Road. Existing peak hour traffic counts show this intersection operating at a very high level of service with peak vehicles delays of 10.9 seconds (LOS "B") for the Lombard north approach turning left on Courthouse. The remaining intersection legs operate at either a high LOS "B" or LOS "A". Future growth from infill development and the Smedley Estates Area will reduce the overall intersection level of service, however, it will remain within acceptable levels. In 2022, the Courthouse Road approaches will

remain at LOS "A", while the Lombard approaches will decrease slightly to a LOS "B/C". Additional improvements to this intersection are not anticipated to adequately accommodate the future growth.

3. Courthouse / State: The Courthouse / State Street intersection is immediately northwest of Courthouse / Lombard and similarly provides a direct link in the transportation system connecting Fulton and Courthouse. Peak AM traffic counts indicate this intersection also performs well under existing traffic conditions with the Courthouse Road approach legs exhibiting LOS "A" and the State Street approaches showing a high LOS "B". Future growth from Smedley Estates and infill development within Bar Hill will slightly increase time delays for vehicles, particularly on the State Street approaches, however, these delays do not result in a reduction to the intersections overall level of service, and no additional improvements are recommended for this intersection.

CRASH DATA

The Idaho Transportation Department (ITD) maintains crash records. Table 4 summarizes the local vehicle crashes from the year 2008 through 2012.

Rural roadways (outside city limits) trend towards crashes with greater severity than urban roadways.

Table 6: Crash Data

Year	Type of Accident			Total Accidents
	Fatality	Injury	Property Damage Only	
2008	0	0	13	13
2009	0	6	11	17
2010	0	5	20	25
2011	0	2	12	14
2012	0	3	15	18
Total	**0**	**16**	**71**	**87**

Source: LHTAC

ACCESS MANAGEMENT

Existing Conditions

MOBILITY V. ACCESS

Properly designed roadways provide both mobility for traffic and accessibility to adjacent properties whether they are commercial or residential. Both of these functions are important depending on the type of roadway (i.e. local vs. arterial) and the roadway's primary function. Properly implemented access management provides the following benefits:

- Separating conflict areas.
- Limiting the types of conflicts.
- Removing turning vehicles or queues from through lanes.

Poorly implemented access management will subsequently result in more dangerous driving conditions and will include the following characteristics:

- Inadequate access capacity.
- Congestion, either on site or on the public street system.
- Higher accident rates.
- Limited flexibility to adjust the design or operation to changed conditions.

Arterial roadways (SH-28 and US-93) are designed to carry more traffic at higher speeds where mobility is the primary function of the roadway. Generally arterials have restricted access to reduce potential conflict from adjacent traffic / pedestrians, subsequently increasing traffic mobility.

Salmon is somewhat unique in that these arterial roadways run through the core downtown district, which contains several access points, and on-street parking, which is likely a contributing factor to the high number of accidents along US-93. The primary purpose of a ***local*** road is access. Local roads are generally lower speed and contain several access points (i.e. driveways) where conflicts with through traffic are more frequent and anticipated by the traveling public. Other than the two arterials US-93 and SH-28 the remainder of roads in Salmon are presently designated as local roads.

Collector roads provide a "bridge" between the local roads and arterials. Generally, collector roads have more controlled access with speeds ranging between 25 mph and 45 mph depending on surrounding land use.

ACCESS SPACING / CORNER CLEARANCES

Chapter VI – Performance Standards of the City of Salmon Development Standards provides guidelines for access to off-street parking and corner clearance including:

• Driveways shall not be within 20 feet of any local road intersection or alley or within 10 feet of another access point.
• Driveway access to an arterial road shall not be within 40 feet of its intersection with any local street or 60 feet of its intersection with another arterial.
• A clear vision triangle of 20 feet down each street shall be maintained at all street intersections and points of access to a public street.

FUTURE CONDITIONS

Since access location changes to existing properties along the SH-28 and US-93 arterials and the proposed new collector roads in the City is not a feasible alternative, it is recommended that the City of Salmon consider modifications to access spacing for future development along these roadways. Un-signalized direct access to both arterial streets and collectors can be accomplished without significant interruption to traffic movement as long as attention is given to location, spacing, movements permitted, and the design of such access.

Speed (Miles Per Hour)	Driveway Spacing
30	185 feet
35	245 feet
40	300 feet
45	350 feet

Table 7: Minimum Driveway Spacing Recommendations

Source: Stover & Koepke, Transportation & Land Development, p. 109

Corner clearance is the measured distance from an intersection to the nearest access in either direction of the intersection. New developments should maintain corner clearances in accordance with the recommendations outlined in Table 5.1.

Table 8: Minimum Corner Clearance – Stop-controlled Intersection

	Arterial	Collector	Local
Without Median	85 Feet	85 Feet	50 Feet

Source: Stover & Koepke, Transportation & Land Development, p. 105

PAVEMENT MANAGEMENT PLAN

EXISTING CONDITIONS

The purpose of a Pavement Management Plan is to formalize a process for maintaining roads in a manner that will optimize the life of the pavement through regular maintenance practices. Generally, a properly designed and constructed plant mix pavement section should last 20 years without requiring reconstruction, as long as proper and timely maintenance is performed.

The City of Salmon currently has a Pavement Management Plan that is based on the Public Works superintendent's detailed knowledge of the roadway system, combined with anticipated funding availability through the yearly roadway maintenance / capital improvement budget. Based on this existing process, it appears that paved roadways are "chip sealed" on a fairly regular basis that averages approximately every six to seven years between improvements. This timeframe varies somewhat depending on the roadway traffic and condition of the pavement. The City of Salmon contains more than 35 miles of paved roadways in the City, the majority of roads are in very good condition. This is a direct result of current City practices, which include chip sealing and some roadway reconstruction / paving as necessary.

The pavement management schedule presented in *Table 9* is a compilation of a roadway inventory completed by City staff and through conversations with the City's Public Works Superintendent. The intent of this schedule is to provide the City an additional and useful tool in the continuing evaluation of the existing roadways, which also incorporates budget recommendations from the Capital Improvement Plan. The Pavement Management Plan considers only those roadways that are currently paved; it does not account for roadways currently listed as either gravel or dirt.

The pavement management schedule is based on an estimated cost of $28,000.00 to chip seal one mile of roadway, including the cost of oil, cover-coat material, fog coat, equipment, and labor. It is recommended that this plan be evaluated on a regular basis by the City, in conjunction with the Capital Improvement Plan review, in the event roadway improvement priorities change or if there are significant changes in the availability of roadway funds through the City's annual budget.

The City of Salmon utilizes the electronic iWorq system for pavement and sign management programs. It is updated annually.

Table 9: Pavement Management Plan

City of Salmon Pavement Management Plan		
Year	Est. Mileage to be Chip-Sealed	Estimated Maintenance Cost
2015	3.2	$ 90,000.00
2016	3.2	$ 92,000.00
2017	3.2	$ 94,000.00
2018	3.2	$ 96,000.00
2019	3.2	$ 98,000.00
2020	3.2	$ 100,000.00

Source: City of Salmon

SIGN MANAGEMENT PLAN

The City of Salmon, in accordance with the Department of Transportation, the Federal Highway Administration (FHWA) final regulations on the Manual on Uniform Traffic Control Devices for streets and highways (MUTCD); Maintaining Traffic Sign Retro reflectivity. Following USACE guidelines and regulations the City of Salmon has outlined the following Sign Management Plan, effective January 26, 2012. The City of Salmon utilizes the electronic iWorq system for pavement and sign management programs. It is updated annually.

1. It is recommended that $3,800.00 will be allocated per year to signage upgrades, repairs and replacement.
2. It is recommended that $200.00 will be allocated per year towards the implementation of new signage (on an as needed basis).

Currently, the need for change

Yield and Stop Signs:

Engineer Grade

200 Stop signs

73 Yield Signs

High Intensity (already changed)
63 Stop Signs
15 Yield Signs

Street Signs
Engineer Grade
889

High Intensity
0
Need for Installation of new signs
88
Regulatory and Guide Signs

Engineer Grade
90

High Intensity
8

Three sections of sign management plan:

1. Yield and Stop signs
2. Street signs
3. Regulatory and Guide Signs

BRIDGES

EXISTING CONDITIONS

The City of Salmon presently has two bridges within the City limits one crosses the Salmon River, the other crosses Kid's Creek. A licensed engineer inspects the bridges at least once every two years as a part of the State's bridge inspection program. Each bridge is assigned a sufficiency rating based on the information collected during the inspection. A sufficiency rating of less than 30 places the bridge in a critical category for replacement. A bridge with a sufficiency rating between 30 and 50 is considered eligible for replacement funding, and a bridge with a sufficiency rating between 50 and 75 is considered eligible for rehabilitation funding.

The US-93 Bridge is the only structure that presently crosses the Salmon River and is typically a point of congestion during peak traffic hours. Concern has also been expressed about the reliability of having only one structure available should a problem occur with the structure (flooding, ice jams, repairs, etc.).

The City currently maintains two bridges in the City limits, one of which is exposed to limited traffic and the other is the main thoroughfare for traffic heading north and south in and out of Salmon. A summary of the City's bridges, including sufficiency ratings and noted deficiencies are listed in *Table 10.*

Table 10: Existing Bridge Sufficiency Ratings

Bridge	Deficiencies	Year Built	Sufficiency Rating	ADT	Rating Date
Salmon River Bridge (US 93)	Not Deficient	1926	64.2	6,100	2014
S. Daisy Street Bridge (Spring Creek)	Not Deficient	1975	68.4	250	2014
Island Park Bridge (Salmon River)	Structurally Deficient	1965	25.9	120	2014

FUTURE CONDITIONS

The City of Salmon, in conjunction with Lemhi County, has recognized a need in constructing a new vehicular bridge over the Salmon or Lemhi River in the future to reduce traffic congestion along Main Street as well as provide an alternate route. Currently, if the Main Street/Salmon River Bridge were compromised, residents to the north of the bridge would not have any access to EMS, fire, medical, groceries, etc.

OTHER MODES AND MEANS OF TRANSPORTATION

PATHWAYS

There is currently one pathway that exists within the City limits which is a shared use path along 0.48 miles of the Sacajawea Historic Byway. The pathway begins at the intersection of Lemhi Road and SH 28 and ends at the softball field located at the City Park. The asphalt pathway is capable of handling both bicycle and pedestrian traffic. It was constructed in 2013 through a grant by the National Scenic Byways Foundation.

The pathway provides a safe pedestrian/cyclist option from points of interest in Salmon's town center to outlying points of interest and recreational amenities, including both the Sacajawea Interpretive, Cultural and Educational Center, City Pool, Softball/Baseball Fields, Tennis Courts and City Park.

SIDEWALKS

A recently completed sidewalk inventory reveals the City of Salmon has approximately 42,000 linear feet of concrete sidewalk within the City boundaries ranging in width from 3' to approximately 10' along Main Street. The majority of this sidewalk is in fair condition with the exception of several areas in the downtown business district of Salmon that were in extremely poor condition. In addition, the location of existing sidewalk is primarily focused near the downtown core along Main Street and SH 28.

The existing downtown core area has a fairly well defined sidewalk infrastructure that will be partially reconstructed within the next two years as a result of a funding through the Community Choices for Idaho program.

In early 2013, a team that was comprised of Public Work, Building and Zoning, Engineers and Councilmen inventoried the sidewalk and its deficiencies. Those areas that pose a significant tripping hazard will be addressed during the construction. The funding (approximately $140,000.00) will be used to do replacement and repairs along the Main Street sidewalk between the Salmon River Bridge and Challis Street intersection.

Beginning in 2016, a portion of the annual budget will be dedicated for sidewalk repairs/replacement within the City of Salmon. Annually, city crews will be able to address sections of sidewalk that are in need of work.

PUBLIC TRANSPORTATION – LEMHI COUNTY AIRPORT

Lemhi County Airport is located 4 miles south of the City of Salmon Idaho in eastern Central Idaho. This class B, general aviation airport features a 5,150 x 60′ paved airstrip at an elevation of 4,043 feet is capable of handling most small jet craft. Its amenities include night lighting and a

full-time, fix base operator. The general aviation airport, although outside the City, provides valuable resource to regional economics, bringing in tourists, hunters, river users, and forest service staff. The airport has two (2) non-precision approaches. Life flights from Boise and Missoula use the airport to access the Lemhi Valley. The only FBO at this airport is McCall Air/Salmon Air, who provides back country and Idaho City destination flights. During summer and fall, daily commercial flights are available to Idaho Falls and Boise. There is a courtesy car available on a first come, first serve basis. Lemhi County owns the fuel, fuel system, and the land occupied by the airport.

The Lemhi County Airport is a part of the FAA's National Plan of Integrated Airport Systems (NPIAS) and is recognized as a General Aviation (GA) airport. The airport facilitates incoming and outgoing mail and parcel service for this area, including the only means of communicating with remote areas in the wilderness, via the backcountry Idaho Airmail Route. Lemhi County Airport is also primarily used for:

- Cargo activity
- GA air taxi
- Itinerant GA
- Local GA
- Recreational Flying
- Protecting the public welfare
    - Fire fighting
    - Law enforcement
    - Medical evacuation
    - Search and rescue
- Trace of military operations

TRANSIT SERVICES

The City of Salmon is served by several formal public transit providers. As a whole, these providers primarily operate niche services for social service agency clients, and are funded in large part by third party payers rather than per-ride fares. Those sources include FTA grants, Medicaid contracts, other contract services, vouchers, etc. Most transit operators are also available for general public transit.

Salmon Based Providers				
Company	Service Type	Service Days	Service Hours	Fare Rate
Lemhi Ride	Demand and Response & Charter Service	Monday-Friday	8:00 am – 5:00 pm	In City Limits - $2/ride Outside City limits - $4/ride Charter - $0.36/mile plus fuel, renting agency supplies own driver
Mountain High Shuttle	Demand and Response	Monday-Friday	By Reservation	By mileage
Lost River Area Transit	Demand and Response	Monday-Friday	By Reservation	By Mileage

Table 11: Current Transit Services in Salmon

RESOLUTION 2015 – 5
SNOW REMOVAL POLICY

A RESOLUTION TO DEVELOP A SNOW REMOVAL POLICY

WHEREAS, it is the City of Salmon's policy to maintain the streets in as safe a condition as possible during the winter months, depending upon available budget, manpower, and equipment; and
WHEREAS, the adequacy of this policy is also dependent upon variables not within the control of the City of Salmon such as weather and the capabilities of the traveling public who must prepare for winter driving through prudent operating practices, use of winter tires and/or chains and adequate vehicle maintenance; and
WHEREAS, this Resolution is intended to set general policy, not to forbid exercise of judgment by City personnel.
NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF SALMON, IDAHO:

Section 1. That the first priority of the City of Salmon is the removal of snow and placement of traction material on the heaviest traveled sections of city streets and dangerous spots, such as steep grades, busy intersections, arterials, and school bus routes.
Section 2. That snow removal operations will generally begin after a snowstorm has subsided with snow to be plowed from streets to provide two-way traffic as soon as practicable.
Section 3. That primary efforts will be clearing streets and the City will not be responsible for snow berms left in driveways, approaches and around mailboxes due to plowing actions.
Section 4. That the City will not remove snow from private driveways and/or private property.
Section 5. With prior approval from the City Council, the Public Works Department shall be able to make changes in priorities and levels of service based upon available budget resources as well as weather and street conditions.

ADOPTED by the Salmon City Council on November 19, 2015.

APPROVED by the Mayor of the City of Salmon, Idaho, on November 19, 2015.

APPENDIX A

Planning Documents

City of Salmon Comprehensive Plan
Salmon Area Trails Action Plan
Lemhi County Transportation Plan
City of Salmon Transportation Master Plan (2003)
City of Salmon, City Code

Planning Documents

Due to the size of these documents and that they are all subject to change please refer to the latest version online at the following website addresses:

1. City of Salmon Comprehensive Plan http://www.cityofsalmon.com
2. City of Salmon Transportation Master Plan http://www.cityofsalmon.com
1. Salmon Area Trails Action Plan http://www.salmonvalley.org
2. Lemhi County Transportation Plan http://lemhicountyidaho.org
3. City of Salmon, City Code http://www.cityofsalmon.com

APPENDIX B

Salmon Transit Analysis

Provided by Tammy Stringham
Executive Director of Lemhi County Economic Development

Salmon Transit System

Submitted to: Mary Cerise
Community Development Coordinator
October 2016

1 EXISTING TRANSIT OPERATIONS

1.1 EXISTING OPERATORS

The City of Salmon is served by several formal public transit providers. Lemhi Ride is currently the major provider in the area and assumed transportations responsibilities from TRPTA (Targhee Regional Public Transportation Authority) on April 1st, 2015. Other providers primarily operate niche services for social service agency clients, all operators in the area are funded in large part by third party payers rather than per-ride fares. Those sources include FTA grants, Medicaid contracts, other contract services, vouchers, etc. Most transit operators are also available for general public transit.

1.1.1 Salmon-based Providers

Lemhi Ride

Service Type: Demand-response & charter service
Service Days: M,T,W,Th,F
Service Hours: 8:00 a.m. – 5:00 p.m.
Fare Rate: Within City limits - $2/ride
Outside City limits - $4/ride
Charter - $0.36/mile plus fuel, renting agency supplies own driver

1.1.2 Intercity Providers offering regional transit into Salmon

Mountain High Shuttle

City of Origin: Mackay
Service Type: Demand-response
Service Days: M,T,W,Th,F
Service Hours: By reservation
Fare Rate: By mileage

Lost River Area Transit

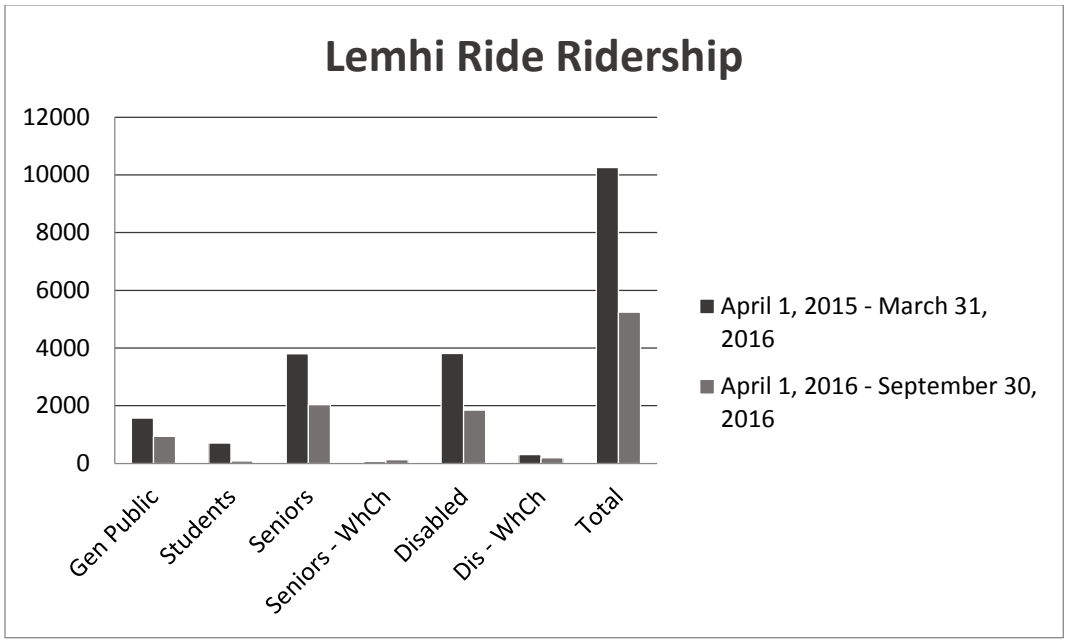
City of Origin: Darlington
Service Type: Demand-response
Service Days: M,T,W,Th,F
Service Hours: By reservation
Fare Rate: By mileage

1.2 SALMON-BASED SERVICE VEHICLE INVENTORY

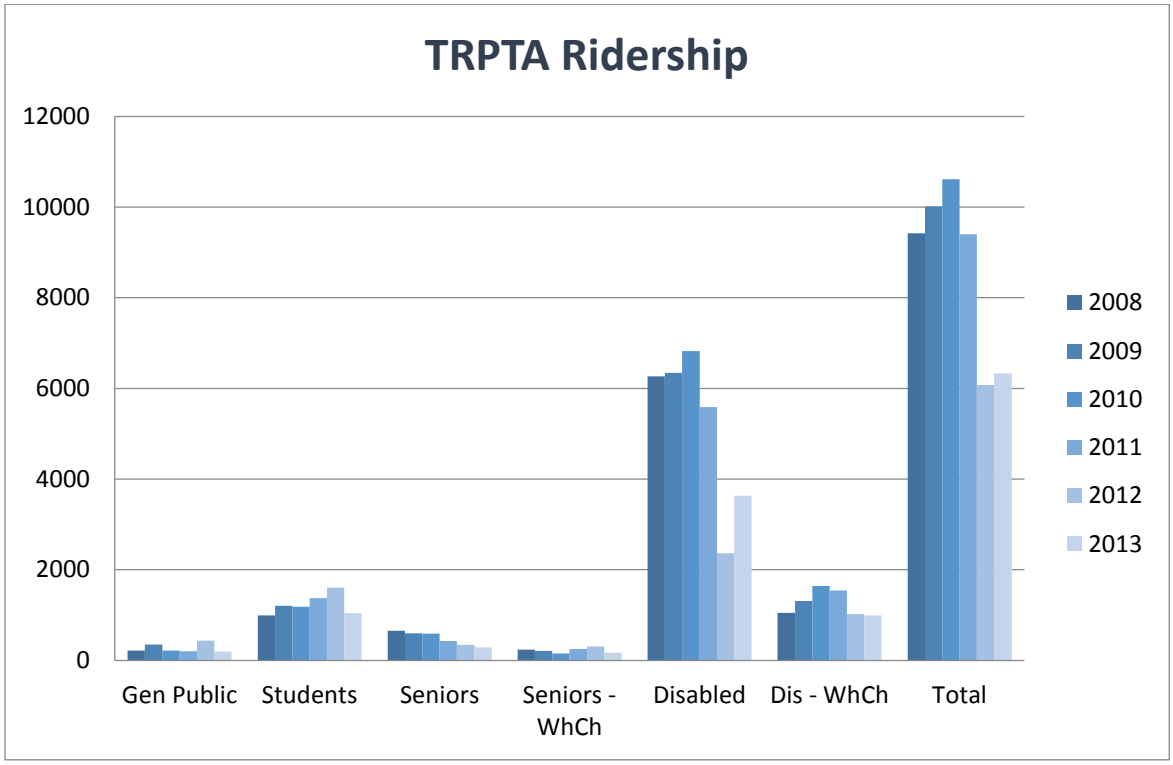
Agency	Vehicle Description	2016 Replacement Cost
Lemhi Ride	2012 Goshen GCII C17767 1FDEE3FL5CDA39198	$74,000
Lemhi Ride	2007 FORD TRUCK C17740 1FDWE35L07DA81287	$74,000
Lemhi Ride	2009 Ford Glavel Z14 C16461 1GBJG31K691175799	$74,000

1.3 RIDERSHIP DATA

Providers that receive FTA funding are required to report ridership performance data. The following information is ridership data from Lemhi Ride Salmon service that started in April of 2015. Lemhi Ride currently has 18 months of data. Additional ridership data from the previous provider TRPTA (Targhee Regional Public Transit Authority) is being provided for context, ridership data for 2014 was unavailable at the time of this report. The other privately-operated providers that receive funding through non-FTA sources, even though many of them are public sources (HHS, Administration on Community Living, Medicaid) are not required to report ridership performance.

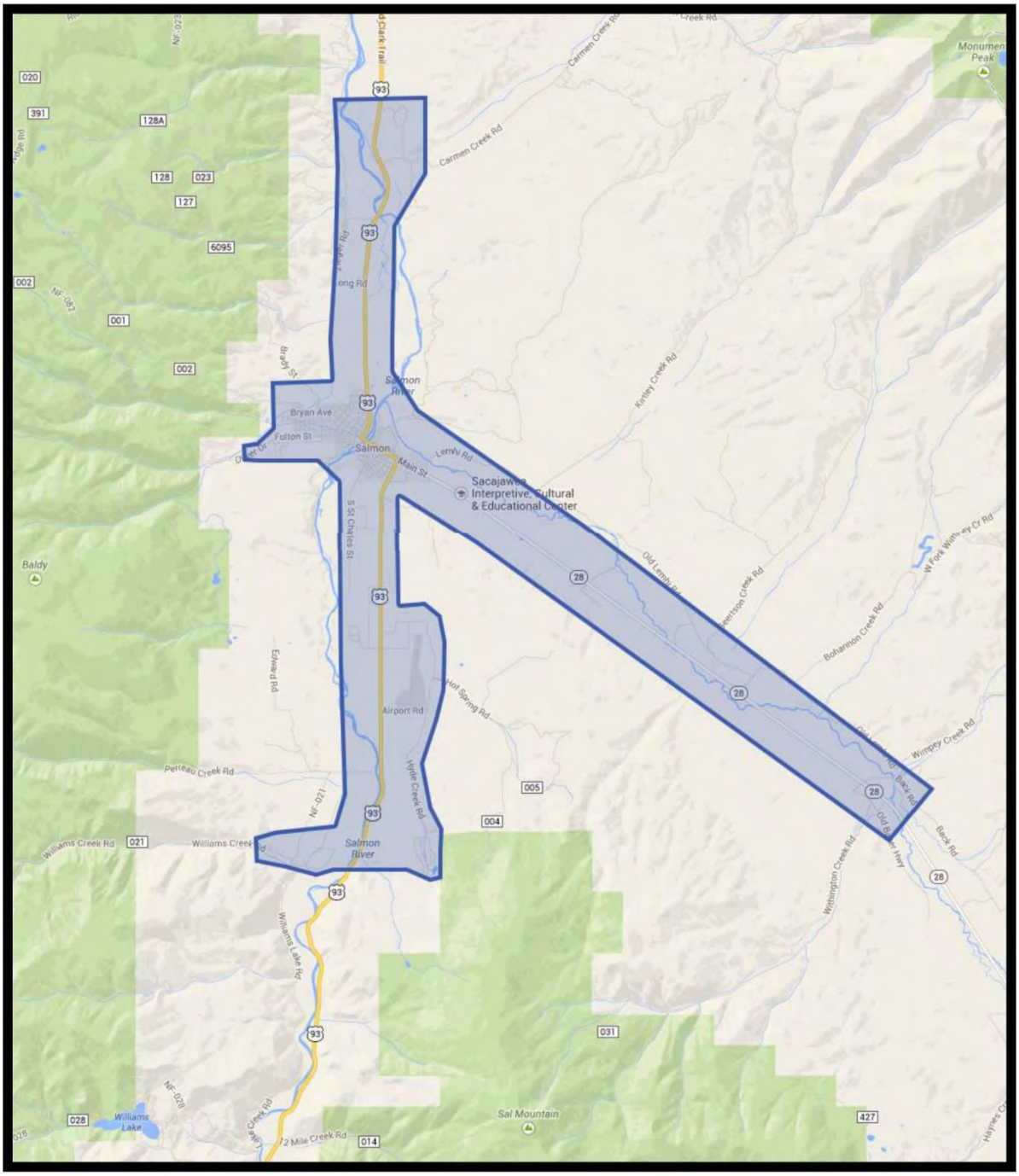


Note: second year ridership is only 6 months but is on track to meet or beat previous years ridership numbers.



1.4 TRANSIT SERVICE AREA

Lemhi ride's service area is approximately a 10 mile radius from the center of town. Opportunities to service areas outside the 10 mile radius such as Elk Bend, Leadore, North Fork and Gibbonsville are being evaluated regularly.


Carmen Creek Rd
Monument Peak
Kuney Creek Rd
Bryan Ave
Fulton St
Salmon
Main St
Lemhi Rd
Sacajawea Interpretive, Cultural & Educational Center
Baldy
Old Lemhi Rd
Boharnon Creek Rd
Wimpey Creek Rd
Back Rd
Airport Rd
Hot Spring Rd
Hyde Creek Rd
Perreau Creek Rd
Williams Creek Rd
Salmon River
Williams Lake Rd
Withington Creek Rd
Sal Mountain
Williams Lake
72 Mile Creek Rd
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128A
128
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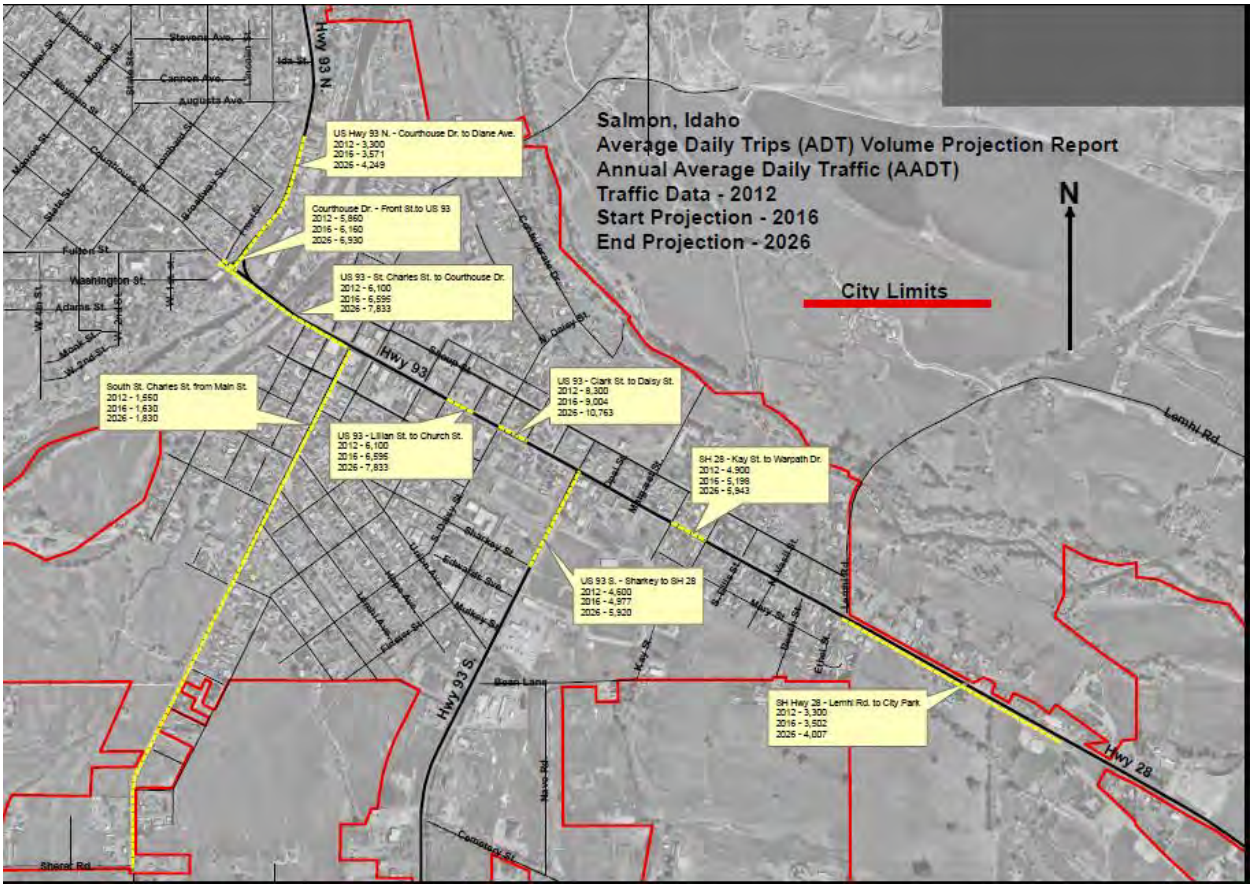
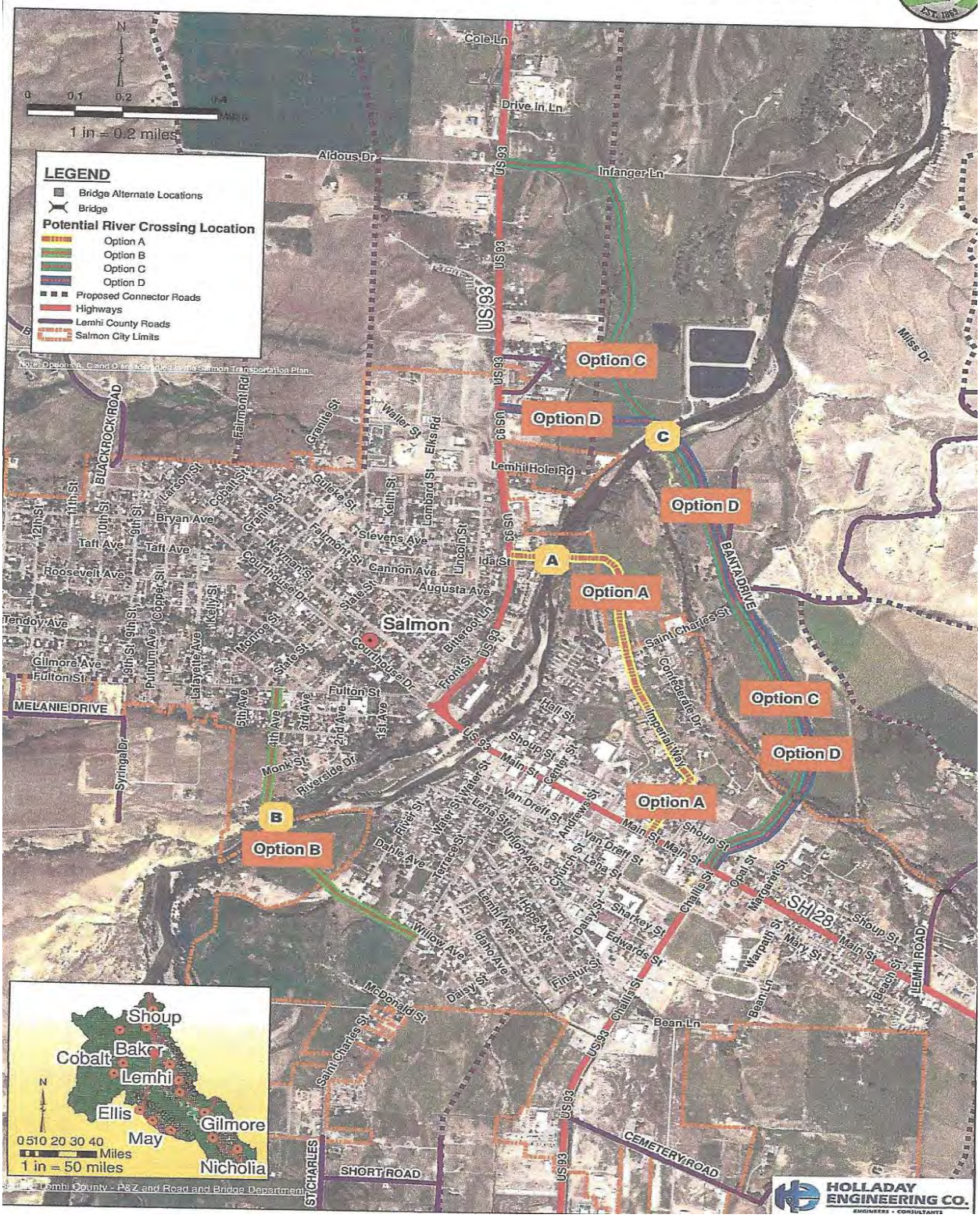
APPENDIX C
Maps

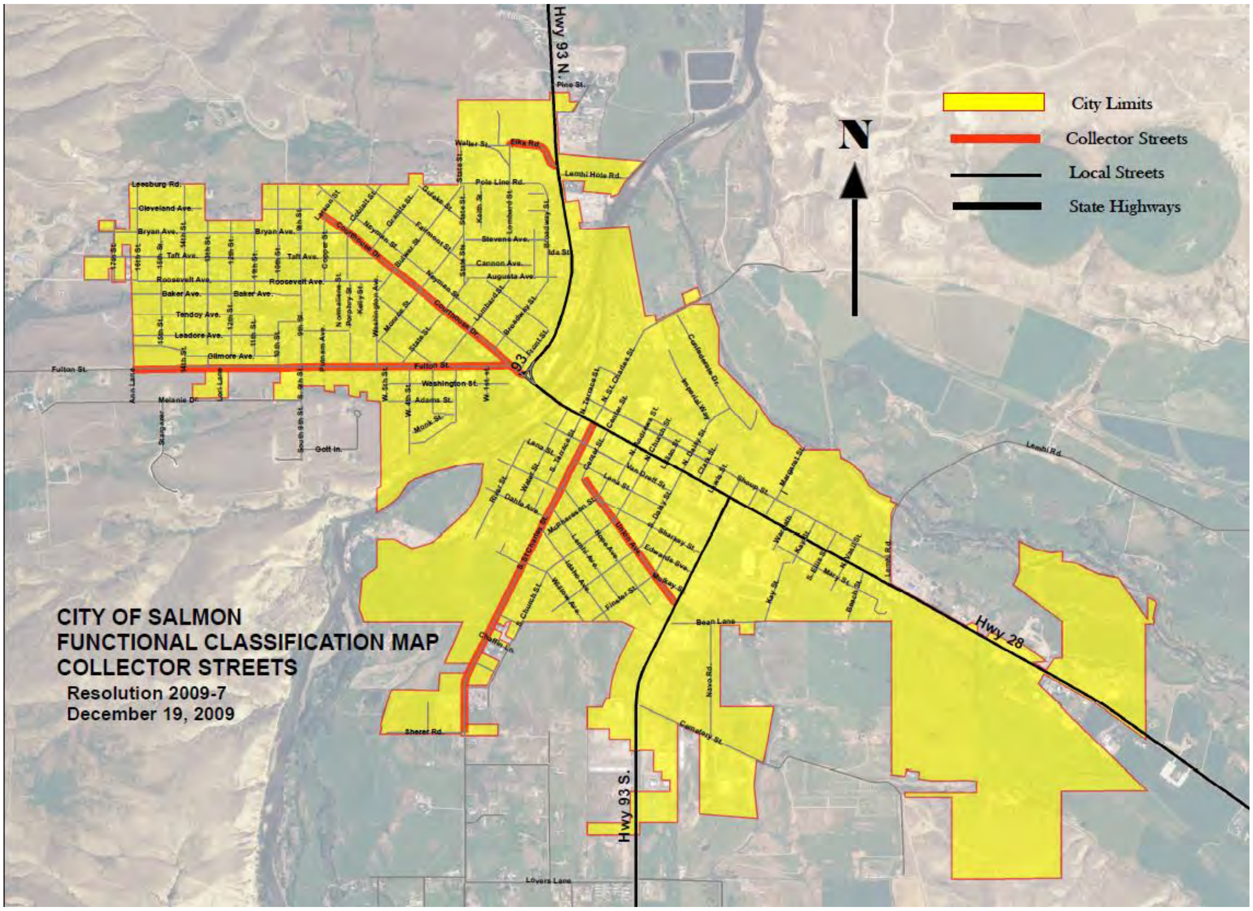
City of Salmon ADT Map (forecast and current)
Functional Classification Map of City of Salmon
Lemhi County Alternate Route Map
Capital Improvement Plan Map

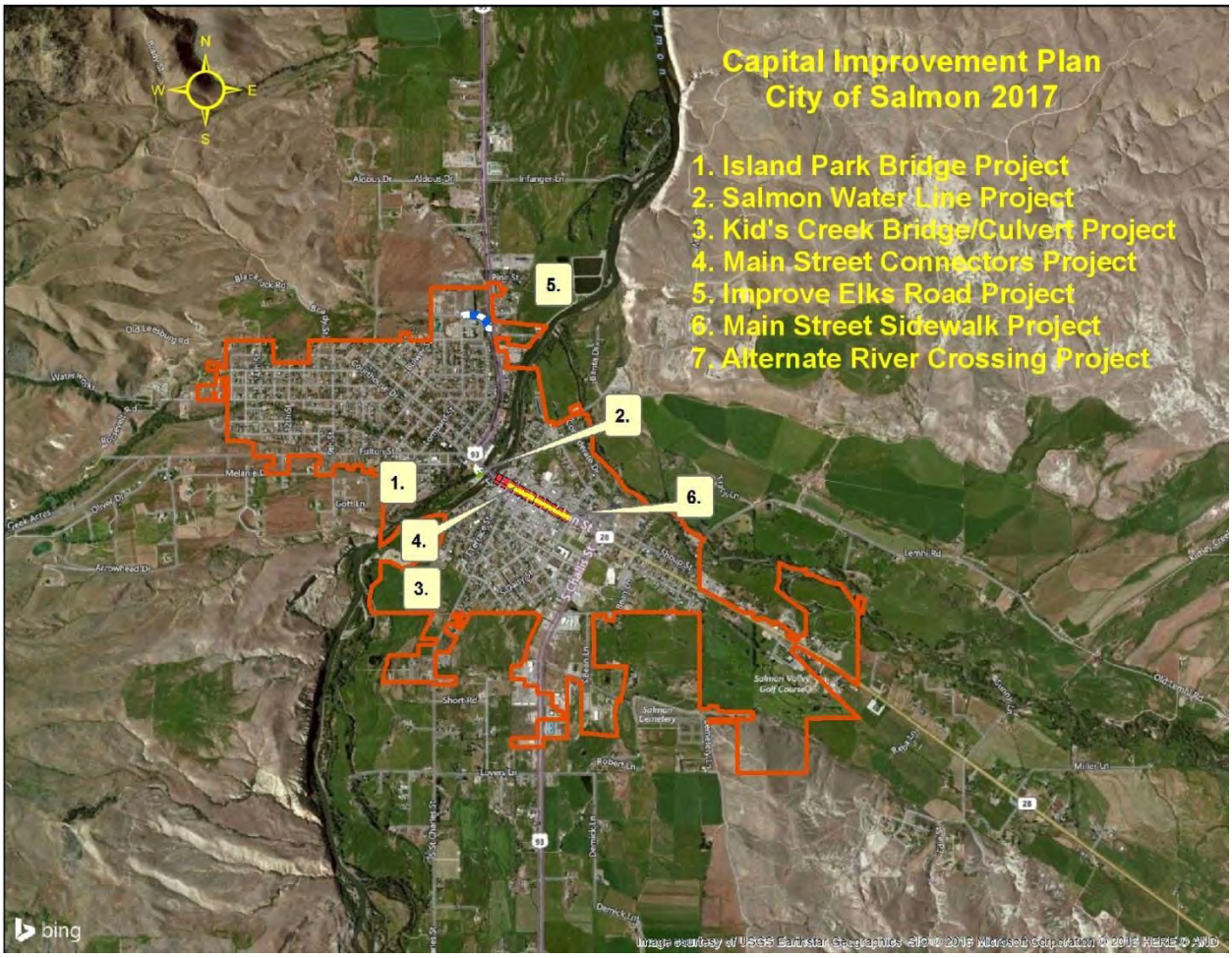

Salmon, Idaho
Average Daily Trips (ADT) Volume Projection Report
Annual Average Daily Traffic (AADT)
Traffic Data - 2012
Start Projection - 2016
End Projection - 2026
N
City Limits
US Hwy 93 N. - Courthouse Dr. to Diane Ave.
2012 - 3,300
2016 - 3,571
2026 - 4,249
Courthouse Dr. - Front St.to US 93
2012 - 5,860
2016 - 6,160
2026 - 6,930
US 93 - St. Charles St. to Courthouse Dr.
2012 - 6,100
2016 - 6,595
2026 - 7,833
South St. Charles St. from Main St.
2012 - 1,550
2016 - 1,630
2026 - 1,830
US 93 - Lillian St. to Church St.
2012 - 6,100
2016 - 6,595
2026 - 7,833
US 93 - Clark St. to Daisy St.
2012 - 8,300
2016 - 9,004
2026 - 10,763
SH 28 - Kay St. to Warpath Dr.
2012 - 4,900
2016 - 5,198
2026 - 5,843
US 93 S. - Sharkey to SH 28
2012 - 4,600
2016 - 4,977
2026 - 5,920
SH Hwy 28 - Lemhi Rd. to City Park
2012 - 3,300
2016 - 3,502
2026 - 4,007
Hwy 93 N
Hwy 93
Hwy 93 S
Hwy 28
Lemhi Rd.
Bean Lane
Sheret Rd.

LEMHI COUNTY TRANSPORTATION PLAN

Potential River Crossing Locations & Emergency Routes




City Limits
Collector Streets
Local Streets
State Highways
N
Hwy 93 N.
Hwy 93 S.
Hwy 28
CITY OF SALMON
FUNCTIONAL CLASSIFICATION MAP
COLLECTOR STREETS
Resolution 2009-7
December 19, 2009


Capital Improvement Plan
City of Salmon 2017
1. Island Park Bridge Project
2. Salmon Water Line Project
3. Kid's Creek Bridge/Culvert Project
4. Main Street Connectors Project
5. Improve Elks Road Project
6. Main Street Sidewalk Project
7. Alternate River Crossing Project
1.
2.
3.
4.
5.
6.
N
W
E
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bing

APPENDIX D

Public Involvement

Public Notice for Stakeholders' Meeting, Survey Results
Stakeholder Meeting Notification
Final Public Meeting Comments
City of Salmon Public Works Team Meeting Minutes (Transportation Plan Adoption)
Salmon City Council Meeting Minutes (Transportation Plan Adoption)

WE INVITE YOU TO ATTEND!

The City of Salmon is hosting a public open house for stakeholders to provide input for the update of the Salmon Master Transportation Planning Process.

When: Thursday, March 27, 2014 from 4:30 p.m. to 6:30 p.m.

Where: Salmon City Hall, 200 Main Street, Salmon, Idaho

What: Your input matters! Update for the City of Salmon Master Transportation Plan

For more information contact Mary Cerise, Community Development, City of Salmon at 756-1188.

City requests public input

An open house stakeholders meeting will be held regarding the update on the City of Salmon Master Transportation Planning process.

The meeting is March 27 at the Salmon City Hall from 4:30 p.m. until 6:30 p.m. All current information will be available for review, comments and questions.

The City of Salmon is requesting that the public attend this meeting to assist in the identification of problem areas and offer input and recommendations.

For any questions or information prior to the meeting, or if you are unable to attend the meeting but wish to offer input, please contact Mary Cerise, Community Development Director at 756-1188.

Survey Results 2014 Update of the Transportation Master Plan
City of Salmon Hard Copy Survey Results (34 Total)

Resident of City of Salmon		
Yes	27	79%
No	7	21%

Age Group		
30-39	3	9%
40-49	9	26%
50-59	1	3%
60+	21	62%

Gender		
Male	25	74%
Female	9	26%

93/Courthouse Intersection		
Stoplight	10	29%
Roundabout	2	6%
No Change	22	64.70588

Rank of Capital Improvement Projects		
Improve Elks Road	80	4th
Salmon River Bridge	106	6th
Alternate River Crossing	84	5th
Courthouse Drive Intersection	72	2nd
Van Dreff Reconstruction	78	3rd
Main Street Sidewalks	60	1st

*Lowest number = highest rank importance

*Some forms were blank

Alternate Bridge Location		
Option A	3	9%
Option B	21	62%
None/Other	10	29%

Satisfaction level: Pathways		
Extremely Satisfied	5	15%
Satisfied	18	53%
Dissatisfied	5	15%
Extremely Dissatisfied	5	15%

Traffic Congestion in City Limits		
Extremely Congested	0	0
Moderately Congested	9	26%
Slightly Congested	12	35%
Not at all Congested	13	38%
		0

Maintenance of City Streets		
Extremely well	3	9%
Moderately Well	10	29%
Slightly Well	13	38%
Not at all Well	8	24%
		0

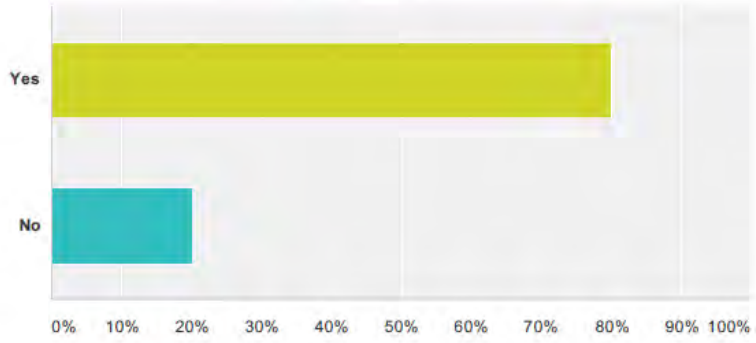
Bicycle Paths in City of Salmon		
Too Many	8	24%
About Right Number	12	35%
Too Few	14	41%
		0

What forms of Transportation do you use (more than 1 may apply)		
Automobile	31	91%
Bike/Ped	3	9%
Transit	0	0
Other		0

City of Salmon Transportation Plan Survey

Q1 Do you live (or own a business) within the limits of the City of Salmon, Idaho?

Answered: 10 Skipped: 0

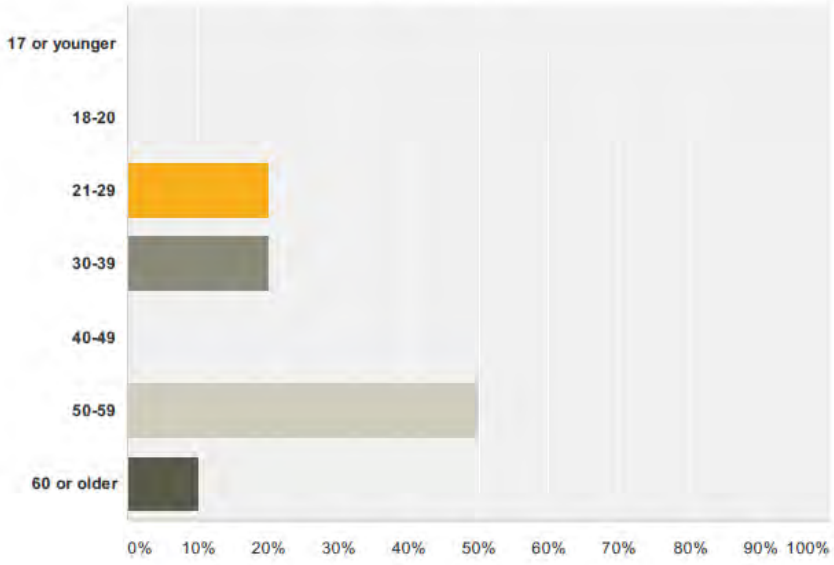


Answer Choices	Responses	
Yes	80.00%	8
No	20.00%	2
Total		10

City of Salmon Transportation Plan Survey

Q2 Which category below includes your age?

Answered: 10 Skipped: 0

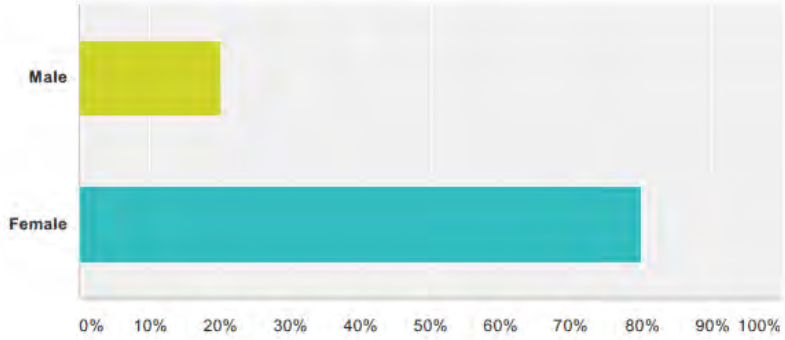


Answer Choices	Responses	
17 or younger	0.00%	0
18-20	0.00%	0
21-29	20.00%	2
30-39	20.00%	2
40-49	0.00%	0
50-59	50.00%	5
60 or older	10.00%	1
Total		10

City of Salmon Transportation Plan Survey

Q3 Are you male or female?

Answered: 10 Skipped: 0

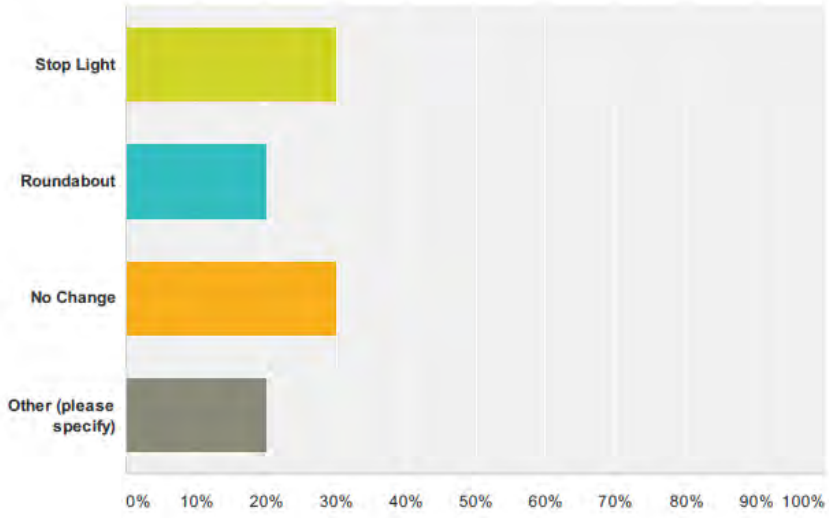


Answer Choices	Responses	
Male	20.00%	2
Female	80.00%	8
Total		10

City of Salmon Transportation Plan Survey

Q4 Please identify your top choice for the US Highway 93 and Courthouse Drive Intersection:

Answered: 10 Skipped: 0

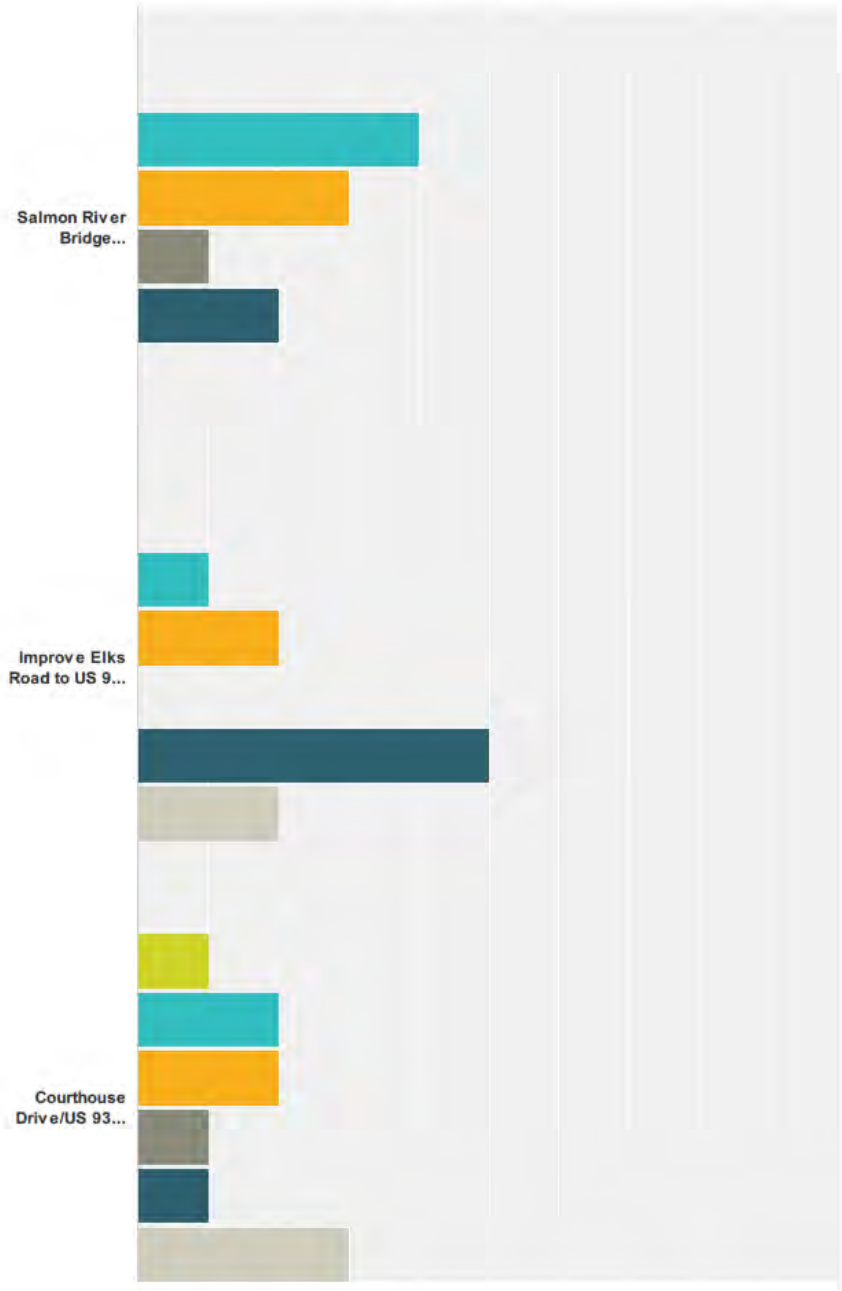


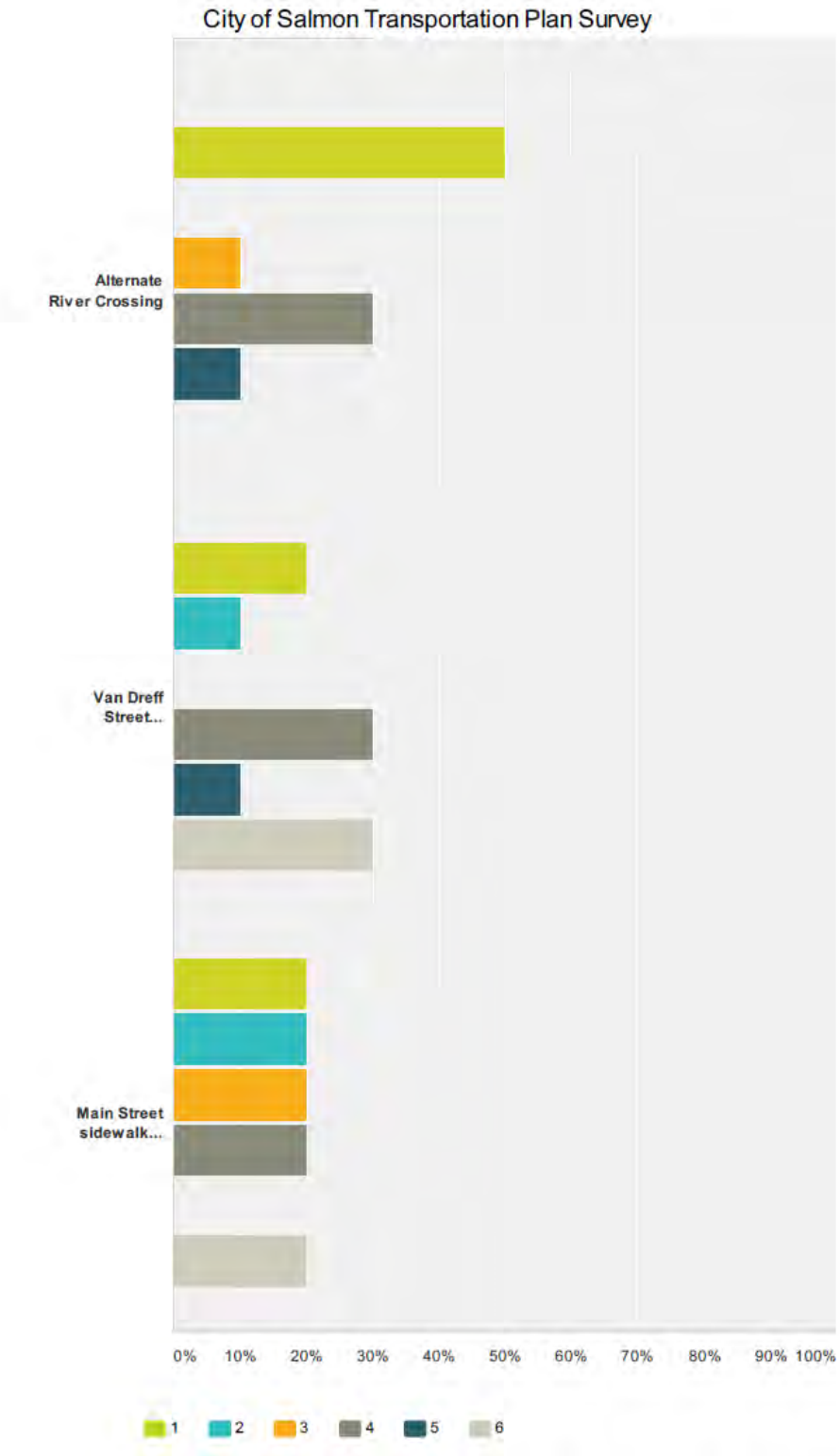
Answer Choices	Responses	
Stop Light	30.00%	3
Roundabout	20.00%	2
No Change	30.00%	3
Other (please specify)	20.00%	2
Total		10

City of Salmon Transportation Plan Survey

Q5 Please rank the following capital improvement projects listed below, 1 (one) being the highest priority and 6 (six) being the lowest.

Answered: 10 Skipped: 0




City of Salmon Transportation Plan Survey
Alternate River Crossing
Van Dreff Street...
Main Street sidewalk...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
1
2
3
4
5
6

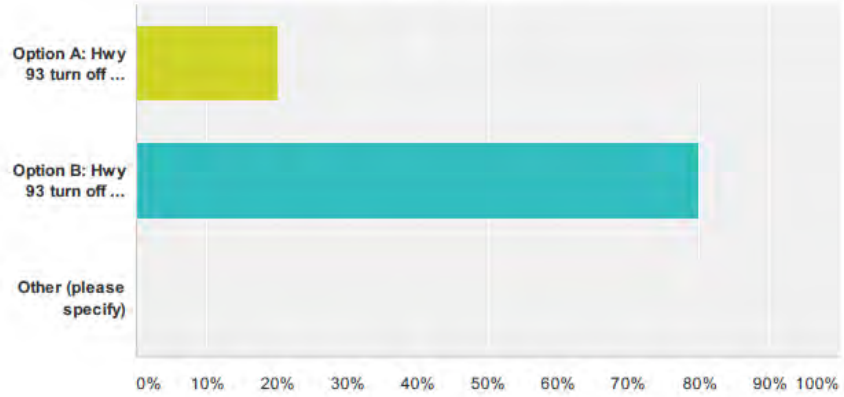
City of Salmon Transportation Plan Survey

	1	2	3	4	5	6	Total	Average Ranking
Salmon River Bridge Replacement	0.00% 0	40.00% 4	30.00% 3	10.00% 1	20.00% 2	0.00% 0	10	3.90
Improve Elks Road to US 93 Intersection (reduce grade of hill)	0.00% 0	10.00% 1	20.00% 2	0.00% 0	50.00% 5	20.00% 2	10	2.50
Courthouse Drive/US 93 Intersection (stoplight/roundabout)	10.00% 1	20.00% 2	20.00% 2	10.00% 1	10.00% 1	30.00% 3	10	3.20
Alternate River Crossing	50.00% 5	0.00% 0	10.00% 1	30.00% 3	10.00% 1	0.00% 0	10	4.50
Van Dreff Street reconstruction (Daisy to Church)	20.00% 2	10.00% 1	0.00% 0	30.00% 3	10.00% 1	30.00% 3	10	3.10
Main Street sidewalk (repairs and replacement from bridge to Challis Street)	20.00% 2	20.00% 2	20.00% 2	20.00% 2	0.00% 0	20.00% 2	10	3.80

City of Salmon Transportation Plan Survey

Q6 Which route do you like best?

Answered: 10 Skipped: 0

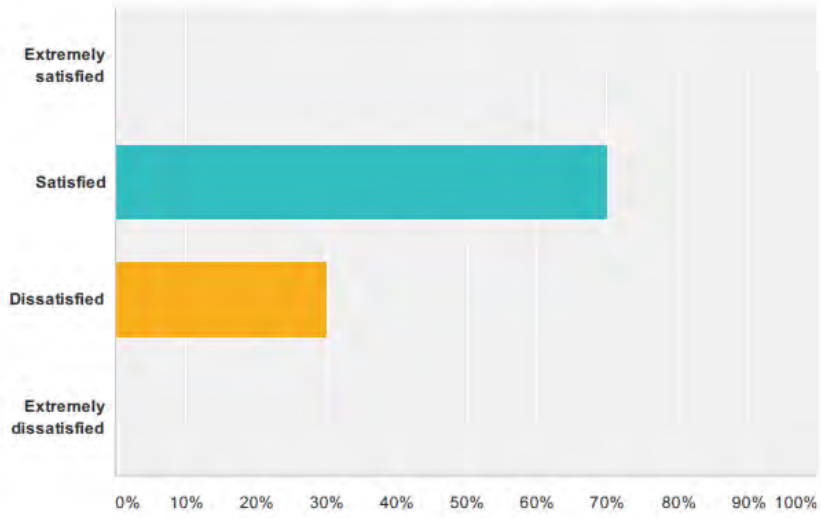


Answer Choices	Responses
Option A: Hwy 93 turn off at Lemhi Hole Road, cross river, cross over North St. Charles, through Imperial Way and connect at Daisy Street to recoonect with Main Street at Daisy/Main Street intersection. (Stop Light at Daisy and Main)	20.00% 2
Option B: Hwy 93 turn off at Lemhi Hole Road, cross river and reconnect with Main Street at North St. Charles Street (Stop Light at N. St. Charles and Main)	80.00% 8
Other (please specify)	0.00% 0
Total	10

City of Salmon Transportation Plan Survey

Q7 Are you satisfied with pathways in the City of Salmon, neither satisfied nor dissatisfied with them, or dissatisfied with them?

Answered: 10 Skipped: 0

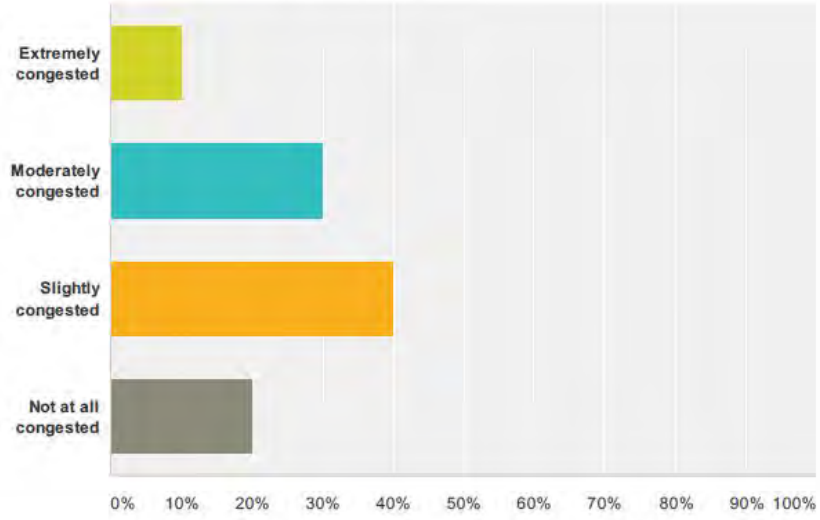


Answer Choices	Responses	
Extremely satisfied	0.00%	0
Satisfied	70.00%	7
Dissatisfied	30.00%	3
Extremely dissatisfied	0.00%	0
Total		10

City of Salmon Transportation Plan Survey

Q8 How congested is the traffic in the City of Salmon?

Answered: 10 Skipped: 0

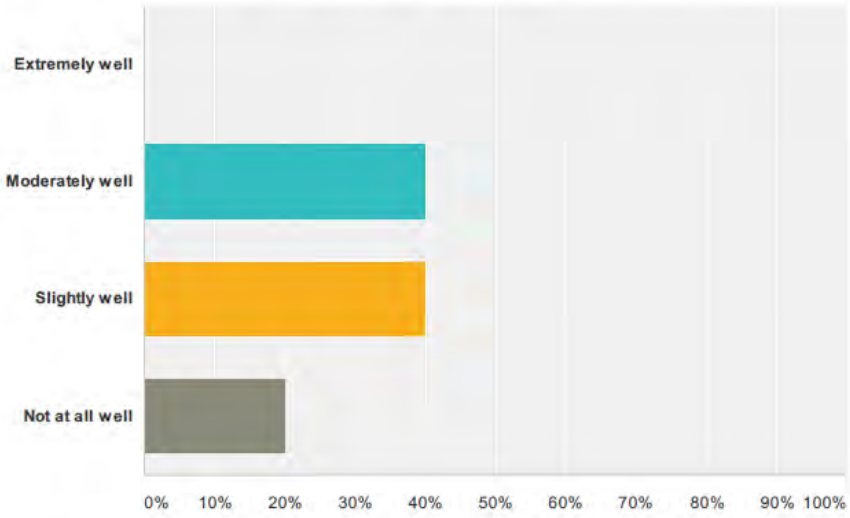


Answer Choices	Responses	
Extremely congested	10.00%	1
Moderately congested	30.00%	3
Slightly congested	40.00%	4
Not at all congested	20.00%	2
Total		10

City of Salmon Transportation Plan Survey

Q9 How well are the streets in the City of Salmon maintained?

Answered: 10 Skipped: 0

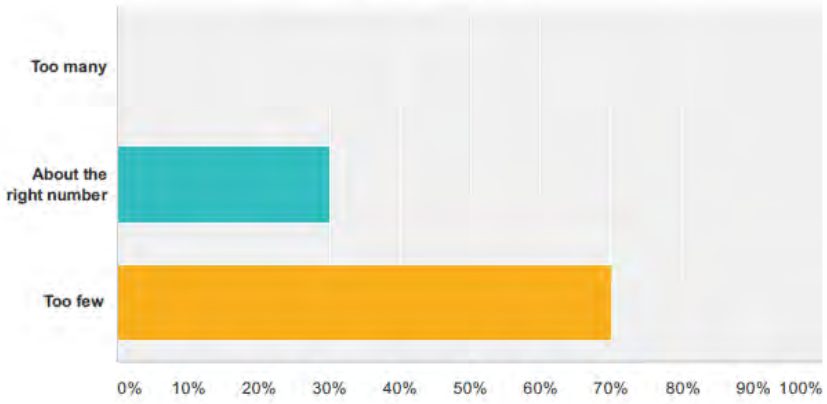


Answer Choices	Responses	
Extremely well	0.00%	0
Moderately well	40.00%	4
Slightly well	40.00%	4
Not at all well	20.00%	2
Total		10

City of Salmon Transportation Plan Survey

Q10 Does the City of Salmon have too many, too few, or about the right number of bicycle paths?

Answered: 10 Skipped: 0

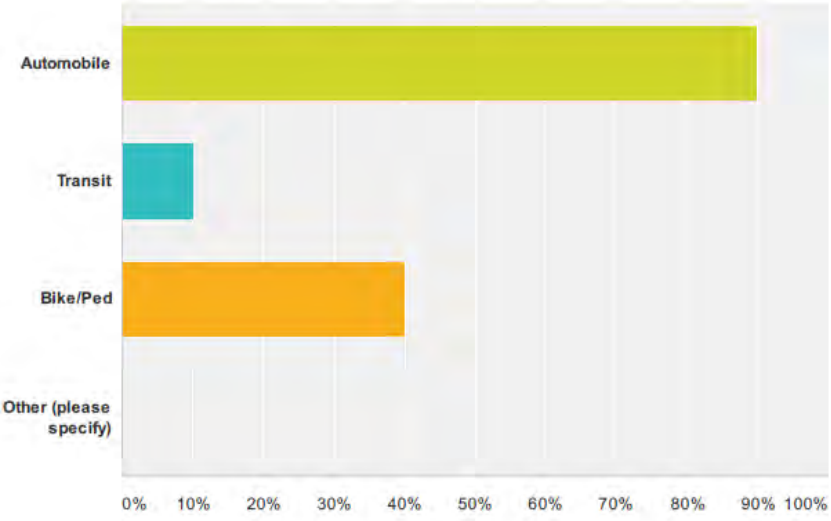


Answer Choices	Responses	
Too many	0.00%	0
About the right number	30.00%	3
Too few	70.00%	7
Total		10

City of Salmon Transportation Plan Survey

Q11 In a typical day, which of the following forms of transportation do you use? (Check all that apply)

Answered: 10 Skipped: 0



Answer Choices	Responses	
Automobile	90.00%	9
Transit	10.00%	1
Bike/Ped	40.00%	4
Other (please specify)	0.00%	0
Total Respondents: 10		

City of Salmon Transportation Plan Survey

Q12 Are there any issues, comments or suggestions regarding the City of Salmon Transportation Plan that you would like to add?

Answered: 5 Skipped: 5