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EXECUTIVE SUMMARY

The Sawtooth Scenic Byway is a 116-mile (186 km) stretch of State Highway 75 (SH 75) in central Idaho. Traveling through some of the most exquisite terrain in North America, the byway begins at the mountain town of Stanley in the north, runs through the well known Ketchum/Sun Valley area and ends in Shoshone, a town surrounded by shrub-steppe habitat and unspoiled lava flow landscapes. SH 75 from Stanley to Shoshone was designated an Idaho State Scenic Byway in 1977, and named the Sawtooth Scenic Byway. In 1991, the U.S. Forest Service (USFS) adopted the road as the 100th Forest Service Scenic Byway.

The Sawtooth Scenic Byway is graced with an abundance of characteristics that make it unique and special. Referred to as "intrinsic qualities" by the Federal Highway Administration (FHWA) these characteristics fall into six categories: archeological, scenic, recreational, historical, cultural and natural. The Sawtooth Scenic Byway has world-class scenic, natural and recreational intrinsic qualities, and is an exceptional example of a scenic roadway, a destination unto itself. Mountains, shrub-steppe ecosystems, native trout streams, ranches, town and country planning ideals, a rich cultural heritage and a world famous resort blend together to attract visitors, from near and far.

Figure ES-1. View north from Galena Overlook.

Planning documents such as this CMP are, by nature, fluid and dynamic. A plan is a snapshot of the current conditions and a description of how and where people would like to be in the future. One of the major concerns about the Sawtooth Scenic Byway is reflected in the debate over the perceived need and desire to enlarge certain sections of the roadway. The concerns associated with this debate may change as population grows or shrinks, policies shift, or new technologies come available. Therefore, in the spirit of enrichment, this document embraces change, and puts faith in the Working Group to modify and update this plan as public priorities require.

SAWTOOTH SCENIC BYWAY KEY GOALS AND STRATEGIES

Stakeholders (individuals that live and work along the byway, or agencies that include the byway in their jurisdiction) played an integral part in the creation of this CMP. Throughout the public process, stakeholders were asked to identify the byway's intrinsic qualities that they found to be most valuable. Stakeholders were also asked for suggestions as to how these intrinsic qualities could be protected most effectively. Certain key goals and desires were continually expressed during the inventory process, by both individual and institutional stakeholders. The essence of this CMP is its collection and identification of the components of these goals, and the suggestions it makes for commonly agreed upon methods for implementing the objectives that will result in the realization of the goals. For example, if a community

has identified increased tourism as a goal, this CMP makes suggestions such as developing a tourism board, preparing a marketing plan, or increasing tourist facilities, to accomplish that goal. The key goals expressed by the Sawtooth Scenic Byway stakeholders are:

- *Preserve open space and agricultural land along the byway*
- *Preserve small town and western feeling*
- *Enhance interpretive and visitor infrastructure*
- *Maintain and improve recreational access, resolve use conflicts*
- *Improve tourist related economic development at Stanley and Shoshone gateways without increasing services in Ketchum, Sun Valley, and Hailey areas*
- *Develop program and project implementation and funding strategies*
- *Organize byway leadership*
- *Conserve wildlife and riparian habitat.*

The purpose of this CMP is to characterize the byway's resources and to prepare a strategy to conserve and protect those valuable intrinsic qualities. The group responsible for the administration of this plan and for the future leadership for the byway is the Sawtooth Scenic Byway Working Group. The Working Group will be responsible for realizing many of the concepts and strategies described in this plan. Each member of the working group described key notions for what the CMP should do. These notions are reflected in the Mission Statement.

> *The Sawtooth Scenic Byway Working Group shall preserve, protect and enhance the unique archeological, scenic, recreational, historical, cultural, and natural qualitites of the corridor. To this end we will cooperate across jurisdictional boundaries to support funding sources for byway projects, preserve agricultural land, promote development within existing towns, preserve natural values, protect historical sites and open space, promote a sense of place, and continue to encourage public participation.*

INTRODUCTION

This Corridor Management Plan (CMP) has been arranged into 11 sections (including references) and several technical appendices. It is a thorough and detailed document that, in conformance with federal requirements for a CMP, contains several sections that are somewhat technical and complex in nature. Included in these sections are such elements as: an intrinsic quality inventory, a roadway and transportation review, and a review of the existing regulatory environment. The detailed inventory and analysis can make the CMP a challenging read at times, but they also make it a more valuable tool for planners, agencies, and citizens.

This plan formally recognizes the intrinsic qualities of the byway, and outlines a stakeholder-driven strategy to protect and enhance those qualities. The most critical component of the CMP process is public involvement. The CMP incorporates the diverse array of stakeholder priorities, and balances the differing points of view, goals, and expectations of all participants in the process. Thus far, the members of the public, and federal, state, county and city agencies, and the Idaho Transportation Department (ITD), have displayed a remarkable willingness to work together in creating a coherent plan to protect and enhance the resources of the Sawtooth Scenic Byway corridor.

The National Scenic Byways Program was created in 1991 as part of the Intermodal Surface Transportation Efficiency Act (ISTEA). This was the first time that a transportation bill included funds for items such as interpretive exhibits and other enhancement activities not directly on the roadway or the right-of-way. Since 1991, 57 National Scenic Byways and 15 All-American Roads have been designated by the U.S. Department of Transportation. National designation is determined on the basis of the six categories of intrinsic qualities (archeological, scenic, recreational, historical, cultural and natural). National Scenic Byways must contain at least one intrinsic quality that is of regional significance. All-American Roads must have at least two intrinsic qualities that are of outstanding regional significance or are recognized on a national level.

With world-class scenic, recreational, and natural values, and regionally important cultural and historic features, the Sawtooth Scenic Byway will doubtless qualify for whatever level of designation is desired. Having a CMP is a prerequisite for national designation. However, if stakeholders decide not to seek federal designation, this document will still be a valuable management tool for guiding and coordinating development along the corridor. Further, a scenic byway with a completed CMP may apply for federal funds for corridor projects, regardless of designation status.

This CMP addresses the 14 required elements for a CMP as noted in the *Federal Register* (Vol. 60 No. 96) and as called for in the USFS request for proposals. These sections are grouped into three divisions, cataloging "The Place", "The People" and "The Future" of the Sawtooth Scenic Byway.

"The Place," which is comprised of sections one through three, provides maps of the byway viewshed, land uses, and intrinsic values. It also includes sections that describe the intrinsic qualities that make the Sawtooth Scenic Byway unique, and sections that outline the land uses and physical character of the byway corridor, and characterize the overall byway experience. "The People," sections four through seven, includes the public process results, interpretive materials for visitors, the roadway and transportation issues, as well as marketing and publicity. "The People" also includes a map of traffic accident data and planned agency projects for the byway. The final portion of this document, "The Future,"sections eight through ten, includes byway projects that could be implemented to maintain and enhance intrinsic qualities. "The Future" also describes the current regulatory environment in the communities along the byway, and outlines implementation strategies.

Also included in this document are a compilation of references used in producing this CMP, and a series of appendices that are intended to aid the public and the Working Group in design and implementation of byway strategies and programs. These appendices (A through G) are an important part of this document and have been included in an effort to provide useful tools for the byway planning process. Appendix B, for example, includes a regulatory matrix that allows the reader to compare the respective zoning and planning policies of the various communities along the byway. This matrix will help the Working Group to craft a cohesive planning and zoning strategy that will enable the byway's towns and counties to protect the valuable intrinsic qualities of the Sawtooth Scenic Byway.

THE STAKEHOLDERS

As noted above, this CMP is very much a product of stakeholder input. It is a reflection of the priorities and desires expressed in public meetings and in written comments by the stakeholders that live and work along the byway. One of the most important institutional stakeholders in the CMP process has been the Sawtooth National Recreation Area (SNRA). The SNRA has been integral in supporting the Sawtooth Scenic Byway. In 1989, the SNRA submitted the proposal that led to the byway's designation as the 100th National Forest Scenic Byway. Currently, the SNRA maintains recreational and interpretive infrastructure along the route, providing campgrounds, visitor information centers, picnic areas, and designated points of interest. These services attract many visitors to the scenic byway, and provide recreational, cultural and wilderness experiences once they arrive. In an effort to maintain the important intrinsic qualities of the byway, the SNRA has purchased scenic easements along the route, and has also spearheaded the byway corridor planning process, one result of which is the document you are now reading.

Other important stakeholders that have contributed greatly to this CMP include: the residents and county commissioners of Custer, Blaine and Lincoln Counties, the several Chambers of Commerce present along the route, the Bureau of Land Management, the Idaho Transportation Department, the Idaho Department of Fish and Game, and the city governments of the communities along the route: Stanley, Ketchum/Sun Valley, Hailey, Bellevue, and Shoshone, the Citizens Transport Coalition, the Wood River Land Trust, and the Sawtooth Society. Many other organizations and individuals played important roles in the creation of this CMP. Without them this document would not exist. See Appendices A and D for individual public comments and stakeholder contact information.

This CMP represents an effort to accommodate and employ a diverse array of priorities and ideas. It is a rigorous document that uses the best, most comprehensive information available. It is not intended that it highlight any areas of the byway as more important or valuable than any others. This CMP recognizes the significance of each community along the route, and endeavors to present ways in which the unique qualities of each town and city along the byway can be preserved and enhanced, while also outlining strategies that will cultivate and reinforce a unified, cohesive Sawtooth Scenic Byway experience.

THE PHYSICAL CHARACTER OF THE CORRIDOR

The Sawtooth Scenic Byway threads its way 116 miles (186 km), through the central Idaho Rockies, from Stanley in the north to Shoshone in the south. Over the course of its route, the byway courses along the Salmon and Big Wood Rivers, through steep mountains, agricultural valleys, and broad shrub-steppe habitat.

The Sawtooth Scenic Byway begins in the north in the town of Stanley, which boasts the status as the only town in Idaho located at the junction of three scenic byways. The Sawtooth, the Ponderosa Pine, and the Salmon River scenic byways all intersect here.

The first white men to visit the Sawtooth Valley were Hudson's Bay Company trappers passing through in search of furs. In the 1860s, prospectors also moved through this area. It was not until the 1920s that Stanley became home to a significant number of residents (now there are about 100 people who live here year round). With its old west feel, Stanley today serves as a gateway to the Sawtooth National Recreation and the Sawtooth Wilderness Areas, providing lodging and services to skiers and snowmobilers in the winter, and campers, hikers, fishers and rafters in the summer.

The town of Stanley is surrounded on all sides by the SNRA. The SNRA, a 756,000-acre area of the Sawtooth National Forest, is home to four magnificent mountain ranges (the Sawtooths, Boulders, White Clouds and Smokys) and contains more than 60 peaks higher than 10,000 feet. The SNRA also encompasses the headwaters of four of Idaho's most prominent rivers: the Salmon, the South Fork of the Payette, the North Fork of the Boise, and the Big Wood, which together make up the premier US wild salmon fishery. Continuing south through the SNRA, the byway passes through some of the most beautiful agricultural lands anywhere, before crossing Galena Pass and heading down into the Wood River Valley, home to famous Sun Valley and Ketchum.

The Wood River Valley has been a resort destination since the early 1880s, when Oregon Short Line tracks first started bringing tourists to the area. Hailey Hot Springs was Idaho's first real resort. And Guyer Hot Springs, only two miles by stage from nearby Ketchum, offered bathing experiences that were "good for all nervous complaints, rheumatism, skin and blood afflictions." Sun Valley and Ketchum, which today are international tourist destinations in both the summer and the winter, continue in this tradition, providing visitors with a wide array of recreational and cultural experiences, including world class skiing opportunities, dining and lodging, as well as the services provided by such institutions as The Blaine County Historical Museum, the Sun Valley Center for the Arts and Humanities, and the Hemingway Memorial (Ernest Hemingway was a resident of Ketchum for the last years of his life, and is buried in the Ketchum Cemetery).

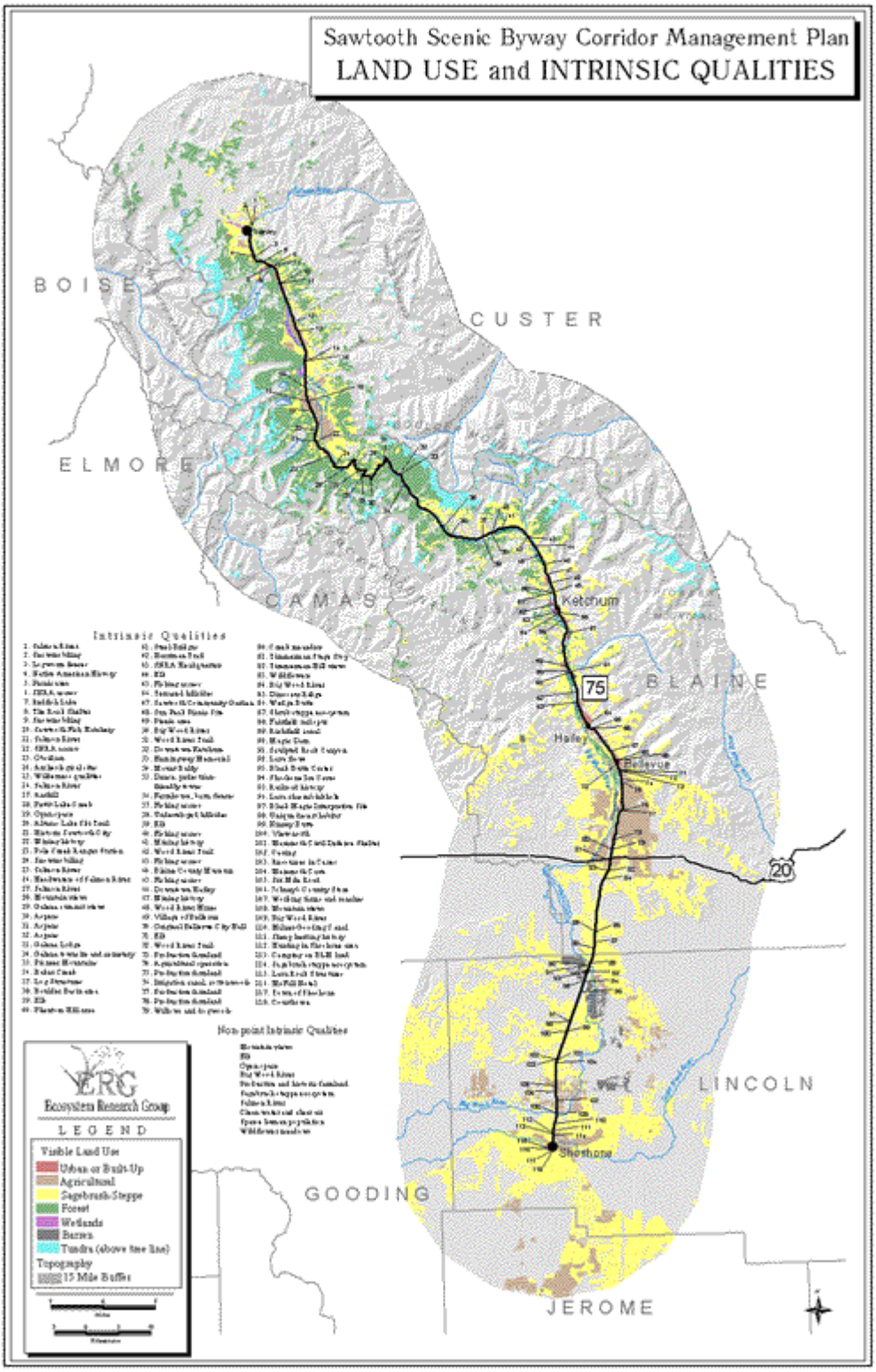
South of Ketchum, the byway heads through the towns of Hailey and Bellevue, moving away from the dramatic peaks and valleys of the central Idaho Rockies. Hailey, the seat of Blaine County, reaped many benefits from the silver, lead and gold that was mined throughout the Wood River Valley in the 1880s. In 1883, the town got Idaho's first telephone exchange, and in 1889, Hailey installed the state's first electric light system. Hailey is now undergoing another period of growth, thanks in large part to the continued development of Sun Valley and Ketchum to the north. Non-motorized travel is an important part of the culture in this part of the Wood River Valley. The paved Wood River Trail System parallels the byway from Ketchum through Hailey to Bellevue, and sees a large amount of pedestrian, bicycle, skating and (in the winter) cross country skiing traffic.

Heading south from Bellevue, the byway moves into a region characterized by its extensive shrub-steppe habitat and dramatic lava formations. Mountain biking opportunities abound, and wild flowers blanket the hills in the spring. Among the many fascinating geologic formations found in this southern section of the byway are the Shoshone Ice Caves. These lava tubes are one thousand feet long and 40 feet high. They are refrigerated by air currents that range between 28 and 33 degrees, and the ice floor varies in thickness from 8 to 30 feet. Shoshone Indian travelers once escaped desert heat inside, while white pioneers quarried ice from the caves. Now, visitors can take 40-minute-long guided tours of these caverns.

The city of Shoshone, the southern "gateway" to the Sawtooth Scenic Byway, displays a rich history of railroads, unique sandstone buildings, and western pride.

Dramatic geologic formations are visible along the entire byway. While the southern portion of the byway is a part of the Snake River Plain and is characterized by its lava flows, the northern portions, with their craggy mountain peaks, exhibit the effects of tectonic plates moving against each other to create massive mountain ranges. These ranges were then cut and molded by glaciers over the course of a series of ice ages to create the serrated ridge-lines, broad valleys and glacial lakes that make up the scenery of a large portion of the byway today.

The Sawtooth Scenic Byway is unique for its astonishing scenic beauty and for the rich cultural history of its communities. Geologic, climatic, and cultural factors have each worked in their own unique ways to create this stunning landscape as it exists today.


Sawtooth Scenic Byway Corridor Management Plan
LAND USE and INTRINSIC QUALITIES
BOISE
CUSTER
ELMORE
CAMAS
BLAINE
LINCOLN
GOODING
JEROME
Ketchum
Hailey
Bellevue
Shoshone
75
20
Intrinsic Qualities
Non-point Intrinsic Qualities
ERG
Ecosystem Research Group
LEGEND
Visible Land Use
Urban or Built-Up
Agricultural
Sagebrush-Steppe
Forest
Wetlands
Barren
Tundra (above tree line)
Topography
15 Mile Buffer

1. INTRINSIC QUALITIES OF THE SAWTOOTH SCENIC BYWAY

Jagged, snow capped peaks, free flowing rivers, and open space as far as one can see; traveling along State Highway 75 (SH 75) stuns first-time visitors, and keeps those who live in this special place in awe. This is a landscape of headwaters, lava fields, and wildlife habitat. Instead of parks within cities, here the towns are tucked into valleys, or clustered on a plateau, nature at their doorstep. Nature – its rock and water and seasons - defines this place and its awesome beauty. Traveling on a scenic byway, as opposed to a standard highway, invites the visitor to slow down and notice the details. Here one finds gracefully weathering barns in winter light and the tracks of elk in the snow, beauty on an intricate scale.

The Sawtooth Scenic Byway corridor displays some of the most outstanding scenic, recreational, and natural qualities of any place in the United States. Stakeholders are also proud of the historical, archeological, and cultural resources of the byway, which are of regional significance. Out of all of the Sawtooth Scenic Byway's intrinsic qualities described in this chapter, the following are world-class features of undoubtedly national significance:

- Open space in the Sawtooth Valley
- Mountain views of the Sawtooth, White Cloud, Smoky, Pioneer and Boulder ranges
- The Salmon and Big Wood Rivers, which parallel the route
- The headwaters of the Salmon River, an historic wild salmon migration area
- Wildlife habitat and viewing opportunities
- Premier hiking, fishing, and camping opportunities
- Endangered shrub-steppe ecosystem
- International ski resort at SunValley
- Lava fields and rich geologic history
- Historic town/country development
- Working farms and ranches.

Figure 1-1 The Sawtooth Range and the headwaters of the Salmon River area.

A state, US Forest Service, or otherwise designated scenic byway must possess at least one intrinsic quality of *regional* significance in order to qualify for National Scenic Byway designation. A road which possesses at least two intrinsic qualities which are unique or outstanding on a *national* level can be considered for designation as an All-American Road.

1.1 METHODOLOGY

Four ERG team members performed a reconnaissance-level inventory of intrinsic qualities along the length of the byway from Stanley to Shoshone during early 2000. Team members collected data on features that fall into the six intrinsic value categories recognized by the Federal Highway Administration (FHWA) (archeological, historic, cultural, scenic, natural, and recreational). The most significant resources and priority areas were catalogued in "Resource Inventory Worksheets," which include photographic documentation, and are kept in the project file. Sample Resource Inventory Worksheets are included in Appendix F. Documentation included an inventory of resources and priorities on USGS maps, and transcribed notes from all three public meetings, stakeholder interviews, fieldwork, and the Working Group. The Intrinsic Qualities table (Table 1-1) lists qualities that were inventoried during ERG fieldwork,

Figure 1-2 The Big Wood river provides aquatic and riparian habitat.

public meetings in Stanley, Shoshone, and Hailey, and in stakeholder interviews along the corridor (see Appendix A). Additional qualities were researched by ERG through an extensive review of documents (see Section 11).

1.2 INTRINSIC QUALITIES ASSESSMENT

Each of the sections below describe intrinsic qualities in the byway corridor, and explain how they relate to the byway (the "context" of the resource). Many of these qualities fall in several categories; they are listed under only one category here to avoid repetition. The large volume of intrinsic qualities in the byway corridor necessitates that only the highlights are described in detail. Please see Table 1-1 for a complete inventory of all intrinsic qualities. See the map of Intrinsic Qualities at the beginning of this section for comprehensive location information.

1.2.1 NATURAL QUALITIES

Headwaters of the Salmon River. Chinook Salmon, an endangered species, migrate upstream for 900 miles from the Pacific Ocean to the headwaters of the Salmon River to spawn. This historic migration route marks the furthest inland point of salmon migration, a natural cycle that has been occurring for thousands of years.

Wildlife habitat. Elk feed in meadows and valley bottoms in winter, along the northern and central portion of the Sawtooth Scenic Byway. Wildlife populations contribute to the scenic, natural, and wilderness qualities

of this area. Wild ungulate herds convey the rugged, roadless character of much of this part of the country.

Threatened and Endangered species. The corridor provides habitat for a variety of Threatened and Endangered species including the following: sockeye salmon, spring and summer chinook salmon, steelhead, bull trout, gray wolf, Canada lynx, and bald eagle.

Wilderness qualities. Few areas in the United States have such vast, untouched wilderness areas left. The officially designated Sawtooth Wilderness contains jagged peaks, hundreds of alpine lakes, and abundant wildlife populations. The Sawtooth Wilderness also offers clean water (it protects the headwaters and tributaries of three major rivers) as well as clean air (it is a Class I airshed under the Clean Air Act). Human travel in the area is low-impact.

The Salmon and Big Wood Rivers. Free-flowing, clear rivers provide aquatic and riparian habitat. The byway parallels the Wood River in the south, and the Salmon River in the north for almost its entire route, providing boating, fishing, camping, and countless scenic and wildlife viewing opportunities.

Dinosaur Ridge and Wedge Butte. These two geologic features frame the highway. To the west, Dinosaur Ridge is a long ridge with a spine of exposed stone.

Figure 1.2-2. World famous Sun Valley.

Wedge Butte is a massive formation to the east. The west slope of Wedge Butte was recently the site of a wildfire that burned 16,000 acres of wildlife habitat. There is a good view of the mountain tops to the north. The landscape features capture the traveler's interest and spark an impulse to stop.

Black Magic Historical Marker. The kiosk at this site introduces and explains the sculpted basalt formations in the Big Wood River Canyon. Water shaped the canyon and sculpted the rock into bizarre, beautiful formations. A short trail from the kiosk leads down to the canyon. Geologic monographs on the formations are available. The kiosk is located on West Magic Road, less than a quarter of a mile from the byway. Other impressive formations are found elsewhere in the canyon, nearer to Shoshone.

Sage-steppe ecosystem in the Shoshone and Timmerman Hill area. This ecosystem is rapidly disappearing across the Western United States. It provides valuable habitat for sagebrush grouse and other species. Losses to agriculture, overgrazing, and exotic plants have caused sage-steppe to be listed among this area's endangered ecosystems.

1.2.2 RECREATIONAL QUALITIES

Camping opportunities abound along the byway, with developed campgrounds along the Wood River, and in the Alturas Lake, Pettit Lake and Redfish Lake areas. Primitive and backcountry camping are widely available in the SNRA, and on BLM land in the southern portion of the byway.

Downhill skiing. World-famous Sun Valley offers 18 lifts and 78 runs, comprising one of the country's top resorts with all recreational and vacation amenities.

Premier Nordic skiing is available at many pristine areas throughout the region. Galena Lodge (also open in the summer) just south of Galena Summit serves as a hub for cross country skiing, offering rentals, miles of groomed trails in the North Valley Trail System, maps, and a restaurant. Forest Service Trails at Park Creek, Redfish Lake, Pettit Lake, and Alturas Lake offer skiing in the northern section; Wood River Trails and Sun Valley Nordic Trails systems offer groomed conditions in the central section.

Harriman Trail. This 18-mile trail linking Ketchum to Galena Lodge is groomed for cross country skiing in the winter, and is ideal for biking and walking in other seasons.

Snowmobiling. The town of Stanley serves as a hub for snowmobiling. Over 160 miles of groomed snowmobile trails are available in the Stanley area. Popular routes include the trail from Stanley to Redfish Lake, and from Redfish Lake to Smiley Creek. A network of ungroomed snowmobile trails connects to these trails, offering more room for exploration.

Fishing. Fishing for steelhead and trout is a popular activity in the Sawtooth Valley, the Wood River Valley and the SNRA. Magic Reservoir and Silver Creek are excellent fishing sites. World famous fishing opportunities and plentiful access can be found along the entire byway. Lake and stream fishing opportunities abound.

Hiking. Countless hiking opportunities are available in the SNRA, Smoky and Pioneer Mountains, and in the lava landscapes and high desert north of Shoshone on BLM land. There are National Recreation Trails on Bald Mountain, at Lake Creek, Fishhook Creek, and the Wood River.

Sawtooth National Recreation Area Headquarters. An articulated building site development in a riparian/woodland valley bottom. It is situated at a connection point for trail use: skiing, hiking, and biking. It is a Visitor and Forest Service link, with an information center and interpretive opportunities. This may be a good model for large building site planning in a visually sensitive area such as SH 75. The SNRA Headquarters is located on a recreational trail, and at an adjacent setback from the highway. It is owned by the Forest Service.

Redfish Lake Visitor Center. The center is located at the northern shoreline of Redfish Lake. The center offers exhibits, a National Recreation Nature Trail, interpretive activities, evening programs, and a theater.

1.2.3 SCENIC QUALITIES

Open space in the Sawtooth Valley. Sublime vistas of open fields and valley bottoms, unmarred by fences, residential, or commercial development. Conservation easements purchased by the SNRA in this northern section of the byway offer a valley of open space no longer found in other parts of the US.

Figure 2.2-4. Ranching and agriculture represent a historical way of life in this area.

Redfish Lake and over 300 other alpine lakes in the surrounding Sawtooth, Boulder, and White Cloud mountains offer stunning vistas. Redfish, Alturas, and Pettit lakes are accessible by car, while countless other lakes can be reached on foot.

Mountain and river views. The Sawtooth and Smoky mountain ranges to the west, the Boulder, White Clouds, and Pioneers to the east, and the Salmon and Big Wood Rivers are the physical elements that define the corridor and the experience of traveling through it.

Stunning views north from Galena Overlook. This is a beautiful view of the Sawtooths and the headwaters of the Salmon River area. It is also a historic view, since this road was a traditional travel route north (toll road). This view marks a turning point; the traveler has left the Wood River drainage and entered the Salmon River drainage. The byway's northern portion has a different

atmosphere (more rural, less resort) and this view signals that change.

Timmerman Hill Views to the north and south. To the north, the view takes in a full view of the Pioneer and Smoky mountains, with the broad-valley Big Wood River farmland in the foreground. The vista to the south from the top of the ridge opens up to rolling sagebrush and high desert, with a few geologic features punctuating the landscape. This plain is full of wildflowers in the spring. The views from this local landmark to the north and south link the northern and the southern parts of the byway, visually and thematically. This site functions as a distinct transition point between two very different places

Lava beds. These formations are observed along a 20-mile stretch of the highway. Ancient lava flows left craggy, colorful formations. Lichen accents the lava rock with greens and oranges. Black Butte Crater, to the west, sometimes releases steam out of deep vents.

1.2.4 ARCHEOLOGICAL QUALITIES

Archeological sites are fragile and irreplaceable. Because of concern about damage or impact to unprotected cultural site features and to respect the wishes of Native American tribal members, visitation is discouraged by limiting access to specific heritage site location information.

Figure 1.2-5 Old farmsteads are located on sections of the byway.

1.2.5 CULTURAL QUALITIES

Working ranches along the route. Operating ranches embody the western tradition. Public input echoes these values; working ranches are valued for their scenic and cultural qualities, their preservation of open space, and for their powerful symbolism in the rural western ideal.

Agricultural operations south of Bellevue. Ranching and agriculture represent the historical way of life in this area. The fence, buildings, and horses on pasture are considered scenic because of this, and they contribute to the maintenance of open space. The byway tells the story of the human and natural features of this landscape, of which farming is a vital part.

Thriving small towns and a distinction between town and country. The existing development pattern of Hailey and Ketchum is unique. Comprehensive plans from both towns support the concentration of commercial activities in the cities, thereby preventing sprawl. This development plan has allowed for pedestrian-friendly downtowns with cohesive cores and historic buildings that meet the street.

1.2.6 HISTORICAL QUALITIES

City of Ketchum. Downtown Ketchum is historically intricate, with narrow streets and harmonious architecture. The Hemingway memorial pays tribute to the author and his friends. With the influence of Sun Valley, an internationally famous ski resort, Ketchum stands in contrast to the solitude and quiet of small town Stanley and the Western town of Shoshone. It is linked to the byway, however, by offering a different type of recreational experience (downhill skiing) and by its historical brick downtown. Ketchum celebrates its history, and in turn, the history of the broader Wood River Valley area.

Ernest Hemingway Memorial. Just a few miles up Sun Valley Road from downtown Ketchum. It memorializes a local literary presence. The memorial links place and culture. It tells the story of the corridor as creative inspiration and as a place of solace.

Wood River Mines Historic Site. The ITD historical marker explains a critical era in the region's history and

development. Its backdrop is an undeveloped hillside and irrigated field. Travelers are encouraged to think about the importance of mining in the late 19th century, and the current role of the ski/tourism industry.

Productive Farmland between Bellevue and US 20. This area of intact farmland is visually appealing and highly valued by local residents. The land here terraces down to the river gently, with fences marking out working fields (mostly hay and some grains, it seems). The mountains frame the scene in the background. There is no evidence of subdivision here, though a local trust is working with landowners to secure easements and development rights north of the US 20 junction. Older farmsteads are located about every mile, with clusters of cottonwoods around dwellings.

Lava rock structures in Shoshone. Several of Shoshone's most prominent and beautiful buildings feature a construction style and material unique to this area. They are made of lava rock from the surrounding volcanic deposits. The historical courthouse is one of the unique structures here, and one of the oldest courthouses in this region.

Table 1-1. Intrinsic Qualities Inventory

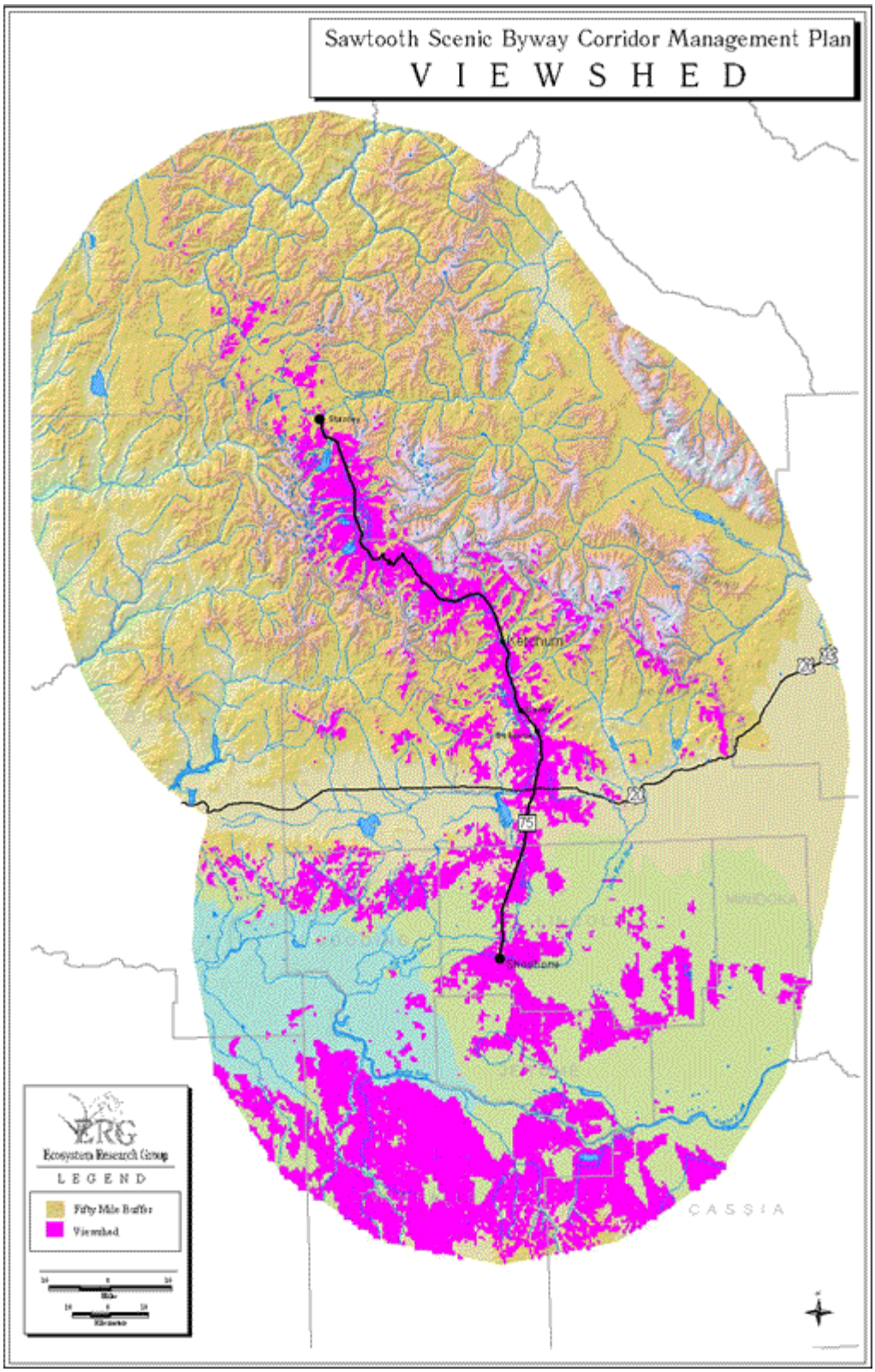
Resource Name	Description	A	C	H	N	R	S
Salmon River	scenic river parallels northern section of byway		x	x	x	x	x
Snowmobiling	groomed trails in Stanley area					x	
Logworm fences	signature fences of Sawtooth Valley		x	x			x
Native American history	historical hunting grounds and salmon fishing	x	x	x			
Picnic Area	off-highway area next to Salmon River					x	x
SNRA Access	access to trails and roads		x	x	x	x	x
Redfish Lake	recreational access		x		x	x	x
Redfish Rock Shelter				x			
Sawtooth Fish Hatchery	interpretive center and hatchery		x		x	x	
Salmon River	scenic river parallels northern section of byway		x	x	x	x	x
SNRA Access	access to trails and roads		x	x	x	x	x
Obsidian	western small town General Store, Motel, Filling Station		x			x	
Archeological sites	Native American artifacts/ signs in high lakes area	x					
Wilderness Qualities	roadless, pristine Sawtooths and White Cloud mountains		x		x	x	x
Pettit Lake Creek	access by unpaved road, boulder field				x	x	x
Open space	open space in the Sawtooth Valley		x	x	x	x	x
Alturas Lake Ski Trail	cross country ski trail from byway to Alturas Lake in SNRA				x	x	x
Historic Sawtooth City	building remains, cemetery		x	x			x
Mining history of area	cultural and social history of early resource extraction		x	x	x		
Pole Creek Ranger Station				x			
Headwaters of Salmon River	start of long river, historic salmon migration	x	x	x	x	x	x
Galena Overlook	views of Sawtooth mountains and valley				x	x	x
Galena Summit views	views north to Sawtooths and headwaters area, and south into Wood River Valley			x	x		x
Aspens	near Galena Summit				x		x
Galena Lodge	lodge and restaurant, groomed Nordic ski trails		x	x		x	x
Galena town site and cemetery				x			
Pioneer Mountains	mountains in the west of Big Wood River valley				x	x	x
Baker Creek						x	

Resource Name	Description	A	C	H	N	R	S
Log Structures	historic houses and barns in Sawtooth Valley			x			x
Boulder Basin area	old mining area; conservation suggested			x			
Elk	wintering herds of elk feed in meadows				x		x
Phantom Hill area							
Steel bridges				x			x
Harriman Trail	bike and pedestrian trail		x		x	x	
SNRA Headquarters	visitor and interpretive center		x	x	x	x	
Fishing access	rivers and lakes are stocked		x	x	x	x	
Terraced hillsides	along Big Wood River valley hills		x				
Sawtooth Botanical Garden	botanical garden, interpretive center, greenhouse		x		x		
Sun Peak Picnic Site	roadside table near Big Wood River riparian area					x	x
Big Wood River	river that flows down valley and roughly parallels byway				x	x	x
Wood River Trail	alternative, non-motorized transportation link through valley		x			x	
Downtown Ketchum	historic downtown, brick buildings, boardwalk, museum		x	x			x
Hemingway Memorial	memorial sign, statue, and inscription on Sun Valley Road		x	x			
Bald Mountain	ski runs		x	x	x	x	x
Dense, pedestrian-friendly towns	distinction between town and country		x	x			x
Farmhouse, barn, fields	agricultural operation between Hailey and Ketchum		x	x			x
Undeveloped hillsides	Big Wood River valley building codes		x		x		x
Mining history of area	cultural and social history of early resource extraction		x	x	x		
Wood River Trail	alternative, non-motorized transportation link through valley		x			x	
Blaine County Museum				x			
Downtown Hailey	historic downtown, buildings, and museum		x				
Wood River Mines	ITD Historical Marker explains region's history		x	x			
Village of Bellevue	small but distinct community with cohesive core		x				
Original Bellevue City Hall	quaint whitewashed building that houses Bellevue Museum		x	x			

Resource Name	Description	A	C	H	N	R	S
Productive farmland	land kept in agriculture Between Bellevue and US 20		x	x			x
Agricultural Operation	working farms immediately south of Bellevue		x				x
Irrigation Canal, cottonwoods	visual barrier between byway and hills, agricultural past		x	x	x		
Willows and dogwoods	in riparian areas				x		x
Timmerman Stage Stop	US 20 Junction, rest area, end of Wood River Valley (to Magic Reservoir and beyond)		x				x
Timmerman Hill views	Smokys and Pioneers view to the north, sagebrush and desert to south		x				x
Wildflowers	in spring, south of Timmerman Hill						
Big Wood River	parallels byway in central section				x	x	x
Dinosaur Ridge	geologic feature: long ridge with a spine of exposed stone				x	x	x
Wedge Butte	massive formation to the east of Dinosaur butte				x	x	x
Shrub- steppe ecosystem	endangered; between Timmerman Hill and Shoshone				x		x
Fairfield Rail Spur	former corridor from Richfield north			x		x	
Richfield Canal	built to carry water from Magic Reservoir to fields in south		x	x		x	
Magic Dam	reservoir built in 1910 with public funds			x	x	x	x
Sculpted Rock Canyon	BLM interpretive site near byway				x	x	x
Lava flows	formations for 20 miles along byway			x	x		x
Black Butte Crater	geological feature				x		x
Shoshone Ice Caves	commercial development and natural features	x	x	x	x	x	x
Railroad history	Chinese labor and early settlement of corridor		x	x			
Black Magic Interpretive Site	explains the sculpted basalt formations in Wood River canyon				x	x	x
Unique desert habitat	wildflowers, sage, pheasants				x	x	x
Kinzey Butte					x		
Mammoth Cave	commercial development and natural features		x			x	x
Six Mile Road	intensive agriculture threatened by ranchettes		x				
Johnny's Country Store	historic building and meeting spot at Four Mile Road		x	x			
Working farms and ranches	viable agricultural operations along entire byway		x	x			x
Mountain views	views of Sawtooth, Boulder, White Cloud, Pioneer, and Smoky mountains				x	x	x

Resource Name	Description	A	C	H	N	R	S
Milner-Gooding Canal	carries Snake River water north, early irrigation development, recreation		x	x			
Sheep herding history	Basque history and culture of region		x	x			
Hunting in Shoshone area	hunting for deer, antelope, elk, game birds		x		x	x	
Camping on BLM land	no designated sites, along cottonwoods					x	
Lava rock structures	unique building material in city of Shoshone		x	x	x		
McFall Hotel	closed hotel on rail line, old Hemingway haunt			x			
Town of Shoshone	railroad history, former transportation hub		x	x			
Courthouse	Shoshone's historical structure		x	x			
Salmon River					x	x	x
Clean water and clear air					x	x	x
Sparse human population			x				x
Wildflower meadows					x		x

A - Archeological
C - Cultural
H - Historical
N - Natural
R - Recreational
S - Scenic


Sawtooth Scenic Byway Corridor Management Plan
V I E W S H E D
Stanley
Ketchum
Hailey
Bellevue
Shoshone
75
20
26
CASSIA
MINIDOKA
ERG
Ecosystem Research Group
LEGEND
Fifty Mile Buffer
Viewshed

2. PHYSICAL CHARACTER AND LAND USE OF THE CORRIDOR

The physical character of the landscape along the Sawtooth Scenic Byway plays a large role in a visitor's experience. In defining the byway's boundaries, therefore, it is important to take the entire landscape into consideration. This section delineates the boundaries of the Sawtooth Scenic Byway corridor. It also outlines and describes the various land uses that occur within these boundaries.

2.1 BYWAY AND CORRIDOR BOUNDARIES

The *Community Guide to Planning and Managing a Scenic Byway*, published by the U.S. Department of Transportation, Federal Highway Administration (FHWA) defines a byway "corridor" as being "the road's visible surroundings." When creating a planning document that attempts to unify and administer a section of road with many different land uses and ownership classifications, the use of line-of-sight is not the most simple method of defining the corridor's boundaries. Traditional highway planning, for example, often takes only the highway right-of-way (ROW) into consideration. For this CMP, though, the Working Group imaginatively opted to consider the entire viewshed as within the boundaries of the scenic byway corridor, regardless of land ownership or use. The Viewshed map prior to this section depicts those areas that can be seen from the byway. While using the viewshed as the project area is more time consuming and complicated, it will also be ultimately more rewarding. This comprehensive definition of the corridor boundaries allows for the inclusion of many important scenic, cultural, and recreational qualities that might otherwise have fallen outside of the jurisdictional limits of the CMP.

The horizon is, in effect, the boundary of the Sawtooth Scenic Byway Corridor. As the enclosed viewshed map has not been field-checked, this narrative supercedes the graphic depiction of the corridor. The definition of the Sawtooth Scenic Byway Corridor is truly "the road's visible surroundings."

2.2 LAND USES IN THE SAWTOOTH SCENIC BYWAY CORRIDOR

Land use along the Sawtooth Scenic Byway is highly varied and plays a dramatically important role in defining the scenic character of the corridor. In the northern portion of the corridor, the Byway passes through forested mountains and agricultural valleys. In the south, shrub-steppe makes up a large part of the landscape (please see the Land Use and Intrinsic Qualities map prior to Section 1 for the specific locations of the land uses along the Sawtooth Scenic Byway). Land uses are derived from the Land Use and Land Cover (LULC) files maintained by the United States Geological Survey as a part of its National Mapping Program. These files describe the vegetation, water, natural surface and cultural features on the land

Figure 2-1. Dramatic landscapes frame the byway.

surface (USGS, 2000). Tables 2.2.2-1 and 2.2.2-2 provide the total amount of land, in acres, devoted to each type of land use along the byway. Table 2.2.2-1 shows land use within 50 miles (80 km) of the byway. This scale is useful in that it provides a perspective on the greater landscape through which the byway runs.

Table 2.2.2-1 Land Use Within a 50 Mile Buffer

Land Use	Acres	Percent of Total
Urban or built up land	49,881	0.7
Agricultural	1,530,398	22
Shrub-steppe	498,075	7.1
Forest land	3,973,528	57
Water	22,079	0.3
Wetland	20,898	0.3
Barren land	519,556	7.5
Above treeline	353,428	5.1
Total	6,967,843	100

Source: ICBEMP, 2000

Table 2.2.2-2 Land Use Within a 1000 Meter Buffer

Land Use	Acres	Percent of Total
Urban or built up land	385	4.7
Agricultural	1465	17.8
Shrub-steppe	4254	51.6
Forest land	1666	20.2
Water	0	0
Wetland	131	1.6
Barren land	344	4.2
Above treeline	1	0.01
Total	8246	100

Source: ICBEMP, 2000

Table 2.2.2-2 shows land use within a 1000 meter (3280 ft) buffer on either side of the byway. This smaller scale gives a more accurate portrait of the character of the land adjacent to the byway. From a visitor's perspective, this buffer is the foreground, and the land use here is an important part of the byway experience.

2.2.1 URBAN OR BUILT UP LAND

Urban land uses along the Sawtooth Scenic Byway are relatively minor, being mainly concentrated in around communities such as Hailey, Stanley, Ketchum and Shoshone. Urban or built up land can be broken down into the following category levels:

- Residential
- Commercial
- Industrial
- Transportation, communications
- Industrial and commercial
- Mixed urban or built-up land
- Other urban or built-up land.

2.2.2 AGRICULTURAL LAND

Agriculture can be found all along the byway route, from Stanley in the north to Shoshone in the south. Agriculture, including farming and ranching, in this part of Idaho is recognized as having a unique and special character. Farming and ranching have an important tradition in Idaho, providing stabilizing, positive economic impacts. Agriculture is also critical because, in places like the Sawtooth Valley, for example, it contributes to the stunning scenic qualities. In more urban areas, agriculture is valuable for the role it plays in preserving aesthetically pleasing open space. The Comprehensive Plan for Blaine County, Idaho emphasizes the importance of agriculture, "because of its diverse crops and livestock, its business cycle of good times and poor are separated from the historical cycles of boom and bust which affect the more recreationally-driven portions of the county's economy... If the agricultural lands were to convert to residential use, much of Blaine County's rural character would be lost." Agriculture contributes to the open space and rural character of the communities along the byway. Agricultural lands include:

- Cropland and pasture
- Orchards, groves, nurseries
- Confined feeding operations
- Other agricultural land.

2.2.3 SHRUB-STEPPE

Shrub-steppe (referred to as rangeland in other documents) can be found in large amounts along the byway, especially in the southern portion between Bellevue and Shoshone. Shrub-steppe is the preferred nomenclature for grassland/shrubland ecosystems. Many public comments provided suggestions for changing the word "rangeland" to shrub-steppe. Stakeholders feel that the word "range" is commodity based and does not consider non-commodity values of grassland/shrublands. The Bureau of Land Management (BLM) administers shrub-steppe lands, though it refers to them as range. The inclusion of BLM standards and guidelines and the use of the word range is taken directly from BLM language and is not meant to imply there is a commodity focused character to these grasslands/shrublands. The BLM has created a list of standards and guidelines designed to "promote healthy sustainable rangeland ecosystems; to accelerate restoration and improvement of public rangelands to properly functioning conditions; . . . and to provide for the sustainability of the western livestock industry and communities that are dependent upon productive, healthy public rangelands." (BLM, 2000) Not all of the shrub-steppe areas found along the byway are administered by the BLM. However, there are significant tracts of BLM shrub-steppe, especially between Bellevue and Shoshone. The BLM defines rangelands as consisting of four primary, interactive components. These are: physical, biological, social and economic. According to the BLM, the physical function of a rangeland supports the biological health, diversity and productivity of the ecosystem, while the interaction of the physical and biological components of the ecosystem support the basic economic needs of society. To measure the fundamental health of rangeland the BLM uses the following criteria:

1. Watersheds are in, or are making significant progress toward, properly functioning physical condition, including their upland, riparian-wetland, and aquatic components; soil and plant conditions support infiltration, soil moisture storage and the release of water that are in balance with climate and landform and maintain or improve water quality, water quantity and the timing and duration of flow.

2. Ecological processes, including the hydrologic cycle, nutrient cycle and energy flow, are maintained, or there is significant progress toward their attainment, in order to support healthy biotic populations and communities.

3. Water quality complies with state water quality standards and achieves, or is making significant progress toward achieving, established Bureau of Land Management objectives such as meeting wildlife needs.

4. Habitats are, or are making significant progress toward being, restored or maintained for Federal Threatened and Endangered species, Federal Proposed, Category 1 and 2 Federal candidate and other special status species.

For the purposes of this CMP, shrub-steppe can be considered to be:

- Herbaceous rangeland
- Shrub and brush rangeland
- Mixed rangeland.

2.2.4 FOREST LAND

The forest lands along the Sawtooth Scenic Byway make up an important part of the landscape. A large part of the lands through which the byway runs are forested. Forested lands are especially prominent in the northern half of the byway, from Stanley to Ketchum. This section of the byway runs through the Sawtooth National Forest and the Sawtooth National Recreation Area. Forest lands are essential habitat for plants and wildlife. Forest lands are also important to various user groups such as:

- Industry
- Environmental and conservation groups
- Local communities
- Hunters and anglers
- Other recreationalists
- Researchers.

Forest lands can be considered to be:

- Deciduous forest land
- Evergreen forest land
- Mixed forest land.

2.2.5 WATER

Because the GIS data used to generate the land use map is unable to represent non-man made features that are less than 1320 feet (400m) in width, water is not represented as being present within the 1000 meter land use buffer along the byway. This is obviously erroneous given the fact that the Salmon and Big Wood Rivers run alongside the byway for a significant portion of the route. Water is a significant part of the overall landscape. Within the boundaries of the SNRA, for example, there are more than 300 alpine lakes. Water as a classification includes:

Figure 2-2 The Big Wood River.

- Streams and canals
- Lakes
- Reservoirs.

2.2.6 WETLANDS

Wetlands characteristically occupy small, unique areas in the greater landscape. In the Sawtooth Valley, wetlands occur south of Stanley to the Salmon River headwaters area. Their areas are minor in relation to vast forests and large acreage of grassland. Their size, however, belies their importance. Riparian-wetland areas are exceedingly diverse and productive ecosystems providing habitat essential to many different plants and animals. They are extremely important for water quality, providing a filtration system for sediment. Water quantity is served by wetlands storing excess water during floods, and fisheries benefit from wetlands protection. Jurisdictional wetland regulations are driven by Section 404 of the Federal Water Pollution Control Act of 1977 (33 U.S.C. 1344), also know as the Clean Water Act. The terms riparian and wetland are not synonymous. Riparian areas are functional wetlands, usually intermittent or ephemeral drainages, which do not meet all of the requirements for jurisdictional designation.

The following is the regulatory definition of wetlands used by the EPA and the Army Corps of Engineers (Corps) for administering the Section 404 permit program. This definition emphasizes hydrology, vegetation and saturated soils.

> Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas (33 CFR 328.3).

Wetlands function in four broad classes, further subdivided into 15 individual functions. The broad functional groups include; hydrologic, biogeochemical, plant habitat and wildlife functions (Brinson et al 1994).

Wetlands occur along the byway in the Sawtooth and Wood River Valleys. In the Sawtooth Valley, wetlands can be found south of Stanley near the town of Obsidian. Along the southern portion of the byway wetlands occur on the Wood River near the communities of Hailey and Bellevue. For the purposes of this CMP, Wetlands can be considered to represent both forested and non-forested wetlands.

2.2.7 BARREN LAND

Barren land is a classification which comprises dry salt flats, beaches, other sandy areas, and bare, exposed rock. Barren land occurs in approximately the same amounts as urban land within the 1000-meter land use buffer. The majority of the barren land can be found in the southern portion of the corridor, in the form of lava beds in the area north of Shoshone.

2.2.8 ALPINE (ABOVE TREELINE)

Areas above treeline are present in large amounts within 50 miles of SH 75 in the mountainous northern portion of the byway, according to the USGS, National Mapping Program LULC data. Areas above treeline, also known as alpine zones or habitats, are generally considered to be the simplest biomes in terms of species composition and food chains. Vegetation often includes lichens, mosses, perennial forbs, and dwarfed shrubs. LULC data classifies areas above treeline as:

- Shrub and brush alpine
- Herbaceous alpine
- Bare ground
- Wet alpine
- Mixed alpine.

3. THE BYWAY EXPERIENCE

Scenic byways are roads that are destinations unto themselves. The act of traveling on a byway is more than simply getting from one place to another. The *experience* of being in a place as unique and beautiful as the Sawtooth Scenic Byway corridor is at the heart of the scenic byways' concept and mission. Furthermore, a scenic byway presents its qualities as part of a unified whole, rather than as a series of disparate elements. A successful byway helps the traveler see the story that, for example, connects a mountain to a stream, and in turn connects these to the towns nestled between the two. This section briefly outlines some suggestions for creating a continuous Sawtooth Scenic Byway experience.

Figure 3-1 Lava rock.

3.1 CONTINUITY OF BYWAY ELEMENTS

Traveling on the byway, visitors are presented with a narrative thread that provides continuity and explains the intrinsic qualities in relation to each other, and in relation to the byway as a whole. This unifying idea is the thread of time. The passage of geologic time, of human history, and of natural history connect the elements of the byway to each other. Brief examples follow; this theme can be expanded upon to include all intrinsic qualities of the corridor.

3.1.1 GEOLOGY AND THE THREAD OF TIME

The dramatic landscape seen in the corridor, from the sharp peaks of the Sawtooths to the lava fields near Shoshone, were created by massive geologic upheavals from hundreds to a few million years ago. Geologically recent ice ages carved valleys and reshaped mountains. Effects of weather and of rivers sculpting their course wear away layers of rock as time progresses. From our brief window of perspective into the eons washing over the landscape, we see before us the result of the earth's changes.

3.1.2 NATURAL HISTORY AND THE THREAD OF TIME

Salmon have returned upstream to spawn in the headwaters for countless cycles. Salmon have imprinted memories of where they hatched; each fish returns to its native stream to spawn at the end of its life. Elk herds return to their favorite feeding spots each winter. The passage of seasons and the annual cycle of spring bring new life to hills and blanket them with wildflowers. Aspens and cottonwoods turn brilliant yellow in the fall. Through the passage of time, the seasons display the brilliant colors and rhythms of natural cycles.

3.1.3 HUMAN HISTORY AND THE THREAD OF TIME

The first human inhabitants of this area, prehistoric Native Americans, used the mountain valleys of the Sawtooths as their hunting grounds. Mining at Galena and Wood River brought Chinese miners to this area, and Basque sheepherders have left marks in the hills, the steps of sheep being brought to higher pastures. The human footprint, changes we have made to the land, are embedded in the natural landscape. The byway – its mountains and hills and valleys – displays our history in this place.

3.1.4 THE BYWAY AND THE THREAD OF TIME

The physical road itself, which forms our experience of the byway corridor, is the mark of humans on the landscape. It is up to us to preserve the geologic and natural wonders, as well as our own history inscribed on the land, for our contribution to be considered a positive one in the future.

Figure 3-2 Aspens at Galena Summit in winter.

3.2 VISITOR EXPERIENCE PLAN

To supplement the narrative continuity of "the thread of time," a descriptive, more tangible phrase is necessary to sum up the connection between the byway's resources. Some facets of the byway, such as interpretive sites or printed materials, are better suited for the conceptual thread than others. When a visual image is needed to unify elements of the byway and present them in relation to the byway as a whole, the phrase "Sawtooth Scenic Byway: From Sagebrush to Salmon" could be used. "From Sagebrush to Salmon" conjures images of the desert and steppe of the southern portion, and visually and alliteratively links it with "Salmon" – the river and the fish in the north.

3.3 IMPROVEMENT STRATEGIES

As a byway must establish a continuous thread linking its elements, it must also strive to minimize random or intrusive aspects that effect the traveler's experience in a disharmonious or confusing manner. The FHWA calls these elements "anomalous intrusions," and provides recommendations on how to minimize their effect on the visitors' experience. A list of such "anomalous intrusions" and a brief discussion of each follow.

- SH 75 development near mile marker 135. Subdivisions along the road are clustered, but there is not much landscape congruity. There is a dramatic mountain backdrop. This scene illustrates the issue of roadside development. This development is back from the road in a loop grid, but not strung in a line along the road corridor. It does not relate to the byway.

- Landscape and view, 5 miles south of Ketchum. This is the first time you see jagged mountains northeast of Sun Valley. It is also the beginning of South Ketchum suburban sprawl/subdivisions that all exist independent of a village context. It is the view as one travels along this part of the corridor. The resource is linked to the roadway commercially (there is parking along the roadway) and residentially (bermed and screened from roadway). It is not cross-linked from east to west.

- Traffic in Hailey. There is a traffic bottleneck here, especially during peak commuting times of the day.

Figure 3-3 Downtown Hailey.

The timing mechanism on the Airport Way traffic light has recently been upgraded. This has led to significant traffic alleviation in the area. This area shows the complexity of the natural/city interface.

- Downtown Hailey. Pop-out corners and sign size limits illustrate downtown planning. Further landscaping and repainting of pedestrian crossings would increase the traveler's sense of arrival in a small thriving town.

- South of Hailey: scenic byway sign, turnout lane, airport. It is the gateway to Hailey, but has little sense of welcome, planned transition, or definition. The airport is on the west side of the road, and mixed commercial/residential development is located on the east side. The highway transitions here from two lane with sidewalks and tree plantings to four lane with narrow shoulders and no bicycle/ pedestrian uses on roadway. The commercial buildings here do not relate to the street. A slow vehicle turnout lane on the west side of the road serves no clear purpose. Houses are backed onto the roadway behind a fence. There is a bicycle/pedestrian trail, but it is between a tall fence and the road, on the east side. There is no safe access onto the roadway on either side.

Figure 3-4 Development at north end of Hailey.

4. PUBLIC PROCESS: CONCERNS AND GOALS

4.1 PUBLIC PARTICIPATION

The FHWA documents on byway planning emphasize that effective CMPs are shaped by the values of residents, landowners, and those who work along the route. Although a public participation element is not required as a part of the 14 elements of a CMP according to the *Federal Register*, public sentiment occupies a key role in the FHWA's documents regarding corridor management planning. The guiding principle that a strong CMP is shaped by the public is at the center of this plan. The projects and goals described in this document are a reflection of wishes and concerns articulated by stakeholders. See Appendix D for stakeholder contact information.

4.1.1 PUBLIC MEETINGS

ERG conducted three public meetings for initial scoping purposes in February 2000, and three meetings for comment on the preliminary draft in November 2000. Meetings were held in Stanley, Shoshone, and Hailey. The small size of the meetings allowed for informal, fruitful discussion of shared values and conflicting priorities. At all meetings, the majority of those present participated actively in discussion. At each meeting, literature and maps on Idaho's Scenic Byways Program and on federally designated roads, an introduction to the purpose of CMPs, and USGS maps of the Sawtooth Scenic Byway Corridor were available. Participants were encouraged to take copies of Public Comment Forms to fill out and return to ERG.

Publicity and outreach for these meetings included press releases sent to four regional newspapers, and Public Service Announcements faxed to radio stations and verified via telephone. The SNRA also sent informational flyers to the city halls of Stanley, Shoshone, and Hailey, where they were posted. Drafts of the CMP were available in city halls, libraries, county offices, and other public venues along the route. The plan could also be accessed on ERG's web site. The public meetings in Hailey received press coverage in the *Idaho Mountain Express* and in the *Wood River Journal* the following week.

4.1.1.1 Stanley

Scoping Meeting (February 2000)

Meeting participants expressed their priorities and concerns regarding increased tourism and/or increased available funds. Subjects discussed included effects of increased vehicle traffic, paving of access roads, and creation of an expanded visitor center.

Discussion focused on two areas: a cataloging of Intrinsic Qualities along SH 75, and a listing of issues and priorities. Overall, both wariness and enthusiasm about federal designation were expressed. The wariness was due to a fear of governmental control over local resources, and the enthusiasm was for increased opportunities for protection and enhancement. Everyone present was in agreement about the Sawtooth Valley and the byway's beauty, unique character, and unsurpassed potential for solitude, and wanted to see these qualities preserved.

Draft Comment Meeting (November 2000)

Each section of the CMP was briefly presented, and the maps were explained. This introduction was followed by a discussion of what should be changed in the plan, and what projects and action items should be prioritized. Desired improvements and additions to the plan included the addition of an SNRA regulations review, the use of milemarkers when describing sites, more of a focus on Stanley and less on Ketchum/Sun Valley, listing the current composition of the Working Group, and adding major historical locations. One participant felt that "ranching" as an intrinsic value should be categorized as a historic rather than cultural asset, because "it is a thing of the past." Another felt that the byway's representation in the CMP should be consistently organized north-south or vice versa. Increased marketing for Stanley was mentioned as a goal. In general, people thought that Stanley would have more to gain with national designation. People thought that national designation could apply only to the SNRA portion of the byway, if it is opposed in other sections.

4.1.1.2 Hailey

Scoping Meeting (February 2000)

Sprawl along the Big Wood River, rising rents, unaffordable real estate prices for longtime residents, and traffic congestion issues were mentioned repeatedly as having a devastating effect on the Wood River Valley. Participants hope to preserve agricultural land from subdivision, restore Big Wood River visibility from the roadway, and instigate other conservation measures. Zoning issues are a big priority. One person mentioned felt that it should be more difficult to change the zoning in a given area. Several people mentioned that there should be development consequences for upzoning. Stakeholders would like to see the county and the cities continue to resist the spread of commercial development outside the towns.

Participants expressed that they are not interested in receiving increased visitors or the automobile traffic they inevitably bring. Lighting ordinances and the visual effects of power lines were two issues that residents want to see addressed. People spoke of the lost local character of the area; 20% of the workforce currently commutes from outside Blaine County. The loss of social and cultural diversity was bemoaned.

Draft Comment Meeting (November 2000)

The meeting in Hailey was poorly attended, with two participants. As neither of them had read the plan, the discussion followed a review of the process thus far, and was general in nature. The Chamber of Commerce attendant submitted comment in writing.

4.1.1.3 Shoshone

Scoping Meeting (February 2000)

This meeting focused on the intrinsic qualities of the southern half of the byway. Recreational access to hunting, fishing, and biking areas on BLM land are especially valued by residents. The volcanic features of the area, particularly the ice caves and sculpted lava rock, are prized for their scenic and natural qualities. Public meeting participants echoed sentiments heard in the Hailey and Stanley meetings: the rural character and community atmosphere of the corridor should be preserved. There is concern about the loss of agricultural land to subdivision development, a trend that residents perceive as a detraction from that which makes the area valuable.

Participants mentioned traffic problems at 4 Mile and 6 Mile roads. Additional traffic problems are predicted if the area's population continues to increase. Overall, residents welcome the potential of national designation, especially because it would increase tourist traffic to Shoshone and provide funds for economic development. Shoshone residents are sensitive about property rights restrictions. Some people predicted that the northern portions of the byway, particularly the Ketchum area, may not be hospitable to the prospect of increased visitors. Meeting participants expressed a desire to see the roadway and right of way carefully designed, with setbacks and signage restrictions. In this southern portion of SH 75, the BLM is the federal agency that manages the public lands. The BLM is interested in co-managing new recreational opportunities; there is a desire and need for funding in this area. Overall, people expressed a desire to maintain land in agriculture and avoid development pressures, to uphold property rights, and to revitalize Shoshone economically.

Draft Comment Meeting (November 2000)

This meeting was attended by four stakeholders, including a newly elected Lincoln County Commissioner, and the Planning, Zoning, and Probations Officer for Lincoln County. Only one stakeholder had read the plan. The meeting thus commenced with a brief introduction to the CMP process, the scenic byways program, the Sawtooth Scenic Byway in particular, and a review of the maps and priority projects.

Recommendations included a geological and recreational interpretive and access site at mile marker 86.5, improvement of roadway signage to alert travelers to existing recreational and natural features (such as mountain biking at Dinosaur Ridge, the Sculpted Rock Canyon BLM interpretive site, and Black Butte Crater), and an amendment to the project area to include Magic Reservoir. The meeting also touched on the challenges and opportunities facing the city of Shoshone. Since Shoshone's Chamber of Commerce is presently defunct, there is no organizational body to coordinate, market, or publicize the unique architecture, history, visitor services, or festivals of this area. Also discussed was the possibility of using byway funds to finance projects such

as screening roadside businesses from the byway, and to provide for beautification landscaping. Participants were in favor of considering national designation, but mentioned as well the importance of coordination with other byway towns and having a visitor infrastructure in place first.

4.1.2 SHORT SURVEYS AND INTERVIEWS

ERG team members interviewed fifteen stakeholders along the route over the course of the inventory and public process section of this project. We spoke with store owners, resident association presidents, ski lodge managers, fisheries personnel, environmentalists, property-rights advocates, and forest service employees, among others. Summaries of these interviews are located in Appendix A.

4.1.3 ADDITIONAL PUBLIC INPUT

We encouraged and received e-mails, letters, and phone calls from interested individuals and parties. Many associations and individuals sent letters detailing their concerns, issues, and priorities regarding the future of the Sawtooth Scenic Byway. Their comments and ideas are reflected in this CMP.

4.2 BYWAY WORKING GROUP

4.2.1 CREATION OF THE WORKING GROUP

The Sawtooth Scenic Byway Working Group is a local committee responsible for administration of the byway. Its members will decide which projects to implement, coordinate byway activities, and apply for funding. The Working Group is comprised of local elected officials, non-governmental organizations (NGOs), and natural resource managers, as well as long time residents of the area. Participation in the Working Group was requested through personal letters and phone calls. The Working Group met for the first time in Ketchum in February 2000, and again in November of the same year. A list of members and contact information is provided in Appendix D.

4.2.2 FIRST WORKING GROUP MEETING (FEBRUARY 2000)

After discussing organizational and logistical aspects of the process, the group moved on to make a few decisions. It was decided that the byway corridor would be the viewshed. Several members of the Working Group were designated as non-voting (USFS, ITD, and BLM employees).

4.2.3 SECOND WORKING GROUP MEETING (NOVEMBER 2000)

The Working Group discussed many critical issues, including strategies for increasing tourism in the northern and southern sections of the byway while not increasing visitor levels in the Ketchum area. Signage ideas and national designation were also discussed. The Working Group itself will continue to be the organizing and decision making body, meeting quarterly for this purpose. It was decided that Carol Cole of the SNRA, Bob Humphrey of ITD, and Miles Aslott of BLM (Shoshone office) would coordinate the continuing meeting of the current Working Group. Working Group members see the possibility of agreeing on a three-county sign ordinance along the byway.

4.3 ONGOING PUBLIC PARTICIPATION PLAN

The public will be updated and informed of any changes to this CMP, and will be invited to meetings to offer input, ideas, and comments.

5. INTERPRETIVE MATERIALS FOR VISITORS

5.1 CURRENT INTERPRETIVE PROGRAMS AND STRUCTURES

The SNRA has designed and implemented an expansive interpretive program for visitors along the scenic byway within the SNRA's borders. The program is multi-faceted, and includes maps and pamphlets, interpretive signs, inexpensive publications which provide more details for those who are interested, staffed visitor and interpretive centers, videos, and audio tapes available at centers or though a rental/loan program. The interpretive program also includes marketing materials produced by the SNRA or cooperatively with private entities which introduce potential visitors to the interpretive themes they will find in greater depth in the area. The SNRA has defined six "stories" through which all interpretation in the area is woven, and which relate to the six intrinsic qualities fundamental to the National Scenic Byways Program. The six stories are as follows:

- Sawtooth Discovery - Opportunities for recreation, education and escape in the SNRA.
- The Landscape - The landscape interpreted as both scenery and a geologic showcase.
- Human Spirit - Human history and culture of the area from prehistory through current times.
- Toward Quality Management - Management of natural resources, issues, objectives and methods.
- Fish and Wildlife - Habitat management and experience of wildlife in their native habitat.
- Wilderness - Distinction between the value and management of wilderness and that of other natural resources.

The SNRA Headquarters north of Ketchum is a year-round interpretive center. It houses exhibits and a bookstore, and serves as a center for exploration of the surrounding area. Redfish Lake Visitor Center hosts exhibits and campfire programs, and offers tours. The Sawtooth Fish Hatchery, operated by the Idaho Department of Fish and Game, gives interpretive tours of the facility and has an on-site museum of salmon history and recovery programs.

Figure 5-1 The SNRA Headquarters is a year-round interpretive center.

ITD also maintains several Historical Markers along the Sawtooth Scenic Byway, including Historic Sawtooth City, Wood River Mines, Effects of Wildfires, Magic Dam, Mammoth Cave, and Milner-Gooding Canal. ITD also provides pull-offs along the route. ITD has completed the draft phase of a public planning program in the most urbanized section of the byway, from US 20 through Ketchum. One of the major themes in that process has been safer and more available access to interpretive and recreation sites along the route by both motorized and non-motorized users. A similar study is being conducted between Shoshone and US 20. See Section 8 for an overview of preliminary agency projects, including improvements to current interpretive sites.

BLM administers federal lands along the scenic byway south of the SNRA, and is interested in participating in a program of interpretive sites. BLM has recently completed an interpretive site at Sculpted Rock Canyon, but there is currently no signage on the byway itself indicating the turn-off to this site.

Outside the US Forest Service/SNRA boundary, private land ownership along the highway is a mixture of commercial, agricultural, and residential land. It is therefore difficult to establish themes, design standards, or financing without the conceptual and structural framework provided by corridor management planning.

5.2 INTERPRETIVE DESIGN STRATEGIES

Some of the success of the SNRA may be attributed to the design strategies created and implemented here over the last decade. The strategies are based on visitor demographics and comments, as well as on trends and projections. These new and effective strategies include standards for size, shape, color, font and construction materials, which provide a unified experience for visitors. The standards include logos for each entity where appropriate, but also allow flexibility for site-specific conditions and the message being conveyed.

Two additional emphases of SNRA signage are safety and consistency. For example, all turn-offs are marked with signs at the turn-off, but also with signs well ahead of the turn-off (i.e. ¼ mile in either direction) so visitors don't have to make sudden turns or U-turns to get to interpretive sites. Printed literature makes use of highway mileage signs as a consistent designator of site locations along the highway.

SNRA's research also indicated that, because of time constraints, most people today research and plan their trips well in advance of making formal commitments. Consequently, marketing materials need to be both enticing and informative, setting the stage for the story lines which on-the-scene interpretation will explore first-hand and in greater depth. One way to accomplish this for the entire byway would be to link a web site to existing informational sites, such as the state Natural Heritage Program site, or to state tourism sites.

Interpretive design strategies for the Sawtooth Scenic Byway will have to accommodate several situations not found in the SNRA.

- There are more private commercial entities south of the SNRA than within it. Standards for commercial signs may be difficult to establish and control (if this is desired).
- Content, cost and distribution of interpretive materials will require agreement among a larger number of cooperating entities.
- Maintenance of interpretive sites, as well as staff availability and training if desired, will require commitments from cooperating entities.
- If, as in the SNRA, larger interpretive publications will be made available to visitors at nominal cost, mechanisms will need to be established for collecting and accounting for receipts from those publications, and used to update and reprint the publications as necessary.
- Differences in land use, geology, development patterns, cultural influences, winter and summer game range, population and other differences between the SNRA and the rest of the byway provide an opportunity for expanded interpretation, as well as contrasts and counterpoints to the SNRA.

See Section 3 for more detail regarding the Byway Experience and Visitor Experience Plan, which outline the continuity between all sections of the route.

5.3 CORRIDOR-WIDE RECOMMENDATIONS FOR COHERENT, UNIFIED EXPERIENCE

Because of the time-proven success of the SNRA's interpretive program, it makes sense to use what has worked well there throughout the scenic byway corridor. The two different programs would be distinguished from one another through logo use. In addition to unifying the experience for visitors, learning from the SNRA model would minimize the expense of updating interpretive materials in the SNRA to meet the new standard. Treating the scenic byway corridor as an extension of the SNRA (but separated by the byway's logo) opens up the themes within the recreation area to include contrasting landscapes, geology, land use, wildlife, and management options under mixed ownership. This added dimension will expand visitor interest and experience.

Modifications to the outlined SNRA model will be necessary to address the concerns in Sections 5.1 and 5.2 above, but the modifications can be minimal and adaptable to existing interpretation, rather than part of a complete overhaul.

5.4 KEY INTERPRETIVE OPPORTUNITIES

The following list of key interpretive opportunities is a result of ERG field reconnaissance surveys, public process, and stakeholder interviews conducted in February and November 2000. A table containing additional sites and abbreviated descriptions follows the bulleted list.

- **Gateway improvements at Shoshone and Stanley -** These improvements will include improved signage, describing interpretive and recreational opportunities along the byway. The gateway pullout itself will provide direction signs and explain some of the local intrinsic qualities. Gateway improvements may also incorporate promotional materials and signage for local businesses in order to minimize highway signage.

- **Highway kiosk near Stanley -** This area provides information about the byway and points of interest along the route. It provides river access. There is a plaque that commemorates SH 75 as being the 100th Scenic Byway on Forest Service land in the United States. This area needs picnic tables and landscaping. Currently it has only toilets and a large parking lot. A small interpretive trail along the river would improve fishing access, or simply provide the opportunity for visitors to get closer to the river.

- **Obsidian Store -** The proprietor of the store, a 30-year resident, suggested the installation of an interpretive plaque that shows the elevations and names of visible peaks in the SNRA. Across from Sessions Lodge at Obsidian, an existing fence was moved back from the roadway to make a pullout for photographic opportunities, but an interpretive sign was never installed.

- **Historic Sawtooth City -** The ITD Historical Marker at Beaver Creek Road on SH 75 refers to the historic Sawtooth City townsite located 1.5 miles to the west, on USFS land. This townsite is separate from the existing Sawtooth City, which is centered around Smiley Creek Lodge and is a designated city within the SNRA.

- **Galena Overlook -** For travelers headed north, Galena Overlook offers the first stunning views of the Sawtooth Valley. The pullout areas and the services at the overlook are in need of repairs. The water and sanitation systems and the interpretive signs require modernization.

- **The Harriman Trail -** This trail follows the Wood River from Ketchum to Galena Lodge. The trail was conceived by local conservationists to provide access and interpretive materials for bikers, hikers and skiers. Interpretive sites for wetland and riparian areas and mining history are found along the trail.

Figure 5-2 This ITD Historical Marker is located at the Beaver Creek Road which leads to historic Sawtooth City.

The first six-mile section of the trail was dedicated in 1999, and the remaining 10 miles will be completed over the next few years. The trail system is a cooperative effort of the SNRA and the Blaine County Recreation District, and is supported by the Harriman Family Foundation and the Theresa Heinz Foundation, as well as by local supporters. Additional improvements for the trail system will include interpretive projects.

- **Sun Peak Picnic Site/Ski Lifts Historic Sign -** The picnic area is located along the river and the Wood River Trail. It is used in the summer, but is not accessible in the winter. The Ski Lift Historical

Marker was not intended to be connected with the picnic site, and the two are separated by several hundred feet.

- **Hemingway Memorial** - The memorial is located about 1.5 miles from the Sun Valley Lodge along the trail that parallels Sun Valley Road and is a popular destination for walkers, cyclists, and cross-country skiers. A short path leads from the trail to the memorial. There are many other Hemingway-related sites throughout the Wood River Valley, and there are regular Hemingway birthday observations and other cultural events.

- **Original Bellevue City Hall and Existing Bellevue City Hall/Police/Library** - The Original Bellevue City Hall is a quaint whitewashed building, which houses the Bellevue Museum (open only in the summer). It is surrounded by old mining implements and a couple of log structures. It does not appear to be recognized by a federal or state program. It could be more fully developed for tourism and local historic education efforts. In the immediate vicinity there are several other historic buildings of hewn stone and/or wood. These are not marked or restored.

- **Wood River Mines ITD Historical Marker** - This resource is on the east side of the road at a turnout. The Wood River Trail passes about 20 feet east of the sign. There is no safe way to access the turnout if you are southbound.

Figure 5-3 The Hemingway Memorial

- **Dinosaur Ridge/Wedge Butte** - BLM has developed bike trails on Dinosaur Ridge. There is no obvious pullout here. Public meeting participants in Shoshone suggested this area as a potential trailhead for a loop horse or bike trail to Black Magic turnout (at West Magic Road). This area is also near two other access points: the Picabo Desert Road (mile marker 95.2) and the Big Wood River Access (mile marker 94).

- **Fairfield Rail Spur/Richfield Canal** - The Richfield Canal, the Big Wood River, and the old Fairfield Spur Line all cross the highway here, very close to the county line. The rail crossing is significant as a former corridor from Richfield north. The spur lines split in Richfield and the other branch went east and north to Hailey, around the major barrier of the lava flows. The Richfield Canal was built to carry water from the Magic Reservoir to agricultural users to the south. There is a developed bike trail on the old Fairfield-Richfield spur grade, west of the highway (a 10-12 mile loop) and another loop on the east side. The access is off West Magic Road and is not signed on the byway. A community effort to extend this trail system foundered in discussions with private property owners. In this area there is a narrow shoulder and no clear place to stop.

- **Lava Flows** - These formations are observed along the byway for 20 miles. There is currently no interpretive signage explaining these unique features. Lichen accents the lava rock with greens and oranges. Black Butte Crater, to the west, sometimes releases steam out of deep vents. There are several mountain biking trails in this area (see above), but currently they are not mentioned along the byway. Mile 86.5 has been suggested as an excellent location for geological and recreational signage.

- **Magic Dam Historical Marker** - This ITD Historical Marker describes the history of the reservoir, built in 1910 with public funds. It is placed miles from the dam and on the opposite side of the road at a pullout. This placement creates a discontinuity between the Historical Marker and the observed landscape. Stakeholders recommended moving the Historical Marker to the Black Magic interpretive site on West Magic Road.

- **Shoshone Ice Caves** - Here there is commercial development around a natural feature – ice caves. Large signs advertising a gift shop, antiques, and a rock museum are present as well. There is also a smaller state or transportation sign. It is similar to Mammoth Cave Development, a commercial and natural attraction. There is currently no interpretive continuity between these various elements.

Figure 5-2 Signage at Shoshone Ice Caves.

- **View north from mile 86.5** - The view north from a slight ridge takes in the sagebrush desert with very little evidence of human presence. The road bisects the view as it leads straight north, and the Ice Caves/Trading Post development is faintly visible in the center. On a clear day the Pioneer Mountains poke out from behind a ridge of low, bare hills. This is the first full view of the mountains/desert heading north. There is no turnout. Stakeholders have suggested this site for a scenic overlook, a geological interpretive site, and a recreation information area.

- **Black Magic Historical Marker** - The kiosk at this site introduces and explains the sculpted basalt formations in the Big Wood River Canyon. Water shaped the canyon and sculpted the rock into bizarre, beautiful formations. The BLM is currently involved in a law suit to attempt to block extraction of these rocks by mining companies. Many formations on private land have already been extracted. A short trail from the kiosk leads down to the canyon. Geologic monographs on the formations are available. The kiosk is located on West Magic Road, less than a quarter of a mile from the byway. However, it is not marked on the byway and is easy to miss. Additional impressive formations are located on both sides of the byway from here to Shoshone.

- **Mammoth Cave and Mammoth Cave Civil Defense Shelter** - Two sets of signs mark the highway here. One marks a now abandoned civil defense shelter. The other marks a commercial development surrounding a natural feature. A transportation or state sign also marks the second site with "Idaho Mammoth Cave: Scenic Attraction." The civil defense shelter sign is about .25 mi north of the signs advertising the cave tours. Both sites are well-marked, but lack a connective thread.

- **Milner-Gooding Canal** - The Milner-Gooding Canal carries Snake River water north. It is a product of early irrigation development, and was the first major federal irrigation project. There is a plaque here that you can barely see from the road. There is no place to stop here, and no shoulder.

Table 5-1 Existing and Potential Sites for Interpretation

Resource Name	Description
Stanley Museum	cultural and historic resource
Highway kiosk near Stanley	100th Scenic Byway plaque, possible site for interpretive trail along Salmon River
Sawtooth Fish Hatchery	interpretive center and hatchery
Redfish Lake	recreational access and interpretive sign at approach
Redfish Rock Shelter	cultural resource
Camp Redfish/CCC Camp Obsidian	cultural resource western small town general store, turnout, needs sign interpreting peaks in view
Sawtooth Valley Work Center	cultural resource
Old Sawtooth City townsite Pole Creek Ranger Station	cultural and historic resource educational and interpretive site
Headwaters of Salmon River Galena Overlook	start of river, historic salmon migration views north to Sawtooth Mountains and Sawtooth Valley
Galena townsite and cemetery Boulder Basin area	historical site old mining area; conservation suggested; historical site
SNRA Headquarters Sawtooth Botanical Garden	visitor center, interpretive exhibits, and bookstore botanical garden, interpretive center, greenhouse
Sun Peak Picnic Site Wood River National Recreation Trail Downtown Ketchum	Big Wood River riparian area, Ski Lifts Historical Marker outdoor recreation opportunity historic downtown, brick buildings, boardwalk
Ketchum Ski Museum Hemingway Memorial	cultural and historic resource memorial sign, statue, and inscription on Sun Valley Road
Triumph Mine Downtown Hailey	historical site historic downtown, buildings, and museum
Blaine County Museum Wood River Mines	cultural and historic resource Historical Marker explains critical era in region's history
Original Bellevue City Hall Bellevue Town Hall and Jail	quaint whitewashed building that houses Bellevue Museum historical building

Resource Name	Description
Timmerman Hill views	Smoky and Pioneer mountains viewed to the north, sagebrush and desert to south
Timmerman Rest Area	potential site for providing byway information
Dinosaur Ridge	geologic feature: long ridge with a spine of exposed stone
Wedge Butte	massive formation to the east of Dinosaur Butte
Fairfield Rail Spur	former corridor from Richfield north
Richfield Canal	built to carry water from Magic Reservoir to fields in south
Magic Dam	reservoir built in 1910 with public funds
Lava flows	craggy lava formations for 20 miles along byway
Black Butte Crater	geologic feature; interpretive sign opportunity
Shoshone Ice Caves	commercial development and natural features
Black Magic Historical Marker	explains the sculpted basalt formations in Wood River Canyon
Mammoth Cave	commercial development and natural features
Johnny's Country Store	historic building and meeting spot at Four Mile Road
River Crossings	interpretive sign opportunity south of Johnny’s Country Store
Milner-Gooding Canal	carries Snake River water north, early irrigation development (1st federal)
Lava Caves/Tubes	interpretive sign opportunity near the Bear Claw Trading Post
Cinder Cone	interpretive sign opportunity
Town of Shoshone	railroad history, former transportation hub, unique sandstone buildings

6. ROADWAY AND TRANSPORTATION

This section includes a review of the byway's safety record, present and projected traffic volumes, traffic accommodation strategies, and an analysis of proposed road modifications and how they relate to intrinsic qualities. It concentrates on SH 75, and not on transportation into and out of the scenic byway corridor.

Through public meetings and written comment, stakeholders voiced their concerns regarding transportation and roadway conditions and changes. Appendix A of this plan includes accounts of stakeholder priorities. What follows below addresses road safety and other transportation issues, and how they relate to the byway's intrinsic qualities.

Figure 6.1-1 SH 75 just south of Hailey.

Lowering speed limits in select areas and improving turnout safety is one of the highest overall action priorities, as determined by the Working Group's assessment of public comment. Galena Lodge, Sawtooth City, and the area between Stanley and Buckhorn Bridge were the most often cited locations where stakeholders felt current speed limits were too high.

The maintenance and creation of alternative modes of transportation paths is another top priority for stakeholders. A public survey showed better public transportation, fewer cars, and more sidewalks in the Wood River Valley rated second highest in response when residents were asked what could be done to improve communities (WwRAP, 2000).

Specific suggestions brought up in the public meetings ERG conducted as part of the CMP process included: a bicycle and pedestrian trail connecting Stanley to Lower Stanley and the Stanley Museum, and another from Stanley to Redfish Lake, and on to Galena Summit. Respondents also expressed interest in using the old railroad right-of-way from Shoshone north for bicycle, pedestrian and possible light rail use. The growing bicycle traffic between the SNRA headquarters and Stanley was mentioned, and a request was made for bike lanes along the roadside between Williams and Fisher Creek trailheads (near Obsidian). There is also a growing safety concern for bicyclists touring SH 75, especially over Galena Summit. Stakeholders who contributed their opinions to the CMP process were opposed to highway widening and to other changes that would give primacy to, or accelerate, private motorized transportation.

At this writing, there is a National Environmental Protection Act (NEPA) study underway for a large portion of the byway's middle section. As called for by NEPA, this study requires agencies to examine the environmental impact of their actions, and includes public participation as a vital part of the planning process. Residents of Ketchum, Hailey, and Bellevue are working through several controversial projects including road widening, Ketchum parking, and other traffic and growth issues.

In the southern section of the byway, a primary stakeholder transportation concern was the improvement of existing turnouts, especially at signage points and scenic areas. Currently, the intersection with US 20 is seen as unsafe by residents, but a cloverleaf intersection is opposed. Accidents are caused by a confusion over the 2-way stop here. Stakeholders would also like to see improvements in the rest area for traveling motorists at Timmerman Hill. Any changes made to this rest area, however, should maintain its charm and consistency with the scenic and agricultural context.

Stakeholders in the northern section of the byway expressed concerns about turnouts from the SNRA headquarters to Stanley. A review of existing turnouts and their condition was requested. Also mentioned was the widening of the notch at Galena Summit. The

installation of guard rails was requested. Stakeholders also expressed interest in interpretive signing at the entrance to Redfish Lake.

6.1 MAINTENANCE AND ENHANCEMENT OF INTRINSIC QUALITIES

Population growth in the Wood River Valley and increased traffic volumes are inevitable. Any construction, regardless of size, should maintain or enhance the intrinsic qualities of the corridor. Transportation projects should also be within the provisions of planned land use patterns.

6.1.1 NATURAL QUALITIES

Any impact on special status species through road altering or maintenance activities shall be addressed by Federal and Idaho State environmental laws. Impacts to wildlife should be minimized. Transportation construction practices should use appropriate design methods to prevent erosion of stream banks and stream constrictions at road crossings. Such constrictions can lead to erosion problems, impair fish passage, and can harm natural aquatic and riparian communities. Riparian and aquatic systems can be enhanced by the identification and correction of undersized or improperly installed highway culverts. Further transportation developments should be sensitive to remnant native plant communities and their natural functions.

6.1.2 RECREATIONAL QUALITIES

Improvements in recreation facilities and signage, including access areas and bike/pedestrian paths, could enhance residents' and visitors' experiences. Turnouts and access areas should be maintained and added in areas appropriate for fishing, skiing, snowmobiling, camping and interpretive sites.

Figure 6.1-2 The beautiful Sawtooth Valley.

Adding more paths well-connected to commuter destinations would greatly enhance the recreation qualities of the corridor for residents. Paths could be designed and mapped for tourism if so desired by the respective communities. Facilitation of larger volumes of automobile traffic would likely negatively impact the enjoyment of bike/pedestrian paths located close to the byway. This impact should be minimized where possible.

6.1.3 SCENIC QUALITIES

Larger roads, stakeholders have expressed, would reduce the visual quality of the byway. Development of alternative modes of transportation such as mass transit and bike/pedestrian paths would free the attention of travelers for the enjoyment of scenery. The possibility of a light rail system has been proposed in public meetings and in the Citizens Transportation Coalition's (CTC) 2000 study. The development of a rail system would enhance commuters' and visitors' ability to appreciate scenery in two ways: by reducing the need for overly large, imposing road systems and by allowing travelers luxury time to admire the beauty of the corridor.

Transportation improvements should be designed so that the development blends into its natural context. Careful thought should be given to:

- Integration of structures as a cohesive system into landscape
- Scale of structures with relation to size of space where they are situated
- Using structures of bold, simple forms and avoiding complex geometry
- Selecting color of structures to heighten visual interest of surrounding landscape
- Using textured finishes to visible structures to avoid large blank vertical surface areas
- Adding design unity through repetition of shapes and materials
- Including accent elements in design of major structures (PBC, 1991).

It may also be useful to lower speed limits in order to allow for increased enjoyment of the scenery on some sections of the byway.

6.1.4 ARCHEOLOGICAL QUALITIES

While the development of interpretive sites is generally encouraged, the majority of archeological sites are currently protected by a limit on the distribution of information. For transportation, this would mean limiting pullouts and interpretive signage near archeological sites. A complete inventory of sites should be completed to assure protection from future transportation developments.

6.1.5 CULTURAL QUALITIES

Land use changes, including transportation corridor improvements, will have a tremendous effect on working farms and ranches. Additionally, the small town atmosphere of Blaine County, its street life and public spaces, would be adversely affected by widening of SH 75. Highway widening will not alleviate traffic burdens in the Wood River Valley for long. It would likely degrade the intrinsic qualities of small towns, as homes and businesses will not want to remain located on a huge highway. The development of side roads may help to reduce this effect of a hierarchical road system (Duany et al., 2000). Transportation development fostering private automobile use would likely displace and dilute the unique atmosphere and pedestrian-friendly nature of small towns.

6.1.6 HISTORICAL QUALITIES

Transportation developments should seek to limit the degradation of historical qualities. These qualities include farms and ranches, pedestrian-oriented downtown areas, town/country development patterns, and open space. Transportation developments that displace historic structures or sites should be avoided. Since the byway travels through often narrow mountain valleys, the corridor, especially in the Wood River Valley, is small at times. Studies have shown that roadway improvements can have deleterious effects on adjacent property values. A team of community planners and architects found that since 1950, roadway improvements frequently had the consequence of "robbing neighborhoods of their economic value by degrading the environment." (Duany et al., 2000)

6.2 GENERAL REVIEW OF THE ROAD

6.2.1 HIGHWAY DESIGN AND MAINTENANCE STANDARDS

As a state highway, SH 75 is maintained and improved by the Idaho Transportation Department (ITD). ITD uses the *Highway Capacity Manual, Special Report 209* by the Transportation Research Board of the National Research Council to determine the capacities of state roads and highways to safely handle current and projected traffic volumes. A summary of the standards that apply to SH 75 are found in "Appendix G, Capacity Discussion," of the *Draft Report, State Highway 75 Location Study Report*, prepared for ITD by CH2MHILL (ITD, 2000a). Schedules of proposed ITD roadway modifications and maintenance are found in the *Statewide Transportation Improvement Program* (ITD, 2000b). In addition, ITD conducts a public planning process, as described in the *Idaho Corridor Planning Guidebook* for road corridors within the state as needed.

The ITD 2000 report (ITD, 2000a) is the result of this planning process for the 27-mile corridor from US 20 north to Saddle Road, north of Ketchum. The recommendations from the ITD 2000 report have been set aside, as the NEPA process currently underway generates alternatives for transportation improvements.

Regular maintenance on SH 75 is conducted as needed, and includes overpaving, snowplowing, chip sealing, safety improvements and guard rails (Humphrey, 2000).

6.2.2 CURRENT TRANSPORTATION AND PLANNING CONTEXT

6.2.2.1 North of Ketchum

SH 75 north of Ketchum is considered adequate for its current volume of traffic, and there is no formal process planned in that section of the highway at this time. One sealcoat project is planned for this section of road (ITD, 2000b).

Figure 6.1-2 SH 75 north of the SNRA headquarters

Table 6.2-1 Present Traffic Flows, north of Ketchum to Stanley.

Segment Description	Annual Average Daily Traffic, 1999[1]
Ketchum to SNRA headquarters	2040
SNRA headquarters to Galena Summit	900
Galena Summit to Redfish Lake Road	790
Redfish Lake Road to Stanley	940

[1]Data from ITD (2000e).

6.2.2.2 North Ketchum to US 20

A disproportionate amount of detail is paid to this section of the byway, as it is the most problematic in terms of traffic volume. An ITD study (2000a) reported the outcome of a study begun in 1998 to determine transportation needs for the valley through 2018. Since the initiation of the NEPA process, the ITD 2000 study recommendations are being set aside as alternative plans are evaluated. Meanwhile, an independent study commissioned by a local non-profit group, the Citizens Transportation Coalition (CTC), has provided recommendations contrary to those found in the ITD 2000 study (GJKALR, 2000). Depending on the outcome of the NEPA process, the ITD 2000 study may or may not be used for modifications on SH 75. Some data from the ITD 2000 study are presented below, should any road modifications be considered in the future. The report is specific to the 27 miles of SH 75 between US 20 in the south and Saddle Road north of Ketchum. Inclusion of the data in this report is not meant to support the position of road widening.

General Traffic Volumes and Trends

The ITD 2000 study area was divided into sixteen segments, which are grouped into five segments for this summary.

Table 6.2-2 Present Traffic Flows US 20 to north of Ketchum.

Segment Description	Annual Average Daily Traffic		20-Year Growth	
	1998	Forecast 2018	Factor	Annual Rate
US 20 to Bellevue	4800	8050	1.68	1.026
Bellevue to Kirtley	12575	20500	1.63	1.025
Kirtley Road	15025	25750	1.71	1.027
Ketchum (to 6th Street)	16550	26400	1.60	1.024
6th Street to Saddle Road	13600	15900	1.17	1.008

These numbers indicate that Ketchum is the most frequent destination in the valley, even though it is not the largest town. The higher growth rate projected for the Hailey area is based on the higher availability of developable land. Truck traffic comprises a low proportion of total traffic, presumably because SH 75 is not a through route and most trucks using SH 75 are serving local commerce and construction needs.

Table 6.2-3 Percentage of Truck Traffic.

Segment	Percent Trucks
US 20 to Bellevue	8.3
Bellevue to McHanville	4.3
McHanville through Ketchum	6.2

Seasonal Traffic Patterns

Traffic volume in the ITD 2000 study area peaks during July and August, due to recreational activities including scenic drives and second homes; average daily traffic during this period is 124 percent of annual average daily traffic. Despite Sun Valley's fame as a ski resort, traffic during the peak ski months of December and January is only 88 percent of the annual average.

The ITD study concluded that "Traffic patterns and associated problems in the Wood River Valley are not the result of 'seasonal' traffic flows" but rather "the result of increasing growth."

Condition and Adequacy of Highway

The Big and Little Wood River Action Plan (WwRAP), a community group, conducted a public survey indicating transportation problems as the worst change affecting quality of life in the Wood River Valley (WwRAP, 1998). Public meetings addressing highway changes to SH 75 have brought meeting rooms to full capacity with concerned citizens.

As part of The ITD 2000 study, road segments were evaluated using the Level of Service (LOS) standard for current average daily traffic (ADT) volumes, and for projected ADT volumes for 2018 (see above) with no improvements beyond normal maintenance. LOS is a grading system used to describe how well a given roadway is able to handle peak traffic volumes. Grading

is from A to F, with LOS A providing the best service and LOS F representing a failure of service (stop and go driving, unspecified delays).

There is some subjectivity inherent in defining "failure of service." The study commissioned by the CTC uses higher ADT levels than ITD does for determining failure of service. Since the ITD 2000 study was released, the U.S. Department of Transportation (DOT) has revised the highway capacity manual which ITD engineers used for their analysis.

The byway is currently two lanes between communities, with center turn lanes at most major intersections, passing lanes on some hills, and some right turn lanes. In Bellevue, Hailey, and parts of Ketchum, SH 75 has been upgraded to four through lanes with left turn lanes and some signal lights. The letter grades were calculated using the "rural" designation. The grades would improve with an "urban" designation.

Table 6.2-4 Present and Projected ADT and ITD LOS Levels.

Segment Description	Level of Service with Existing Roadway			
	1998 Existing Traffic		2018 Forecast Traffic	
	ADT	LOS	ADT	LOS
US 20 to Bellevue fringe	4800	B-C	8050	C-D
Bellevue to Kirtley Road[1]	12575	A-E	20500	A-E
Kirtley Road through Hailey to Wood River Bridge (Ketchum)[2]	15025	A-E	25750	B-F
Ketchum (to 6th Street)[3]	16550	A-E	26400	A-F
6th Street to Saddle Road	13600	D	15900	E

[1] Recent improvements within Bellevue account for the "A's"; otherwise LOS is D-E for 1998 and E 2018.
[2] Recent improvements within Hailey account for the "A's" and "B's"; otherwise LOS is E for 1998 and E-F 2018.
[3] Recent improvements in part of Ketchum account for the "A's"; otherwise LOS is E for 1998 and F for 2018.

Existing Proposed Solutions and Modifications

The ITD 2000 study summarized several additional issues of public concern, including difficulty in crossing and entering the highway, alternate modes of transportation, aesthetics if the road surface is widened, parking in the commercial areas of the three communities, and a need for traffic signals in some locations. In most cases, these concerns are directly related to how the roadway facilitates safe access to recreational, scenic, historical, and other qualities.

The ITD Study 2000 "Concept Plan" recommends a four lane highway from US 20 through Ketchum, with medians or left turn lanes throughout. The proposal calls for additional traffic signals from Bellevue north, to improve pedestrian crossing and vehicle entrance to the highway. Additionally, the north end of Ketchum would be excluded from improvements, as roadside merchants would lose parking spaces.

The CTC study performed by Glatting Jackson Dercher Anglin Lopez Rinehardt, Inc. (GJKALR, 2000) indicated a well engineered two/three lane road would carry ITD

Figure 6.2-2 Maintenance and enhancement of alternative modes of transportation is a key issue for stakeholders.

projected traffic volumes for up to 15 years. Key to their analysis is the classification of the roadway sections in the vicinities of Bellevue, Hailey and Ketchum as urban rather than rural. The GJKALR study also notes that development of supplemental (alternative) modes of transportation would allow a two lane road to properly function beyond the 15 year period.

Figure 6.2-3 Magic Dam historical marker.

Highway Realignment

According to the ITD 2000 study, the possibility of rerouting SH 75 around some of the more congested commercial areas was not favored by citizens, and not considered further.

6.2.2.3 US 20 to Shoshone

The SH 75 corridor between US 20 and Shoshone is currently undergoing ITD's formal planning process, as described above in Section 6.1.1. The report is due for completion in early 2001. An official proposal to conduct an environmental assessment and make possible improvements has been released by ITD and the Federal Highway Administration (FHWA) (ITD 2000d). Proposed improvements include reconstruction, realignment, widening, and some bridge construction. Traffic engineers working on the Shoshone-Timmerman ITD plan calculate a two lane road will be adequate until at least 2025 (Mix, 2000a). Current road designs include mostly two lanes, with a few sections of three lanes for passing (Beran, 2000).

Table 6.2-5 Present Traffic Flows, Shoshone to US 20.

Segment Description	Annual Average Daily Traffic, 1999[1]
Shoshone to 620 Road	3433
620 Road to US 20	2567

[1]Data from ITD (2000e).

6.3 HAZARD AND DESIGN FLAW ASSESSMENT AND TRAFFIC SAFETY

Traffic safety was analyzed using reports and file data from ITD (2000a; 1999). Accident data from 1994 to 1998 was used to characterize corridor safety by season, vehicle type, and mile marker. During public comment, it was suggested by the CTC that the data presented in this section does not accurately reflect the safety of the byway. The CTC cited a traffic study commissioned by the City of Ketchum that states:

> The safety of a particular road segment or location cannot be judged by its frequency of accidents alone. The frequency of accidents must be considered with traffic volumes at a particular location (Wilburn and Darlington 1999).

Further, the study identifies "Accident Rate" as a value assigned per 100 million vehicle miles traveled on a particular roadway segment. Accordingly, "the importance of Accident Rates become significant only when compared to the statewide rate of similar facilities." (Wilburn and Darlington 1999)

This section of the CMP does not provide Accident Rates for the byway. Rather, it simply presents the total number of accidents per month, car type, and mile marker for the entire byway. This raw data is included because it was the only information available to ERG at the time of publication and because it will be useful to stakeholders and the Working Group as they plan and prioritize byway projects. Studies may be undertaken by the Working Group in the future to more completely characterize the safety of the byway.

6.3.1 Season

There is no direct correlation between traffic volume and number of accidents for every month of the year. However, traffic flows and accident levels are highest during the summer months of July and August (Figures 6.3.1-1 and 6.3.1-2). Hazardous winter driving conditions are reflected in the high accident rate of January, also the month of the lowest traffic flow. Despite the correlation of high accidents and traffic volume during the summer months of July and August, and high number of accidents during January, ITD (2000a) states:

> Traffic patterns and associated problems in the Wood River Valley are not the result of "seasonal" traffic flows. The level of today's traffic on SH 75 is primarily the result of increasing growth in the Wood River Valley. It is the result of typical home, work, shop, school, and recreation trips that happen on a daily basis throughout the year, and should be addressed in that manner.

6.3.2 Vehicle Type

The vast majority of accidents have involved privately owned automobiles, pickups, vans and sport-utility-vehicles (figure 6.2.1-3). ITD (2000a) reports:

> Percent trucks (traffic volume) are reported by the ITD to be about 5 percent. This relatively low rate reflects the fact that SH 75 is not a through truck route. Most trucks on SH 75 are serving the commerce and construction industries of the Wood River Valley. The general level of trucks on SH 75 is not considered to be a problem. However, the concentration of gravel trucks running to and from supply areas south of Bellevue has been mentioned at various public meetings as a concern.

The findings of ITD appear to be generally reflected by the low number of accidents of commercial vehicles shown in Figure 6.3.1-3. Similarly, accidents involving motor homes and campers accounted for a relatively low percentage of the total.

Figure 6.3.1-1 Traffic Volume by Month (Average 1993-1997)

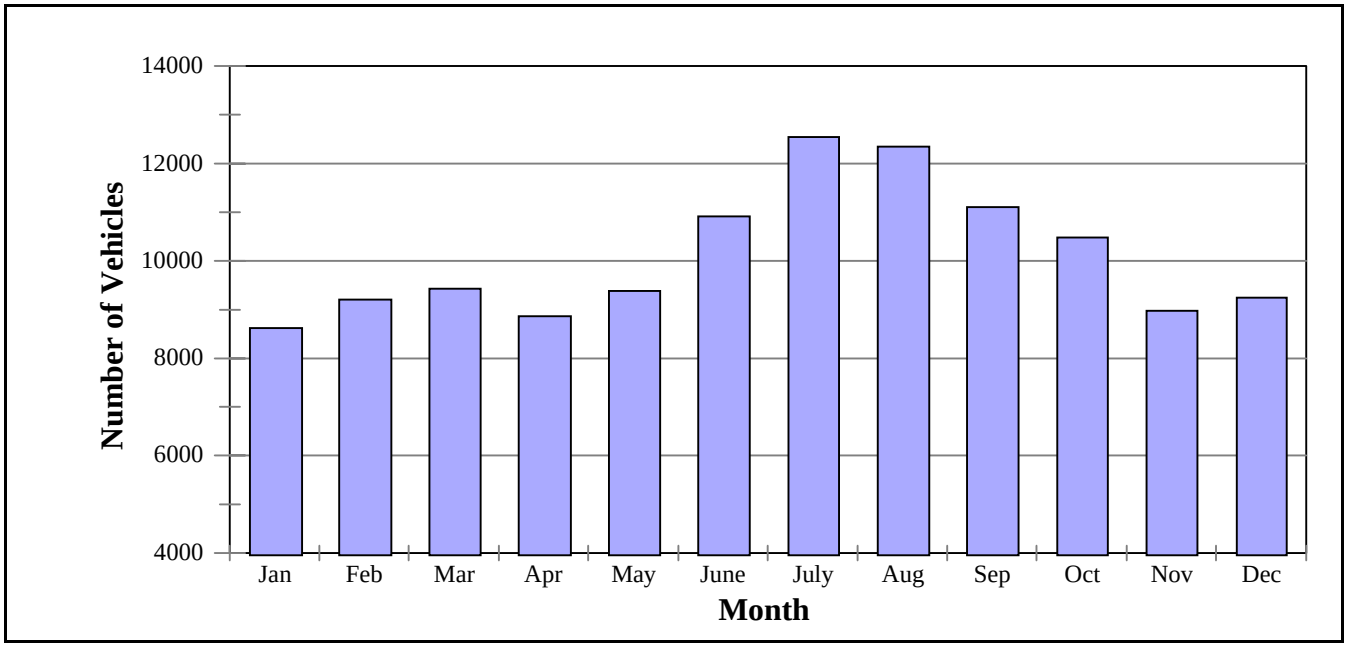
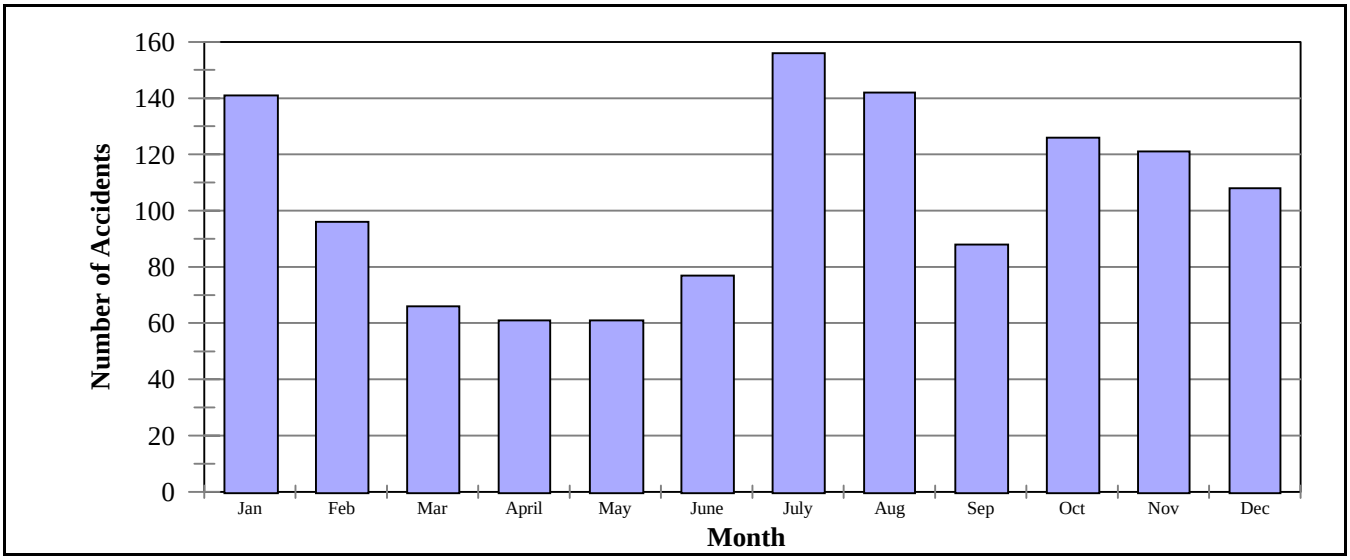


Figure 6.3.1-2 Number of Accidents by Month (1994-1998)



6.3.3 Location

The highest number of accidents on the byway occur between mileposts 101 and 130. The majority of the high accident areas, it should be noted, are associated with congestion zones, occur near cities or intersections, and are primarily "fender benders." A detailed accident analysis of this high occurrence area in the Wood River is found in the *State Highway 75 Location Study Report* (ITD, 2000a). An analysis of fatalities by milepost revealed that fatal accidents were sporadically distributed and no two fatal accident events were located at the same site.

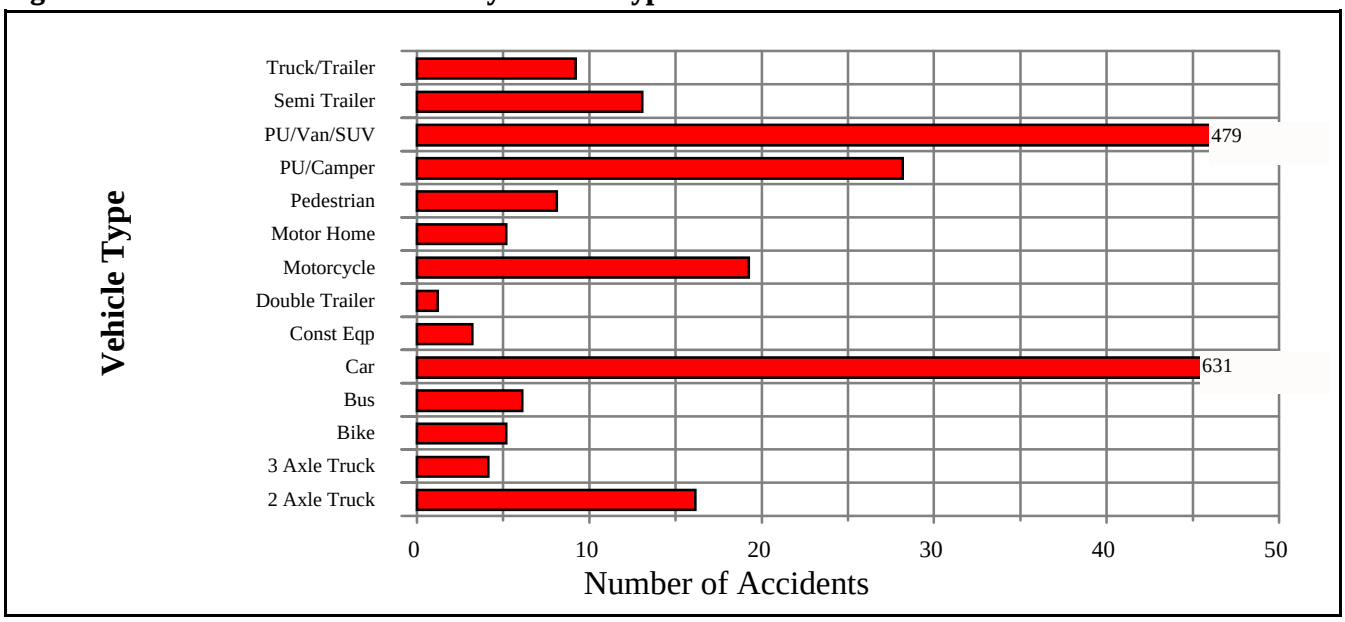
Areas with higher than average accidents are identified by ITD as HAL sites (High Accident Locations). Only one stretch of the byway, from mile 128.135 to mile 128.426, is identified as a HAL site (ITD, 2000e). See Accident Data and Agency Projects map for HAL site location. Accident rates on SH 75 between Timmerman Hill and north Ketchum are below average for the state.

6.4 CURRENT PROJECTS

According to the ITD Senior Transportation Planner, all ITD projects requiring federal aid are on hold until NEPA analysis is completed. Projects not requiring federal aid could be completed as routine maintenance or safety projects by ITD, USFS, BLM personnel or a combination of staff (Humphrey, 2000). One non-federal aid project in the Ohio Gulch area is currently being advertised. Other currently approved projects include (Schierman, 2000):

- Highway improvements from Alturas to Timber Way (Fiscal Year 2000), at the Greenhorn Bridge (in construction at the present),and at the East Fork of the Wood River in the form of a bike tunnel (Fiscal Year 2000)
- Ketchum Streetscape Phase 3 (Fiscal Year 2001)
- Bike Path on Dollar Road - Sun Valley (Fiscal Year 2001)
- Warm Springs Bike Path (Fiscal Year 2002).

Figure 6.3.1-3 Number of Accidents by Vehicle Type



Other current preliminary projects include a rest area upgrade at Timmerman Hill (Junction of US 20 and SH 75). Four entire projects areas currently on hold until NEPA analysis completion are (Schierman, 2000):

- Timberway to Elkhorn
- Trail Creek Bridge
- Bellevue to Hailey
- Elkhorn to Trail Creek Bridge.

Suggestions have been made about relocating SH 75 in the Boulder Flats/Phantom Hill area. The relocation project would eliminate two crossings of the highway by the Harriman Trail, thereby increasing safety. It would also benefit wetlands and the aesthetic character of this section of the roadway (Cole, 2000).

A memo regarding a meeting of the Stanley City Council verified that a motion on speed limits lowered to 35 on SH 75 within the Stanley city limits was submitted to the ITD. This formal submission began the ITD process of lowering the speed limits (Kenney, 2000).

6.5 TRAFFIC ACCOMMODATION STRATEGY

6.5.1 COMMERCIAL TRAFFIC

In the most urbanized section of the scenic byway corridor, from Bellevue through Ketchum, commercial traffic averaged only about 6.2 % (which is considered light) of the total traffic volume (ITD, 2000a). The maximum reported was 8.3% between US 20 and Bellevue, which has a substantially lower overall total traffic volume. During public comment meetings in the recent ITD planning process for this area, residents were asked to comment on truck traffic within the study area. Participants agreed that truck traffic is not a problem within the corridor. SH 75 is not used by truckers as a through route, since Interstate 84 and other highways are much faster and easier to drive. Therefore, truck traffic on SH 75 is almost exclusively for local commerce and construction (ITD 2000a).

Commercial bus tours travel the length of the byway. The main concern of bus drivers in the area from Shoshone to Stanley involve traffic volumes during commuting hours in the US 20 to Sun Valley area (Hogan, 2000). The turnouts at Galena Summit are reported as more than adequate size for multiple bus parking and maneuvering (Hogan, 2000).

Figure 6.3.1-4a Number of Accidents by Milepost (74-110)

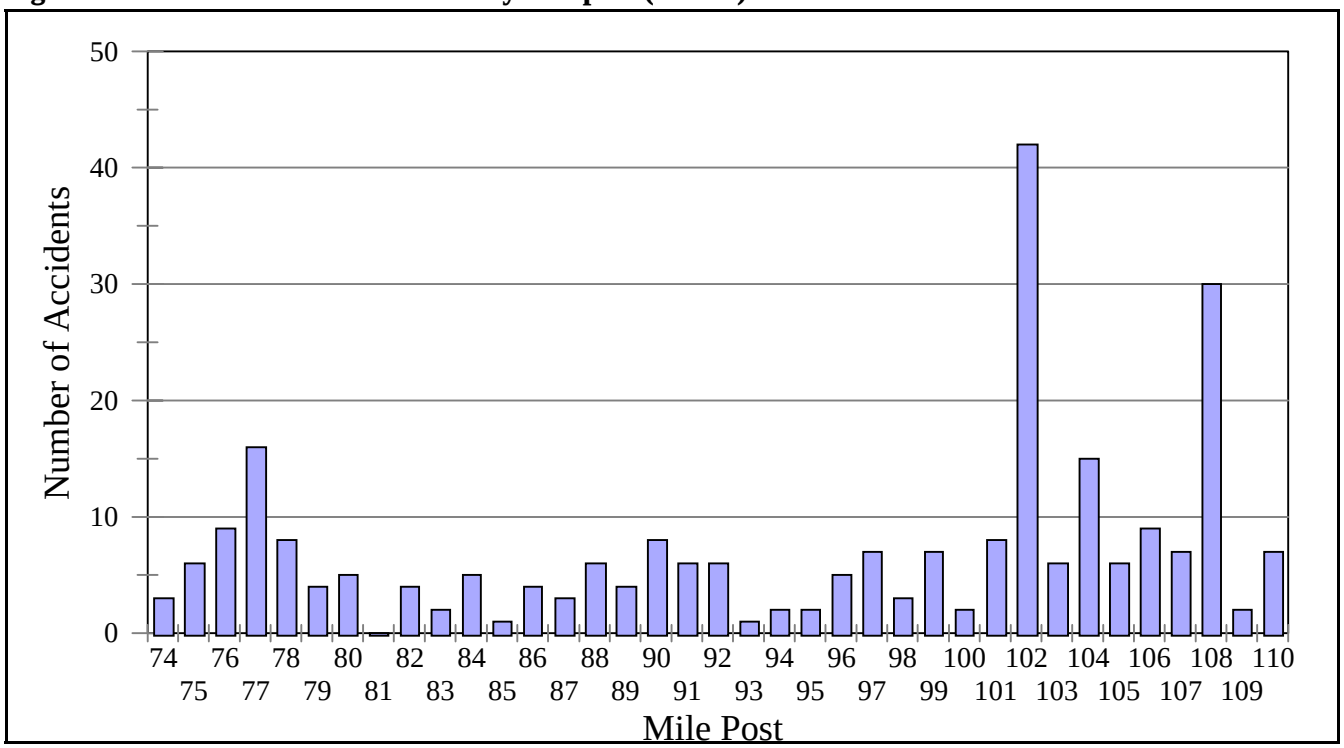


Figure 6.3.1-4b Number of Accidents by Milepost (111-149)

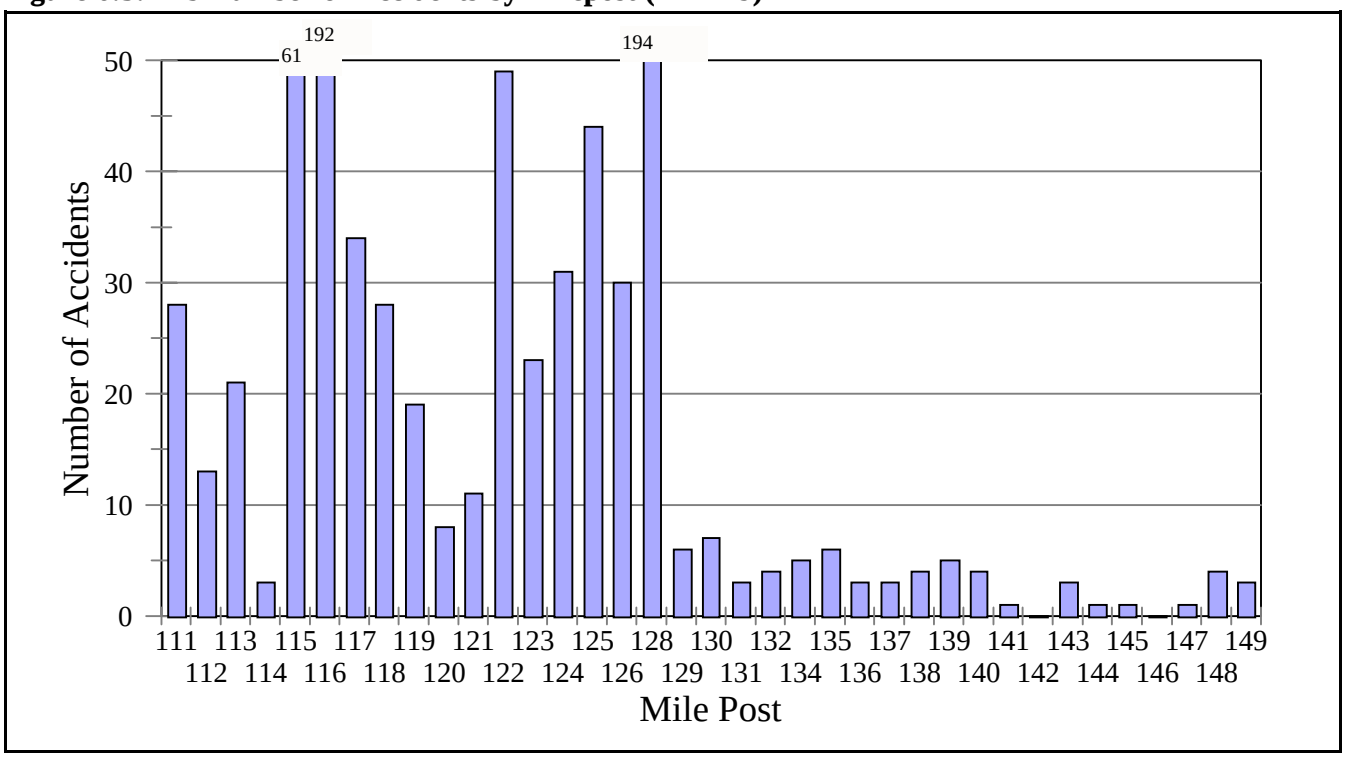
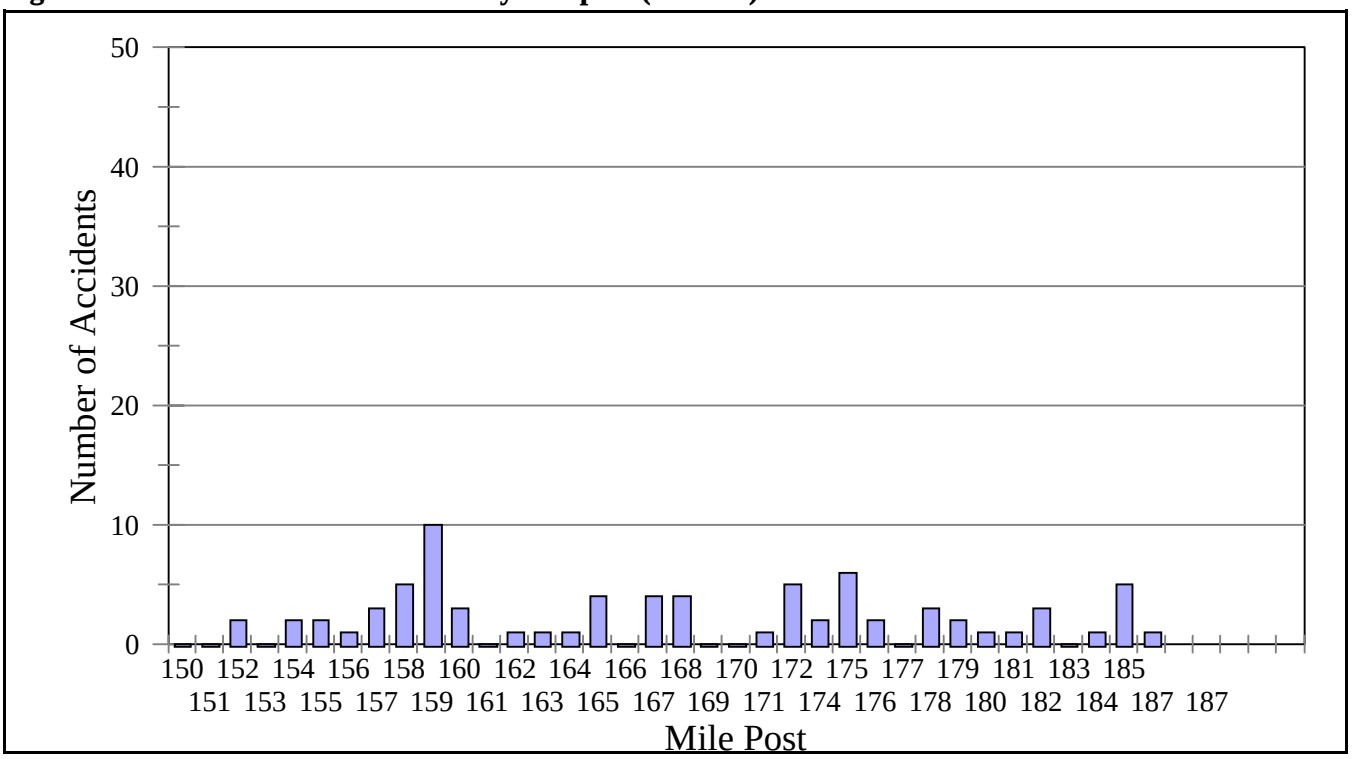


Figure 6.3.1-4c Number of Accidents by Milepost (150-187)



6.5.2 SMALL PASSENGER VEHICLES

As noted above, ITD assessments indicate that SH 75 north of Ketchum is adequate for current and projected traffic volumes, including passenger vehicles.

The segment of SH 75 between just north of Ketchum and US 20 has undergone some public process and is currently undergoing a NEPA study. Public opinions suggest this road is approaching the limit of its capacity and will be increasingly less adequate with projected, modest growth in this section of the corridor.

The ITD 2000 report recommends a four-lane roadway with median, center turn lane, shoulders and some other upgrades from Bellevue north through Ketchum. To minimize the adverse impact of the aesthetics of a broad expanse of pavement through the scenic corridor, the report recommends several options for making the shoulders appear narrower or of a different material or color. They also recommend a landscaped median to reduce the visual impact. This proposal has undergone intense scrutiny and been received with scepticism by residents.

The CTC-commissioned report suggests a reengineered road would be adequate for 15 years or longer if an effective mass transit system is established. The CTC supports mass transit as a cost-efficient means to accommodate traffic, and provides an alternative to ITD's proposed and more visually intrusive 4/5 lane upgrade.

One organization formed to reduce traffic of single occupancy vehicles is Wood River Rideshare, a car pool system started in November 2000. Registration for use of this service has been strong and is on the rise (Callister, 2000).

6.5.3 MASS TRANSIT

There is currently one mass transit service available to the pubic within the corridor. Ketchum Area Rapid Transit (KART) provides bus service, mainly used by skiers, in Ketchum and

Figure 6.5-1 ITD engineers have determined a two lane road from Shoshone to US 20 will be sufficient for the next 20 years.

Sun Valley along a standard route. No other public transport services are available within the corridor at this time. However, there is increasing interest in mass transit in some sections of the scenic byway, such as from Shoshone north.

An ad hoc Regional Transportation Committee recently awarded an $80,000 grant to a consulting company to perform a feasibility study for an updated public transit service. The company, OTAK, has already designed a highly successful transportation plan in Aspen, Colorado. Approximately 30% of people arriving in Aspen now get there via public transportation (IME, 2000). There is dialogue along the Sawtooth Scenic Byway examining the feasibility of a system extending outside the Wood River Valley, down to Shoshone and possibly all the way to Twin Falls (Callister, 2000). The OTAK study will commence in mid-December 2000 and be completed by March 2001 (Mix, 2000b). The study will address feasibility and potential ridership of transportation alternatives to single occupancy vehicles. (BCBC, 2000)

6.5.4 Bicycles, Joggers, and Pedestrians

Several well-maintained non-motorized transportation trails parallel or connect with SH 75. Trail system improvements and additions were also recommended by stakeholders. One unresolved issue is whether bike and pedestrian lanes added in the future should be part of SH 75, or separate but parallel to the highway. Stakeholders pointed out that SH 75 is in need of a bicycle travel lane. The Blaine County Recreation Trail is no longer a viable bicycle through-road, according to some

bicyclists, due to the trail's popularity with joggers, rollerbladers, children, and dog-walkers.

Increased trail mileage and connections between these off-roadway trails enhances the recreational opportunities in the scenic byway corridor, while simultaneously reducing vehicle traffic (ITD 2000a). Improving access to and from trail systems in the Wood River Valley was a key component of the ITD 2000 Study Concept Plan.

A recreational trail created from an abandoned railroad bed parallels the highway from south of Bellevue to north of Ketchum. Access to this trail is the main source of concern for people wanting to cross the highway on foot or bicycle between communities (ITD, 2000a). Suggested solutions for this problem include installing crossings at traffic signals and one or more pedestrian tunnels.

7. MARKETING AND PUBLICITY

7.1 TOURISM AND DEMOGRAPHICS

The general effects of tourism on the economies of small communities have been well documented and discussed. A recent doctoral dissertation (Koth,1999) examines the positive and negative impacts of tourism on rural communities. One of the methods used to assess these impacts was to send questionnaires to residents of newly developed tourist locations. The positive responses received included:

- New and expanded business
- Improved quality of life
- More community amenities
- United, "can-do" spirit
- Jobs and employment
- Direct expenditures and sales tax revenue.

However, tourism does not have only positive effects on small communities. Listed among the negative impacts are:

- Traffic congestion and need for more parking
- Infrastructure unable to keep up with growth
- Environmental damage and uncontrolled development
- Increased crime
- The feeling that the town was taken over by outsiders.

In 1995, *Scenic America* published "Economic and Community Benefits of Scenic Byways," a study which stresses the fact that byway efforts can successfully balance economic growth with environmental concerns. Byways allow economic development to occur while communities simultaneously maintain control over the scenic qualities of the countryside. The article lists a series of benefits similar to Barbara Koth's positive responses. Included in this list are:

- An increased appreciation for intrinsic qualities
- The promotion of appropriate development
- Increased ties between communities.

Figure 7.1-1 Looking south into Stanley, the northern gateway of the byway.

The economies of the communities along the Sawtooth Scenic Byway are largely based on tourism, especially in the Wood River Valley. Following are descriptions of tourism activities along the byway.

7.1.1 STANLEY

Stanley is located at the northernmost end of the Sawtooth Scenic Byway. This community bills itself as the "gateway to the Sawtooth Wilderness" and has lodging and

retail businesses that benefit from tourism. The Stanley Chamber of Commerce encourages visitors to engage in a myriad of recreation activities, including fishing, rafting, hiking, horseback riding, snowmobiling, and skiing. Among the different lodging possibilities, the Chamber lists cabins, motels, lodges, inns and a campground.

The Chamber also lists local outfitters that can supply visitors with a variety of outdoor experiences including float trips, pack trips, and guided fishing and hunting. As the hub of rafting opportunities on the Salmon River, Stanley is the location of companies that float the upper Salmon and is also the major center of six-day float trips on the Middle Fork of the Salmon, located in the Frank Church River of No Return Wilderness. The Stanley Chamber of Commerce also counts restaurants, taverns and caterers among its membership. These offer "Fine Idaho Dining" and "Service with a snarl!"

Figure 7.1-2 Downtown Ketchum.

7.1.2 WOOD RIVER VALLEY

The Sun Valley/Ketchum Chamber of Commerce is an integral part of the Wood River Valley communities, and is "committed to promoting tourism and economic development, while protecting and preserving the area's unique natural resources and quality of life." This goal of balancing promotion and protection is also the principle underlying the scenic byway planning process.

In order to put this mission into practice, the Chamber of Commerce has developed a series of actions designed to create a strong economic climate and an enhanced quality of life. These are:

- Leading the tourism marketing for the community
- Supporting efforts to improve infrastructure
- Improving air and ground transportation access for residents and visitors
- Involvement in the planning process at county and city levels
- Promoting development that complements the unique character of the community.

In fiscal year 1998/1999, Blaine County (the home of Ketchum and Sun Valley) collected $617,300 from the state tourism "bed" tax. Also in 1998/1999, Blaine County recorded $363,325,546 in taxable sales, with a significant portion of those sales occurring in recreation, restaurants, lodging, and retail. The Sun Valley/ Ketchum Chamber of Commerce maintains a website that includes information on tourist accommodations, spending, and demography. The towns of Sun Valley Village, Warm Springs Village, Elkhorn Village, Ketchum, River Run, Hailey and Bellevue together have 1,718 accommodation units, with the capacity to room 6,084 individuals.

The Wood River Valley experiences two distinct tourist seasons, one in the summer and one in the winter. The peak periods in the winter are Christmas week and the week of Washington's birthday (February 22). In the summer, the peak tourist visitation times fall on the Fourth of July and Labor Day weekends.

In the summer, about half (48%) of the visitors to the Wood River Valley are from elsewhere in Idaho, with Californians (14%) and other westerners (19%) making up the other two largest categories. During the summer and fall months, the Wood River Valley averages 130,000 guests who stay, on average, 4.7 nights. The types of activities enjoyed by summer visitors include: golf, fishing, river rafting, music and arts festivals, parades, horseback riding, pack trips, camping, rock climbing, and shopping.

In the winter, only 20% of the visitors to the Wood River Valley are from Idaho, with 22% from California, 16% from the state of Washington, 4% from elsewhere in the west, 13% from the northeast, and 13% from the central US. Twelve percent of the winter visitors are from outside of the US. There are 91,000 annual winter guests to the Wood River Valley, who stay an average length of 5.7 nights. Winter visitors characteristically

engage in such activities as: alpine and nordic skiing, snow boarding, snowshoeing, helicopter skiing, horse drawn sleigh rides, shopping, hot springs dipping, mountaineering, sledding, back country ski tours, ice skating, dog sledding, and dining. In the winter of 1998/1999, 418,000 total alpine ski days were recorded. Eighty-thousand Nordic ski days were recorded as well.

The diverse array of activities available in the two tourist seasons in the Wood River Valley attract many different types of guests. In general, however, summer visitors are slightly older, more likely to be married, and have lower incomes than winter visitors. Table 7.1-1 is taken from the Sun Valley/Ketchum Chamber of Commerce homepage. It shows some demographic characteristics of summer and winter visitors to the Wood River Valley.

Table 7.1-1 Demographic characteristics of visitors to the Wood River Valley

	Summer	Winter
Average age	45.13	44.00
Average household income	$88,000	$125,800
Education (some college or higher)	70.6%	95%
Married	69.2%	67%
Married with children	15%	56%

Source: Sun Valley/Ketchum Chamber of Commerce

7.1.3 Shoshone

Shoshone, at the southernmost end of the byway, receives the least amount of tourist traffic of the towns along the Sawtooth Scenic Byway. There is a lot of "pass through" traffic, which some community members see as an opportunity. However, with no active Chamber of Commerce, opportunities to build tourism in this area are currently somewhat limited. Before Shoshone can participate in the byway to the extent of its northern neighbors in the Wood River Valley and Stanley areas, a coordinated visitor infrastructure and functioning Chamber of Commerce are needed.

Shoshone has a rich railroad and sheepherding history, and features many historic buildings. There are two places to stay in Shoshone: the Shoshone Inn, and the Governor's Mansion, a bed and breakfast. Edie Collins proprietor of the Governor's Mansion, says that many of her guests come to town to visit family. She also gets lots of tourists who are "on their way to somewhere else, like Craters of the Moon." Edie also sees the odd business traveler, and in the summer, she gets a fair amount of people from Europe. Summer is her busiest time, with business usually dropping off around the time when school starts. This year (2000), however, business has not fallen off for her with the onset of autumn. Bob Lewin, former president of the Shoshone Chamber of Commerce, agrees with Edie's assessment that most visitors to Shoshone are on their way elsewhere. People do, however, he says, stop for gas and food. Also, in the summertime, the community of Shoshone puts on a Fiddlers Jamboree and "Arts in the Park" weekend that draws between 500 and 1,000 people.

Figure 7.1-3 Historic architecture in Shoshone.

7.2 MARKETING OBJECTIVES

In order to fully develop and implement the marketing objectives for the Sawtooth Scenic Byway, it is necessary to further define what position the stakeholders want the byway to occupy in the marketplace. The stakeholders should answer the following questions:

- What does this scenic stretch of road through the heart of Idaho, featuring one of the nation's oldest and foremost ski destinations, represent to the potential visitor as well as the resident?

- What does it offer in the way of a unique experience?

If there is a current international market position for the area, it is Sun Valley and Ketchum, an international ski/recreation/conference/vacation destination. Regionally, visitors come for fishing, boating, snowmobiling, hiking, and similar activities, and represent a different demographic. While the business leaders and residents of the central section of the byway have differing needs in terms of tourism growth from those of the gateway communities (Stanley and Shoshone), the byway should be considered in its entirety for the purposes of establishing an identity and a position in the market. It is the *experience* of the Sawtooth Scenic Byway that must be positioned in the potential visitor's mind, as well as in the minds of residents. The following objectives serve to clarify and promote that experience.

7.2.1 INCREASE AWARENESS OF INTRINSIC QUALITIES THAT FOSTERS RESPONSIBLE USE

At the very core of the accurate representation of this experience, an awareness of the intrinsic qualities which foster responsible use must be developed. These intrinsic qualities include:

- Spectacular, diverse scenery
- Historic significance of the area, including mining, ranching, sheepherding, railroading and ghost towns
- Year-round recreational opportunities for outdoor enthusiasts
- The contemporary cultural and arts communities as well as traditions of groups with a rich history in the area, such as the Chinese and Basque
- Geologic and natural phenomena which abound in the southern section
- Small town atmosphere and pedestrian-friendly towns.

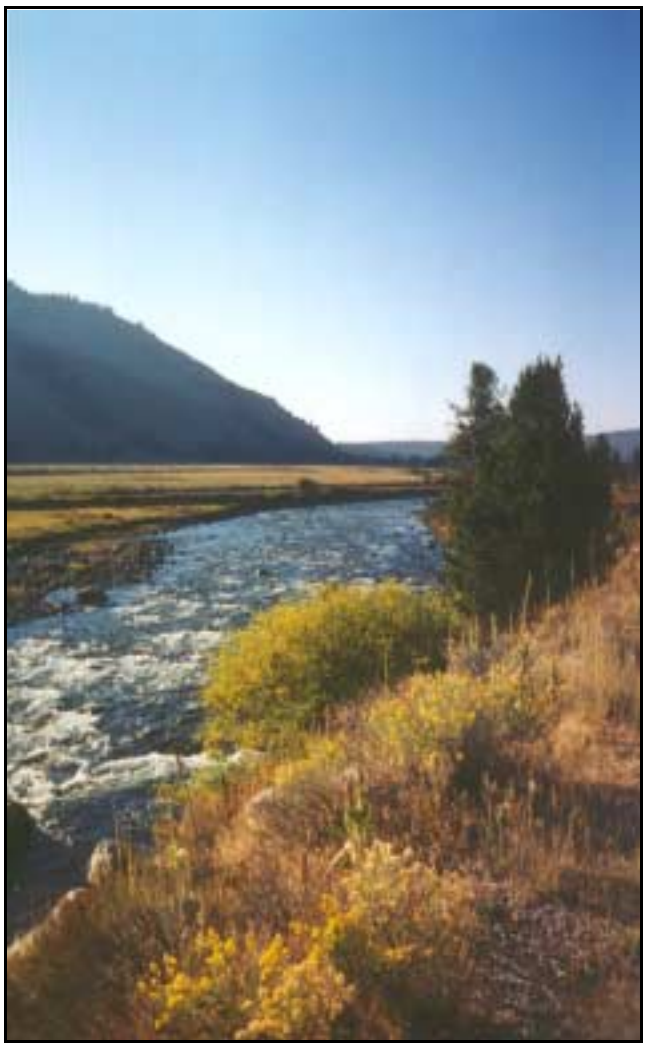


Figure 7.2-1 The Salmon River viewed from a pullout just south of Stanley.

By developing an awareness of these intrinsic qualities, residents at either end and in the mid-section of the byway will further appreciate and identify with the entire route, vesting a stronger sense of ownership to the marketing efforts. Potential visitors will begin to identify with the experience, possibly causing them to stay longer or visit sites they otherwise would have passed by. This holds especially true for the visitors who were attracted to the area by one main activity (recreation for example) to begin with.

7.2.2 DEVELOP A CONSISTENT IDENTITY WITH A UNIFIED LOOK FOR THE CORRIDOR

Developing a consistent identity for the corridor by creating a unified look for promotional materials will be the first step before launching publicity and promotion efforts. Once this visual identity has been established, it will be used in all print publications, brochures, websites and signage. A symbolic logo which incorporates graphics from the current Sawtooth Scenic Byway highway sign could be developed with graphic reference to any or several of the intrinsic qualities with which the area is identified. In conjunction with the graphic logo, a tagline or positioning statement could be used to further define the experience. This statement would not necessarily appear on all promotional material (i.e., highway signage), but would convey a clear benefit to the potential visitor in terms of the total experience. Who can resist the enticing promise of "Land of Enchantment" when thinking of visiting New Mexico? The positioning statement might start as a customer-focused statement holding a promise and extending an invitation, then be distilled to several key words for marketing purposes.

Figure 7.2-2 Current Idaho State Scenic Byway sign.

7.2.3 ENCOURAGE USE OF THE SOUTHERN HALF OF THE CORRIDOR

Encouraging the use of the southern half of the corridor in addition to the already popular northern half will both enhance celebration of the byway's scenic diversity and draw more tourist visits to the Shoshone area. As cited earlier in this CMP, stakeholders at both ends of the corridor wish to increase the amount of tourist trade in their areas. Business people and residents of Shoshone currently feel most visitors are just "passing through." Tourists need to have a reason to stay, to extend their visits. The reasons exist but must be developed and promoted in terms of the intrinsic qualities stated above.

7.2.4 PROMOTE POSITIVE PUBLIC PERCEPTION BY USING LOCAL PROMOTIONAL EVENTS

Finally, promoting positive public perception utilizing conventional and unconventional marketing tools will be the key element in sustaining the Sawtooth Scenic Byway's identity and position in the marketplace. Unconventional tools might include such local promotional events as unveiling new signage, community involvement in identifying interpretive opportunities, a contest to establish a common slogan to unify the areas along the corridor, initiating traveler incentives involving related businesses along the route, and more.

To effectively begin the process of marketing the byway, it is recommended that a thorough and detailed marketing plan be developed to expand upon this section of the CMP. This marketing plan would include input from:

- Residents, businesses and chambers of commerce along the route
- Idaho Department of Commerce
- Idaho Transportation Department
- National Scenic Byways Program.

Representatives from these groups might serve as an advisory committee to an independent firm contracted to produce the marketing plan. The marketing plan must ensure that the resources and wherewithal are in place to successfully accomplish the objectives. From such a plan will come the byway's positioning strategy in the marketplace, advertising approach, and tools to be used to reach the audience. The plan will also provide specifics pertaining to the target market, marketing budget, and a month-by-month implementation

timetable. The plan should suggest both new ways to reach the audience and demonstrate how to maximize existing marketing opportunities. In addition, the plan will help those involved with ownership and implementation, especially the stakeholders, communicate and clearly define the ultimate goal.

7.3 MARKETING STRATEGY

7.3.1 TARGET MARKETS

Any discussion of marketing strategy must start by defining who the target market is. In the Wood River Valley, the distinct tourist seasons in summer and winter draw visitors of similar age (young baby boomers), education (most having attended college), and marital status (nearly 70% of them are married). Winter visitors, however, tend to be more affluent and are more likely to have children, compared with summer visitors. A majority of them (80%) are from outside Idaho, and over half of that 80% are from California, Washington, and elsewhere in the west. The remaining half are divided evenly among the northeast U.S., the central U.S. and outside of the U.S. (See Section 7.1, Tourism and Demographics).

7.3.2 MATERIALS

Promoting the Sawtooth Scenic Byway experience to visitors coming to the Wood River Valley will largely be done through existing promotional vehicles, as add-on material. The idea is to entice both summer and winter visitors to extend their stay by exploring the scenic, recreational, natural, historic and cultural opportunities along the byway. This existing pool of visitors represents the greatest potential in growing tourism and commerce at either end of the route because these visitors are already invested in coming to the area. To stay an additional day or two will have little impact on their travel budgets, but could have great payoff in terms of their appreciation of the area and desire to return.

In addition, more marketing to this group for the shoulder seasons (fall and spring) will have positive impact on the overall effort by bringing visitors in during what is now the "off season," thus developing year-round stability for the tourism economy. The added benefit is spillover of these visitors to the northern and southern areas of the scenic corridor, as the route is promoted as a whole.

Particularly with regard to the foreign markets, the opportunity to experience a slice of cultural, historic and scenic "Americana" off the beaten path could have great appeal. To encourage travelers from outside the region and country to extend their stays in order to explore the Sawtooth Scenic Byway, a specific promotional brochure should accompany material they would otherwise be receiving through chambers of commerce, ski areas, travel agents, car rental companies, or lodging facilities. In addition, information about the byway should be available on websites or website links, including:

- Stanley, Sun Valley/Ketchum, Hailey, and Shoshone Chambers of Commerce
- Idaho Department of Commerce
- National Scenic Byways Program
- Idaho Travel Associations
- Idaho Transportation Department

7.3.2.1 Travel Agents

Another method for reaching travelers visiting the Wood River Valley is directly through travel agents. Assuming familiarization tours (FAM trips) are already a staple of the Sun Valley/Ketchum tourist trade, simply expanding these trips to include highlights along the scenic byway and making promotional resources available to the travel agents would potentially increase visitation at both ends of the route. These FAM trips could be geared specifically to regional travel agents, travel writers, and tour companies. Guests from cities such as Billings, Spokane, Boise, Salt Lake City, Pocatello, Bozeman, Missoula, Coeur d'Alene and West Yellowstone would enjoy a day-long tour of the route and amenities, with focus on the areas outside Sun Valley/Ketchum. The purpose would be to increase their awareness of this ideal "close to home" vacation spot.

Without the benefit of specific market research on visitors at either end of the route, several groups appear to be obvious targets for promotional activities. These include:

- Local / regional visitors who are within one day's drive of the area and are already familiar with what it offers, including:

  - Nature enthusiasts--backpackers, solitude seekers (north and south ends)

  - Sports enthusiasts-fisherman, snowmobilers, boaters (north end)

- Visitors from outside the immediate area either traveling to or coming from destinations such as Yellowstone or Glacier National Parks, Seattle, Portland, northern California, Salt Lake City, Boise, Grand Tetons, Denver

- International visitors.

International visitors were addressed earlier. The other groups might be further described as:

- Younger families with school-age children seeking a scenic and "heritage" experience within an easy drive of home. They might be interested in camping or lower cost accommodations; family recreation such as fishing, boating, easy rafting, hiking, horseback riding and skiing; cultural festivals; museums; interpretive signs; "Old West" activities and other experiences which would be fun and educational for kids.

- Young singles and couples who want the outdoor adventure/travel experience, with primary interest in recreation. Opportunities for this group include hiking, rock climbing, mountain biking, white water rafting, alpine and cross-country skiing, snowshoeing, ice cave exploring and more.

7.3.2.2 Chamber of Commerce Websites/Press

The chambers of Stanley, Sun Valley/Ketchum, Hailey and Shoshone will collaborate on how to present the information related to the Sawtooth Scenic Byway consistently through each website. It should be noted that the Shoshone Chamber of Commerce is no longer in existence and needs to be re-established in order to provide the information and services necessary for building tourism at the southern end of the route. All four sites could provide links to such information as event calendars, accommodations, and recreational opportunities at the other two locales in addition to information about the byway experience as a whole. In this way a network of information about the byway would be readily available at websites relating to the north, central and southern regions, and would serve to unify the concept and encourage travel up and down the route.

In addition, the local chambers of commerce should collaborate at least twice a year (winter and summer) to produce a press release/travel article directed to the newspapers in these communities. Most of these papers have a regular travel section and are eager to provide readers with information about affordable vacations within the region. Some also offer special summer and winter recreation sections targeted to outdoor enthusiasts. Newspaper readers in general tend to be above average in terms of education and discretionary income, fitting the broad demographics of visitors to the byway. Whether through the free editorial space of a travel section, or low-cost advertising in special targeted recreation inserts in the newspaper, the chambers need to cultivate a relationship with editorial and advertising staff at these regional newspapers to be aware of the opportunities they offer.

7.3.2.3 Hub and Spoke Tours

Hub-and-Spoke tours (tours that have a "home base" from which day trips set out) originating with Sun Valley/Ketchum travel agencies and tour groups could also be developed to encompass recreational, cultural and scenic aspects of the byway.

The above are specific tactics designed to attract more and new types of visitors to the area. However, before marketing to bring in more visitors goes into high gear, it is essential that certain key components of the marketing plan be firmly in place. These relate to both the marketing strategy and the tools and techniques used to reach the audience.

7.3.2.4 Signage

Signage along the Sawtooth Scenic Byway is probably the single most critical component to the success of any marketing that follows, and aside from development of a logo and positioning statement should be the first marketing vehicle addressed. Without attractive, easily understandable, accessible and well-placed signs, the byway experience may as well be just another scenic drive. Signs should include not only highway markers designating the route, but also interpretive signs referencing historic, geologic, scenic, or natural sites and phenomena along the way.

Figure 7.3-1 Sign immediately north of old farm, Ketchum.

Signs should be consistent in size, color and graphic quality, and need to be placed at turnouts or other sites which allow for parking, reading and possibly picnicking. They should all carry the logo and positioning line. Signage along the route is currently irregular and often not well-located both in terms of the visitor's ability to stop and read, and its relationship to what it is describing.

All signs will need to comply with existing local ordinances, which suggests that it would benefit the communities along the byway to adopt a common ordinance applicable to the entire route. This also would ensure consistency. In the interest of creating a uniform look for the Sawtooth Scenic Byway, it has been suggested that new byway signage conform with existing SNRA standards (Section 5.3).

Some examples of appropriate signage in and around Stanley might include:

- Signs directing people from the crossroads to Stanley
- Interpretive signs about log buildings and logworm fences
- Signs promoting non-motorized and motorized winter recreation trails.

The central section of the route might benefit from more or better signage for the intrinsic qualities there, such as:

- Bald Mountain
- The Hemingway Memorial
- The Harriman Trail.

In the southern section, signage might play a bigger role, identifying and interpreting:

- Geologic sites such as the lava beds, Black Magic Canyon, ice caves
- Hiking and mountain biking trails along Dinosaur Ridge
- Horse trailheads
- Wildflowers of the high desert
- Cultural attractions, such as Basque sheepherding.

Whatever signage is developed, it should be consistent with resource protection and should maintain the desired character of the area. The materials used, lettering style and colors on the signs are as important to the image and identity of the byway as any expensive media campaign.

Figure 7.3-2 Current signage along the byway is inconsistent.

7.3.2.5 Brochure

Another primary marketing tool needed early in the development of the campaign is a full-color informational brochure specific to the Sawtooth Scenic Byway. Its format should be one that will be easy to mail (possibly a self-mailer), yet conducive to the display of scenic color photography describing the area. High quality paper and printing is essential in order to accurately portray the scenic beauty of the area, clearly one of its biggest assets. Photos need to demonstrate both the geographic and seasonal diversity, as well as people representing the target markets recreating or otherwise enjoying the landscape. The brochure will serve to showcase the scenery, suggest recreational options, point out the historic and cultural significance of the area, inform readers of the cultural heritage and reflect the commitment to preserving the natural qualities of the byway corridor. As such, it will be the primary information piece for increasing awareness of the intrinsic qualities, thus fostering responsible use of the area.

Figure 7.3-3 Looking north into Stanley.

Existing informational brochures about the area, should be collected and studied in order to produce a brochure which is both in keeping with the printed tourist information at hand, and also unique in its presentation of the Sawtooth Scenic Byway experience. The brochure should stand out, yet be user-friendly. It could include a mailback response mechanism for the simple purpose of developing a database of potential visitors. Providing an incentive for potential visitors to return the information will ensure greater response. (Certificate good for dinner at their choice of participating restaurants, discount on lodging at participating facilities, etc.)

The brochure will be distributed through the local chambers of commerce and tourist centers, at travel agencies, hotels and other lodging accommodations, restaurants, gas stations, convenience stores, museums, shopping centers, galleries, and other businesses where appropriate. In addition, the Idaho Department of Commerce and National Scenic Byways Program should be kept in good supply. Websites referred to earlier in this report would provide the information for obtaining a brochure. Also, local chambers need to be adequately staffed to handle the fulfillment of requests in a timely manner.

7.3.2.6 800 Number

A toll free 800 number common to the four chambers of commerce would also serve as a convenient method to collect data about potential visitors and fulfill their information needs. However, before establishing such a service, consideration needs to be given to whether or not 24-hour availability is feasible. Attention needs to be paid to the consistency and quality of the information provided via the 800 number.

7.3.2.7 Video

In conjunction with the brochure, a brief video, including the same information, could be produced. This would be useful for promoting the experience to specific groups targeted through findings of the market research. For example, the Gold Wing and BMW motorcycle clubs throughout the U.S. and Canada could be identified and introduced to the area via an information packet including the video. Other groups fitting the demographic profile and recreation interests could easily be contacted in this way, and might include snowmobilers from the western U.S., tour groups, ski clubs, climbing and mountaineering groups, etc.

Promoting the northern and southern ends of the route, Stanley and Shoshone, will require specific tactics in addition to the material representative of the corridor as a whole. Particularly with the southern section, an identity with the entire corridor needs to be fostered, as well as development and promotion of the south's unique characteristics.

7.3.2.8 Events

The Wood River Valley area has no shortage of events for locals and visitors alike. One challenge in marketing the byway as a whole will be in attracting visitors to the northern and southern ends in conjunction with one or more of the events listed below. The major events of the upcoming year supported by the Sun Valley/ Ketchum Chamber of Commerce illustrate the variety of cultural and recreational events that take place in this section of the byway. Here is the event schedule:

- January: Ski the Rails
- February: First Security Boulder Mountain Tour Nordic ski race
- Early March: Paw and Pole Cross Country Race
- Mid March: Sol FEST 2001 and Gourmet Ski Tour
- November through March: Artist Music Series and Candlelight Music Dinners
- Early April: Bill Janss Memorial Pro-Am Classic
- May: Sun Valley Mountain Wellness Festival and Hailey Spring Fest
- June through August: Sun Valley Summer Concert Series
- June through August: Sun Valley Ice Shows starring Olympic and World Champions
- July: Twilight Blue Concert Series
- July: Hailey Days of the Old West
- July through August: Jazz on the Green free concert series
- July through August: Sun Valley Summer Symphony free concert series
- August: Sun Valley Arts and Crafts Fair
- August: Northern Rockies Folk Festival
- August: Sun Valley Wine Auction
- August: Danny Thompson Memorial Golf Tournament
- August: Tour of Homes and Parade of Homes
- August: Sun Valley Writer's Conference
- September: Trailing of the Sheep Celebration
- September: Ketchum Wagon Days
- October: Swing'n Dixie Jazz Jamboree
- December: Festival of Trees
- December: Christmas Eve Celebration Ice show and torchlight parade.

These events are attended by many in state and out of state visitors who arrive via the Sawtooth Scenic Byway. The events highlight many of the unique cultural aspects of the Wood River Valley (the arts and crafts fair, sheep herding, and the folk festival, for example). In doing so they not only provide visitors with exciting experiences, they also enrich the lives of those in the communities along the byway by preserving and sharing many of the unique characteristics of life in central Idaho.

Heritage events in both Stanley and Shoshone currently exist, and offer possibilities for expansion to attract a larger and broader tourist market. Promotion of these events could occur in conjunction with existing events in the Wood River Valley to provide better coordination and encourage visitors to take in more than one event at a stay.

In Stanley, weekends in July and September are devoted to "Sawtooth Mountain Mama" festivals. By enlarging the scope of these existing festivals to appeal to visitors on cultural and recreational and historical levels, visitors would be more likely to stay for more than one day and further explore the region.

Shoshone's Fourth of July includes ice-cream making with ice brought down on horseback from the nearby ice caves. Depending on the distances involved, a triathelete event earlier in the summer or spring geared to the young adventure/recreationist might include mountain biking, running and swimming or kayaking competitions. The course could include historic and natural sites including the ice caves or lava beds. Separate stations at scenic and historic points along the course could be set up to

attract spectators and introduce them to interpretive sites along the way. The whole event might be set up as a benefit for a related project in Shoshone, such as the restoration of the historic McFall Hotel.

Existing events in Shoshone include the Fall Rodeo, Fair, Arts in the Park and Fiddlers Jamboree. Although very popular with locals, they are currently not advertised outside of Shoshone. A brochure of events occurring seasonally along the byway should include these.

Because Shoshone is lacking in tourist amenities compared with the other communities along the byway, it is essential that the community embrace some plan for building its lodging and dining accommodations. Obviously, this will take considerable financial investment based on evidence that the visitors will come. Focus needs to be placed on reinstating an active chamber of commerce if tourism and commerce are to grow. Marketing tactics of the Sawtooth Scenic Byway need to be considered carefully with regard to this area, as the influx of too many tourists too soon without the benefit of adequate facilities could backfire as "negative PR" for the area.

However, the Shoshone area seems ripe with opportunities, especially as they relate to the unique natural landscape and the ethnic/historic heritage of the area. A festival celebrating the Basque sheepherders' influences could feature a food fair, music, dances, clothing and art of this group. As stated earlier, promoting positive public perception with conventional and unconventional marketing tools will be the key element in sustaining the Sawtooth Scenic Byway. Increasing awareness of the unique byway amenities and interpretive opportunities, and establishing a consistent identity for the corridor through graphics used on marketing tools and signs, need to be addressed in the early stages of the Marketing Plan. However, positive public perception must be a unifying thread throughout all stages. In other words, if a particular marketing tactic does not promote this objective, its value should be questioned. Because of the diversity of some of the target groups, particularly the recreationists, care must be taken to create or enhance promotional events which are not at cross-purposes. For example, planning a weekend rally and festival to attract regional snowmobilers that coincided with a major cross-country skiing event in the same area could result in competition for amenities and potential conflicts for both groups.

7.3.3 Summary List

Listed below are ideas for ongoing marketing and promotion which address one or all objectives of the plan. Many of these have already been detailed in other sections.

- Develop logo and positioning statement. Get input from advisory group of stakeholders, particularly during selection process.
- Highway and interpretive signage (perhaps based on the SNRA model) which is consistent with resource protection and maintains the desired character of the area.
- "Best of the Byway" contest for residents, to build identity with entire corridor and get stakeholders involved in identifying what they feel is special about the Sawtooth Scenic Byway experience. Categories could range from best restaurants (high-end and fast-food), best scenic vista, best festival, most unique ethnic food, most picturesque log barn, best riding trail, best ski run, best dance band, best golf hole, best fishing spot, etc., with unlimited possibilities. Contest could be promoted in area weeklies and at chambers or businesses (entry forms) and prizes given to respondents through random drawings. Winning entities could receive nicely designed framed certificates including byway logo and proclaiming them as "The Best of the Byway." Many of these would be displayed prominently at the establishments and serve a promotional purpose. The contest could become an annual event.
- Full-color brochure as primary fulfillment piece for tourist inquiries.
- Brief video for marketing to groups, clubs, associations, travel agents.
- Sawtooth Scenic Byway website in conjunction with websites at local chambers. Links to this site at other key websites.
- FAM trips geared to regional travel agents, tour companies and travel writers.
- Develop Hub-and-Spoke tours out of Wood River Valley.

- Small-space, seasonal ads in specialty magazines such as National Geographic Traveler, high-end motorcycle magazines (BMW, Honda Gold Wing), snowmobiling publications, regional publications dealing with "the West" (Big Sky Journal), specialty outdoor publications (Outside magazine). If regional buys are available, ads should be targeted to the western editions.

- Mechanism for distribution of brochures at regional travel agents, car rental companies, other major tourist attractions in the area (Yellowstone National Park, Jackson Hole).

- Special events/dedication ceremonies for residents and visitors to unveil new signage and other byway-related projects along the route.

- Traveler incentives involving related businesses along the route. This might take the form of a partnership with a convenience store chain or gas station with several locations on the route.

- Expanding existing festivals to create broader interest and bring in more visitors; publicizing these events for the entire Byway in a season-specific brochure.

- Creating heritage events specific to the north end (Stanley Logworm Days) and south end (Shoshone Rocks & Rails Fest) which center on local history and culture, and incorporate food, family activities, music, dancing and possibly competitions.

- Detailed map of the byway showing interpretive sites and natural phenomena, as well as trails for hiking, skiing, snowmobiling, horseback riding; campsites; fishing access; popular rafting stretches; historic sites; etc. Possibly include some rating mechanism as to the difficulty of trails, stretches of river. Could be updated annually with calendar of bigger events and festivals included. Could also include guide to dining, accommodations, museums, other attractions.

- Quarterly newsletter for members of the four chambers, as an internal marketing and communication tool to keep business owners informed and involved.

- High quality training through the local chambers and Idaho Department of Commerce for service industry employees (gas station and convenience store clerks, wait persons, store clerks, hotel/motel personnel, other frontline employees) to introduce them to and educate them about basics of customer service and the Sawtooth Scenic Byway program. This program could be given bi-annually to target seasonal workers.

- Store window decals identifying chamber members in the communities as a "Sawtooth Scenic Byway Business."

In summary, the creative opportunities to market the Sawtooth Scenic Byway are unlimited. However, central to the success of any one tactic will be the "buy-in" of the stakeholders. In having a voice in creating a marketing plan and in direct involvement through promotions, contests, and training opportunities, the stakeholder's ownership of, and enthusiasm for, the project will be its driving force.

8. PROJECTS: MAINTENANCE AND ENHANCEMENT OF INTRINSIC QUALITIES

The Sawtooth Scenic Byway's intrinsic qualities – its rivers and mountains, farms, small towns, and historic areas – give this place its unique beauty and define the communities along the route. A variety of organizations, agencies, and programs currently maintain the byway's features. The SNRA, ITD, BLM, and communities along the route, as well as Custer, Blaine, and Lincoln counties, each have their own plans and programs that support the intrinsic qualities of the corridor.

This section provides examples of potential projects proposed by agencies such as ITD and the SNRA that may take place along the byway. It also suggests further improvements to the existing maintenance and enhancement infrastructure, which are based on stakeholder and Working Group input. This section is organized into several subsections. The first of these (Subsection 8.1) is a list of agency projects. The other three subsections address stakeholder and Working Group suggested byway projects in different levels of detail. Subsection 8.2 gives a brief overview of the priority projects' broad themes, and outlines estimated costs. In 8.3, the byway projects are described in general, and are separated by geographical location along the byway. Subsection 8.4 locates several specific places where projects can be carried out to preserve the intrinsic qualities of the corridor.

The rationale for including all of the below projects and project concepts is based on the idea that these projects can be cross-referenced with one another in funding requests. Recognizing as many projects as possible in this CMP provides additional flexibility in securing funding, and will make projects that much more attractive to funding sources. Those seeking funding will be able to stress the presence of the project in question in the CMP. These extensive project lists are also included because the foundation of this section, and of this whole plan, is to craft new strategies and harmonize existing ones to preserve the Sawtooth Scenic Byway's elements for visitors, residents, and future generations.

8.1 SH 75 Scenic Byways Agency Potential Projects List

The following "SH 75 Scenic Byways Study Agency Project List" (ITD, 2000c) outlines ITD and SNRA projects, priorities, and possibilities for the byway corridor. This list was verified in October 2000 (Humphrey, 2000; Schierman, 2000), and updates follow this list. See the "Accident Data and Agency Projects" map in this section for the locations of the projects described below. These projects are organized in north-south order.

1. Power line burial from Stanley to Alturas Lake (MP 169.8-189.4).

2. There was interest expressed at the Stanley Meeting to develop a visitors center near the Ranger Station (MP 186.79). This site development could be done with material from the Galena excavations.

3. We may want a turnout and historical sign at a location near the Redfish Lake approach. Sign could tell history of the Redfish Lake area and the fish themselves (MP 185.1).

4. Power pole and line removal at Pettit Lake MP 171.3.

5. At MP 166.792 the road approach accesses the Old Sawtooth City mining town. It is about two miles to the old townsite. A map of the old townsite has been reconstructed from archaeological data collected at the site. Structures removed from the site are now scattered throughout the Sawtooth region. Some of the old cabins were moved in the 1930s to Obsidian area (about MP 175). They are still standing.

6. At MP 164.16, there is an existing turn-out to the old Vienna townsite. This could be upgraded to additional parking.

7. Additional recreation parking is necessary at the Smiley Creek Lodge at MP 165.03.

8. There is a possibility that the old wagon road over Galena Summit could be used as a recreation trail. This road crosses SH 75 again at MP 162.55.

9. Galena Summit bike trail renovation (MP 151.8-162.9).

10. At approximately MP 160, there is a rock cut, which creates a hazard from falling rocks any time of the year. We propose to excavate the ditch on both side of the road 10 to 15 feet to provide ditch storage for this rock fall. Material would be incorporated in other improvement locations on the route.

11. Galena Overlook (MP 158.9) - this area is the best viewing area of the Sawtooth Range. The Forest Service is interested in upgrading the existing facilities and the current parking area traffic safety needs to be addressed. We would propose to move the roads approximately 20' in to the hill to improve the sight distance and provide a left turn lane into the area. Resulting excavation can be used for fill or base material at other locations in this study.

12. At approximately MP 157.5 there is an area that could be graded for a roadside viewpoint or picnic area. It is located in the vicinity of the snow depth marker. Good view of Boulder Mountains and trails could be constructed for exploration. The old road is not visible from this location.

13. The Forest Service may want to improve the parking area at Titus Lake trailhead (MP 157.75).

14. There is an old wagon road trail at the end of the road up Gladiator Creek, which was the old access to the CCW work on the mountainside. This might be a possible project for a trail extension to Horse Creek (MP 154.40).

15. About MP 153.6 the old original wagon road leaves the vicinity of the existing road and climbs up the canyon to cross the existing highway at MP 156. 16. There was an old weigh station in the canyon below (MP 156.2). There may be old pictures of this old road and station in the Hailey Library. Etchings could be made from the Mallory photographs for historical signs. The shoulder is wide enough for a roadside pullout for these signs, and a good view of the Boulder Mountains.

17. Galena townsite - The townsite was on both sides of the road around Gladiator Creek (MP 151.87), Senate Creek (MP 151.780), and Titus Creek. The cemetery is on Senate Creek, and the lodge on Gladiator Creek.

18. Address parking requirements for Harriman Trail traffic at Galena Lodge parking area.

19. Expansion of Harriman Trail pullouts at Prairie Creek (MP146.7).

20. At MP 142.1, there is a turnout that can be constructed for a historical sign for Boulder City, which is an old mining town.

21. Between Goat Creek (MP 139.06) and Boulder Creek (MP 141.09) there is a traffic conflict between the Harriman Trail and SH 75. The trail cannot remain located on the west side of SH 75 because of wetland conflicts.

22. Between the SNRA Headquarters (MP 136.33) and Galena Lodge (MP 151.87) there are various roadside parking areas, which we need to address to accommodate parking requirements for the Harriman Trail recreation traffic. These areas are at Murphy Bridge (MP 139. 1), Prairie Creek (MP 146.7) and the Galena Lodge (MP 151.8).

23. Harriman Trail summer parking, North Fork Campground (MP 136.6).

24. SH 75 Spur, Sun Valley Road: May want historical sign for Sun Valley Lodge.

25. SH 75 Spur; MP 3.66: This road is the old wagon road to the Challis mining area about 1880. A lot of history in this area for sign.

26. May need historical sign for Triumph Mine at MP 122.7, East Fork intersection. Could include information on reclamation project and mine history.

27. Historical Marker (Wood River Mines), MP 112.81 will be moved on highway project. May want to add railroad history at this site.

28. Scenic easement purchase, MP 102 to MP 104. Blaine County had willing sellers at one point but they backed out. Wood River Land Trust (through Blaine County) had applied for and received funds. Matching funds were available at the time. This could be pursued again. The Goodale Cut off of the Oregon Trail came through this area.

29. Build turnout south of MP 91.9 and install Magic Dam historical sign.

30. Mountain viewing area at MP 91.06. This is an existing turnout for Magic Dam sign. Proposal to install Mountain View sign naming peaks, etc. Another sign to explain geological formations, etc. Expand turnout.

31. Historical sign in Shoshone for railroad and townsite, possible location NCL of Shoshone, MP 74.1 (no sponsor).

8.2 BYWAY PROJECTS

The following five most important action items were determined by the Working Group, based on the results of public participation. These five items were scored and indexed based on the Working Group members' prioritized lists.

This list is presented to highlight the notable potential projects along the entire project area and to geographically balance projects along the route. The following projects concentrate on those projects deemed advantageous by the Working Group.

Priority action items:

- Preserve open space
- Concentrate development in existing towns
- Maintain natural integrity of mountains and rivers
- Improve interpretive infrastructure and recreational access
- Lower speed limits in specific areas and improve turnout safety.

Table 8-1 is a list of byway projects and their estimated costs that could be pursued as funding sources are sought and secured. They were generated during the CMP process by the stakeholders and Working Group as potential projects to maintain and enhance the intrinsic qualities of the byway. The projects are organized from north to south. See the Ownership and Byway Projects map at the end of this section for the exact locations of each of these projects.

Table 8-1 Byway Projects and Estimated Costs

Number on map	Byway Project	Estimated Cost
1	Emphasize "gateway" aspect at Stanley, through developing a marketing plan	$25,000
2	Connect trail between Stanley and lower Stanley	$70,000/mile
3	Improve junction of three byways in Stanley	$1,000,000
4	Create bike path from Stanley south	$90,000/mile
5	Site development near Stanley (parking areas, viewpoints, picnic areas)	$200,000
6	Improve interpretive kiosk area south of Stanley	$50,000
7	Improve signage to pull-off at Obsidian	$50,000
8	Prepare riparian area conservation plan	$25,000
9	Lower speed limits at Sawtooth City	$5,000
10	Lower speed limits at Galena Lodge	$5,000
11	Reduce visual impact of power poles	$500,000
12	Provide historical information for tourists at several points along byway	$5,000
13	Discourage sprawl in central section of byway (use zoning as a vehicle?)	
14	Provide historical information for tourists at several points along byway	$5,000
15	Site development near Bellevue (parking areas, viewpoints, picnic areas)	$200,000
16	Purchase scenic easements on private land and open space	$5,000,000
17	Preservation of agricultural land	$5,000,000
18	Protect US 20 junction from development, increase safety	$200,000
19	Provide geological and recreational information for tourists in southern section	$10,000
20	Lava interpretive signs	$8,000
21	Emphasize "gateway" aspect of Shoshone, through developing a marketing plan	$25,000

8.2.1 Entire Byway from Stanley to Shoshone

Priority A: Visual Integrity and Aesthetic Character

Numerous concerns of stakeholders can be grouped into this conceptual category of preserving the visual integrity and aesthetic character of the Sawtooth Scenic Byway from beginning to end. Securing remaining open space was the largest concern, brought up consistently in written public comments and in meetings. Preservation of the viewshed along the corridor and the "unique character" of the area is an overlapping issue. Specifically, stakeholders feel that preserving agricultural lands as working farms or ranches, as opposed to residential development, is one way to accomplish these goals. Development should be concentrated around existing towns, in order to discourage sprawl that fragments the viewscape. The visual impact of power lines is also seen as a problem in need of being addressed. The promotion of "appropriate land use controls" and discouraging new billboards were brought up as ways that stakeholders would like to preserve the visual character of the byway.

Action items:

- Secure open space with scenic easements
- Encourage continuing ranching and farming
- Concentrate new development in and around existing towns.

Priority B: Access and Signage Improvement

Another consistently articulated wish for this byway is the improvement of signage and access points, for tourists as well as residents. Signs are currently not consistent along the byway, with Bureau of Land Management (BLM), Idaho Transportation Department (ITD), and SNRA signs sometimes located in odd places in relation to their subject or to each other. Further, stakeholders would like a balance between better recreational access and limiting impacts to the intrinsic qualities of the area. One of the methods of improving access without negative impacts was the frequent suggestion that already existing sites be better developed. Parking areas should be improved, viewpoints clearly marked and made accessible, historic campgrounds reopened, and picnic areas rehabilitated. Existing trail systems should be maintained and enhanced, and interpretive centers and kiosks upgraded.

Action items:

- Improve existing recreational access points
- Improve signage along route for consistency
- Enhance visitor sites such as kiosks.

Priority C: Regulations

Suggestions varied greatly amongst public participants regarding regulations. However, this topic was addressed frequently enough to make it a distinct priority. Safety issues and speed limits were the most consistent, non-contentious concern. Many stakeholders and Working Group members thought that speed limits in and around towns and other attractions were too high (Sawtooth City and Galena Lodge were the most often-mentioned sites). Consistently brought up by stakeholders was the need to address the controversy between snowmobilers and cross-country skiers. ERG received a petition with over 200 signatures, calling for regulations that would minimize conflicting trail use.

Wildlife conservation measures were also seen as important, as were regulations preserving fragile riparian areas. Several people felt that national designation was not desirable, because of a fear of being subject to further federal regulations, while several others wanted federal designation. A few Working Group members want to see a marketing effort for year-round tourism. This priority area dealing with regulations is the most controversial issue affecting the entire length of the byway, with a high level of disagreement about what is desired for the future of the Sawtooth Scenic Byway.

Action items:

- Lower speed limits, especially at Galena Lodge, Sawtooth City, and between Stanley and Buckhorn Bridge
- Provide for snowmobile and ski access that minimizes conflict
- Establish permanent Sawtooth Scenic Byway Advisory Group.

8.2.2 Northern Section of Byway, Stanley to SNRA Headquarters

Priority A: Access, Infrastructure Development, and Signage

The first priority for this northern section of the byway is the improvement of recreational access and information (including signage) infrastructure for already existing facilities, specifically around the town of Stanley. Working Group members echoed stakeholders' desire to create a bicycle and pedestrian trail connecting Stanley to Lower Stanley. This issue has been a wish of residents for some time, predating corridor management planning. Stakeholders would also like to see improved access and visibility of already existing recreational opportunities along the Salmon River and in the Sawtooth Mountains. Several people mentioned that they would like to see the kiosk and interpretive area immediately south of Stanley improved (this area currently has only an aging sign, toilet and parking lot). People were enthusiastic about the possibility of picnic tables, landscaping, and river access at this site.

Overall, the junction of the byways in Stanley needs improvement, according to stakeholders. An already existing museum in Stanley is currently not integrated well into signage, especially for visitors. A bike path heading south from Stanley, parallel to SH 75, was mentioned as a priority. In Obsidian, there is currently no signage alerting visitors to a scenic pull-off/frontage road that features stunning views of the mountains. An interpretive sign here was mentioned as a desirable possibility. The "gateway" aspect of Stanley should be addressed, according to participants, with the above measures and improvements.

Action items:

- Create bicycle/pedestrian trail connecting Lower Stanley to Stanley, and on to Redfish Lake
- Improve and enhance kiosk area south of Stanley (river access, landscaping, picnic tables)
- Place geological and scenic information sign at pull-out across from Obsidian.

Priority B: Character and Livability of Area

Stakeholders are concerned with maintaining the rural character of the northern section of the byway and preserving the qualities which make it unique. The Sawtooth Valley is largely owned or managed by the SNRA. While the threat of subdivisions has been reduced over the years, stakeholders would like to see the scenic character of the area preserved. How to do this remains a contentious issue. The conflict between backcountry skiers and snowmobilers, for example, is testament to the varying interpretations of how this landscape should be conserved and managed. Other issues that fall under this category are less contentious. These include the long-awaited lowered speed limits in and around Sawtooth City; trees and other landscaping buffers for noise and visual improvement in and around Sawtooth City; maintenance of characteristic logworm fences in the Sawtooth Valley, and the restoration of old mining cabins located near the highway.

Action items:

- Preserve rural, undeveloped character of this area
- Create visual and noise buffer of trees at Sawtooth City
- Preserve logworm fences, historic buildings and other historic resources.

8.2.3 Middle Section of Byway, SNRA Headquarters Through Bellevue

Priority A: Sprawl Avoidance and Growth Management

The overarching priority of stakeholders in this area is addressing growth issues in the Wood River Valley that have the potential to degrade the quality of life and visual and natural features of this area. Discouraging sprawl is therefore the first priority here. Residents of the Wood River Valley are currently working through several controversial projects regarding road widening, Ketchum parking, and other traffic and growth issues. The input we have received from this area, in meetings and written comments for this CMP, has been focused on finding a way to address the inevitable growth in a sustainable manner. Stakeholders were opposed to highway widening and to other changes

that would give primacy to, or accelerate, private transportation and strip-type development. Specific suggestions, listed by Working Group members as priorities, include keeping residential development off hillsides (currently there is a 15% slope development limit) and improving the location and design of Park and Ride lots.

Action items:

- Keep growth in and around towns to maintain the town/country distinction
- Find and encourage alternative transportation options
- Keep development off hillsides.

Priority B: Big Wood River Preservation

Stakeholders are also concerned about the effect that growing population and tourism in this area have had on the Big Wood River. Protecting the river's natural state and maintaining access were mentioned by residents. People would also like to be able to continue to see the river from the roadway, and therefore maintain and enhance views of it through both developed and natural areas. The beauty of the river's connection with thriving towns is also seen as a priority. Stakeholders would like this connection to be part of the future of this valley.

Action items:

- Protect natural features, riparian areas, and water quality of Big Wood River
- Maintain and enhance existing views of Big Wood River from roadway.

8.2.4 Southern Section of Byway, South of Bellevue to Shoshone

Priority A: Tourism Promotion and Interpretive Infrastructure

Residents of this area highly value the unique geology and ecosystems of this area, and would like to see more tourism in this section of the byway. The current signage is widely recognized as being inadequate. Some signs are placed in a confusing relation to their subject, while other areas of historical and natural significance have no signage (or pull-offs) at all. The improvement of tourism and the interpretive infrastructure is thus the first priority for this section of the byway. Specific issues are the addition or improvement of lava interpretive signs, providing historical information for tourists, and emphasizing the "gateway" aspect of this section, linking it in narrative form to points north. Stakeholders also mentioned that a brochure is needed for events and lodging information in this area.

Action items:

- Improve signage text and location for Magic Dam and lava flows
- Create additional signage highlighting Basque and Chinese American history of area
- Improve and/or create pull-offs and rest areas at signage points.

Priority B: Junctions and Turnouts

Another critical priority for the southern section is the improvement of turnouts and intersections. The intersection with US 20 is seen as unsafe by residents. Increasing safety between Shoshone and Timmerman Hill, while limiting development, is an issue. Sign recommendations regarding height limits to improve visibility are suggested.

Action items:

- Increase safety at US 20 intersection
- Limit development at intersections.

Priority C: Character and Livability of Area

Shoshone is a small town with a Western feel and a rich history of railroads and agriculture. The farm and ranch lands in this area are currently experiencing subdivision, as residents or workers from Ketchum and Hailey move south. The native plant diversity in the endangered sagebrush steppe ecosystem should be preserved. Screening roadside businesses from the byway by providing for beautification landscaping was mentioned as desirable. The preservation of small towns, agricultural lands, and the

desert ecosystem, the combination of features that make this area unique, are also a priority to stakeholders.

Action items:

- Preserve agricultural lands and sagebrush steppe ecosystem
- Preserve Western and historical character of Shoshone
- Integrate Shoshone into the byway with use of signage and promotion of local festivals

8.3 SITE RECOMMENDATIONS FOR BYWAY PROJECTS

The following subsection describes selected specific areas well suited for the location for one or more of the byway projects described above. It is organized according to the six categories of Intrinsic Qualities explained in Section 1 and recognized by the FHWA. A reflection of public comment and ERG field reconnaissance, what follows is necessarily just a sampling of possible project sites. Therefore, a specific place's omission in this section is not intended to devalue it as a potential site for a priority project.

Figure 8-1 Lava chasm/sinkhole south of Shoshone Ice Caves.

8.3.1 Natural Qualities

Creek meanders north of US 20 junction at mile marker 101. The braided creek meanders provide critical wildlife habitat, and the willows offer a bright contrast. This riparian resource is integrated with the agriculture surrounding it. Without the continuation of agricultural uses, this land would face development pressures. Enhancement and maintenance strategies would provide for natural resource conservation measures for riparian areas.

Big Wood River. The Big Wood River is the valley's lifeline. There is pressure for development along the river. Enhancement strategies could improve access, protection, and interpretation of the importance of the Big Wood River.

Riparian bank immediately south of Stanley. This location has degraded, shrubless riparian zones. Riparian area health is vital for aquatic life, fisheries, and streambank stabilization. Human and agricultural use of this fragile land must be improved to provide for preservation and a sustainable use of resources. Enhancement strategies could provide for revegetation of riparian areas adjacent to the byway.

Mile 86.5 is an ideal spot for geologic information signs, as well as for recreational access. Located in the southern section of the corridor, this spot affords broad views and is ideal for educating visitors about the geologic history and the mountain ranges of the area.

Highway culverts in the northern section of the byway may be undersized or improperly installed. Identification and correction of these areas would enhance fish passage, improve stream channel morphology, and thereby enhance the natural qualities of this area.

Shrub-steppe habitat in the southern section of the corridor is a biologically important and highly threatened landscape. Nearly two-thirds of native shrub-steppe habitat in the Columbia Plateau ecoregion has been lost. Over 300 at-risk species depend upon this habitat, including the sage grouse. Public education about this landscape would help maintain this intrinsic quality.

8.3.2 Recreational Qualities

US 20 Junction/Rest Area/Timmerman Stage Stop. At this junction, the highway begins to rise out of the valley and intersects with US 20, which leads to Yellowstone National Park to the east. There are wide vistas to the north, east, and west, with Timmerman Hill rising to the south. The roadside rest area is well developed and spacious, with a driveway loop and a telephone. This is an important hub for tourist traffic in the summer. Farmland surrounds the small area of development. At this point on the road there is no shoulder and no bike-path. This site could be developed in the future as a stop on the byway, with additional facilities. Stakeholders have suggested that this would be a good place for a kiosk of the byway's features, recreational opportunities, and services. Any upgrades should be harmonious with the surrounding landscape.

Figure 8-2 Wood River Trail through Bellevue.

Alturas Lake Cross Country Ski Trail. Recreational tourist information map shows groomed cross-country ski trail. Signs are posted here, but there is no pullout and a narrow shoulder. About half a mile down the road is a pullout, but there is no groomed trail from this site. Enhancement strategies would clarify the relation between signage, trail, and parking.

Figure 8-3 Hillside home.

Sculpted Rock Canyon turn-off. In the southern section of the corridor, the BLM has recently completed an interpretive site at Sculpted Rock Canyon, a series of stunning and unique rock formations. However, no sign on the byway currently marks this turnoff, so the site is not visited as much as it could be. A sign on the byway marking the turnoff would enhance the recreational value found here.

Dinosaur Ride and Wedge Butte trail signage. There are several excellent mountain biking trails in the southern section of the corridor, at Dinosaur Ridge and Wedge butte. However, they are available only to those who researched these sites beforehand, or who are already familiar with the area. Theaddition of recreational signage referring traveler to these recreational opportunities would enhance these qualities greatly.

The Big Wood River from Bellevue to Galena Lodge. This stretch of river is a popular fishing destination. The development of additional pullouts and interpretive signage would educate anglers and others about the native fishes of the area.

8.3.3 Scenic Qualities

Hillside homes in Wood River Valley. The Sawtooth Scenic Byway Corridor limit is the top of hillside when hillsides are close to the roadway. This hillside skyline development has no screen, and does not consider being viewed from the corridor. Blaine County currently has restrictions on hillside development, and stakeholders echo their support for keeping development in towns.

Improvement of the visual quality of the byway near the airport in Hailey. Activities could include landscaping to screen the fence on the west side of the byway, and tree planting along the trail on the east side.

Berms in the Wood River Valley. These berms often block scenic vistas. They should be constructed in a manner that is sensitive to the scenic qualities of the area.

8.3.4 Archeological Qualities

The archeological resources in the high lakes area of the Sawtooth Wilderness and the SNRA should continue to be protected. Archeological qualities found in the southern portion of the corridor are currently not accessible to visitors. Maintenance strategies therefore would continue to keep these sites off-limits in order to protect them from damage or theft.

Continued protection of significant heritage resources is important. Inventory of places used by early Native Americans should occur, and their protection from natural deterioration, vandalism, and theft is emphasized. Restricting distribution of specific site location information is recommended to enhance protection of these intrinsic qualities.

8.3.5 Cultural Qualities

Four-Mile Road Intersection/Johnny's Country Store. Johnny's sits at the southwest corner of this relatively busy intersection. The building has value as an historic resource and serves both a local and a tourist clientele. This is a typical "rural cluster intersection" now seeing some changes in the form of development pressure. Traffic at 4-Mile road is a problem, and businesses along highway have inconsistent relations to the roadway. Enhancement strategies could include improving safety at this intersection and harmonizing the existing structures visually with landscaping or a unifying theme related to the byway.

Figure 8-4 Bear Claw Trading Post near Burmah Road intersection.

Six-Mile Road. This is the far northern edge of Shoshone development. Intensive agriculture (dairies, etc.) is being encroached on by ranchettes. Locals value the agricultural and pastoral qualities here and lament the changes. They would like to see the prime farmland preserved and hobby farms discouraged. Just north of here the highway crosses over the Shoshone Canal, part of the early irrigation development in the area. Speed limit reduces to 55 mph. This is a problem intersection at 6-Mile. Further enhancement strategies could include interpretive opportunities related to traditional agriculture and irrigation projects.

Sawtooth Botanical Garden, about 4 miles south of Ketchum. This project is a recent community effort to revitalize an awareness of regional ecosystems (shrub-steppe, mountain/alpine, wetland, riparian). It serves as an interpretive center for regional ecology and as a community center for hands-on botanical learning. It is a local organization that interprets the landscapes and ecosystems along the byway corridor. It is very visible from the highway. Enhancement strategies would include this site in promotional byway materials.

8.3.6 Historical Qualities

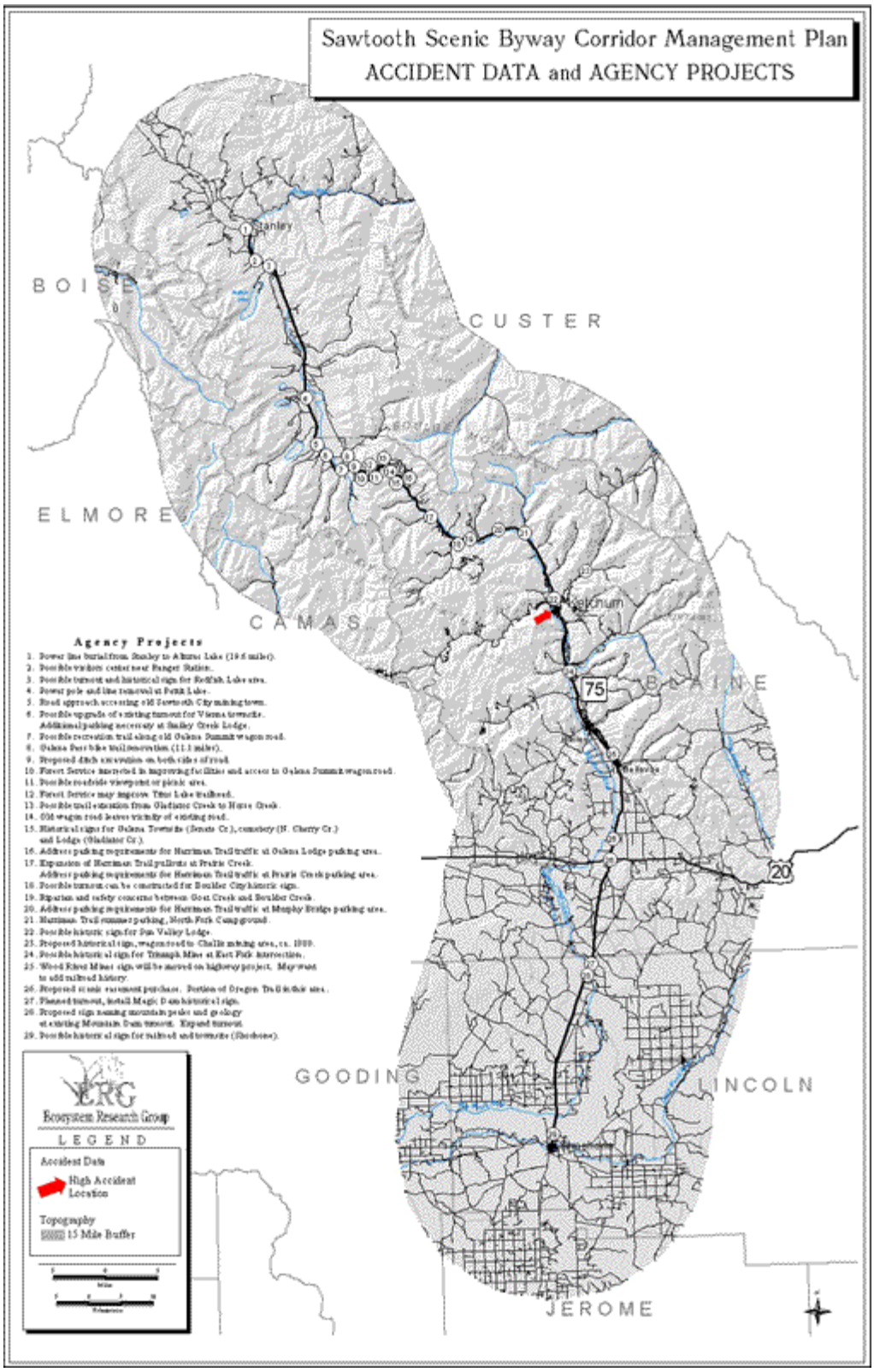
Green-Roofed Farm at "Welcome to Ketchum" sign, south of Ketchum. This is one of the most visible intact farms between Hailey and Ketchum. It consists of approximately 40 acres of undeveloped field/pasture land with no signs of subdivision. The farm is split by the roadway - farmer access is now limited by heavy traffic. The barn is located on the west side of the road, and the older farmhouse on the right. It is a remnant farming landscape surrounded by vacation homes. It marks the "country" between Hailey and Ketchum, and is located at the

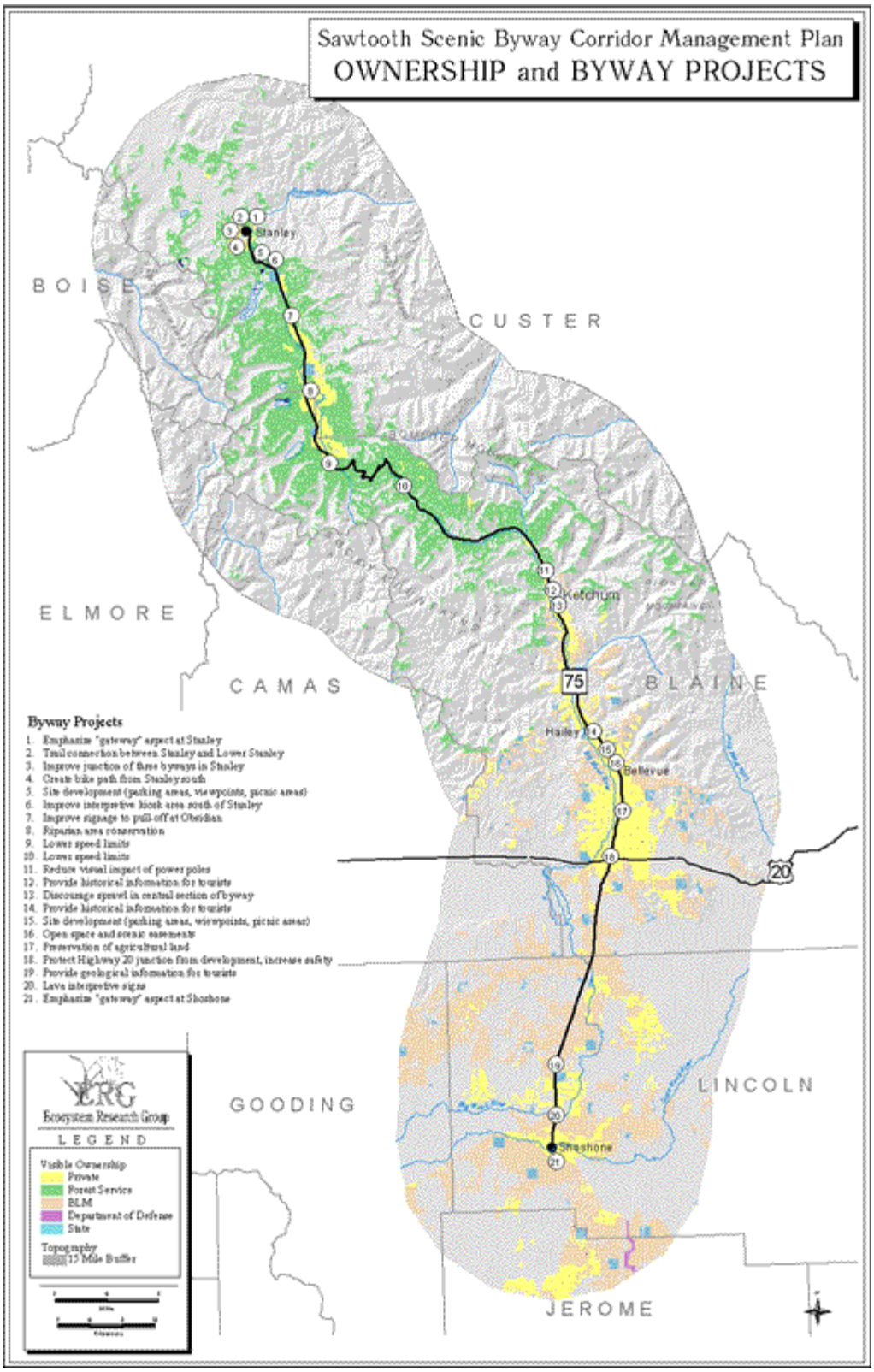
Figure 8-5 Original Bellevue City Hall.

gateway to Ketchum. This farm is an example of the agricultural operations prized by stakeholders, and should be considered for preservation as a historical quality of the byway.

Village of Bellevue. Bellevue is a small but distinct community that is fairly cohesive in its core, with mixed development on the outskirts. Enhancement strategies could link the historic core to the byway further by providing interpretive historical opportunities, and encourage business or retail use of historic storefronts.

Three old log structures, boarded up, 2 miles south of Fish Hatchery. These well crafted and well weathered buildings reflect the area's history of ranching and farming, as well as the tenuous aspect of these pursuits in the valley. The buildings (possibly moved from Old Sawtooth City) are offset from the highway by 60 yards, and utilize native building materials (lodgepole). Stanley community members indicated that they value the historic cabins along this road. There are other old, abandoned historic cabins (also without designation) along this route. Enhancement strategies could provide for interpretative opportunities of these historic qualities. Maintenance strategies could include historic register designation and upkeep.


Sawtooth Scenic Byway Corridor Management Plan
ACCIDENT DATA and AGENCY PROJECTS
Stanley
BOISE
CUSTER
ELMORE
CAMAS
BLAINE
GOODING
LINCOLN
JEROME
75
20
Agency Projects
1. Power line burial from Stanley to Alturas Lake (19.6 miles).
2. Possible visitors center near Ranger Station.
3. Possible turnout and historical sign for Redfish Lake area.
4. Power pole and line removal at Petit Lake.
5. Road approach accessing old Sawtooth City mining town.
6. Possible upgrade of existing turnout for Vienna turnpike.
Additional parking necessary at Smiley Creek Lodge.
7. Possible recreation trail along old Galena Summit wagon road.
8. Galena Pass bike trail reservation (11.1 miles).
9. Proposed ditch convention on both sides of road.
10. Forest Service interested in improving facilities and access to Galena Summit wagon road.
11. Possible roadside viewpoint or picnic area.
12. Forest Service may improve Titus Lake trailhead.
13. Possible trail extension from Gladiator Creek to Horse Creek.
14. Old wagon road leaves vicinity of existing road.
15. Historical sign for Galena Townsite (Senate Cr.), cemetery (N. Cherry Cr.)
and Lodge (Gladiator Cr.).
16. Address parking requirements for Harriman Trail traffic at Galena Lodge parking area.
17. Expansion of Harriman Trail pullouts at Prairie Creek.
Address parking requirements for Harriman Trail traffic at Prairie Creek parking area.
18. Possible turnout can be constructed for Boulder City historic sign.
19. Riparian and safety concerns between Goat Creek and Boulder Creek.
20. Address parking requirements for Harriman Trail traffic at Murphy Bridge parking area.
21. Harriman Trail summer parking, North Fork Campground.
22. Possible historic sign for Sun Valley Lodge.
23. Proposed historical sign, wagon road to Challis mining area, ca. 1880.
24. Possible historical sign for Triangle Mine at East Fork intersection.
25. Wood River Mines sign will be moved on highway project. May want
to add railroad history.
26. Proposed scenic easement purchase. Portion of Oregon Trail in this area.
27. Planned turnout, install Magic Dam historical sign.
28. Proposed sign naming mountain peaks and geology
at existing Mountain Sun turnout. Expand turnout.
29. Possible historical sign for railroad and townsite (Shoshone).
ERG
Ecosystem Research Group
LEGEND
Accident Data
High Accident Location
Topography
15 Mile Buffer


Sawtooth Scenic Byway Corridor Management Plan
OWNERSHIP and BYWAY PROJECTS
BOISE
CUSTER
ELMORE
CAMAS
BLAINE
GOODING
LINCOLN
JEROME
Stanley
Ketchum
Hailey
Bellevue
Shoshone
75
20
Byway Projects
1. Emphasize "gateway" aspect at Stanley
2. Trail connection between Stanley and Lower Stanley
3. Improve junction of three byways in Stanley
4. Create bike path from Stanley south
5. Site development (parking areas, viewpoints, picnic areas)
6. Improve interpretive kiosk area south of Stanley
7. Improve signage to pull-off at Obsidian
8. Riparian area conservation
9. Lower speed limits
10. Lower speed limits
11. Reduce visual impact of power poles
12. Provide historical information for tourists
13. Discourage speed in central section of byway
14. Provide historical information for tourists
15. Site development (parking areas, viewpoints, picnic areas)
16. Open space and scenic easements
17. Preservation of agricultural land
18. Protect Highway 20 junction from development, increase safety
19. Provide geological information for tourists
20. Lava interpretive signs
21. Emphasize "gateway" aspect at Shoshone
ERG
Ecosystem Research Group
LEGEND
Visible Ownership
Private
Forest Service
BLM
Department of Defense
State
Topography
15 Mile Buffer

9. CURRENT REGULATORY ENVIRONMENT

One of the greatest challenges for any CMP is to balance existing uses along the byway with new developments. This is especially true given the different development goals of the Sawtooth Scenic Byway communities. The scoping meetings and the intrinsic qualities assessment noted that both of the gateways to the byway, Stanley and Shoshone, want to increase development, principally in terms of tourism. However, the communities in the middle section of the byway feel that they have nearly reached the upper limit of their visitor accommodation capacity. The stakeholders from Ketchum to Hailey stressed the goal of increasing only the *quality* of the visitor experiences, rather than the quantity.

In order to achieve and balance these diverging development goals, it is imperative that each county and city develop and pursue individual planning efforts while also participating in the larger scenic byway planning process. This will allow the central portion of the byway to maintain tourist visitation numbers at their current level, while Stanley and Shoshone work to stimulate tourism development. It is the purpose of this section, and of Appendix B, to provide the information that will facilitate this type of development planning.

9.1 Planning and Zoning

Communities adopt zoning ordinances, subdivision regulations and comprehensive planning documents to guide growth and development. Comprehensive plans generally describe the "big picture," while zoning ordinances and subdivision regulations spell out the legal details. All of these documents can be used to protect the intrinsic values of an area.

Zoning ordinances were initially adopted in large cities in the early twentieth century in order to safeguard sufficient light and ventilation for public health, and to prevent overcrowding. Zoning is generally preventative - it can prevent poor or inappropriate development, and it regulates the placement of different types of land uses. Zoning allows towns and cities to set aside land for particular uses, or reserve lands for future development. It also allows them to protect some lands from being developed at all. Communities may also want to guarantee that development occurs in a logical fashion, or that buildings are constructed to meet particular standards. In addition, zoning can regulate the provision, siting and dimensions of signage, lighting, parking, and landscaping -- site alterations that typically accompany development and construction. In designating specific lands for certain uses -- residential, commercial, agricultural, industrial, open space -- zoning ordinances can also be used to protect private property rights.

Zoning ordinances and subdivision regulations, which regulate how land may be legally divided, have legal status and are important regulatory tools. The language of such regulations is technical, legal language. Comprehensive plans, on the other hand, are guidelines rather than laws and are written more in narrative style, communicating general goals and policies to guide development. In the absence of zoning, local governments may rely upon comprehensive planning documents in making land use decisions, but comprehensive plans do not have the power of law that zoning has. Comprehensive plans are exactly that: "comprehensive" descriptions of an area – its natural features, people, activities, history. Comprehensive plans often describe not only land uses in relation to each other but to the larger environment, public services, the local economy, trends in population, special values or sites that merit preservation. After describing the current situation, comprehensive plans may imagine possible futures, identifying pressing needs in the community and presenting policies and goals to meet those needs.

Because comprehensive plans do not have the power of law, many communities adopt zoning laws to give their comprehensive plans "teeth." For example, a town's comprehensive plan might establish as a goal "protecting hillsides from development, so as to preserve scenic views." That town might adopt a zoning ordinance to specify that construction is prohibited on slopes greater than 15%, or that construction is prohibited within 100 feet of a ridgeline on buildable slopes of less than 15%. Blaine County's Comprehensive Plan and its Zoning Ordinance work together in exactly this fashion: the Zoning Ordinance is the legal tool for implementing the goals the County has established for protecting its scenic resources, its riparian areas, its historic and cultural values, and other resources.

Both comprehensive planning documents and zoning ordinances are important tools for protecting the intrinsic values of the Sawtooth Scenic Byway. They will be most successful when applied in concert, as mutually reinforcing documents. Blaine County's plans are especially successful in this regard. The specificity of the County Zoning Ordinance enables the County to preserve the views, riparian areas, and agricultural character that the County has identified as important, yet the County Comprehensive Plan remains sufficiently flexible to allow a wider application. Planning documents from the City of Hailey offer a similarly coordinated approach.

Preservation of the intrinsic values of the byway would best be served through adopted zoning ordinances and subdivision regulations that would regulate development so as to enhance and protect the qualities that make the Sawtooth Scenic Byway unique. The policies listed below are excerpted from the planning documents that were reviewed for this CMP. Some policies are already in place with the force of law, while others are goals or guidelines from comprehensive plans. In some instances, specificity has been removed. For example, Blaine County regulates hillside development on hillsides with slopes greater than 15%, but the policy suggested below is more generalized.

Ideally, the communities of the Sawtooth Scenic Byway would adopt common policies for a coordinated, comprehensive management of the highway corridor, consistent setbacks to preserve scenic views, consistent regulations on hillside development, consistent policies and regulation concerning development in floodplain and riparian areas and "scenic easements" to protect views of the watercourses.

The CMP would function in this regard as a "comp plan" for the scenic byway, with individual communities adopting zoning to implement the policies of the plan. This would create an experience of the Sawtooth Scenic Byway that is unified and consistent and yet that sets apart like pearls on a string the unique, individual character of each community along the road.

Recommended policies:

Natural qualities

- Protect natural land features and vegetation within the viewshed corridor.
- Protect riparian resources. Development should not occur in the designated floodplain.
- Protect wildlife winter ranges and migration routes from development.

Recreational qualities

- Provide and maintain recreational facilities and access for recreation on public lands (federal and local), including trails systems, fishing access, and parks, with signage as appropriate.
- Provide for non-motorized transportation and public transportation alternatives for highway travelers.

Scenic qualities

- Protect an unobstructed visual corridor along rivers and streams. Any construction occurring in riparian areas should be subject to a scenic easement, setting structures well back from the watercourse.
- Preserve open space and open space corridors visible from the byway.
- Protect the view of hillsides and ridge tops visible from the byway by regulating hillside development, including road construction.
- Formalize application of transfers of density/ development rights through comprehensive planning and zoning, to protect agricultural and open space areas and guide new development to areas where infrastructure is already in place.
- Concentrate development in and around towns. Prevent the proliferation of roadside "strip" development, which negatively affects the visual landscape. "Gateways" to each community, demarcating the entrances to each city, differentiate "urban" from "rural" scenic experiences for the highway traveler.
- Regulate signage to prohibit billboards and other visual "sign clutter" that has a detrimental impact on scenic corridors.

- Require that new utilities be placed underground; require that existing utility lines be placed underground wherever feasible.

- Shield lighting for rights-of-way, commercial development and industrial areas so that the light falls downward onto the property and does not illuminate adjacent properties. Nighttime "light pollution," particularly from industrial areas, can substantially detract from the byway experience.

Archaeological, cultural, and historic qualities

- Protect historically and archaeologically significant structures and sites, and retain historic and cultural landmarks. The communities along SH 75 have specific features – unique construction materials, museums, historic districts – that contribute to the intrinsic qualities of the scenic byway and which merit protection, preservation, recognition and identification for the highway traveler.

- Conserve and protect rural areas, agricultural lands and the small-town character of the communities along the highway.

- Preserve the city centers as downtown "cores" and improve them for a balanced mix of pedestrian-friendly commercial development and infill housing.

The different development goals are reflected in the contrasting comprehensive plans for the three counties along the byway. Appendix B briefly describes each county's goals (where available) for the following areas: *Recreation; Parks and Open Space; Tourism; Signage and Lighting; Historical/Cultural Qualities; Archaeological Qualities; Natural Resource Qualities; Wildlife Qualities; Floodplain and Riparian Resource Qualities; Vegetation; Scenic Qualities; Transportation (Highway); Non-motorized Transportation; Land Use; Agricultural/Rural Life; Residential Land Uses; Gateway/Entrances; Setbacks; Utilities; Quality of Life; Community Design;* and *Economy*. Appendix B also contains a matrix that compares the zoning polices of the counties and cities of the byway. This matrix was designed to allow the above listed policies of each county and city to be easily compared with the policies of the other counties and cities. That is, the *Recreation, Parks and Open Space* regulations for Blaine County can be readily compared to those of Lincoln County, and the cities of Ketchum, Hailey, and Shoshone by simply referencing the appropriate column on the matrix.

Appendix B allows decision makers to recognize the present differences in zoning strategies among the byway communities. Perhaps more importantly, it also identifies the areas of overlapping development strategies that apply to the entire byway corridor. For instance (as noted above), Blaine and Lincoln Counties, and the cities of Hailey, Ketchum, and Shoshone all have planning and zoning policies that relate to the preservation of open space, recreation lands, and parks. Other examples are numerous. Blaine and Lincoln Counties, and the cities of Hailey, Ketchum, and Shoshone, have overlapping interests in the area of historic and cultural qualities, and nearly all cities and counties along the byway have made provisions for the preservation of agricultural land uses, and scenic qualities. It is the goal of this plan to harmonize these current programs in order to strengthen their ability to protect and enhance the intrinsic qualities of the byway. Table 9-1, below, is a column taken from the regulatory matrix. It is presented here to give the reader an idea about the matrix's information content and format. Please see Appendix B for complete information.

Table 9-1 Excerpt from regulatory matrix.

	Recreation, Parks and Open Space
Blaine County Comp Plan	• Protect natural, environmental and scenic qualities while preserving and enhancing recreational opportunities for residents and visitors
Blaine County Zoning Ordinance	
Blaine County Subdivision Regulations	
City of Hailey Comp Plan	• Create and preserve open space and open space corridor.
City of Hailey Zoning Ordinance	Recreational Green Belt District provides areas for recreational activities and creates and preserves open space areas for aesthetic and public uses.
City of Ketchum Comp Plan	• Provide sufficient number and variety of developed recreational facilities, pocket parks, and pathway systems in the city

Lincoln County Comp Plan	Retain public and private recreational resources; preserve private property rights.
Lincoln County Zoning Ordinance	
City of Shoshone Comp Plan	• Encourage recreational opportunities • Maintain and improve the existing recreational facilities (focus is on developed rather than open space).
City of Shoshone Sign Ordinance	
City of Sun Valley Zoning Ordinance	Outdoor Recreational District provides areas for outdoor recreational activities, including but not limited to non-motorized trails and paths, fishing areas, ski areas, and equestrian paddocks.
City of Stanley Zoning Ordinance	Open Land District prohibits development, in order to protect and preserve the natural environment, including natural vegetation.

9.2 Cell Towers

A strategy for dealing with cell base stations (cell towers) has yet to be developed for the Sawtooth Scenic Byway. The following section summarizes information on cell tower planning that has been gathered in other places in the US, and is presented here as a resource guide. ERG made inquiries to the city and county of Boulder and the city of Louisville, both in Colorado, and conducted research on the Appalachian Trail to compile this information.

The Federal Communications Act of 1996 states that local governments cannot prohibit the development of cell tower sites. However, local governments can regulate cell base sites, making them less visible. Any regulations developed by local governments must conform with section 704 of the Telecommunications Act of 1996.

Boulder County, Colorado makes the implementation of cell base sites a special-use permitting process. It is not a use by right situation in that county. The permittee must go through a special review committee and public hearing processes, and present the case for the permit before these groups. The county then develops guidelines for the cell tower siting. These guidelines may make the development infeasible at times. See list in Appendix B for more information.

The City of Boulder only allows the co-location on already existing buildings. At that, they will only allow cell base site placement on building walls. Placement on building roofs is only possible if companies can prove that it is technically impossible to locate antennae on walls. The Boulder City Development Code is available for viewing online at www.ci.boulder.co.us/cao/brc/934.html.

Kreines and Kreines, a wireless planning consulting company, indicate that some communities in California have been successful in completely eliminating cell towers and achieving cellular service instead through many small transmission/receiving sites positioned strategically on buildings and other existing structures. With the development of wireless technologies and increased use, many small towers will eventually be required. At initial use levels, it is more cost-efficient for companies to locate fewer towers with greater coverage areas. As these large towers reach their carrying capacity, it becomes more cost efficient to install many cell bases with smaller coverage areas. For more information, visit the Kreines and Kreines web site at http://www.planwireless.com/.

One approach in planning is to make recommendations to cell tower companies which reduce the visual impact of the cell sites. A list of possible recommendations is included in Appendix B, Section B2.2. Also, a checklist has been developed for communities along the Appalachian National Scenic Trail to help them develop and evaluate local wireless telecommunications ordinances. It was written especially for local communities along the Appalachian National Scenic Trail, but any community can use it. This checklist is not meant to be comprehensive, but it does cover most of the types of provisions that a wireless ordinance ought to include. The checklist can be found in Appendix B, Section B2.3.

9.3 Outdoor Advertising Compliance

In the *Community Guide to Planning and Managing a Scenic Byway*, the FHWA lists 14 components that must be included in any CMP submitted for national designation. One of these components is the "documentation of compliance with all existing local, state and federal laws about the control of outdoor advertising." In order to enable the Sawtooth Scenic Byway to be able to seek federal designation, ERG has documented the regulatory compliance of all outdoor advertising along the route. Please see Appendix B for letters signed by representatives of Custer, Blaine, and Lincoln Counties, as well as the SNRA, stating the compliance of outdoor advertising in each of their jurisdictions.

According to the National Scenic Byways enabling legislation, a state "may not allow the erection of new signs not in conformance with 23 U.S.C. 131 (c) along any highway on the Interstate System or Federal-aid primary System... which has been designated as a scenic byway under the state's scenic byway program."

Title 23 of U.S.C. 131 (c) addresses the FHWA outdoor advertising policy. This code states that signs, displays, or devices visible from the highway shall be limited to:

1) directional and official signs and notices (including natural and historic interpretive signs)

2) signs advertising the sale or lease of the property upon which they are located

3) signs advertising activities conducted on the property on which they are located

4) signs lawfully in existence prior to October 22, 1965

5) signs advertising the distribution of free coffee by non-profit organizations

It should also be noted that the Idaho Scenic Byways Program does not (with certain exceptions, such as visitor centers and points of interest) include incorporated communities or their extraterritorial jurisdiction as part of the Scenic Byway designation. Thus, the above signage limitations do not apply to the incorporated portions of the byway.

10. IMPLEMENTATION

10.1 IMPLEMENTATION STRATEGIES

Several of the congressionally mandated requirements for a CMP are related to the implementation of the strategies outlined in the CMP. This section describes how the public can stay involved in the implementation process and summarizes what the implementation priorities shall be.

The Sawtooth Scenic Byway Working Group was formed for the sole purpose of preparing this CMP. The Working Group will solicit members to transition into a second group that will be created to handle the responsibilities of CMP implementation. The decision has been made that the Working Group will be responsible for the continued management and administration of the CMP for the Sawtooth Scenic Byway.

The Working Group is comprised of individuals representing federal state and local governing units and non-governmental organizations (NGOs). All of the principal organizational stakeholders were invited to attend scoping and Working Group meetings. At the time of this writing, the following organizations were represented in the Working Group:

- USDA Sawtooth National Forest
- USDI Bureau of Land Management
- Idaho Transportation Department
- Blaine County
- Lincoln County
- Custer County
- The City of Ketchum
- The City of Sun Valley
- The City of Hailey
- The City of Stanley
- The City of Shoshone
- Sawtooth Society
- Wood River Land Trust
- Citizens Transportation Coalition
- Blaine County Recreation District
- The Stanley Chamber of Commerce
- The Sun Valley/ Ketchum Chamber of Commerce.

The following list will be augmented with additional implementation measures approved by the Working Group. The following suggestions shall be implemented:

1. Once the CMP has gone through a public review process, the plan will be modified to incorporate additional public comment and will be submitted to the Working Group for final approval. The final version of the approved CMP shall constitute a unified approach to corridor management. It will include the referenced planning designations, sign ordinances, priority projects and development goals.

2. The Working Group will forward the CMP to the Idaho State Scenic Byway Advisory Committee with either a recommendation to pursue federal scenic byway designation, or a recommendation to keep state status.

3. Once the CMP is approved, a Memorandum Of Understanding (MOU) will be executed by the federal, state, and local participants for the three county area.

4. The Working Group will convene a permanent Scenic Byway Advisory Group, to conduct the business of the Byway Group as it relates to the CMP. The Scenic Byway Advisory Group will meet quarterly. This group may merge with one of the other groups responsible for regional promotion or transportation planning.

5. The Scenic Byway Advisory Group shall direct the volunteers, staff, or consultants to prepare grant applications to the U.S. Department of Transportation and other funding sources to implement priority projects.

10.2 KEY GOALS

The following key goals, strategies, and action items have been developed to guide implementation of all the issues previously discussed. Key goals are meant to be inclusive of all potential projects that will maintain the byway's intrinsic values. These key goals will remain to provide long-term direction for overall management of the byway. The strategies and action items may change as funding shifts and the politics evolve.

Key Goal: PRESERVE OPEN SPACE AND AGRICULTURAL LAND ALONG BYWAY

Strategy: Encourage the use of conservation easements and allocate funds for purchase of development rights by conservation land trusts.

Strategy: Allocate funds for land acquisition by farmland trusts, to preserve and protect affordable agricultural lands.

Strategy: Address the issue of berm construction along the byway; perhaps through scenic easements, encouraging the building of less obstructive berms, or land purchases.

Strategy: Establish legal process for transfer of development rights.

Strategy: Zoning

Action: Prohibit cell towers in corridor

Action: Comprehensive planning consistency regarding open space and agriculture between Blaine, Custer, and Lincoln counties.

Action: Keep residential development off hillsides.

Strategy: Study the impact of additional traffic lanes on residential development patterns.

Strategy: Create a uniform signage policy.

Action: Design corridor-wide signage policy for intrinsic values.

Key Goal: PRESERVE SMALL TOWN AND WESTERN CULTURE, INCLUDING DESIRABLE TOWN & COUNTRY DEVELOPMENT PATTERN

Strategy: Implement design standards

Action: Reduce visual impact of power poles.

Action: Prohibit construction of new billboards.

Action: Amortize existing billboards over a certain period of time in certain areas, to regain views lost.

Action: Establish off-site sign design standards, with square-foot limits and height limits. See Blaine County's standards.

Action: Prevent "light pollution" along the byway.

Strategy: Encourage development to stay within existing towns

Action: Promote "appropriate" land use controls.

Action: Require that building setbacks for commercial uses maintain the existing setback line of historic structures in the commercial core.

Strategy: Increase safety

Action: Lower speed limits at Sawtooth City.

Action: Lower speed limits at Galena Lodge.

Action: Increase safety at junctions with other roads (southern section).

Strategy: Maintain historic structures and buildings.

Action: Maintain logworm fences.

Action: Restore old mining cabins.

Action: Architectural compatibility for new construction.

Key Goal: ENHANCE INTERPRETIVE AND VISITOR INFRASTRUCTURE

Strategy: Improve existing sites.

Action: Upgrade interpretive kiosk area south of Stanley.

Action: Improve signage to scenic pulloff at Obsidian.

Strategy: Develop new interpretive sites.

Action: develop interpretive kiosk for geologic and recreational qualities of southern portion of byway.

Key Goal: MAINTAIN AND IMPROVE RECREATIONAL ACCESS, RESOLVE USE CONFLICTS

Strategy: Address snowmobile/cross-country ski trail conflicts.

Action: Designate some trails for cross-country ski only, some for mixed use.

Strategy: Improve southern section recreational and scenic signage.

Strategy: Improve non-motorized transportation options.

Action: Build trail from Stanley to Lower Stanley.

Action: Create bike path from Stanley to Redfish Lake (and possibly Galena Summit).

Action: Improve signage and location of Park and Ride lots.

Key Goal: IMPROVE TOURIST RELATED ECONOMIC DEVELOPMENT AT STANLEY AND SHOSHONE GATEWAYS WITHOUT INCREASING SERVICES IN KETCHUM, SUN VALLEY AND HAILEY AREAS

Strategy: Develop economic incentives.

Strategy: Create marketing plans.

Strategy: Improve "gateways" of Stanley and Shoshone.

Action: Improve junction of three byways in Stanley.

Action: Link Shoshone area to byway more visibly for visitors.

Action: Incorporate existing museum in Stanley into byway and signage.

Key Goal: IMPLEMENTATION AND FUNDING STRATEGIES

Strategy: Seek state funding

Strategy: Seek Scenic Byway funding

Strategy: Private funds could be leveraged for interpretive centers, museums, and historic preservation. Trust for Public Lands, Nature Conservancy, foundation support, and private donors should all be listed as potential sources.

Key Goal: WILDLIFE AND RIVERINE HABITAT CONSERVATION

Strategy: Transfer of Development Rights, conservation easements and land trusts are three tools that could be employed. Development should be prohibited in riparian and floodplain areas; development in the river corridor(s) should be subject to the Scenic Easement established by the Blaine County plans.

Key Goal: ORGANIZE BYWAY LEADERSHIP

Strategy: Cooperate with existing institutions.

Action: Cost share projects.

Strategy: Establish Permanent Sawtooth Scenic Byway Advisory Group.

10.3 ONGOING PUBLIC PARTICIPATION PLAN

The public will be invited to participate in the management of the byway through a series of publicized meetings with member organizations of the Byway Advisory Group such as the Chambers of

Commerce, the Wood River Land Trust, and the Citizens Transportation Coalition. The Scenic Byway Advisory Group, through a promotion plan, will provide an avenue for the public to comment on the scenic byway. One of the likely options might be the development of a web page whereby users could obtain descriptions of the byway with links to participating businesses. The web page would also have an e-mail response mechanism that would invite the public to comment on aspects of the byway.

10.4 POTENTIAL FUNDING SOURCES

There will likely be a combination of funding alternatives for byway-associated projects. ITD has the financial responsibility for highway maintenance and improvements (see Section 6, Roadway and Transportation). However, much of the funding available to the scenic byway will be from several federal programs, most importantly the current transportation bill (TEA 21). These competitive federal funds available to states must be applied for by qualified entities. Through the National Scenic Byways enabling legislation, funds are available to the states for the purposes of:

- Planning, designing, and developing state scenic byways programs, including the development of corridor management plans.
- Developing state and federal agencies' designated scenic byways to make them eligible for designation as National Scenic Byways or All-American Roads.
- Enhancing or improving designated National Scenic Byways or All-American Roads.

According to the enabling legislation, the following project activities are eligible for scenic byways grants.

1. Planning, designing, and developing state scenic byway programs.
2. Making safety improvements to a highway designated as a scenic byway to the extent such improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway due to such designation.
3. Construction along the scenic byway of facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities.
4. Improvement to the scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.
5. Protecting historical, scenic, archeological, and cultural resources in areas adjacent to the highway.
6. Developing and providing tourist information to the public, including interpretive information about the scenic byway.

Additionally, the Secretary of Transportation has established the following funding priorities for highway improvement projects:

A) Each eligible project that is associated with a highway that has been designated as a National Scenic Byway or an All-American Road and that is consistent with the corridor management plan for the byway;

B) Each eligible project along a state-designated scenic byway that is consistent with the corridor management plan for the byway, or is intended to foster the development of such a plan, and is carried out to make the byway eligible for designation as a National Scenic Byway or All-American road; and

C) Each eligible project that is associated with the development of a state scenic byway program.

The above noted priorities are equal in weight and are not listed in priority order.

FUNDING PARTNERSHIPS

The Scenic Byway Advisory Group shall, at minimum, include as an agenda item the concept of partnering for funding sources. Preferable to this minimum would be the establishment of a funding sub-committee to pursue funding opportunities. The responsibilities of this sub-committee will include discussions with the representatives of the Idaho State Legislature, the U.S. Forest Service, the U.S. BLM and the Idaho Congressional Delegation. A unified approach to funding will have the benefit of focused funding and networking. The funding partnership may also allow the leveraging of dedicated funding to be used as in-kind funds for projects. By securing funds, the Scenic Byway Advisory Group will ensure the continued protection and

enhancement of the intrinsic qualities that define the Sawtooth Scenic Byway as a unique and special place.

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APPENDIX A:

INDIVIDUAL PUBLIC COMMENTS

Appendix A: Individual Public Comments

Several public comments and e-mails identifying small or editorial issues have been incorporated into the plan. They are not summarized below.

Written Comments:

- Sawtooth City Board: Would like to see a variety of traffic problems around Sawtooth City addressed in the plan. These include high vehicle traffic on SH 75, especially during the summer, no reduced speed limit, snowmobiles crossing the road, and inadequate size of parking lot for snowmobilers in the winter. Sawtooth City has applied for several State and Federal grants and requests for traffic review, but has to date not received funding for these projects. There is a lot of hesitance and suspicion here about the CMP, since it may increase traffic flow, which is perceived as both unaddressed and problematic.

- Resident of Sawtooth Valley: Intrinsic values should be promoted, but without over-use. Fears center around the building of mansions.

- A resident learned of the State of Idaho's planned removal of 2.4 million cubic yards of material from the Ohio Gulch area along SH 75. According to this resident, this conflicts with the Blaine County Comprehensive Plan, is only permitted in A-10 zoning under a Conditional Use Permit action, and is detrimental to the Scenic Corridor.

- Numerous residents voice concern about growth along the scenic corridor that will damage its inherent qualities. Some types of growth deemed adverse are strip commercial and residential developments, over-used and under-maintained recreational areas, and widening of the highway.

- Sarah Michael, Member, Board of Directors, Sun Valley Chamber of Commerce; President of the Nordic and Backcountry Skiers Alliance of Idaho, and Candidate for Blaine County Commissioner, listed her 5 most important priorities and issues brought up by stakeholders: Preserve and protect open spaces in the Wood River Valley and Stanley; preserve agricultural lands; prevent urban sprawl; preserve and protect mountain views and wilderness values. Also of concern to Michael is increased traffic possible from federal designation of the scenic byway. She understands the designation to be unnecessary for federal or state funding eligibility and would like the Sawtooth Scenic Byway to keep its current designation.

- The Sawtooth Scenic Corridor Committee submitted a petition with approximately 200 signatures of residents and visitors to the Wood River Valley. The petition calls for the Scenic Byway group and the Forest Service to propose regulation of snowmobiles in the scenic corridor in the same manner as ORV's are regulated in the summer on trails and roads.

- Several residents wrote concerning snowmobile use in the Scenic Corridor. The setting aside of non-motorized zones and regulation of ORV use are recommended in order to enhance skiing and sight seeing opportunities.

Stakeholder Interviews:

- Idaho Department of Fish and Game: Would like to see a resizing of culverts for the highway. Oftentimes, culverts were undersized, which resulted in significant channel morphology changes. Installing larger culverts and/or bridges would be a direct highway improvement project. Would also like to see more pulloffs.

- Bear Claw Trading Post: Owner said tourists are interested in lava flows, and that there is a need for interpretation. He can't answer their questions and doesn't know where to send them.

- Johnny's Country Store: Proprietor is concerned about the loss of countryside and farms. She used to know everyone who came into the store, now she sees strangers. She has photos of people transporting ice from ice caves to Shoshone, and is knowledgeable about the history of the area.

- Ross Lumber: Owner talked about the landscape around here: trees, quail hiding in lava crevices, caves, and basalt canyons.

- Sawtooth City Board Members: Their priority is to get a lower speed limit on the highway through Sawtooth City, where there are two blind pullouts. They would also like to see trees planted next to the road for visual reasons and for noise abatement. Expressed concern over aesthetic impact of power lines. One member is opposed to bikers on roadway over Galena summit; would like to see a paved bike path along the corridor instead.

- Sawtooth Fish Hatchery Manager: Deferred official comment to regional office in Salmon. Mentioned that there are currently not enough pullouts on the road for travelers who want to stop and look.

- Galena Lodge Manager: There are safety issues with travel on the road through this area. When there are events, there is congestion. He does not want a larger parking lot, however. Since there is a trail system across the road, a reduced speed limit (45) would increase safety. People routinely walk across the highway here, and echo the request for reduced car speed. Expressed personal wish to keep the Lodge at the current level of development, and Nordic-ski based.

- Obsidian Store Owner: Is in favor of a CMP that increases tourist traffic along the road. Feels that the SNRA acted arbitrarily in removing subdivisions from this valley. Believes there should continue to be snowmobile access.

- Custer County Commissioners: the commissioners want to ensure that if they participate in this process, that Custer County will not become subordinate to either the Working Group majority or other counties' desires along the byway. In other words, the majority rule should not diminish the local jurisdictional authority. The commissioners also objected to the idea of preserving and marketing a "western atmosphere," rather than preserving and encouraging the western culture of actual farming and ranching. Since Custer County is only 4% private land, farmers and ranchers there already feel restricted and controlled by outside forces. The essence of the point was that the area should not become less of a ranching area and more of a "theme park." Ultimately the Commissioners are disturbed by what they feel

is increasing regulation on federal lands and an agenda that decreases resource utilization such as grazing activities.

Working Group Written Comment

- One member would like to see a walking path developed between Upper and Lower Stanley, and the museum incorporated in this development. Would like to see the junction of three scenic byways improved and beautified.

- One member would like to see trail connections between Stanley and Shoshone, and points out that the ROW is there. Sees a conflict between skiers and snowmobilers along the entire length of the corridor. Would like to see safety improvements at Galena overlook. Wants to preserve the scenic qualities and natural flow of the Salmon and Big Wood Rivers. The Pegram bridges, historic buildings, Galena Lodge, and Russiantown of the Wood River valley should be protected for their historic value.

- One member believes there are currently not enough access points to the SNRA and to BLM lands. Concerned about agricultural land being developed and this degrading scenic views. Wildlife habitat should continue to be protected. The mining history should be promoted beyond current ITD signage. Suggestions for conservation of viewshed areas include: purchasing conservation easements, limiting development, and transfer of development rights programs in counties and cities.

Several members of the Working Group outlined their ideas and priorities in writing shortly after the meeting. These comments are summarized below.

Jon Schierman - ITD

- BLM is not interested in developing additional tourist sites.

- The power pole situation mentioned at the Hailey Meeting by the County Commissioners will be done with other Federal Aid highway programs, assuming the road will be upgraded. It should not be a part of this funding or study.

- [Boulder Flats Area]: Two proposals have been made to eliminate the conflict. Two tunnels could be constructed to pass the trail under and back across for about $600,000. The second proposal would move the highway to the east against the north side and construct the trail along the west side of the new road. This could cost about $1,800,000 and would restore the wetlands presently covered by the existing highway.

- There may be some additional roadside turnouts between Beaver Creek and Redfish Lake for recreation opportunities. The Forest Service will have to identify these.

- The Forest Service may have additional areas [for a potential visitor center], which could be incorporated into the development plans for these projects. These need to be explored before we meet again.

Jan Edelstein – CTC

- Citizens Transportation Coalition would like to keep development centered around existing towns. Would like to avoid expansion of highway and focus on mass transit options, including the possibility of light rail. Would like to see the CMP address the location and design of park-and-ride lots. Would like the CMP to include a map of existing land ownership along ROW, include a discussion of "flexibility in highway design," speed limits, and traffic calming measures. Would like to see the plan address various problems at the US 20 intersection, including a rest area upgrade, accident rates, and scenic enhancements.

Planning Team Firsthand Observations

- Maintenance issues should be addressed in terms of fisheries. These include culverts, sediment, type and size for road sanding, etc.

- The town of Stanley is currently not pedestrian friendly as it could be. There should be a bike-pedestrian path that leads from Upper Stanley to Lower Stanley, and include river access. There are no signs for the Stanley downtown area on the highway.

- Highway kiosk immediately south of Stanley: this area needs picnic tables and landscaping. Currently it has only toilets and a large parking lot. A small interpretive trail along the river would improve fishing access, or simply provide the opportunity for visitors to get closer to the river.

- Riparian banks south of Stanley, Salmon River: some areas exhibit degraded, shrubless riparian zones. Riparian area health is vital for aquatic life, fisheries, and streambank stabilization; use of this land must be managed for sustainability. Technical help for land owners could be prioritized.

- There are several old historic cabins without obvious designation in the Sawtooth Valley. These well weathered and well crafted buildings reflect the area's history of ranching and farming, as well as the tenuous nature of these activities in the valley. Locals indicate they also value these historic structures.

- Improve pullouts and river access in the Sawtooth Valley.

- Speed limits are necessary as the highway passes through towns (Sawtooth City, Stanley) and by recreation areas (Galena Lodge, Galena Overlook, Redfish Lake turnoff).

- Improve signage in southern section of byway. There was no sign for the Harriman Trail, for example. Further, some ITD historical markers are placed incorrectly and are confusing. These are: Vienna, Magic Dam, and the confluence of BLM signs and ITD historical markers just north of Ketchum (Roadside table/Historic Ski Lifts).

- Lava interpretive kiosk up West Magic Road (Black Magic). there is no sign on the highway pointing out this area. This existing historical marker may be a good place for more displays and information, perhaps even a small visitor center with info about the wildlife habitat, local hikes, geologic history, plant communities, human pre-history, and agricultural in-holdings among the lava flows. There is a mountain

bike loop trail nearby on the old railroad grade that could tie in to a trailhead here. The ITD "historic site" road sign for Magic Dam, inappropriately placed on the east side of the highway north of here, could be relocated to this site.

- Pedestrian crossings in Hailey need to be repainted.

- There are several historic buildings in Hailey that are in good condition but currently unused. Their occupation could be part of the priority to concentrate development in already existing towns.

- Southern entrance to Hailey (Scenic Byway Sign, Turnout Lane, Airport): there is little sense here of welcome, planned transition, or definition. The highway changes here from two lane with sidewalks and tree plantings to four lane with narrow shoulder and no bike/pedestrian use on roadway.

- View north from mile marker 86.5: On a clear day the Pioneer Mountains poke out from behind a ridge of low, bare hills. This is the first full view of the mountains and deserts heading north. There is no turnout; it may be a good site for a scenic overlook.

- The old downtown of Shoshone features several historical structures that could be promoted as part of the Byway. These include the McFall Hotel, now vacant, where Hemingway used to have a drink while waiting for the train. Shoshone's Main Street could be seen as one of the gateways to the Byway, as it displays a unique western character.

- The subdivision of farmland into vacation homes and ranchettes is a real threat all along the corridor (except for conservation easement areas and federally owned land managed by the SNRA). This trend threatens to replace the intrinsic values of western character, open space, and wildlife habitat, with generic sprawl.

- There is interest in interpretation of and providing access to lava flows and the sagebrush steppe. However, this land is BLM administered and there is no coherent systematic recreation/ interpretation program available for visitors.

- Neither the map nor road signs tell of the hiking and mountain biking opportunities on Dinosaur Ridge. There is currently no turnout, and no easy place to stop. Mile 86.5 would be a good location for recreational signage and geologic interpretation (see below).

- Possible interpretive opportunities in the southern section of the byway: geologic features including lava flows, Kinzey Butte, Dinosaur Ridge, and Black Butte Crater. Overlay on region: Basque history, Chinese mining camps.

Planning Team Perceptions of Stakeholder Priorities

The northern third of the corridor, from Stanley to the SNRA Headquarters, passes through almost exclusively Forest Service and easement land. As such, the priorities and concerns of locals here differ from those encountered further south. The threat of subdivision is not as much of a problem here. Rather, their biggest concern about this CMP is further federal government control over local resources

and land use decisions. Stakeholders love the wide open spaces and solitude of this valley, and seem to be willing to share it with more visitors if they do not degrade the resources (the Salmon River, the mountains, the valleys). There were several suggestions for ways to handle increased visitors. Some locals felt that there should be expanded visitor services, such as more kiosks, interpretive centers, and clearly marked trail access points. Others were enthusiastic about promotion of non-motorized transport in the area. The idea of a bike path from Stanley south was one such idea. Overall, folks here are excited about the possibilities of a CMP, and will back a plan that allows them to have a share in the decision making process regarding future development in the Sawtooth Valley.

The central section of the Byway, from the SNRA Headquarters to south of Bellevue, is the "urbanized" part of the corridor. Locals here generally do not want to see increased promotion of tourism, as they feel overrun by the influx of wealth and attendant sprawl in the Ketchum area. However, stakeholders are interested in adopting a CMP which helps them supplement and design land use decisions that aim for sustainability and livability along the corridor. The main issues here are controlling sprawl and keeping agricultural land from being subdivided. The issues of traffic and the potential widening of SH 75 are points of contention in the area that directly grow out of current land use practices. Stakeholders at public meetings expressed their desire to craft a plan that recognizes and preserves the country/town concept: distinct towns alternating with countryside and agricultural operations. Wood River Valley residents want a CMP that outlines ways to preserve the landscape and foster smart growth. They are interested in a tourist economy that emphasizes quality over quantity.

The southern portion of the corridor is distinct, and has a very different set of concerns, opportunities, and needs than the northern sections. The few business people we talked to along the corridor would probably be very receptive to national byway designation, if it helped them out and developed resources that encouraged people to linger more on their section of the road. These businesses would also appreciate help with managing growth and encouraging desirable development along the byway. Local folks value the unique character of their landscape, and are somewhat worried about people buying up lots in their neck of the woods so that they can commute north. Local people have a wealth of knowledge about the lava beds, the river canyon, local history, and the lands around them. They seemed very willing to share it. The CMP should probably suggest some additional opportunities for recreation/interpretation along this section, while being sensitive to the desires of the people who play and work along the corridor now. BLM buy-in and participation will be key in any planning for the area.

APPENDIX B:

CURRENT REGULATORY ENVIRONMENT

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APPENDIX B. CURRENT REGULATORY ENVIRONMENT

This section reviews the existing regulatory infrastructure along the byway. It is the foundation and guide for determining what priority projects, both conservation- and development-oriented, will comply with existing laws, plans, or ordinances. It is an essential tool in determining if proposed projects can dovetail with existing priorities or whether they chart new territory. Since the Sawtooth Scenic Byway is a corridor linking many different communities, a summary of each county and community is presented. The balance between conservation and development regulations and plans apparent in these summaries is a function of existing local, state, and federal planning and development policies.

This meticulous review of planning and zoning documents has a dual purpose. It gives the users of the CMP a thorough understanding of those regulations which will apply to conservation and development along the scenic byway corridor. Further, any of the stated goals, objectives or practices identified in the respective planning documents may be eligible for funding through scenic byway related funding sources. This evaluation of planning reports for the 116-mile-long Sawtooth Scenic Byway also helps capture the different characters and desires of the communities it links. Inherent in these community differences is a variety of physical, political, and cultural environments – a variety to be desired and nourished.

ERG requested all relevant planning and zoning information from each of the three counties and all of the incorporated cities involved in the Sawtooth Scenic Byway. This review includes only those plans and ordinances received before October 2000. Each planning document received was reviewed in detail for language that could have the potential to guide conservation and development initiatives along the corridor. These summaries include draft suggestions for improvements and modifications to existing planning documents. This section is designed to be utilized in conjunction with Section 10, Protecting and Enhancing Intrinsic Values of the Scenic Byway. As the relevant planning language for each of the noted plans is included here, this language becomes an integral part of this CMP for the specified jurisdiction. (Note: the regulations and guidelines associated with the different jurisdictions do not affect other areas except where specifically identified.)

In addition to the city/county planning review, a summary of the land use standards and regulations associated with private land within the SNRA is provided. This includes standards for home sites and communities as well as agricultural properties.

B.1 RELEVANT ZONING AND PLANNING ORDINANCE REVIEW

B.1.1 BLAINE COUNTY

B.1.1.1 Comprehensive Plan

The following summary highlights particular parts of the Comprehensive Plan that appear to be germane to the scenic byway.

Agriculture (10 pages)

The Plan recognizes the county's agricultural tradition, characterized by more than a century of farming and ranching (p1). Agriculture contributes to the open space and rural character of the county, and protects a significant amount of wildlife habitat (p.1, p.5). The Plan explicitly states that agricultural lands south of Bellevue in the Silver Creek area, as well as the drainages of the Little Wood and lower Big Wood Rivers, are an asset to the county and should be preserved (p.2).

One goal of the Plan with respect to agriculture is to locate new residential growth adjacent to areas that have already been developed, to protect the remaining agricultural lands from residential encroachment (p.7). Similarly, the Plan underlines the importance of protecting agricultural uses from impacts of adjacent subdivision activity (p.8). The Plan also suggests that housing in ag/residential transition zones be set back from the agricultural uses (p.7), and also suggests that an evaluation of off-site density transfer or transfer of development rights would be desirable (p.8). While it recognizes the desirability of maintaining access for recreation, hunting and fishing, the Plan also seeks to minimize trespassing on private property (p.8).

Land Use (23 pages)

The Plan outlines a number of land use goals with respect to residential development, including coordination of infrastructure expansion and the encouragement of urban-type development within established developed areas (p.1). The Plan seeks to guide development away from hazardous areas, preserve city commercial centers and concentrate additional commercial uses within existing commercial areas, secure appropriate land area for future use consistent with the Comprehensive Plan, encourage the development of a mixture of housing, and isolate and minimize nuisance uses and facilities (p.1). While the Plan recognizes the importance of affordable housing, it also observes that low-density residential uses, particularly in the "agricultural/residential transition zone" help to preserve a semi-rural residential character (p.5, p.19).

Large tracts of open space are a characterizing feature of the landscape in Blaine County. A basic objective of the Plan's open space land philosophy (no true open space classification) is to preserve and enhance the cultural and natural resources in the county while respecting private property rights (p.6). With respect to the natural environment, the Plan emphasizes protection of the natural environment and scenic qualities in Blaine County, especially big game winter range, and recognizes the importance of recreational and open space needs of county residents and visitors (p.1). The Plan calls for encouraging incentives to preserve

floodplain, scenic corridor, open space, hillside and other resource areas within residential districts, and for limiting residential development in critical resource areas or areas of high natural hazard (p.18). It may be desirable, in some cases, to acquire through purchase or donation lands known as open space.

The county supports a limited number of light industrial uses, including mining, geothermal uses, and general industrial uses. Blaine County has a long mining history, and mineral extraction is controlled primarily by either USFS or BLM, which control approximately 81% of the land in the county.

The Plan describes the need for a rural conservation program that will preserve and enhance the county's rural atmosphere, as well as its natural, scenic, historic agricultural and cultural resources, while protecting private property rights (p.12, p.21). It suggests both voluntary land protection techniques, including nonbinding agreement programs and purchase of development rights, and regulatory land protection techniques, including zoning and subdivision regulations and public expenditure decisions (taxation and capital improvements programs). As part of the rural conservation program, the Plan specifically recommends the establishment of berm regulation along designated scenic highways (p.22) and the adoption of standardized signage (p.23) with oversight by the County, to encourage courteous usage and reciprocal relations between public access trail users and adjoining private property owners.

Airport Service System (10 pages)

Blaine County is currently served by one airport located in Hailey. The plan to build a new airport elsewhere in the county (possibly in Moonstone or another similar location) is environmentally controversial and expensive and may take many years to implement. The Comprehensive Plan suggests that two of the goals in locating a new airport in Blaine County should be to avoid adverse impacts on wildlife habitat or migration corridors and to evaluated the potential growth impact of a new airport on quality-of-life and land use (p.9).

Economic Development (20 pages)

The economy of Blaine County has historically been based on mining, agriculture, tourism and recreation. Today, the county's economy is as diverse as any in the state, though agriculture –which has a culturally and socially significant place in Blaine County life – has less of an economic impact than tourism and recreation (p.5). Among other goals, the Plan recommends that the County study the infrastructure needs of the community as a whole and evaluate the impact of additional economic development (p.10).

Governmental Agencies Affecting Blaine County (11 pages)

Blaine County is regulated by local, state and federal governmental authorities. Forest Service lands in the county fall under the jurisdiction of the Sawtooth National Recreation Area (SNRA). The SNRA includes the Sawtooth Valley and the Sawtooth Wilderness Area.. BLM lands comprise rugged foothills, hill tops and ridges of sagebrush, grass, mountain brush and Douglas-fir. The State Land Board also manages certain parcels of land in the county. Portions of Craters of the Moon National Monument lie in the southeastern end of the county. The State Fish and Game Department, the State Department of Health and Welfare, and

the Public Utilities Commission also play a cooperative role in forming Blaine County public policy. The Comprehensive Plan describes the structure of County government and makes recommendations for streamlining government to increase its efficacy.

Historical Background, Social Environment, and Aesthetic Values (11 pages)

The Plan provides a brief sketch of the area's settlement and development patterns from the 1860s to the present, from mining and sheep-ranching to the construction of recreational resorts. The Plan identifies the importance of identifying and preserving archaeological and historic sites, districts, buildings, structures and objects of cultural significance, and preparing signage to help people locate and learn about these sites (p.3, p.5). It recommends the adoption of County policies to inventory areas of cultural significance, and to establish guidelines for review of development plans that include threatened cultural resources.

Blaine County's social environment varies from the small town atmosphere of its small unincorporated communities to the resort complex of Ketchum/Sun Valley which attracts a multitude of recreationists annually. The Plan recommends the fostering of a social environment that can meet the needs of the wide range of people who live in and visit Blaine County, and the preservation of the county as a desirable place to live, work and recreate (p.7).

With regard to aesthetic values, the Plan recommends that preservation of aesthetic resources (p.7) is critical to the residents of the county as well as to the recreational economy. Of particular importance is visual or scenic quality (p.7). The Plan identifies the following primary areas of consideration:

1. An unobstructed visual corridor along rivers and streams should be maintained to preserve the scenic value of watercourses. (p.7)

2. The clearing of hillsides, and the building of roads and structures on hillsides, may have a major impact on scenic quality. It is county policy to prohibit construction on slopes exceeding 25%. The Plan recognizes that in some cases, structures may meet the 25% slope requirement but still have a negative visual impact. The Plan recommends that the county prevent obstruction of views of hills, ridges and ridgelines and their natural features which are visible from the valley floor, and similarly prevent the scarring of hillsides by cuts and fills, clear-cutting and access roads to sloped areas. (pp.7-8)

3. Roads both give access to the visual landscape and impact that landscape; the proliferation of roadside development has a negative impact on the visual enjoyment of the landscape and "would eventually destroy the rural character of the county." (p.8)

4. Duration of construction time should be regulated/limited. Construction of building sites creates "visual pollution that detracts from the quality of life for county resident." (p.8) This statement is directed toward projects which may get stranded for one reason or another and generally is meant as a stimulus to complete projects.

5. Preservation of open space and recreational space is important in the narrow Wood River Valley. The Plan recommends that all new subdivisions be required to dedicate open or recreational space, with the exception of subdivisions explicitly created for affordable housing. (p.8)

6. The Plan states that it shall be the County's policy to have structures and improvements subject to a design review by the Planning and Zoning Commission (this is targeted mostly for the mountain overlay district). This is particularly crucial for designated scenic or view corridors, where inappropriate structures would have a negative impact on the visual quality of the corridor (pp.8-9).

The Plan is very specific with regard to the importance of preserving visual quality along scenic byways (p9). It describes "sensitive areas" as including but not limited to wetlands, river and stream floodplains, riparian vegetation, hillsides visible from scenic corridors, setbacks from SH 75 and US 93 (scenic byways) and SH 20, and public accesses to public lands (p.9). The Plan states that development in areas of high visibility along scenic byways is restricted on the basis of objective visual analysis criteria (this is solely related to hillside development). The current minimum setback along SH 75 is 100 feet, although deeper setbacks may be required to preserve the scenic corridor in specific cases (p.9). If a variance is necessary owing to specific topographic features or other preconditions, adequate approved landscaping is required to provide a scenic visual barrier between the Highway and the development (p.9). Landscaped berms may protect the visual aspects of the scenic corridor, but even they may have unanticipated effects; the Plan recommends that ordinances be drawn requiring design review for landscaping in scenic corridors (hillside development) (p.9). The Plan observes that utility lines and signage can also have a significant detrimental impact on scenic corridors. Consistent with the scenic byways concept, Blaine County prohibits billboards, and limits signage to that described in county sign ordinances (p.9).

In addition to visual quality, the Plan recognizes the potentially negative impacts of noise pollution (p.10) in a narrow valley such as the Wood River Valley, and recommends consideration of the creation of a noise abatement ordinance.

Hazardous Areas (9 pages)

The Plan describes natural and man-made hazards within Blaine County, including avalanche-prone areas, floodplains and flood-prone areas, earthquake-prone areas, radon gas and mine tailings. The Plan makes recommendations to minimize risks from these various hazards.

Housing (11 pages)

The Plan recommends that housing be constructed within and immediately adjacent to incorporated cities. The Plan also recommends reducing the impacts new housing may have on land use patterns, transportation systems, the environment and cultural resources (p.1). Existing zoning districts should be expanded to admit more housing, where such expansion would not conflict with the maintenance of the rural character of the county (p.8). Higher density zones should be considered where existing townsite platted lots exist within the county. (p.8-9) This section has been amended to no longer look exclusively at densities but also looking at distances and impacts to services).

Natural Resources (20 pages)

The Plan recognizes that preservation of the natural environment, including the Salmon River headwaters, well-known and popular fish streams, the lava formations in the Great Rift area, and the Sawtooth, Pioneer, Boulder and Smokey Mountain ranges, is critical if Blaine County is to retain its desirability as a recreational area (p.1).

In reviewing new development, the Plan recommends specific review criteria to encourage efficient, creative, site-specific development (p.4, p.16). The review criteria (p.4) relate to compatibility with the existing contours, the amount of cut and fill required, the grade, the orientation of the structures, the degree of visibility, and the availability of vehicle access. The Plan recommends restriction of hillside development and careful review of hillside construction (pp. 15-16) and prevention of scarring of hillsides by cut/fill and access roads to slope areas. The Plan further recommends the protection of slopes from mining and timbering. Protection of wetlands from development is considered essential (p.5, p.16); the Plan recommends the adoption of review criteria to assess the potential impact of development adjacent to Silver Creek and other streams not specifically designated as floodplain areas (p.9). The Plan also recommends protection of wildlife access, migration corridors and winter range areas (p.9, p.19).

Recognizing the importance of healthy native vegetation (p.10), the Plan recommends the maintenance and/or establishment of vegetation conducive to a high quality natural environment, for the value of this resource in watershed health, scenic quality, wildlife habitat, livestock forage, timber, historic significance, flood control, weed control and avalanche control (pp.10-11). The Plan recommends that permits be required for grading, drainage and natural vegetation clearing, and that a landscaping or restoration plan be required as part of development (p.16). Further, the Plan recommends that development be reviewed for its impact on vegetative values, and that native riparian vegetation be planted or maintained along waterways (p.19).

Population (48 pages, text and tables)

The population of Blaine County has grown considerably in the past 20 years (p.14), as have the numbers of recreational users (tables depicting skier visits, seasonal population, etc.). The second home market, which may change to full-time residents, and the urban city trends toward relocation in rural areas may have substantial impacts (p.14). Future planning decisions should be based on expectations of continued population increases.

Public Services, Facilities and Utilities (34 pages)

The Plan recommends that existing overhead telephone, television cable and electrical transmission and distribution lines in the US 20, SH 75 and US 93 Scenic Corridors should be placed underground as soon as possible (p.22). Relief from this requirement could be made for single-family residences in rural areas where such "undergrounding" would be cost-prohibitive (p.22). Waste management should implement waste reduction, reuse, composting and recycling, with incineration and landfilling only as a last resort and done in such a way as to avoid pollution of groundwater and the environment in general (p.23). The Plan

recommends the establishment of a regional landfill in one of the neighboring counties for economies of scale (p.24). The Plan recognizes that the Blaine County Museum is underfunded and cramped for space, preventing it from "utilizing its tremendous wealth of history" (p.26). Similarly, the County Fair needs creative planning in order to remain a viable community activity (p.27). The Plan describes a Center for the Performing Arts (p.27) which, at the time of the Plan's adopted (November 1994), was being planned by an Advisory Committee . The large number of public services and their funding needs makes it unlikely that all services could be funded simultaneously by the County; the Plan recommends that the services be placed on a priority listing so the most urgent needs can be determined by county government (p.28).

Recreation System (33 pages)

Recreation, both winter and summer tourism and recreational usage by residents, plays an important role in the desirability and economic vitality of Blaine County (pp.1, 5-6). Public access and open space are particularly important both to residents and the general public (p.6). Based on national minimum standards, Blaine County has a deficit of developed park space (p.6) such as ballfields and other public parks. Resource-based recreation resources include the USFS-Ketchum Ranger District and Sawtooth National Recreation Area (SNRA), BLM lands, and State lands; several developed ski areas are located on federal lands (pp.9-10). Federal land adjoins SH 75 in several places in Blaine County and contributes to the scenic quality (pp.10-11). The Reinheimer Ranch, just south of Ketchum on SH 75, contains 110 acres of dedicated open space. The Plan identifies other recreational resources, including watercourses, geothermal hot springs, natural springs, hunting, fisheries, and wildlife (pp.12-15). View corridors, including along rivers, hillside areas, and highway corridors, all add to scenic quality of Blaine County (p.15). The USFS criteria for Visual Analysis are adopted as part of the Blaine County Comprehensive Plan document (p.15; see Historical Background and Aesthetic Values).

The Plan contains many goals regarding recreational use and management in Blaine County. Generally, it recommends the protection of the natural, environmental and scenic qualities of Blaine County while preserving and enhancing recreational opportunities available to residents and visitors (p.19). The Plan recommends that all developed recreational facilities provide for public use, and that the County cooperate with cities, the School District, Recreation District and private industry to provide recreation facilities for the future needs of the public (p.26). The Plan calls for development of a recreation, parks and open space master plan for Blaine County, to be integrated into the Comprehensive Plan (p.20). Specific goals with respect to view corridors include adopting standards for protection of the scenic qualities as an economic and environmental resource, restricting hillside development, and enforcing topographic review criteria (p.24; see above). The Plan also recommends prohibition of future subdivision in wetland areas, and buffer requirements between a proposed development and wetland areas (p.25). Other goals in the Plan are specific to particular aspects of recreational usage, such as trail systems for motorized and non-motorized uses, fishing access, agricultural areas, coordination of efforts with other (primarily federal and state) land management agencies, etc. The Plan recommends that developments provide public access to rivers, streams and public lands in Blaine County and provide on-site signage and parking (p.23, p.25).

{ERG recommendation: recreational opportunities should be clearly marked with appropriate and consistent signage, to help visitors and residents identify and locate such opportunities.}

The Plan recognizes that air inversions in the valley have an impact on scenic quality, and so recommends protection of air quality by adopting emission standards, regulations and review procedures coordinated with state regulations and agencies, and by addressing development and land-use pressures on air quality.

Road System (21 pages)

The Plan contains four primary goals: provide safe and efficient circulation systems in the County; minimize disproportionate public expenditure which may be the result of poorly planned and executed development, preserve the County's scenic quality; and fully evaluate transportation components as part of land use planning (p.1).

With specific respect to SH 75, the Plan states that the improvements to the road are planned by the State, including widened shoulders, improved alignment between Ketchum and the SNRA headquarters, signage and pedestrian/bicycle tunnels at Elkhorn Road and Broadway Run, additional lanes and traffic signalization at specific locations pp.2-3). The highway is a Scenic Corridor and a primary tourist attraction into and through Blaine County; all planning criteria are measured in the context of this designation (p.3).

The Plan recommends the reduction of traffic congestion and the provision of safe highway travel through improved design standards based on level-of-service desired (p.13). It specifically identifies that the use of berms should be carefully controlled to prevent loss of sightlines, to avoid the creation of tunnel effects and to prevent shading of roads in winter (p.13); visual and noise pollution barriers should be reviewed under the Visual Criteria to ensure protection of the Scenic Corridor (p.13). Utility lines should be placed underground to improve the visual experience and safety of highway use (p.13; see also Public Services, Facilities, and Utilities). Highway access should be restricted in the interest of efficient and safe highway function; the Plan recommends encouraging ITD to establish SH 75 as a limited access highway (p.13) and that public collector roads should be integrated where necessary to control access to SH 75 (p.14); public access roads (existing and anticipated) should be inventoried and prioritized (p.15). The Plan recommends provisions for non-motorized pedestrian/bicycle passage on arterials, on widened shoulders or separated pathways where appropriate (p.13).

An expansion of SH 75 between Bellevue and Ketchum should be actively pursued, the Plan states, but the design of highway improvements should recognize the community desire to minimize the visual impact of the highway system in a narrow scenic valley. Community participation in design of highway improvements is important. Equally important is the passage of legislation that would provide local jurisdictions authority to determine speed limits, where safety considerations warrant, leading through urban areas (p.15). The Plan concludes the Roads section with a discussion of AASHTO design controls and criteria.

B.1.1.2 Ordinances, Resolutions, Zoning and Subdivision regulations

B.1.1.2.1 *Ordinances and Resolutions*

- Ord. No 99-5 amends the zoning ordinance to include a Scenic Highway Overlay (SHO) District within 100 feet of the right of way of SH 75 north from its intersection with US 20 to the County line. The ordinance regulates berms, fences, free-standing walls and vegetation within the district, establishing maximum heights and procedures and standards for site alteration permits.

- Res. No. 99-37 sets a fee for Scenic Highway Overlay Site Alteration Permits (see below, 9-21) specific to Sawtooth ordinance (does not apply to the rest county.)

- Ord. No 99-4 requires that satellite dishes be screened from view from SH 75; yard lights and exterior lights must be shielded and directed downward.

B.1.1.2.2 *Zoning Regulations (Title 9)*

General Provisions (Chapter 3)

- 9-3-3 Slope Clause: prohibits structures on hillsides over 15% in the Scenic Corridor, except as authorized in ch 21 (Mountain Overlay District).

- 9-3-5 Building permits: requires building permits and administrative review of permits; agricultural buildings not for human use are exempted.

- 9-3-8 Density transfer: states that transfers of density/development rights may only occur through the planned unit development process.

- 9-3-10 Residential structure setback on SH 75: new residences along SH 75 must be set back a minimum of 100 feet wherever possible.

- 9-3-12 Setback for commercial/industrial structures along SH 75: 100 feet from the property line.

Zoning Districts, Overlay Districts (Chapter 4)

- Overlay districts are superimposed over underlying districts.

- Provisions of overlay prevail over those pertaining to underlying district. Base densities apply unless otherwise stated.

- Densities accumulated in the Mountain Overlay District may be transferred to contiguous lands in the same ownership but must be transferred out side the Mountain Overlay District. {where is this? It would be helpful to see zoning maps to see whether it makes sense to contemplate rezoning any of the lands along the Highway} The Mountain Overlay District was deliberately not mapped, but contains those lands in scenic corridor.

Productive Agricultural District (Chapter 5)

9-5. Zoning district ?A-20? allows low-density, clustered rural residential; min lot size 20 acres. Preserves agricultural lands, natural features and rural landscape (this district allows cluster development, but the largest portion is maintained in agricultural land.).

Unproductive Agricultural District (Chapter 6)

Zoning district ? allows rural residential, min lot size 10 acres. Supports timber, mining, grazing and other ag uses; mining in the Mountain Overlay district subject to the Overlay district standards.

Floodplain Management District (Fp) and Riparian Setback District) (Chapter 17)

- Applies to all County lands within 100-year floodplain as established by FEMA's flood insurance rate maps. Commercial ag lands are excluded from the riparian setback district use regulations, provided a ten-foot natural vegetation buffer is required from the ordinary high-water mark.
- Floodway subdistrict: Ag uses allowed, provided no buildings are built. Commercial sand and gravel extraction is a conditional use.
- Floodplain subdistrict: ag uses allowed, residential uses (one d.u. per 5 acres) allowed subject to review and approval.
- Riparian setback district: ag uses allowed with a ten-foot buffer of natural vegetation on the stream bank; utility easements; County-approved activities.
- Evaluation criteria are in place for conditional use requests (in addition to flood control and water quality criteria, review criteria include preserving inherent natural characteristics of water courses and floodplain areas and effect on habitat). ERG recommendation: criteria should include scenic/visual quality of watercourses.

Wetlands Overlay District (WE) (Chapter 19)

9.19. To protect marshes, sloughs, hydric soils. Residential uses are conditional uses. Dredging, filling and dumping are conditional uses.

Wildlife Overlay District (W) (Chapter 20)

- 9.20. To protect winter ranges and migration corridors.
- Density bonus to transfer density rights out of this district to lands not in a hazard district that are within same ownership.
- Residential uses allowed if clustered and designed so as not to adversely impact habitat and migratory routes.

Mountain Overlay District (M) (Chapter 21)

- 9.21. Purpose is to preserve natural character and aesthetic value of hillsides and mountains in the County; maintain slope and soil stability; prevent scarring of hillsides by roads; regulate structural development in the District; protect ag lands for productive agriculture.

- Mountain Overlay District includes all areas in the Scenic Corridor that are higher than the lowest hillside slopes greater than 15% (9-21-2-E and F).

- 9-21-5: A site alteration permit procedure is in place. (Res. 99-37 specifies fee), including building design standards to minimize visibility of buildings, lighting and access ways.

Sawtooth City Zones (Chapter 24)

9.24. Building design (exterior building materials, roofs, building height, etc.) and signage standards to preserve and enhance the natural beauty and aesthetic values of Sawtooth City.

Conditional Use Permits (Chapter 25)

9-25-3.A.9. One of the review criteria is that the conditional use must ?not result in the destruction, loss or damage of a natural, scenic or historic feature of major importance.?

Signs, lighting and fences (Chapter 29)

- Regulates signage, billboards, fences and lighting to preserve and enhance the natural beauty and aesthetic values.

- 9-29-4. Signs permitted as a conditional use in any district: Off-site unlit directional signs for identification of commercial, residential, tourist, recreational or cultural uses, at a maximum 6 square feet.

- 9.29.5. Signs subject to setbacks of use district where they are located.

- 9.29.7. Lighting only indirect lighting may be used to illuminate a sign or parking area. No flashing or intermittent lights or moving lights allowed.

B.1.1.2.3 *Subdivision Regulations (Title 10)*

Ord. #98-8, amending the subdivision regulations ?lot requirements? section to including Board/Commission design standards, as follows:

Subdivision Regulations

- 10-5-3.A. Preliminary plats may not be approved unless they leave the following areas undeveloped and undisturbed: unique or fragile areas (geologic features, wetlands); areas of natural vegetation, including unique landscapes, large individual trees, and stands of trees; areas of significant value to wildlife; historically significant structures or sites; and natural water courses or drainage channels.

- 10-5-3.L. Hillside design standards. Calls for preservation of natural features (skyline, ridges, knolls, rock outcroppings, trees and shrub clusters, stream beds, draws and drainage swales), and consideration of visibility of the proposed development (?Visibility of structures, roads, streets or driveways shall be minimized through design and siting and shall have least visual impact as viewed from any reference road. Structures shall remain below the skyline and sited in such a manner so as not to create a silhouette against the sky as viewed from said reference roads.? A ?reference road? is any federal, state or County public road or highway that is paved, graveled or, at a minimum, graded and drained).

- These standards are incorporated into 10-5-10.A-C of the Subdivision Regulations, ?Hillside Standards.?

- 10-4-4. The Sub Regs also require an Impact Study for subdivisions or PUDs of five (5) or more lots (a shorter impact assessment for minor subdivisions still includes most of the items on the longer list), including public facilities, environment (including visual impact), and planning considerations (including noise increase and control, recreation availability, effects on agriculture, and impacts on areas of historical significance.)

- A-20 Cluster Developments ? to preserve ag lands and protect ag practices, perpetually preserving large blocks of farmland; sub regs require review to maximize the usefulness of the agricultural tracts in the design of the development, and protection of environmentally sensitive areas.

B.1.2 CUSTER COUNTY

At the time research was being conducted on county comprehensive plans, zoning ordinances, and signage regulations for this CMP, Custer County had no zoning ordinances. The County was in the process of forming a Comprehensive plan; volunteers were being taken for the Planning and Zoning Committee. The Custer County Clerk's Office suggested that the USFS and the City of Stanley would be the only sources of currently available information.

B.1.3 LINCOLN COUNTY

B.1.3.1 Comprehensive Plan

The following summary identifies parts of the Comprehensive Plan to appear to be more germane to the scenic byway project.

Special Areas and Sites (page 2)

The Comp Plan states that the county is "generously endowed" with special sites of historical, archaeological,

architectural, ecological, natural and scenic significance. Specifically, the lava rock construction is mentioned, as are several historic old railroad towns and natural features including Ice Caves, Mammoth Cave, the Lava Bridge and Notched Butte.

Agriculture (page 3), Economy (page 4)

The Comp Plan identifies a farmer's "right to farm," consistent with custom, culture, historical use and the protection of property rights. Agriculture plays a significant role in the economy of the county (p.4).

Land use (page 4)

The Comp Plan states that the land area of Lincoln County comprises largely federal lands controlled by the BLM.

Recreation and Cultural Resources Policy (page 6)

"Lincoln County recognizes the cultural value of public and private recreational resources, wildlife and wilderness. However, these land uses should be compatible with the local customs and cultures and within the constraints of private property rights and local self-determination." The Plan contains policies toward that end, all of which privilege private property rights and local custom over protection of habitat, endangered species, wilderness areas, etc.

Public Utilities and Transportation (page 7)

The Plan mentions SH 75, and states only that State Highway north of Shoshone has been designated part of the Sawtooth Scenic Byway. The Plan is not dated, but it also mentions that SH 75 is slated for major improvements in 1996-7. There is nothing specific to the management of the Highway as a scenic byway.

Recreation and Wildlife (page 9)

Lincoln County is located in south-central Idaho; the Plan states that the County functions as a geographical hub. "Tourist travel through the county is heavy throughout the year, with skiing in the winter and mountain recreation and fishing in the summer."

Development Plan (pages 10...)

The Plan contains the following goals and objectives relative to land use, growth and development:

1. Promote growth throughout the County that will peacefully coexist with agricultural operations and other businesses. (p.10)

2. Encourage expansion or establishment of recreational and business related industry. (p.10)

3. Maintain a clean environment; establish ordinances for municipal, agricultural, residential and industrial waste and air emissions; assist in attracting low-polluting industries. (p.11)

4. Ensure compatibility between housing and agricultural uses: Encourage development of residential uses in agricultural transition zones (for small-scale residential farm uses), but locate rural subdivisions away from agricultural and industrial lands.

5. Maintain rural character through design, setbacks to preserve open spaces, and identification of locations and standards appropriate for transition zones.

6. "Promote tourism and develop recreational facilities around important recreational assets in the county." Encourage greenbelts for wildlife corridors along the Big Wood and Little Wood Rivers. Partner with other agencies to develop recreational opportunities in the county. (p.11)

7. Beautify the environment: "Develop community pride in a clean, uncluttered environment." (p.12)

8. Historic heritage: Preserve important historical and architecturally significant buildings in the county; obtain financing for a county historical museum..

B.1.3.2 Zoning Ordinance

The purpose of the ordinance is to protect property values and private property rights; protect the public health, welfare and safety; promote beauty along the highways and elsewhere; ensure provision of adequate public facilities and services; to protect the economy; to protect agricultural lands; to protect environmental features and natural and recreational resources; and to protect the public against overcrowding, pollution and natural disasters. (pp.3-4)

The ordinance includes an agricultural zone to preserve and protect the supply of agricultural land (p.16). It also contains two agricultural/residential transition zones (pp.17-18) and one medium-density residential district (p.19). There is one commercial zone and one industrial zone. A space is reserved for overlay districts ("if and when needed"). The zoning ordinance contains no standards with respect to signage or billboards, nor Planned Unit Developments nor floodplain development. Conditional Use permits are subject to review; criteria include compatibility with the Comp Plan and with the existing or intended character of the general vicinity, exclusion of uses or activities that will harm the general welfare by reason of traffic, noise, fumes, glare, etc., and protection and preservation of natural, scenic and historic features.

B.1.4 CITY OF HAILEY

B.1.4.1 Zoning Ordinance

Establishment and Purpose of Districts (Article IV)

The ordinance establishes a Recreational Green Belt District, intended to provide areas for recreational activities and create and preserve open space areas for aesthetic and public uses; all uses within the district

"shall be compatible with the protection of natural and scenic resources for the benefit of present and future generations." The district permits parks and playgrounds, and non-motorized recreational pathways except for existing roadways (p.16).

The ordinance also includes two Limited Residential Districts (one 5 units per acre and one 4 units per acre), intended to provide areas for stable, low-density single-family residential development and a limited number of other uses compatible with such development (p.17).

The Flood Hazard Overlay District is intended to "guide development in the designated floodplain in order to promote the public health and general welfare, minimize public and private losses, and prevent environmental damage due to flood conditions" (p.31). Similar to the Blaine County regulations, the Hailey zoning ordinance divides floodplain areas into two sub-districts-the floodway and the floodplain. Agricultural uses without structures are permitted in the floodway; agricultural, recreational and residential uses are permitted within the floodplain "provided they are not subject to substantial flood damage." Structures located adjacent to the Big Wood River are subject to a "scenic easement" consisting of a twenty-five (25)-foot minimum setback from the mean high water mark. (p.34). Several criteria are used for evaluation of requests for flood hazard development permits; the criteria include "the preservation of the inherent natural characteristics of the water courses and floodplain areas," and "the preservation of existing riparian vegetation and wildlife habitat along the stream bank and within the required twenty-five (25)-foot scenic easement" (p.35). Stream Alteration Permits are required for such activities as excavation, fill, deposition, or construction in or across perennial streams (p.37), Design Review (Article VIA) is required for development of commercial projects or multi-family residential projects of three or more units. Design review involves a consideration of whether the project conforms generally with the Comprehensive Plan, whether it does not jeopardize the public health, safety or welfare, and whether the project conforms to the Design Standards adopted by the City of Hailey.

Fences and Signs (Article VIII) receive brief but merited attention in the zoning ordinance. Hailey's sign ordinance makes two statements with regard to billboards: (1) signs within city limits must not exceed four (4) square feet without a sign permit from the city unless the sign is an exempt sign (flags, hours of operation or other such informational signs, private recreation signs) (p.49). Further, "no sign over four (4) square feet per face shall be erected or maintained on property on which either no structure is erected or on which the primary structure is vacant" (p.51). And (2) "Free-standing signs aligned perpendicular to the adjacent public right-of-way are allowed a maximum sign area of 48 square feet, or 24 square feet per side. Those aligned parallel to the public right-of-way shall be allowed a maximum sign area of 32 square feet" (p.52).

The ordinance contains other restrictions on signage, including a prohibition on moving or flashing signs, electronic message signs, bench signs, or roof signs (p.51). Neon lighting on buildings or signage is subject to design review, and external light fixtures that produce glare are prohibited (p.53).
The ordinance contains a section on Planned Unit Developments (Article X), which promote design flexibility in order to "preserve and take advantage of the site's unique natural resources or scenic features" and to "preserve open space for the benefit of residents" of the P.U.D. (p.62). Underground utilities are required in P.U.D.s (p.62).

Conditional Use permits are subject to review; criteria include compatibility with the Comp Plan and with the existing or intended character of the general vicinity, exclusion of uses or activities that will harm the general welfare by reason of traffic, noise, fumes, glare, etc., and protection and preservation of natural, scenic and historic features.

B.1.4.2 Comprehensive Plan

Physical Environment

The Plan describes the physical and natural environment. Special geologic characteristics of the area include volcanic and pre-Tertiary rocks and river-deposited gravels (p.7). Main watercourse in the area is the Big Wood River (p.13). The Plan recognizes the importance of wildlife values, and the diminishment of wildlife population and habitats by the encroachment of human development. It addresses big game winter range and fisheries and stream habitat most specifically (p.14).

Historic Development

The Plan states that the city of Hailey contains a number of downtown buildings that are of historic significance, and that the city museum contains numerous historic artifacts. (p.16)

Economic Development

The economy of the area is generally supported by tourism and the retail sales and services that it supports. (p.17). The town's population has grown consistently since 1960.

Growth Management

The Plan contains a discussion of growth management principles, including redevelopment and revitalization of the city's core (the older area), infill and squaring up of the city's boundaries, and construction of new development adjacent to existing development" (p.25) to curtail "leap-frog development."

Part II of the Plan contains goals and policies for implementation concerning a variety of issues.

- Natural resources and natural features should be retained and protected. To that end, land uses should be encouraged that are harmonious with natural values, natural drainage patterns should be preserved, wildlife populations and habitats should be protected , and "the quality view that is inherent in the Wood River Valley" should be "protected and maintained" (p.30). Specifically with regard to the Wood River Valley, building height should be restricted to 35 feet, construction on hillsides should be prohibited, and a tree-planting program should be designed to maintain the visual aesthetics of the community (p.31).

- Development in hazardous areas, including along watercourses and drainage areas (and especially flood-prone areas), should be discouraged (p.32).

- Historic and cultural landmarks should be inventoried, identified for the public enrichment and retained; an historic preservation ordinance should be developed (p.33).

- Open space and open space corridors should be created and preserved (p.33).

- A long-term park, recreation and open space plan should be developed (p.34); the Plan specifically mentions the Wood River Trails System. Important environmental resources, including shorelines, wetlands, drainages and hillsides, should be conserved (p.36).

- Development procedures to provide for a balanced mix of land uses should be developed; design review for tourist zones should be established (p.37).

- Commercial districts should be expanded around the existing core (Ordinance 563, Comp Plan p. 38)

- The quality and character of the city should be maintained (Ordinance 563) via:

  - Downtown beautification

  - Preservation of County agricultural land for open space (also Comp Plan p.39)

  - Protection of "wetlands and waterways for their aesthetic value as well as recreational uses" (also Comp Plan p. 39)

  - Prohibition of development on "high visual impact areas such as hillsides and higher elevations," and preservation of these areas to "maintain the character of the valley and provide open space in perpetuity"

  - Establishment of an "historic district" to protect the city's architectural legacy (also Comp Plan p.38).

- "Develop and adhere to a firm annexation policy whereby land already annexed by developed and settled before new annexations are considered" (p.42). Locate new residential development to make the most efficient and economical use of public facilities, services and infrastructure (p.43); require undergounding of all utility lines (p.45).

- SH 75 and Main Street should be retained in their present alignment as the main access to and through the downtown core (p.46). The transportation routes into and out of the city should be maintained as scenic corridors, with public access to public lands, open space corridors preserve via the enforcement of adequate setbacks, and the preservation of "the scenic value of undisturbed hillsides" (p.48). The Union Pacific Railroad right-of-way should be retained as a transit and utility corridor and/or open space corridor (p.47).

- Growth management policies include outlining desirable and acceptable patterns or stages of growth in and around the city, with open space criteria and conservation guidelines as part of new developments (p.52).

- Community design policies include expansion of the commercial core and encouragement of infill development (p.53).

- Design review criteria should be developed (p.53), specifically to beautify the central core - "require undergrounding of utilities to clean up visual amenities," "develop a sign ordinance encouraging sign designs that complement and enhance the building design," "adopt criteria protecting existing vegetation and trees," create a gateway to the city to "establish recognition of entering the city," "promote downtown beautification." (p.54).

- Finally, retain historic and cultural landmarks and develop guidelines for an historic district (p.55).

B.1.5 CITY OF KETCHUM

The following summary privileges particular parts of the Comprehensive Plan that appear to be more germane to the scenic byway project. Other sections are summarized more succinctly; the final two sections (Part 11, "Property Rights," and Part 12, "Amendment to the Comp Plan and Land Use Map," are omitted).

B.1.5.1 Key Issues facing Ketchum

The Plan identifies several critical issues the City of Ketchum needs to address, including traffic flow into and out of the city; population growth and the increasing numbers of commuters (both to and from town); rising land costs; downtown redevelopment; preservation of the "western feel" of the city center; tourism trends; and impacts of recreational uses on sensitive environmental areas. (p.3)

B.1.5.2 Existing City Characteristics

This section of the Plan describes the area's history (ch.2.1: trading, mining, agriculture, stock growing, and most recently, recreation), demographics (ch.2.2) and economic structure (ch.2.3, primarily in the context of Blaine County). It also includes a description of land use character (ch.2.4)—the fact of the city's location in a narrow mountain valley surrounded by public lands has established a land use pattern that is fairly constrained and unlikely to change dramatically in the next two decades (p.15). The commercial core of the city is only one-third built out, and later sections of the Plan call for redevelopment and infill of the downtown core. The Plan includes a section on housing trends and needs (ch.2.5, pp.18-19) and transportation patterns (ch.2.6). More than half the workforce of Blaine County works in Ketchum (p.19), making transportation an especially critical issue. The Plan explicitly recognizes Ketchum as a tourist destination, and as a gateway for through-traffic traveling to the SNRA or to Sun Valley (p.20). Public facilities, utilities and services (ch.2.7)—fire, emergency services, water, wastewater treatment, street maintenance and law enforcement—are outlined briefly. Parks, recreation and cultural resources and the natural environment especially receive more attention, and are more pertinent to the scenic byway corridor plan. The SNRA headquarters is located seven (7) miles north of town; Blaine County itself comprises largely public lands (p.26). The National Forest lands that surround town provide recreational opportunities. The Plan notes the Woods River Trails System, which extends through town, as well as less formal hiking trails that originate in or near the city (p.26). Ketchum also contains developed city parks and the plan identifies the need for additional active park space within the city. Outside of town, the Plan recognizes the importance of wildlife habitat, specifically riparian habitat provided by Wood River and other watercourses in the area and by the forested public lands (pp.28-29). The Plan also describes water quality, drainage, soils and geothermal resources (p.29).

B.1.5.3 Economic Development

The Comp Plan promotes a balanced, year-round economy for Wood River Valley residents. (p.31), recognizing the difficulty that resorts town face in escalating real estate costs. The Plan includes several goals for economic development:

- Economic opportunities for Ketchum residents should be maintained and improved, while respecting the quality of life—including natural and human resources (p.31).
- Commercial districts should be concentrated around the existing core (p.31) to maintain the core as the primary business district (p.31).
- The "small-town western feel" of the city should be maintained (p.31).
- Tourist accommodations and services should be provided to meet the needs of visitors (p.31).
- Access through town for stock growers should be provided—specifically to and from public and private grazing lands. (p.32).
- Special events, festivals, fairs, etc. should be supported to create a positive image for the city (p.32).

B.1.5.4 Land Use

This section of the Plan contains several key goals, including:

- "Strategically plan for present and future land use needs" through a well-planned pattern of land development (p.34). Specifically:
  - "Encourage land uses harmonious with existing natural resources"
  - "Prohibit detrimental alteration of existing topography and terrain" (including protection of hilltops, knolls, ridges, riverbanks, marshes, and river channels)
  - "Protect natural land features and wildlife habitat"
  - "Establish land use policies that ensure orderly development relative to public services," and "concentrate densities within the existing community" to maximize efficiency of services
  - "Actively strive for high quality design and architecture, and buildings that ‘fit' with the neighborhood" architectural vernacular (p.35).

The Plan specifically calls for enforcing and strengthening the Mountain Overlay section of the Blaine County zoning ordinance (p.35) and emphasizing pedestrian friendly design and pedestrian amenities (pp.35-36). As a long-term goal, the Plan supports an "allocat[ion] of City funds to work with Wood River

Land Trust to preserve hillsides, floodplains and other valuable open space" (p.37). The Plan also recognizes that while billboards and other large, off-site signs are no longer permitted, the current rules may be "confusing to the public" and may "contain loopholes and gray areas" (p.35). To that end, the Plan calls for strengthening the Sign Ordinance to ensure signs are unobtrusive, well-designed, and constructed of high quality materials (p.36).

Chapters 4.3 (Southern Entrance Corridor) and 4.4 (Northern Entrance Corridor) discuss the southern and northern gateways to the City from SH 75. The southern entrance, the Plan states, should be "reflective of Ketchum's small town mountain resort identity (p.41)," including a "visual and land use transition from the rural landscape of the County into the City." Further, the Plan supports creation of a "safe and efficient transportation [system] within the corridor, emphasizing community character, non-motorized and transit travel over increasing roadway size for cars" (p.41). Views of the mountains should be protecting and enhanced by "removing visual obstacles such as power lines" (p.42). The Renheimer Ranch, a strong visual feature reflecting "the rustic, rural flavor of old Ketchum," should be preserved as an important visual and cultural resource (p.42). Services for tourism should be improved—including signage for skier access, parking lots, visitor information, areas of interest—but land uses in particular areas should be restricted to keep commercial development in the downtown core (p.42). Heavy traffic volumes on SH 75 can be managed through clear signage (p.42), safe pedestrian and non-motorized transportation (p.43), and road design to reduce traffic conflicts (p.43, regarding consolidation of accesses, left turn lanes, and traffic speed reductions). Site development regulations should buffer land uses from the highway (p.42; ERG recommendation: site development regulations should also buffer the highway from land uses that could affect the visual quality of the highway traveler's experience).

The Plan contains five (5) short-term goals pertinent to the scenic byway (p.43):

1. Development of a View Corridor Ordinance to protect views along SH 75.

2. Revision of the Zoning Ordinance's permitted uses in zoning districts within the entrance corridor, limiting general commercial uses while promoting tourist uses.

3. Modifying the bulk and placement regulations in the Zoning Ordinance for properties along SH 75, to reduce and eliminate massive buildings in close proximity to the highway.

4. Modifying the setback allowances in the Zoning Ordinance for properties adjacent to SH 75, to allow varied setbacks from the highway based on building height (decreasing setbacks for lower buildings, increasing setbacks for taller buildings).

5. Providing assistance the Idaho Foundation for Parks and Land to complete improvements to the Reinheimer barn and facilities.

Longer-term goals (p.44) include coordinating with the ITD to create an access management plan for SH 75 to promote safety and better traffic circulation, adopting ordinance controls to place underground existing overhead utility lines on SH 75, reviewing and revising the existing public amenity and service signs leading

into downtown Ketchum, and including bike/bus lands in highway improvement plans.

Like its southern counterpart, the northern entrance corridor should create a transition from the rural landscape (of the public lands north of town) into the City (p.45). Mountain views should be maintained, safe access for pedestrians and other non-motorized forms of travel should be promoted, signage for visitors should be clear and signage facing the highway should be limited (p.45), and a bike path connecting Hulen Meadows with the SNRA headquarters should be developed (p.45). Similar to its recommendations for the southern entrance, the Plan recommends that overhead utility lines along the highway at the northern entrance be placed underground.

Chapter 4.5 discusses the downtown planning area (the community core), and emphasizes pedestrian safety, the "small mountain town character," traffic circulation without car domination, meeting parking demands, promoting housing in the core and preserving the core for commercial uses while preventing strip commercial development (pp.47-48). The Plan specifically recommends permitting "only limited commercial development outside the Community Core, and no strip development along SH 75; both the Ketchum Plan and the Blaine County Comp Plan "take a strong position that commercial development belongs in cities and should not spread out onto Highway 75" (p.48). Specific policies in the Plan describe recommendations for improvements to the core (pp.50-64).

The Plan anticipates development of property in the River Run area, approximately 130 acres south of town not within city limits that will have an impact on the city. It makes recommendations for how the property should be developed and what role the city should play in that development (pp.65-68) with regard to protection of natural resources, provision of infrastructure and utilities, transportation system design, and housing. The Plan also contains goals pertaining to residential and commercial development at the Warm Springs Base Area near Bald Mountain Ski Area (pp.69-71) and the Second Avenue Transition Area (pp.72-73). Goals for housing are contained in chapter 4.9 ("Residential Neighborhoods," pp.73-75) and again in Part 5 ("Community Housing," pp.96-99); several individual residential areas receive their own "sub-chapters" in the Plan (pp.76-79). One additional residential area—Mortgage Row—with direct access to the highway is specifically addressed in the Plan as well (ch.4.11); the Plan calls for the "consolidation of accesses" from that subdivision (all of the properties of which access SH 75) in order to "minimize adverse impacts on Highway 75" (p.87). {ERG recommendation: Here as earlier in the Plan, the emphasis appears to be on protecting the residences from the highway; we would suggest that the converse is critical as well.}

Chapter 4.10 discusses industrial areas in Ketchum. The Plan emphasizes the need to "protect and buffer area residents and visitors" from negative impacts of industrial activity, including noise, dust, light pollution and visual blight. The Plan calls for a prohibition of direction access of industrial properties to SH 75 (p. 85). A short-term goal is the revision of development standards in the Light Industrial Zoning District for "improved screening and the removal of signage facing Highway 75" (p.86).

Chapter 4.12 recognizes that certain areas (Areas of City Impact) surrounding the city may be annexed, and sets policies concerning development consistent with the city's "small-town" character; land use management; preservation of agricultural uses in those areas; overlay districts for wildlife, avalanche and floodplain areas;

and public access to public lands through neighborhoods in Areas of City Impact (pp.89-95). The need for an "analysis of visual impacts from Highway 75" is mentioned but it is unclear whether this means the impacts of the highway on development or the impacts of development on the visual quality of the highway (p.93).

B.1.5.5 Transportation

Ketchum's transportation system is tied together with SH 75. The Plan's transportation goals, therefore, address the highway directly. The Plan calls for safe and efficient transport of people, goods and services (p.100) and safe road and other transportation systems that support the small mountain town character of the city and valley (p.100 and p.103). Reduction in the number of single-occupancy vehicles and development of a valley-wide mass transit system are two other stated goals (p. 102 and p.105). The Plan specifically recommends that Ketchum "take a leadership role in decisions for SH 75 including capacity, safety and aesthetic design alternatives" (p.102), and supports a county-wide transportation plan (p.102). The Plan calls for landscape buffers along SH 75 (p.103), and for working with ITD on designing the section of SH 75 within Ketchum city limits. (p.104)

Part 7: Public facilities, utilities and services

Of primary interest relating to the scenic byway is the Plan's recommendation to "actively pursue undergrounding the power lines through the City, with the highest priority on the entrances to town and key view corridors" (p.107). The Plan also calls for "minimiz[ing] visual impact of utilities through the city," new and existing (p.107).

B.1.5.6 Open space, recreation and heritage

Goals with regard to open space and recreation include:

1. Preserve the mountain character of Ketchum (p.113) through:

    - Integration of passive open spaces (specifically, p.115—"preserve aesthetic and sensitive areas in their natural states through open space zoning")

    - Maintenance of physical access to public lands (specifically, p.115—"maintain and increase public access to public lands and waters in and around Ketchum")

    - Protection of scenic views (specifically, p.115—"preserve the aesthetic views of the mountains from public places" including "restricting hillside development).

2. Ensure a sufficient quantity and variety of easily accessible neighborhood parks and recreational sports facilities (p.113).

Goals pertaining to heritage include:

1. Retain and highlight the community's history and areas of special interest (p.115 and p.118).

2. Preserve sites or buildings with historical value to the community (p.115; specifically, p.118—preserve the Reinheimer Ranch; also p.120—"create a Transfer of Development Rights Ordinance to preserve locally significant buildings and structures, significant view corridors, and environmentally sensitive areas and to promote areas of useable open space").

3. Encourage the development and expansion of public arts spaces (including several area museums; p.115 and p.119).

The Plan also contains several goals pertaining to provision of developed recreational facilities, pocket parks, and pathway systems in the city.

B.1.5.7 Environmental Resources and Hazards

The Plan describes the importance of wildlife habitat and sets four goals (p.121):

1. Protect the aesthetic values, wildlife and open space habitat (specifically, the Plan calls for protection of wildlife migration and travel corridors, and for buffering natural areas from adjacent developed areas—p.123); the Plan also makes reference to a Dark Sky Ordinance adopted by the city against nighttime light pollution (p.124).

2. Protect the Wood River Valley aquifer, the Big Wood River and its tributaries (specifically, riparian standards to protect and restore riparian habitat, and development standards to protect surface and ground water quality—pp.124-126).

3. Protect Ketchum residents from flood hazards (specifically, p.126).

4. Protect the mountain slopes surrounding the city, leaving them open and unobstructed, including protecting Ketchum residents from the hazards associated with development on mountain slopes. (specifically, p.127, including strengthening the Mountain Overlay Zone and prohibiting alteration of hilltops, rock outcrops, knolls and ridges).

The Plan also explicitly recognizes "view corridors," and sets as a policy the "protect[ion] [of] the views of the surrounding mountains and landscape as seen from identified spots on important public roadways, rights-of-way, trails and open spaces" (p.128). The Plan contains recommendations for revisions to the Zoning and Subdivision Ordinances to realize the goals stated above.

B.1.5.8 Growth management

The Plan's brief discussion of growth management sets as a single overarching goal to "ensure that community goals are not diminished by the rate of growth" (goal 1, p.130). To that end, the Plan calls for development of a growth management plan with an area-wide approach.

B.1.6 CITY OF SHOSHONE

B.1.6.1 Sign Ordinance

- No flashing or moving lights
- No roof signs, no banners, streamers, or other moving devices
- "Signs on the interstate and primary highways shall conform to the Idaho State Transportation Department regulations" (Ord. 398, 1989; Ord. 376, 1986).

B.1.6.2 Comprehensive Plan

The following summary privileges particular parts of the Comprehensive Plan to appear to be more germane to the scenic byway project.

Economic Development (chapter 5)

The surrounding agricultural community forms the economic base for the City of Shoshone. Government (Federal, State and County) is a major employer in Shoshone. Tourism and recreation are fast becoming important economic components within the City, specifically because Shoshone is located a major crossroads on the federal and state highway system (p.20). There is strong public support in Shoshone for economic expansion and new job creation (p.21, p.23).

Land Use (chapter 6)

Shoshone is one of the oldest cities in the valley. Its central business district is centered on the railroad (p.25). Residents consider growth management to be a high priority issue, particularly in light of the increasing demand for tourism services (p.26). The Comp Plan identifies the need for planned mixed land uses along SH 75 that are attractive and compatible with high volume traffic corridors. It also identifies the need for urban expansion and infill, recreation and public facility sites, multiple use public facilities, and land for economic expansion. At the same time, it recognizes the unique living qualities and rural character of the area and the importance of surrounding natural resources (p.27). The Little Wood River corridor is an "area of critical concern," a special natural resource that "must be protected from incompatible development and harmful impacts" (p.28). The Plan also describes the existing Shoshone urban area, parks/recreation areas, commercial areas and mixed planned developments.

B.1.6.3 Land use Goals and Objectives

The Comp Plan states several goals with respect to land use that are particularly pertinent to the scenic byway CMP.

- Arrange future land uses so that they are orderly, convenient and compatible to each other and their natural setting

(p.30).

- Encourage development within Shoshone city limits before annexing undeveloped fringe areas (p.30). New commercial development should occur in areas already developed with commercial uses, or in planned mixed-use areas. (p.32).

- Promote traffic safety in residential areas (p.31).

Natural Resources (chapter 7)

The Plan mentions lava flows within the City of Shoshone, as well as two commercial and numerous "wild" caves on public lands available for recreational caving (p.34). Soils in the area are suitable for agricultural uses, including cropland and grazing. The Little Wood River traverses the city; the Comp Plan identifies stream bank conservation as particularly important (p.35). " The City's natural resources could be negatively impacted by growth issues unless land uses are harmonious with the existing natural environment." (p.35)

The Plan states that it is important to conserve natural resources while encouraging a visually pleasing and healthful atmosphere (p.35). Objectives include:

- Conducting stream bank conservation efforts along the Little Wood River (p.35).
- Instituting a flood watch program to determine flood hazards (p.35).
- Maintaining perennial vegetation on soils to reduce wind erosion (p.36).
- Encouraging the planting of trees along main transportation routes (p.36).

Public Services, Facilities and Utilities (chapter 9)

The following goals relate directly to the scenic byway:

- Consolidate power lines on single distribution poles and consolidate with other utilities; wherever practical, place utilities underground (p.45).

- "New power substations should be designed to visually blend with their surroundings, screening them from public view. Existing substations should be visually screened by plantings, if practical." (p.45)

Transportation (chapter 10)

The Comp Plan notes that SH 75 is a scenic byway. However, the Plan does not contain any provisions for protecting, preserving or enhancing the scenic, natural, cultural, or historic values of the byway (p.48).

Recreation, Parks and Open Space

The Plan states the following goals related to recreation:

- Continue to encourage recreational opportunities in Shoshone (p.50)
- Develop recreational programs based on local needs (p.50)
- Continue to maintain and improve the existing recreational facilities (ball fields, community parks) (p.50).

The Plan focuses more on developed facilities than on natural or open space.

Special Area and Sites (chapter 13)

The Plan identifies several cultural and historical resources that are important to protect.

- The Historic District of Shoshone contributes to the City's appeal to both residents and visitors (p.52). The city contains several architecturally and historically significant buildings and sites that reinforce the character of the community and that should be preserved. Shoshone is one of the few places in the world where lava rock construction can be found.
- This chapter makes the sole mention of Indian tribes (Shoshoni, Bannock) who historically used or lived in the area (p.53).

The following goals are set forth:

- "Protect, enhance and perpetuate the historic resources that represent elements of the City's cultural and architectural history" and increase public awareness of the community's heritage (p.55).
- Encourage, enhance and celebrate Shoshone arts and cultural spirit (p.55).
- Identify areas that should be recognized and preserved (p.55).
- Encourage maintenance of the historic character of designated historic structures (p.55).
- ERG recommendation: increase public awareness of Indian history, culture and land uses in the area.

Community Design (chapter 14)

The Plan recognizes that "maintaining and enhancing the livability of the community relies on conserving the area's natural and historic features, protecting its scenic vistas, enhancing entrance corridors and ongoing efforts to upgrade unique areas of the City" (p.61). Specifically, the City's Downtown Historic District and its entryway corridors should be maintained and enhanced. With regard to SH 75, landscaping, commercial signage and building character provide the first and often lasting impression of the community. The Plan states several goals:

- Promote, encourage and enhance an aesthetically pleasing community, with well-maintained landscaping, reasonable sign standards, weed control and street beautification and maintenance (p.62). Encourage

clean roadsides; prepare landscape development standards for the entryways to the City (p.63). Entryway corridors should be adequately signed to appropriately welcome and direct visitors to points of interest (p.64).

- Encourage the location of uses in downtown that are compatible with civic, culture and business purposes and promote the area as a unique historic district (p.62).

- Protect waterways and their multiple use values-the natural, hydrological, scenic, historic, agricultural, economic and recreation qualities of land along creeks, canals, ponds, rivers. The Capital Improvement Plan for the City of Shoshone includes acquisition of land for a future pathway/trail along the south side of the river.)p.68).

- Enhance and promote economic expansion, good schools, affordable housing and recreation which contribute to the high quality of life in Shoshone (p.64).

Implementation

Here, the Plan is very simple: involve the public.

B.2 CELL TOWER PLANNING

B.2.1 INTRODUCTION

This section outlines a series of strategies for dealing with cell tours. Included are: actions recommended to companies, steps local governments can take, and a wireless ordinance checklist.

B.2.2 ACTIONS TO RECOMMEND TO COMPANIES:

Telecommunications companies can minimize the impacts of their facilities on visual quality. Antennas are usually very small compared to the towers or other structures that support them — smaller even than people — so antennas need not become eyesores if some common-sense standards are observed. For example, wherever appropriate,

1. Towers and other supporting structures for antennas could be limited to a height at or near that of the forest canopy.

2. Antenna facilities could be placed on downslopes, rather than at the highest possible elevations, to prevent their being silhouetted against the sky.

3. Height limitations could alleviate the need to adhere to Federal Aviation Administration lighting requirements.

4. Removal of towers could be required in case of disuse or noncompliance with standards.

5. Antennas could be placed on existing structures, such as electric-transmission towers or water tanks.

6. Multiple antennas could be co-located on a single structure or clustered together on a single parcel of land.

7. Monopoles disguised as trees, flags, or church spires could be used to support antennas.

8. Telecommunications companies could fully include ATC, its clubs, and federal and state agencies in planning for, and monitoring, antennas near the Trail to avoid the most sensitive vistas.

9. Fences, electrical sheds, and other parts of a telecommunications facility could be painted to blend in with the natural background.

B.2.3 WIRELESS ORDINANCE CHECKLIST

Below is a detailed checklist that can be used to develop and evaluate local wireless telecommunications ordinances. It was written especially for local communities along the Appalachian National Scenic Trail, but any community can use it.. This checklist is not meant to be comprehensive, but it does cover most of the types of provisions that a wireless ordinance ought to include. The items in this checklist are in no special order, and they overlap to some extent. Probably the most important types of provisions are items 12 and 13 ("Areas From Which Towers Shall Not Be Visible" and "Notification"). Keep in mind that this list it is not meant as a substitute for legal counsel. The checklist was taken from the Appalachian Trail's web site at http://www.appalachiantrail.org/protect/pdfs/checklist.pdf

CONTENTS:

1. Statement of Purpose and Definitions
2. Different Approval Procedures for Different Locations
3. Co-location, Use of Existing Structures, and Clustering
4. Height Limits
5. Setbacks, Fences, Signs
6. Color, Shape, and Camouflage
7. Lighting
8. Health Concerns
9. Tower Bans and Moratoria
10. Decisions Must be Non-Discriminatory, Written, Prompt
11. Use of Public Property
12. Areas from Which Towers Shall not be Visible
13. Notification
14. Independent Consultants
15. Consistency With Other Federal Laws
16. Removal of Towers Due to Disuse or Noncompliance
17. Noise, Wastes, Automation, Upkeep, Traffic
18. Skyline Protection
19. Burden of Proof, Penalty, Changes, Renewal, Insurance

_____1. **Statement of Purpose and Definition**s: These sections should be at the beginning of the ordinance.

The statement of purpose should describe the policy reasons for the ordinance, such as: to conserve property values, to minimize the visual impact of towers, to minimize the number of towers and their heights, to promote safety, general welfare, and quality of life, and to assure wireless service to the public. The definitions should unambiguously describe what is meant in the ordinance by terms such as a "lattice" tower, a "monopole" tower, "antennas," et cetera. Antennas are usually short (less than ten feet long), but they must be mounted high off the ground, which is why towers are built.

_____2. **Different Approval Procedures for Different Location**s: Applications for antennas located in certain areas ought to have a quick approval procedure. Elsewhere, a longer procedure, with more public input, would be appropriate. These different areas can either be regular zoning districts or areas specially designated in the wireless ordinance (e.g. overlay districts or areas that are near wetlands, near species habitats, atop ridge lines, near scenic areas, next to existing towers, on public property, etc.). Streamlined procedures act as an incentive to wireless companies, and they can also be used to encourage sharing of towers with other companies (co-location) or use of existing structures (e.g. a water tower). Maps can be incorporated into the ordinance by reference. Many ordinances allow essential utilities to be built in all zoning districts with few restrictions, and a wireless ordinance should specifically exclude telecommunications antennas from this type of category.

_____3. **Co-location, Use of Existing Structures, and Clustering**: Towers should be built to accommodate some additional antennas, but not so many as to necessitate a very tall and thick tower. Before any new tower is approved, applicants can be required to prove that no co-location opportunities are already available, that they have conducted a complete inventory of existing structures, and that the new tower is necessary in order to offer service. Antennas are often placed on rooftops, water tanks, electric transmission towers, etc. Another approach which the locality might also encourage is clustering of antenna towers. Clustering can help to avoid very tall towers with many co-located antennas, while confining the impacts of the antennas to a very small area of land.

_____4. **Height Limit**s: A wireless ordinance can set a maximum overall tower height limit, as well as lower limits near particularly sensitive areas such as neighborhoods. Tower height limits can be linked to height of the tree canopy, height of nearby buildings, or to tower location. Usually, antennas are put above surrounding objects, and companies like them as high as possible. Most of the cost of an antenna facility is for the equipment shelter at the bottom of the tower, so companies like to build a few very tall towers rather than a large number of less obtrusive structures. Some towers (e.g. towers over 200 ft.) trigger Federal Aviation Administration (FAA) lighting requirements, and wireless ordinances can prohibit those eyesores. When writing a height limit of 200 feet, be sure to include all attachments (including antennas and lightning rods), because if anything pokes above 200 feet then lighting is required.

Examples of Height Limits: Jefferson County, WV says that any wireless facility, including antennas, "shall not exceed 199 feet," and stricter standards are imposed in certain areas of the county. For example, Jefferson County says that, in residential areas, wireless facilities are "permitted only on or in existing structures." Like many jurisdictions, Clarke County, VA also has a 200 foot limit, and Clarke County encourages facilities under 50 feet by not requiring a special use permit for those facilities. Loudoun County, VA also has a 200

foot ceiling for towers, and furthermore sets limits up to "twenty feet in height" for antennas mounted on existing structures or rooftops.

_____5. **Setbacks, Fences, Sign**s: Towers are usually required to be set back from the property line, normally at a distance from 50% to as much as 300% of the tower height, depending upon the district within the locality. If the tower is guyed (i.e. anchored with wires), then the setback may be at least the length of the longest cable. It is standard practice for wireless ordinances to require a simple fence around the wireless facility, usually eight feet tall. Although advertising signs are usually prohibited at wireless sites, the fence should have appropriate signs, including a 24-hour emergency number.

_____6. **Color, Shape, and Camouflag**e: Especially in scenic or historic areas, companies may be required to camouflage each tower, for example by putting it inside an artificial tree, a clock tower, a church steeple, or a flag pole. Also, it is common for jurisdictions to require that wireless devices or supporting structures be painted so as to blend in with the background. Large dish antennas (e.g. over six feet in diameter) can be prohibited. An ordinance may require that trees be planted around the entire facility in order to provide screening, or that existing trees be left as a buffer. Some ordinances require the equipment building at the base of the tower to be partially or completely underground. Ordinances commonly prohibit advertising at wireless facilities. The two primary shapes for towers are lattices and monopoles (each may or may not require guy wires), and typically the monopoles are less visually obtrusive.

_____7. **Lighting**: The FAA has special lighting requirements for certain towers (e.g. those over 200 feet, or over 20 feet above a rooftop). Typically, this means flashing red strobe lights at night. During the day, either a white strobe light would be mounted on the tower, or the tower would be painted with red and white stripes. Lighting not required by the FAA can be prohibited, and removal of towers can be required if the FAA does require lighting. Towers can be required to be less than 200 feet above ground, either in some areas or in all areas of the jurisdiction.

_____8. **Health Concern**s: Section 704 of the federal Telecommunications Act of 1996 allows localities to regulate wireless facilities on the basis of environmental or health effects, but only to the extent that such facilities do not comply with regulations of the Federal Communications Commission (FCC). Local ordinances may therefore require antenna companies to pay for regular inspections to assure continued compliance with FCC emissions standards.

_____9. **Tower Bans & Moratori**a: Section 704 of the Telecommunications Act lets localities ban antenna towers from some areas, as long as that ban does not have the effect of prohibiting wireless services for the public. An ordinance should specifically affirm that the ordinance is not intended to have that effect. An ordinance may totally ban new antenna towers on a temporary basis, while the jurisdiction expeditiously develops a permanent wireless ordinance.

_____10. **Decisions Must be Non-Discriminatory, Written, Prompt**: Section 704 of the Telecommunications Act prohibits any unreasonable discrimination among providers, which means, for example, that an ordinance may not allow only one carrier to install antennas in the jurisdiction (however,

reasonable discrimination is allowed by Section 704). An ordinance should specifically affirm that it is not intended to discriminate among providers. A wireless ordinance may allow an antenna company to apply for a variance, but this can be a risky strategy because other companies may eventually demand variances as a matter of nondiscrimination. The Act also requires that any denial of an application be in writing and be based on substantial evidence in a written record ("substantial evidence" is a legal term meaning more than a scintilla of evidence but less than a preponderance of the evidence). Furthermore, the Act prohibits a locality from stalling on an application; an ordinance must provide for action within a reasonable time.

_____11. **Use of Public Propert**y: Ordinances may require that antennas be located on certain property owned by the local government. This gives local officials more control, as well as revenue through lease payments. Of course, antennas may be kept away from some types of buildings (e.g. schools).

_____12. **Areas From Which Towers Shall Not Be Visibl**e: Many ordinances say that towers shall not be visible or discernible from certain historic sites, scenic highways, or other places. The Appalachian Trail warrants this type of protection. A balloon test, illustrating the height and location of a proposed tower, may be required (with adequate notice to the public) to demonstrate whether a tower would be discernible, and ordinances may require that these tests be done when foliage is not at its peak (i.e. in the Spring, Fall, or Winter). Examples of Areas From Which Towers Shall Not Be Visible: The wireless ordinance for Roanoke County, Virginia says that no towers "shall be permitted within the critical viewsheds of the Blue Ridge Parkway or Appalachian Trail as shown on any official map designating these viewsheds and pre-approved by the Board of Supervisors." Similarly, the wireless ordinance for Asheville, NC says: "No. . . tower shall be located within one-half mile of the Blue Ridge Parkway (BRP) unless the tower shall not be visible and/or discernible to the BRP visitor as a telecommunications tower, from the BRP roadway. The burden of demonstrating that a tower is not visible or discernible. . . shall be on the applicant . . . .No. . . towers shall be erected in areas determined by the Asheville City Council to be Viewsheds of Superior Quality."

_____13. **Notificatio**n: Ordinances may require that applicants notify landowners within a certain distance of proposed antennas. Many ordinances mention organizations to be notified if the tower would be within a mile of certain visually sensitive areas. The Appalachian Trail Conference would appreciate this type of notification. Examples of Notification Requirements: The Ashe County, NC ordinance says: "No communication tower site shall be located within the viewshed of the Blue Ridge Parkway (BRP) without first consulting the Community Planner from the BRP." The Haywood County, NC ordinance says: "If a proposed telecommunication tower is to be located within one mile of Great Smoky Mountains National Park, the Appalachian Trail, or the Blue Ridge Parkway the applicant shall be required to submit a copy of its application to the appropriate Federal land manager for review and comment and shall provide a copy of its transmittal letter to the Ordinance Administrator to verify its compliance with this provision."

_____14. **Independent Consultant**s: The jurisdiction may require applicants to pay for independent consultants, chosen by the jurisdiction. Independent consultants can be used on an ongoing basis to inspect antenna facilities to assure continued compliance with all relevant regulations. Consultants can also be used during the application process in order to ascertain where the tower would be visible (this could include launching a balloon to the height of the tower and/or providing simulated photographs of proposed tower

sites and/or hiring the Appalachian Trail Conference to assess visual impact within the trail corridor). Consultants can do studies of whether the applicant's proposal would meet all relevant requirements, whether the antenna
facility as proposed would be necessary to provide wireless coverage, whether the use of "repeaters" would alleviate the need for more or higher towers, and to what extent a tower would be structurally suitable for additional antennas. Additionally, applicants can be charged fees to cover the costs of drafting the original wireless ordinance. Examples of Independent Consultant Requirements: Loudoun County, VA says "At the applicant's expense, the County may have an independent analysis performed on the applicant's proposal." Great Barrington, MA says the town "shall hire independent consultants whose services shall be paid for by the Applicant(s)."

_____15. **Consistency With Other Federal Law**s: Some ordinances require that applicants provide copies of all records relating to compliance with the Telecommunications Act, as well as other Federal laws, such as the National Environmental Policy Act (NEPA). The Code of Federal Regulations (47 CFR 1.1307) requires detailed environmental analyses of any facilities that are going to be located in certain areas (e.g. historic areas); a locality may insist upon full disclosure of all relevant federal documents, including any draft or final Environmental Assessment or Environmental Impact Statement, and any communications with the FCC or FAA (including copies of licenses), prior to local approval of those facilities. These full disclosure requirements may be extended throughout the lifetime of the antenna facility. Incidentally, many ordinances say that if any parts of the ordinance are ever held invalid by a court of law, then such parts are severable (i.e. the rest of the ordinance's provisions remain in effect).

_____16. **Removal of Towers Due to Disuse or Noncompliance**: Many ordinances provide that when an antenna is not used for a certain period of time (e.g. a year), then the facility must be quickly removed. Disuse can occur for many reasons, including bankruptcy, lack of profits, or because the facility is not in compliance with relevant laws or ordinances. Companies may be required to post a bond to cover the cost of removal, as well as the cost of landscape remediation. The final responsibility for completing these tasks may be placed on the landowner if all other responsible parties fail to remove the antenna facility, and placing this burden on the landowner may alleviate the need for a bond if the value of the land is sufficient to cover the removal costs (the prospect of forfeiture of land would give a landowner a strong incentive to obtain adequate assurances from the lessee that the tower would be removed).

_____17. **Noise, Wastes, Automation, Upkeep, Traffi**c: Wireless ordinances may include provisions limiting the decibel level of the facility, since the equipment shelters typically have air conditioning and/or generators which can create noise. Disposal of any hazardous wastes may be prohibited at the facility. Full automation of antenna facilities may be required, so that only occasional maintenance is needed (the largest antenna facilities may be made exempt from this requirement). Upkeep of the facility may be required, in order to maintain its appearance. Vehicle access and on-site parking may be prohibited for all but maintenance vehicles.

_____18. **Skyline Protectio**n: Wireless ordinances can protect natural skylines by allowing antennas on the downslopes rather than at the tops of mountains and ridges. Such skyline protection would be especially

appropriate for ridges along which the Appalachian Trail passes. There is usually no reason why antennas have to be at the top of a ridge, because a cell on one side of a ridge does not require a visual connection with a cell on the other side (two cells can be linked by the old-fashioned telephone wire network). Examples of Skyline Protection: The Loudoun County, VA ordinance says that towers "shall not be located along ridge lines,
but downslope from the top of ridgelines, to protect views of . . . Blue Ridge Mountains." Jefferson County, WV says "Wireless telecommunication towers, excepting antennas, based within 250 vertical feet of the Blue Ridge . . . shall not rise above the average tree canopy."

_____19. **Burden of Proof, Penalty, Changes, Renewal, Insuranc**e:
The burden can be placed upon the applicant to prove the application clearly meets all requirements. Monetary penalties for noncompliance can be imposed, in addition to facility closure. An ordinance may require that any major modifications to the use or management of a tower trigger a whole new application (this includes increases in tower height or installation of bulky antennas or work platforms on a tower). Tower permits can be issued by temporary special permit, renewable after a set time (e.g. five years). An ordinance may also require evidence of general liability and property damage insurance.

B.3 OUTDOOR ADVERTISING COMPLIANCE

B.3.1 CUSTER AND BLAINE COUNTIES

12/06/2000 WED 10:42 FAX 002/002
12/06/00 WED 09:18 FAX 406 543 3436 LPW ERG Thompson 002

Sawtooth Scenic Byway CMP
Outdoor Advertising Compliance

To the best of my knowledge the portion of Idaho State Highway 75 (the Sawtooth Scenic Byway) that lies within Custer and Blaine Counties is in compliance with all existing local, state and federal laws about the control of outdoor advertising.

Signed: Mary E Gray

Printed Name: Mary E. Gray
Title: Environmental Program Manager
Organization: Federal Highway Administration

B.3.2 LINCOLN COUNTY

DEC-01-2000 FRI 04:04 PM COURT SERVICES FAX NO. 12088862458 P. 01

12/01/00 FRI 15:59 FAX 406 543 3436 LPW ERG Thompson 002

Sawtooth Scenic Byway CMP
Outdoor Advertising Compliance

To the best of my knowledge the portion of Idaho State Highway 75 (the Sawtooth Scenic Byway) that lies within Lincoln County Idaho is in compliance with all existing local, state and federal laws about the control of outdoor advertising.

Signed: Carol A. Boudreau 12-1-00

Printed Name: Carol A. Boudreau
Title: Planning & Zoning Administrator
Organization: Lincoln County Planning & Zoning

B.3.3 SAWTOOTH NATIONAL RECREATION AREA

12/12/2000 17:34 2087275029 SAWTOOTH NRA PAGE 05
12/04/00 MON 10:01 FAX 406 543 3436 LPW ERG Thompson 004

Sawtooth Scenic Byway CMP
Outdoor Advertising Compliance

To the best of my knowledge the portion of Idaho State Highway 75 (the Sawtooth Scenic Byway) that lies within the Sawtooth National Recreation Area is in compliance with all existing local, state and federal laws about the control of outdoor advertising.

Signed:

Printed Name: Debora Cooper
Title: Area Ranger
Organization: Sawtooth NRA

4

B.4 SNRA REGULATORY GUIDANCE

The following standards are taken from the *Regulations Covering Land Acquisition, and Standards for Use, Subdivision, and Development of Private Lands Within the Sawtooth National Recreation Area.* These standards are included in this section to accompany other city and county development standards related to the Sawtooth Scenic Byway.

Standards. The standards established in these regulations are in furtherance of the preservation and protection of the natural, scenic, historic, pastoral, and fish and wildlife values and to provide for the enhancement of the recreation values of the Recreation Area.

(a) Applicability. The standards set forth in this section for each land use category shall apply to the private land in each such land use category as classified by the Secretary in accordance with §Sec. 292.15 of these regulations.

(b) Changes in standards. Changes in and addition to the standards may be made from time to time through amendment of these regulations.

(c) General standards. The following standards apply to properties in all land use categories:

(1) Use and development of the property will be in conformance with applicable Federal, State, and local laws, regulations, and ordinances.

(2) Development, improvement, and use of the property will not materially detract from the scenic, natural, historic, pastoral, and fish and wildlife values of the area.

(3) There will be adequate provision for disposal of solid and liquid waste originating on or resulting from use of the property.

(4) All new utilities will be underground.

(5) No structures or other improvements will be constructed in or encroaching upon streambeds, banks, and flood plains of live or intermittent streams. Streambeds, banks, and flood plains will not be disturbed, except as may be necessary to construct, operate, and maintain irrigation, fisheries, utilities, roads, and similar facilities or improvements. Any such necessary encroachment will avoid impeding water flow, sedimentation of streams, or entrance of deleterious material into streams.

(d) Designated communities.

(1) The following standards are established until replaced as provided for in subparagraph (2) of this section.

(i) No buildings or structures or part thereof erected, constructed, reconstructed, altered, moved, or used for any purpose, except in conformance with the standards established herein.

(ii) No excavation or topographic change, except that required for foundations, utilities, or roads, that would modify or change the scenic beauty of natural hillsides or mountain slope lands.

(iii) Minimum 100-foot frontage on new building sites.

(iv) All new buildings set in 10 feet from each side of property line.

(v) All new buildings set back 20 feet from front property line.

(vi) Only one single-family dwelling for each building site or lot.

(vii) No new building to exceed two stories in height as determined from ground level.

(viii) No building or structure erected with foundation pillars or stilts that exceed 36 inches above ground level. Pillars or stilts if used, must be enclosed.

(ix) Minimum of 750 square feet for new residences.

(x) All new buildings constructed of logs, shakes, rough lumber, rough wood, and native stone.

(xi) Mobile or semimobile homes permitted only in existing mobile home parks. No new mobile home parks.

(xii) Nonreflective roofs on new buildings.

(xiii) All new steps and walks constructed of wood.

(xiv) Paints or stains to be of earth tone common to the area.

(xv) All buildings and structures, including fences, to be maintained in a useable and serviceable condition or removed. Properties to be maintained in a clean and orderly condition.

(xvi) Existing plus new buildings or structures cannot occupy more than 30 percent of the land surface on a lot less than 20,000 square feet in area. On any lot larger than 20,000 square feet,

existing plus new buildings cannot occupy more than 6,500 square feet. Existing properties exceeding this amount as of the effective date of these regulations may not be further developed.

(xvi) The standards in this subparagraph designated v, vi, ix, and xvi shall not apply to properties developed for commercial purposes.

(2) The Area Ranger shall cooperate with each designated community in the preparation of a community development plan and implementing ordinances which will assure that use and development of the private properties within the community will be consistent with the purposes for which the Sawtooth National Recreation Area was established. The Secretary may then, by amendment of these regulations, replace the standards adopted pursuant to subparagraph (1) with the standards set forth in such community development plan and implementing ordinances as the standards applicable to that designated community.

(e) Residential

(1) Vegetative cover and screening requirements. Any combination of vegetative screening topography and structure design that renders the residence inconspicuous and not obtrusive as seen from main travel routes.

(2) Buildings.

(i) Not more than one residence on each separately owned contiguous property as recorded in the records of the appropriate county on date of publication of these regulations.

(ii) Not more than two out buildings with each residence. Aggregate square foot area of outbuildings not to exceed 400 square feet.

(iii) Dwelling size not less than 750 square feet of floor space.

(iv) Building architecture compatible with location and the pastoral environment, rustic in nature, harmoniously colored or natural wood finish or suitable wood substitutes, and nonreflective roofs and sidings.

(v) Height of buildings to be in keeping with site characteristics and normally not exceeding on-site tree height or 30 feet.

(vi) Sufficient setback of buildings from centerline of public roads for safety and unhampered traffic flow.

(vii) Minimum building setback from property line - 10 feet.

(3) No excavation or topographic change, except that required for buildings, roads, and utilities.

(4) Removal of live trees and other vegetation limited to that necessary to accommodate buildings and roads and to allow installation of utilities.

(5) Roads designed, located, and constructed to minimize adverse esthetic impact and soil erosion.

(6) Owner identification and sale or rental signs not to exceed 2 square feet in size.

(7) Buildings and structures, including fences, to be maintained in a usable and serviceable condition or removed.

(8) No further reduction in size of residential ownerships except that which will not impair the objectives for which the Sawtooth National Recreation Area was established. A certification will be issued pursuant to § Sec. 292- 1 5 (d) upon application in such cases.

(F) Commercial.

(1) General.
Service provided must serve a need which cannot readily or adequately be provided in a designated community and must be compatible with the purposes for which the Sawtooth National Recreation Area was established.

(2) Buildings.

(i) Building architecture to be compatible with the pastoral environment, rustic in nature, harmoniously colored or natural wood finish or suitable wood substitutes, and nonreflective roofs and sidings.

(ii) Building height to be in keeping with building size, scale, set- back from roads and property boundaries, site size, setting, building design, and type of use.

(iii) Sufficient setback of buildings from centerline of public roads for safety and unhampered traffic flow.

(3) Only signs identifying the commercial enterprise being conducted on the property. Signs not to exceed 20 square feet in area, 6 feet in length, and 15 feet maximum height Signs to be subdued in appearance and harmonizing in design and color with the surroundings. Signs not complying with this standard may be approved by certifications issued pursuant to § Sec. 292-15(d) in special cases.

(4) No flashing lights.

(5) No new mobile or semimobile homes and mobile home parks, except where they may be located without substantially impairing or detracting from the scenic, natural, historic, pastoral, and fish and wildlife values of the area.

(g) Agriculture.

(1) Only structures which do not substantially impair or detract from the scenic, natural, historic, pastoral, and fish and wildlife values of the area and which are necessary for ranching or dude ranching, such as dwellings, barns, storage buildings, fences, corrals, irrigation facilities, roads, and utilities.

(2) Buildings to be of a ranch-type character with log or other rustic exterior with harmoniously colored or natural wood finish and nonreflective surfaces.

(3) Fences and other improvements to be in harmony with the western ranching atmosphere.

(4) Minimum setback of new buildings to be 150 feet from public roads where determined feasible by the Area Ranger.

(5) No further reduction in size of agricultural ownerships, except that which will not impair the objectives for which the Sawtooth National Recreation Area was established. A certification will be issued pursuant to §292.15(d) upon application in such cases.

(6) No signs, billboards, or advertising devices, except a property identification sign and one sale or rental sign not to exceed 2 square feet in area and harmonious in design and color with the surroundings. Signs not complying with this standard may be approved by certifications issued pursuant to §292.15(d) in special cases.

(7) Any tree removal and related slash disposal and soil erosion prevention measures to be conducted in a manner that will minimize detrimental effects to the site and adjoining lands.

(8) The general topography of the landscape to be unaltered, except for incidental excavation or topographic change required by ranching activities.

(9) Structures and improvements, including fences, to be maintained in usable condition or removed. Those recognized as having historic or esthetic value may remain.

(10) Roads to be designed, located, and constructed to minimize esthetic impact and soil movement.

(11) Agricultural practices to be limited to hay production and pasture and range grazing in a manner which does not degrade water quality or result in accelerated soil erosion.

(h) Mineral operations. The standards set forth in this paragraph shall apply to a private property or portion thereof in any land use category which is used for mineral operations. To aid in determining whether a planned mineral operation will conform to these standards, the owner of the property shall submit to the Area Ranger a proposed plan of operations. If the Area Ranger determines that the proposed operation conforms to the standards established herein, he will approve the plan and such approval shall constitute the certification provided for in §292.1 5(d). -

(1) Operations will be confined to those locations where they may be conducted without substantially impairing or detracting from the scenic, natural, historic, pastoral, and fish and wildlife values of the area.

(2) The general standards set forth in paragraph (c) of this section shall apply to any mineral operations.

(3) The operations as described in the plan of operation and as they are carried out in accordance with the plan shall:

(i) Comply with Federal and State air and water quality and waste disposal standards.

(ii) Minimize adverse impacts on scenic values.

(iii) Provide for prompt stabilization and restoration of areas disturbed by the operations.

B.5 REGULATORY MATRIX

The following chart summarizes jurisdictional goals, policies, and land use laws that pertain to or have an impact upon the Sawtooth Scenic Byway. Typically, comprehensive plans are not laws but rather guidelines. Policies and goals contained within the several comprehensive plans we reviewed appear as round "bullet" points. Zoning ordinances, subdivision regulations, and other city and county ordinances are adopted as law; in this chart, these appear as "chevron" checkmarks. Recommendations made by the reviewers that is not already included in the planning documents appear in italics.

For ease of use, the chart is divided into categories by column, and the ten planning documents that were reviewed can be compared to one another in each category. The categories are as follows (in order of appearance): *Recreation, Parks and Open Space; Tourism; Signage and Lighting; Historical/Cultural Values; Archaeological Values; Natural Resource Values; Wildlife Values; Floodplain and Riparian Resource Values; Vegetation; Scenic Values; Transportation (Highway); Non-motorized Transportation; Land Use; Agricultural/Rural Life; Residential Land Uses; Gateway/Entrances; Setbacks; Utilities; Quality of Life; Community Design;* and *Economy.*

Table B.4-1 Regulatory Matrix

	Recreation, Parks and Open Space	Tourism	Signage and Lighting
Blaine County Comp Plan	Preservation of natural environment, including the Salmon River headwaters, well-known and popular fish streams, lava formations in the Great Rift area, and Sawtooth, Pioneer, Boulder and Smokey Mountain ranges, is critical. • Maintain access for recreation, hunting and fishing, while protecting private property from trespassing • Provide recreation facilities for the future needs of the public • Protect natural, environmental and scenic qualities while preserving and enhancing recreational		Signage can have a significant detrimental impact on scenic corridors. Blaine County prohibits billboards, and limits signage to that described in county sign ordinances. • Adopt standardized signage to encourage courteous usage and reciprocal relations between public access trail users and adjoining private property owners.

	Recreation, Parks and Open Space	Tourism	Signage and Lighting
	opportunities for residents and visitors • Provide public access to rivers, streams and public lands and provide on-site signage and parking • Establish trail systems for motorized and non-motorized use • Coordinate with other land management agencies.		
Blaine County Zoning Ordinance			➢ Signage, billboards, fences and lighting are regulated to preserve and enhance the natural beauty and aesthetic values. Signs permitted as a conditional use in any district: Off-site unlit directional signs for identification of commercial, residential, tourist, recreational or cultural uses, at a maximum 6 square feet. Signs subject to setbacks of use district where they are located ➢ Lighting—only indirect lighting may be used to illuminate a sign or parking area. No flashing or intermittent lights or moving lights allowed. Yard and exterior lights must be shielded and directed downward.
Blaine County Subdivision Regulations			
City of Hailey Comp Plan	• Create and preserve open space and open space corridors • Develop a long-term park, recreation and open space plan	The economy of the area is supported by tourism and tourist retail sales and services.	• Develop sign ordinance encouraging sign design that complements building design.

	Recreation, Parks and Open Space	Tourism	Signage and Lighting
	• Protect wetlands and waterways in the Wood River Trails System for their aesthetic value and recreational uses.		
City of Hailey Zoning Ordinance	Recreational Green Belt District provides areas for recreational activities and creates and preserves open space areas for aesthetic and public uses. ➢ All uses within the district must be compatible with protection of natural and scenic resources.		➢ Signs over four (4) square feet require sign permit unless sign is an exempt sign ➢ No sign over four (4) square feet per face on vacant property or property with vacant primary building ➢ Billboards perpendicular to public right-of-way allowed maximum sign area of 48 square feet (24 sq. ft. per side). Those parallel to public right-of-way allowed maximum sign area of 32 square feet ➢ No moving or flashing signs, electronic message signs, bench signs, or roof signs ➢ Neon lighting on buildings subject to review. *ERG recommendation: lighting for rights-of-way, commercial development and industrial areas should be shielded so that the light falls downward onto the property and does not illuminate adjacent properties. Lighting should generally meet the new standards of the Illuminating Engineers Society of North America (RP-8-00 Roadway Lighting).*
City of Ketchum Comp Plan	Public lands provide recreational opportunities: SNRA seven (7) miles north of town; National Forest lands, Woods River Trails System (extends through town), less formal hiking	Ketchum is a tourist destination and gateway for through-traffic. • Provide tourist accommodations and services to meet the needs of visitors	• Clarify signage for visitors: Review and revise existing public amenity and service signs leading into downtown Ketchum • Clarify highway signage to manage heavy

	Recreation, Parks and Open Space	Tourism	Signage and Lighting
	trails that originate in or near the city, developed city parks. • Provide sufficient number and variety of developed recreational facilities, pocket parks, and pathway systems in the city • Maintain and increase public access to public lands and waters • Preserve aesthetic and sensitive areas in their natural states through open space zoning • Allocate City funds to work with Wood River Land Trust to preserve hillsides, floodplains and other valuable open space.	• Improve services for tourism—including signage for skier access, parking lots, visitor information, areas of interest.	traffic volumes on Highway 75 • Limit signage facing the highway • Strengthen the Sign Ordinance to ensure signs are unobtrusive, well-designed, and constructed of high quality materials. ➢Dark Sky Ordinance adopted by the city against nighttime light pollution.
Lincoln County Comp Plan	Retain public and private recreational resources; preserve private property rights. • Encourage expansion or establishment of recreational and business related industry • Partner with other agencies to develop recreational opportunities.	Recreation destination. • Promote tourism, develop recreational facilities around recreational assets.	
Lincoln County Zoning Ordinance			Zoning Ordinance does not contain standards with respect to signage or billboards.
City of Shoshone Comp Plan	• Encourage recreational opportunities • Maintain and improve the existing recreational facilities (focus is on developed rather than open space).	Increasing demand for tourism services.	

	Recreation, Parks and Open Space	Tourism	Signage and Lighting
City of Shoshone Sign Ordinance			➢No flashing or moving lights ➢No roof signs; no streamers, moving signs

	Recreation, Parks and Open Space	Tourism	Signage and Lighting
			➢Highway signs must meet ITD regulations.
City of Sun Valley Zoning Ordinance	Outdoor Recreational District provides areas for outdoor recreational activities, including but not limited to non-motorized trails and paths, fishing areas, ski areas, and equestrian paddocks.		The Zoning Ordinance authorizes signage and street graphics which are compatible with their surroundings, appropriate to the type of activity to which they pertain, expressive of individual and community identity, and legible in the circumstances under which they are seen. Signage is regulated by standards as to size and height, placement, landscaping required, lighting, and materials of construction. ➢ Signage materials shall be predominantly natural, and architecturally compatible with surrounding structures. ➢Landscaping is required of all freestanding signs, at a ratio of two (2) sq. ft. of landscaped area for each one (1) sq. ft. of sign area. The sign section of the zoning ordinance does not explicitly address billboards.
City of Stanley Zoning Ordinance	➢ Open Land District prohibits development, in order to protect and preserve the natural environment, including natural vegetation.		➢ Off-site signage in the commercial, industrial and airport districts is prohibited. The sign ordinance does not regulate billboards outside of these areas. ➢ Freestanding signs are limited to thirty-two (32) sq. ft. in area and twelve (12) ft. in height in commercial, municipal and airport districts. ➢ Rooftop signs are allowed: maximum area of thirty-two (32) sq. ft., a maximum height of twenty-eight (28) feet from ground level to top of sign.

	Recreation, Parks and Open Space	Tourism	Signage and Lighting
			➢ Building signage may be three-quarters of the length of the wall on which the sign is mounted, and may not exceed four (4) feet in sign height. ➢ No flashing or moving signs. Signs may be illuminated only by the reflector method.

	Historic/Cultural Values	Archaeological Values	Natural Resource Values
Blaine County Comp Plan	• Establish a rural conservation program to preserve and enhance the county's rural atmosphere, as well as its natural, scenic, historic, agricultural and cultural resources, while protecting private property rights.	• Adopt County policies to inventory areas of cultural significance, and to establish guidelines for review of development plans that include threatened cultural resources • Identify and preserve archaeological and historic sites, districts, buildings, structures and objects of cultural significance, and prepare signage to help people locate and learn about these sites.	• Establish a rural conservation program to preserve and enhance the county's rural atmosphere, as well as its natural, scenic, historic, agricultural and cultural resources, while protecting private property rights.
Blaine County Zoning Ordinance			
Blaine County Subdivision Regulations	➢ Preliminary plats must leave undeveloped and undisturbed historically significant structures or sites.		➢ Preliminary plats must leave undeveloped and undisturbed: unique or fragile areas (geologic features, wetlands).
City of Hailey Comp Plan	• Retain historic and cultural landmarks and develop guidelines for an historic district. Historic and cultural landmarks should be inventoried, identified for the public enrichment and retained • Develop historic preservation ordinance • Establish "historic district" to protect the city's architectural legacy.		• Retain and protect natural resources and natural features.

	Historic/Cultural Values	Archaeological Values	Natural Resource Values
City of Hailey Zoning Ordinance	➢Conditional Use permits subject to review; criteria include compatibility with Comp Plan and with existing or intended character of general vicinity, exclusion of uses or activities that will harm public health and general welfare, and protection and preservation of natural, scenic and historic features.		➢ Conditional Use permits subject to review; criteria include compatibility with Comp Plan and with existing or intended character of general vicinity, exclusion of uses or activities that will harm public health and general welfare, and protection and preservation of natural, scenic and historic features.
City of Ketchum Comp Plan	• Retain and highlight the community's history and areas of special interest • Preserve sites or buildings with historical value • Preserve the Reinheimer Ranch as an important visual and cultural resource. Assist Idaho Foundation for Parks and Land to complete improvements to the Reinheimer barn and facilities • Create a Transfer of Development Rights Ordinance to preserve locally significant buildings and structures.		• Protect natural land features and wildlife habitat • Revise Zoning and Subdivision Ordinances to protect scenic, natural resource wildlife values • Create a Transfer of Development Rights Ordinance to preserve environmentally sensitive areas and to promote areas of useable open space.
Lincoln County Comp Plan	Special sites of historical, archaeological, architectural, scenic significance. Lava rock construction; historic old railroad towns. • Preserve historic heritage (i.e., historic and architecturally significant buildings).	Special sites of archaeological significance.	Special sites of ecological, natural and scenic significance. Natural features include Ice Caves, Mammoth Cave, the Lava Bridge and Notched Butte.
Lincoln County Zoning Ordinance	➢Review Conditional Uses for compatibility with Comp Plan and with character of the area. Exclude uses or activities that will harm the public health and general welfare		➢ Protect recreational resources ➢ Review Conditional Uses for compatibility with Comp Plan and with

	Historic/Cultural Values	Archaeological Values	Natural Resource Values
	➢Protect and preserve natural, scenic and historic features.		character of the area. Exclude uses or activities that will harm the public health and general welfare ➢ Protect and preserve natural, scenic and historic features.
City of Shoshone Comp Plan	Historic District of Shoshone contains several architecturally and historically significant buildings and sites. Shoshone is one of the few places in the world where lava rock construction can be found. Indian tribes (Shoshoni, Bannock) historically used or lived in the area. • Conserve the area's historic features • Protect, enhance and perpetuate historic resources that represent cultural and architectural history; increase public awareness of community's heritage • Identify areas that should be recognized and preserved • Encourage maintenance of historic character, designated historic structures • Promote area as a unique historic district • *ERG recommendation: increase public awareness of Indian history, culture and land uses in the area..*		Importance of surrounding natural resources. • Conserve natural resources while encouraging a visually pleasing and healthful atmosphere • Stream bank conservation efforts along the Little Wood River • Determine flood hazards • Reduce wind erosion of soils • Encourage the planting of trees along main transportation routes.
City of Sun Valley Zoning Ordinance			

	Historic/Cultural Values	Archaeological Values	Natural Resource Values
City of Stanley Zoning Ordinance	➢ All buildings or structures erected, constructed or altered shall be of a "rustic" nature. Wood or native stone are approved materials for exterior wall surfaces, non-reflective metals may be used for roofing. Semitransparent wood stains and subdued shades of colors blend with the natural surroundings. ➢ Conditional Use Permits subject to review; criteria include compatibility with Comp Plan and with existing or intended character of the general vicinity, exclusion of uses or activities that will harm public health and general welfare, and protection and preservation of natural, scenic and historic features.		

	Wildlife Values	Floodplain and Riparian Resource Values	Vegetation
Blaine County Comp Plan	•Protect wildlife access, migration corridors and winter range areas.	• Prohibit future subdivision and development in wetland areas. Establish buffer requirements between proposed development and wetland areas • Review development for impact on vegetative values; plant or maintain native riparian vegetation along waterways • Adopt review criteria to assess the potential impact of development adjacent to streams not specifically designated as floodplain areas.	• Maintain and/or establish vegetation to protect watershed health, scenic quality, wildlife habitat, livestock forage, timber, historic significance, flood control, weed control and avalanche control • Require permit for grading, drainage and natural vegetation clearing; require plan for landscaping/restoration with development • Pass ordinances requiring design review for landscaping in scenic corridors. Review development for impact on vegetative values; plant or maintain native riparian vegetation along waterways.
Blaine County Zoning Ordinance	➢ Wildlife Overlay District (W) protects winter ranges and migration corridors. Residential uses allowed if clustered and designed so as not to adversely impact habitat and migratory routes.	➢ Floodplain Management District (FP) and Riparian Setback District (R) regulate uses and establish setbacks to buffer and protect riparian and flood-prone areas. Evaluation criteria for conditional use requests include flood control and water quality criteria, and preserving natural characteristics of water courses and floodplain areas and effect on habitat). *ERG recommendation: criteria should include visual quality as well.* ➢ Wetlands Overlay District (WE) regulates uses to protect marshes, sloughs, hydric soils.	

	Wildlife Values	Floodplain and Riparian Resource Values	Vegetation
Blaine County Subdivision Regulations	➢ Preliminary plats must leave undisturbed areas of significant value to wildlife.	➢ Preliminary plats must leave undisturbed natural water courses or drainage channels.	➢ Preliminary plats must leave undeveloped or undisturbed areas of natural vegetation (i.e., large individual trees and stands of trees).
City of Hailey Comp Plan	• Protect wildlife populations and habitats from encroachment of human development.	• Preserve natural drainage patterns • Discourage development in flood-prone areas • Conserve important environmental resources, including shorelines, wetlands, drainages and hillsides.	
City of Hailey Zoning Ordinance		➢ Flood Hazard Overlay District guides development in the designated floodplain to protect public health and welfare, minimize public and private losses, and prevent environmental damage due to flood conditions. Structures located adjacent to the Big Wood River are subject to a "scenic easement" (25 foot minimum setback from the mean high water mark) ➢ Requests for flood hazard development permits are reviewed to determine if they preserve the inherent natural characteristics of water courses and riparian vegetation and wildlife habitat along the stream bank and within the required scenic easement.	

	Wildlife Values	Floodplain and Riparian Resource Values	Vegetation
City of Ketchum Comp Plan	• Protect aesthetic values, wildlife and open space habitat (specifically, wildlife migration and travel corridors) • Buffer natural areas from adjacent developed areas • Revise Zoning and Subdivision Ordinances to protect scenic, natural resource wildlife values • Protect the mountain slopes surrounding the city, leaving them open and unobstructed. Prohibit alteration of hilltops, rock outcrops, knolls, ridges • Strengthen the Mountain Overlay Zone.	• Protect the Wood River Valley aquifer, the Big Wood River and its tributaries • Establish riparian standards to protect and restore riparian habitat • Establish development standards to protect surface and ground water quality • Revise Zoning and Subdivision regulations to protect riparian resources.	
Lincoln County Comp Plan	Importance of wildlife and wilderness but should not interfere with private property rights. • Encourage greenbelts for wildlife corridors along the Big Wood and Little Wood Rivers.	• Encourage greenbelts for wildlife corridors along the Big Wood and Little Wood Rivers.	
Lincoln County Zoning Ordinance		Zoning Ordinance does not contain floodplain development standards.	
City of Shoshone Comp Plan		• Protect waterways and their multiple use values.	
City of Sun Valley Zoning Ordinance			

	Wildlife Values	Floodplain and Riparian Resource Values	Vegetation
City of Stanley Zoning Ordinance			

	Scenic Values	Transportation/highway	Non-motorized transport
Blaine County Comp Plan	Preserve aesthetic resources as an economic and environmental resource --visual or scenic quality: • Maintain an unobstructed visual corridor along rivers and streams to preserve the scenic value of watercourses. • Enforce topographic review criteria: prevent obstruction of views of hills, ridges and ridgelines from the valley floor. • Restrict hillside development. • Prevent proliferation of roadside development, which has a negative impact on visual enjoyment • Limit/regulate duration of construction time to minimize "visual pollution" of construction sites. • Preserve open space and recreational space in the narrow Wood River Valley. • Require all new subdivisions to dedicate open or recreational space. • Establish a policy to have all structures and improvements subject to a design review by the Planning and Zoning Commission--crucial for designated scenic or view corridors.	*Four primary goals:* (1) provide safe and efficient circulation systems; (2) minimize disproportionate public expenditure due to poorly planned and executed development, (3) preserve scenic quality; (4) evaluate transportation as part of land use planning. • Actively pursue expansion of Highway 75 between Bellevue and Ketchum. Design of highway improvements should minimize visual impact of highway. • Reduce traffic congestion and provide safe travel through improved design standards. • Protect Scenic Corridor: prevent loss of sightlines, avoid creation of tunnel effects, and underground utility lines to improve visual experience and safety on highway. • Prevent winter shading of roads. • Encourage ITD to establish Highway 75 as a limited access highway. • Inventory and prioritize public access roads (existing and anticipated).	• Make provisions for non-motorized travel.

	Scenic Values	Transportation/highway	Non-motorized transport
	• Actively pursue expansion of Highway 75 between Bellevue and Ketchum but use design to minimize the visual impact of the highway system. • Establish berm regulation along designated scenic highways. • Protect scenic quality from air inversions.		
Blaine County Zoning Ordinance	➢Zoning Ord. prohibits structures on hillsides over 15% in the Scenic Corridor. ➢Scenic Highway Overlay (SHO) District within 100 feet of the right of way of Highway 75 north from its intersection with Highway 20 to the County line. Regulates berms, fences, free-standing walls and vegetation within the district, establishing maximum heights and procedures and standards for site alteration permits. ➢Mountain Overlay District (M) preserves natural character and aesthetic value of hillsides and mountains in the County; maintain slope and soil stability; prevents scarring of hillsides by roads; regulates structural development in the District; protects ag lands for productive agriculture. Includes all areas in the Scenic Corridor that are higher than the lowest hillside slopes greater than 15%. Site alteration permit procedure is in place, including building design standards to		

	Scenic Values	Transportation/highway	Non-motorized transport
	minimize visibility of buildings, lighting and access ways.		
Blaine County Subdivision Regulations	➢Hillside design standards: Preserve natural features (skyline, ridges, knolls, trees and shrub clusters, water courses), and minimize visibility of proposed development from public roads. Structures must remain below the skyline and sited so as not to create a silhouette against the sky as viewed from public roads. Impact Study required for subdivisions or PUDs of five (5) or more lots (shorter impact assessment for minor subdivisions includes most of the items on the longer list), including public facilities, environment/visual impact, and planning considerations (noise control, recreation, effects on agriculture and historic areas).		
City of Hailey Comp Plan	• Adopt design review criteria to beautify the central core. • Preserve scenic value of undisturbed hillsides. • Protect and maintain quality viewshed of Wood River Valley. Specifically with regard to Wood River Valley, restrict building height to 35 feet, prohibit construction on hillsides, and design tree-planting program to maintain visual aesthetics of the community.	• Retain State Highway 75 and Main Street in their present alignment as the main access to and through downtown. • Maintain the transportation routes through city as scenic corridors, with public access to public lands, open space corridors preserved through setbacks, and preservation of scenic value of undisturbed hillsides. • Retain the Union Pacific Railroad right-of-way as a transit and utility corridor and/or open space corridor.	

	Scenic Values	Transportation/highway	Non-motorized transport
	• Prohibit development on high visual impact areas such as hillsides and higher elevations. Protect wetlands and waterways for their aesthetic value as well as recreational uses. Promote downtown beautification.		
City of Hailey Zoning Ordinance	➢ Structures located adjacent to the Big Wood River are subject to a "scenic easement" setback. Review of requests for flood hazard development permits includes "the preservation of the inherent natural characteristics of the water courses and floodplain areas," and "the preservation of existing riparian vegetation and wildlife habitat along the stream bank and within the required scenic easement setback. ➢ Conditional Use permits are subject to review; criteria include compatibility with Comp Plan and with existing or intended character of general vicinity, exclusion of uses or activities that will harm general welfare, and protection and preservation of natural, scenic and historic features.		
City of Ketchum Comp Plan	Importance of view corridors. Need for an analysis of visual impacts from Highway 75. • Protect views of mountains and landscape as seen from identified spots on important public roadways, rights-of-way, trails and open spaces.	• Develop a View Corridor Ordinance to protect views along Highway 75. • Reduce # single occupancy vehicles. • Develop valley-wide mass transit system.	• Promote safe access for pedestrians and other non-motorized travel; pedestrian friendly design and pedestrian amenities. • Develop bike path connecting Hulen Meadows with the SNRA.

	Scenic Values	Transportation/highway	Non-motorized transport
	• Restrict hillside development. • Revise Zoning and Subdivision Ordinances to protect scenic, natural resource wildlife values. • Create a Transfer of Development Rights Ordinance to preserve significant view corridors. • Develop a View Corridor Ordinance to protect views along Highway 75.	• Take leadership role in decisions for Hwy 75 including capacity, safety and aesthetic design alternatives. • Support a county-wide transportation plan • Create landscape buffers along Hwy 75. • Work with ITD on designing the section of Highway 75 within city limits. • Create transportation systems that support the small mountain town character. • Prohibit direct access of industrial properties to Highway 75. • Manage heavy traffic volumes on Hwy 75 through clear signage, safe pedestrian and non-motorized transportation, and road design to reduce traffic conflicts: consolidate accesses, create left turn lanes, and reduce traffic speeds. • Coordinate with the ITD to create an access management plan for Highway 75.	• Include bike/bus lanes in highway improvement plans. • Create a safe and efficient transportation [system] within the corridor, emphasizing community character, non-motorized and transit travel.
Lincoln County Comp Plan	Special sites of scenic significance. • Maintain a clean environment • Beautify the environment: "Develop community pride in a clean, uncluttered environment."	State Highway north of Shoshone designated part of the Sawtooth Scenic Byway.	

	Scenic Values	Transportation/highway	Non-motorized transport
Lincoln County Zoning Ordinance	➢Promote beauty along the highways and elsewhere. ➢Review of Conditional Uses for compatibility with Comp Plan and with character of the area, exclusion of uses or activities that will harm the general welfare, and protection and preservation of natural, scenic and historic features.	➢Promote beauty along the highways and elsewhere.	
City of Shoshone Comp Plan	• Protect scenic vistas.	Major crossroads on the federal and state highway system. Promote traffic safety in residential areas. Highway 75 is a scenic byway. The Plan does not contain any provisions for protecting, preserving or enhancing the scenic, natural, cultural, or historic values of the byway.	
City of Sun Valley Zoning Ordinance			
City of Stanley Zoning Ordinance	➢ All buildings or structures erected, constructed or altered shall be of a "rustic" nature. Wood or native stone are approved materials for exterior wall surfaces, non-reflective metals may be used for roofing. Semitransparent wood stains and subdued shades of colors blend with the natural surroundings. ➢ Conditional Use Permits subject to review; criteria include compatibility with Comp Plan and with existing or intended character of the general vicinity, exclusion		

	Scenic Values	Transportation/highway	Non-motorized transport
	of uses or activities that will harm public health and general welfare, and protection and preservation of natural, scenic and historic features.		

	Land Use	Agriculture/Rural Life	Residential Land Uses
Blaine County Comp Plan	• Establish review criteria to encourage efficient, creative, site-specific development: review compatibility with existing contours, amount of cut and fill required, grade, orientation of structures, degree of visibility, and availability of vehicle access • Coordinate infrastructure expansion • Encourage urban-type development within established developed areas • Preserve city commercial centers and concentrate additional commercial uses within existing commercial areas • Secure appropriate land area for future use consistent with Comprehensive Plan • Encourage a mixture of housing • Isolate/minimize nuisance uses/facilities • Guide development away from hazardous areas.	Agriculture contributes to the open space and rural character of the county, and protects a significant amount of wildlife habitat. • Preserve agricultural lands south of Bellevue in the Silver Creek area, as well as the drainages of the Little Wood and lower Big Wood Rivers • Protect agricultural uses from impacts of adjacent subdivision activity.	Locate new residential growth adjacent to areas that have already been developed. • Existing zoning districts should be expanded to admit more housing to avoid impacts on rural areas. Higher density zones should be considered where platted lots exist within the county • Set housing in ag/residential transition zones back from the agricultural uses. Support low-density residential uses in the ag/residential transition zone to preserve a semi-rural residential character. • Evaluate off-site density transfer or transfer of development rights • Reduce impacts new housing may have on land use patterns, transportation systems, the environment and cultural resources • Support affordable housing.
Blaine County Zoning Ordinance		➢ Zoning district "A-20" allows low-density, clustered rural residential; min lot size 20 acres. Preserves agricultural lands, natural features and rural landscape. ➢ Transfers of density/development rights may only occur through the planned unit development process.	➢ Transfers of density/development rights may only occur through the planned unit development process. *ERG recommendation: explore application of transfers of density /development rights through zoning districts other than P.U.D.s.*

	Land Use	Agriculture/Rural Life	Residential Land Uses
		ERG recommendation: explore application of transfers of density /development rights through zoning districts other than P.U.D.s.	
Blaine County Subdivision Regulations		➢ Cluster Developments preserve ag lands and protect ag practices; require review to maximize the usefulness of agricultural tracts in development design, and protection of environmentally sensitive areas.	
City of Hailey Comp Plan	• Encourage commercial growth around the existing commercial core, and encourage infill development • Outline desirable and acceptable patterns or stages of growth in and around the city, with open space criteria and conservation guidelines as part of new developments • Encourage land uses that are harmonious with natural values • Establish development procedures to provide for a balanced mix of land uses.	• Preserve County agricultural land for open space.	
City of Hailey Zoning Ordinance			
City of Ketchum Comp Plan	• Develop area-wide growth management plan	• Provide access through town for stock growers—specifically to and from public and private grazing lands.	• Consolidate accesses from Mortgage Row subdivision (all of the properties of which access Highway 75) in order to minimize adverse impacts on Highway 75

	Land Use	Agriculture/Rural Life	Residential Land Uses
	• Set policies concerning development consistent with "small-town" character • Improve downtown core for pedestrian safety, traffic circulation, parking, infill housing and commercial development • Concentrate commercial districts around the existing core; preserve the core as the primary business district • Prevent strip commercial development along Highway 75 • Encourage land uses harmonious with existing natural resources • Prohibit detrimental alteration of existing topography and terrain (including protection of hilltops, knolls, ridges, riverbanks, marshes, and river channels) • "Establish land use policies that ensure orderly development relative to public services, and concentrate densities within the existing community to maximize efficiency of services • Strive for high quality design and architecture, and buildings that 'fit' with architectural vernacular • Enforce and strengthen Mountain Overlay section of the Blaine County zoning ordinance.		• Protect and buffer area residents and visitors from negative impacts (including light, noise, odors) of industrial activity.

	Land Use	Agriculture/Rural Life	Residential Land Uses
Lincoln County Comp Plan	Lincoln County comprises largely federal lands.	Agriculture plays a significant role in the economy. • Maintain rural character through design, setbacks to preserve open spaces, and identification of locations and standards appropriate for transition zones • Promote growth compatible with agricultural uses.	
Lincoln County Zoning Ordinance	➢ Protect property values and private property rights.	Zoning Ordinance includes an agricultural zone to preserve and protect the supply of agricultural land; two agricultural/residential transition zones.	
City of Shoshone Comp Plan	Need for urban expansion and infill, recreation and public facility sites, multiple use public facilities, and land for economic expansion. Growth management. • Arrange future land uses so that they are orderly, convenient and compatible to each other and their natural setting • Encourage development within Shoshone city limits before annexing undeveloped fringe areas. New commercial development should occur in areas already developed with commercial uses, or in planned mixed-use areas • Plan mixed land uses along Highway 75 that are attractive and compatible with	Describes rural character of the area. Agricultural community forms economic base.	

	Land Use	Agriculture/Rural Life	Residential Land Uses
	high volume traffic corridors.		
City of Sun Valley Zoning Ordinance			➢ Rural Estate and Ranch District provides for low-density, residential estate houses. ➢ RS-1 Single-Family Residential District provides for low-density residential uses. ➢ RS-2 Cluster Single-Family Residential District provides for residential uses grouped in an effort to preserve open space.
City of Stanley Zoning Ordinance	➢ All buildings or structures erected, constructed or altered shall be of a "rustic" nature. Wood or native stone are approved materials for exterior wall surfaces, non-reflective metals may be used for roofing. Semitransparent wood stains and subdued shades of colors blend with the natural surroundings. ➢ Conditional Use Permits subject to review; criteria include compatibility with Comp Plan and with existing or intended character of the general vicinity, exclusion of uses or activities that will harm public health and general welfare, and protection and preservation of natural, scenic and historic features.	➢ Scenic Easements/Agricultural District permits agricultural uses only, on a minimum of 5 acres.	

	Gateway/Entrances	Setbacks	Utilities
Blaine County Comp Plan		Development in areas of high visibility along scenic byways is restricted on the basis of objective visual analysis criteria. ➢ The current minimum setback along Highway 75 is 100 feet, although deeper setbacks may be required to preserve the scenic corridor in specific cases.	• Place utility lines underground to improve visual experience and safety on highway.
Blaine County Zoning Ordinance		➢ Residential structure setback on Hwy 75: a minimum of 100 feet wherever possible ➢ Commercial/industrial structure setback on Hwy 75: 100 feet from the property line.	➢ Ord. No 99-4 requires that satellite dishes be screened from view from Highway 75.
Blaine County Subdivision Regulations			
City of Hailey Comp Plan	• Create a gateway to the city • Retain State Highway 75 and Main Street in their present alignment as the main access to and through downtown.	• Maintain transportation routes into and out of the city as scenic corridors, preserved via enforcement of adequate setbacks.	• Require undergrounding of utilities to clean up visual amenities.
City of Hailey Zoning Ordinance		➢ Structures located adjacent to the Big Wood River subject to a "scenic easement" (twenty-five (25)-foot minimum setback from mean high water mark).	
City of Ketchum Comp Plan	Ketchum has two entrances: a southern and a northern gateway to the City from Highway 75.	• Modify bulk and placement regulations in the Zoning Ordinance for properties along Hwy 75, to reduce and eliminate massive buildings close to the highway • Modify setback allowances in the Zoning Ordinance for properties adjacent to Hwy	• Adopt ordinance controls to place underground existing overhead utility lines on Highway 75

	Gateway/Entrances	Setbacks	Utilities
	General: • Revise the Zoning Ordinance's permitted uses in zoning districts within the entrance corridor, limiting general commercial uses while promoting tourist uses. *Northern entrance:* • Underground overhead utility lines along highway at the northern entrance. Northern entrance should create transition from rural to urban landscape. *Southern entrance:* • Create transition from the rural to the urban landscape. • Underground utility lines • Create a "safe and efficient transportation [system] within the corridor, emphasizing community character, non-motorized and transit travel.	75, to allow varied setbacks from highway based on building height and distance from the hwy.	• Actively pursue undergrounding of power lines through the City, with the highest priority on the entrances to town and key view corridors. • Minimize visual impact of new and existing utilities through the city.
Lincoln County Comp Plan			
Lincoln County Zoning Ordinance			
City of Shoshone Comp Plan	Highway 75, landscaping, commercial signage and building character provide the first and often lasting impression of the community.		• Place new utilities underground

	Gateway/Entrances	Setbacks	Utilities
	• Entryway corridors should be adequately signed to appropriately welcome and direct visitors to points of interest.		• Design new power substations to visually blend with surroundings; screen from public view • Screen existing substations with plantings.
City of Sun Valley Zoning Ordinance			➢ All utility lines, except those temporarily erected for purposes of building construction, shall be underground.

	Quality of life	Community Design	Economy
Blaine County Comp Plan		Community participation in design of highway improvements is important.	• Study the infrastructure needs of the community as a whole and evaluate the impact of additional economic development
Blaine County Zoning Ordinance			
Blaine County Subdivision Regulations			
City of Hailey Comp Plan	• Promote downtown beautification.		
City of Hailey Zoning Ordinance		➢Conditional Use Permits subject to review; criteria include compatibility with Comp Plan and with existing or intended character of general vicinity, exclusion of uses or activities that will harm public health and general welfare, and protection and preservation of natural, scenic and historic features.	
City of Ketchum Comp Plan	• Encourage the development and expansion of public arts spaces, including museums • Support special events, festivals, fairs, etc. to create a positive image for the city • Protect and buffer area residents and visitors from negative impacts (including light, noise, odors) of industrial activity.	• Establish site development regulations to buffer land uses from the highway • *ERG recommendation: establish site development regulations to buffer the highway from land uses that could affect the visual quality of the highway traveler's experience.*	• Promote a balanced, year-round economy for Wood River Valley residents • Maintain and improve economic opportunities for Ketchum residents while respecting the quality of life—including natural and human resources

	Quality of life	Community Design	Economy
			• Concentrate commercial districts around existing core; preserve core as primary business district.
Lincoln County Comp Plan	• Maintain a clean environment • Beautify the environment • Develop community pride in a clean, uncluttered environment.		Agriculture plays a significant role in the economy.
Lincoln County Zoning Ordinance		➢Involve the public.	
City of Shoshone Comp Plan	• Enhance and promote economic expansion, good schools, affordable housing and recreation which contribute to the high quality of life in Shoshone • Promote arts and cultural spirit; prepare landscape development standards for the entryways to the City.		Tourism and recreation are becoming important economic components.

APPENDIX C:

COMPREHENSIVE PROJECTS LIST

APPENDIX C: COMPREHENSIVE PRIORITY PROJECTS LIST

Issue	Desired Action
4 mile road	address traffic problems at this intersection
6 mile road	address traffic problems at this intersection
Agricultural lands	protect existing farm and ranchland from development
Alturas Lake Trailhead	install turnout/parking area, resolve ski/snowmobile conflict
Annexations	avoid, slow, and/or discourage
Bicycles on road	improve bike lanes, shoulders, access, and tourism
Big Wood River	preserve scenic aspects and river dynamics
Bike/pedestrian trails	create system from Stanley to Shoshone
Bike path	create bike path from Stanley to Galena Lodge
Black Magic Historical Marker	provide markers on highway to alert visitor to interpretive site's existence
Burmah Road	address traffic problems at this intersection
Byway story	enhance and interpret narrative thread of byway, human and natural history
City of Shoshone	involve elected officials in byway promotion, provide resources and materials
Cultural history	Interpret Chinese and Basque history and culture
Design standards	promote design standards harmonious with the landscape
Downtown Hailey	create more viable downtown with mixed use
Employment along SH 75	reinvest in Shoshone and decrease/reverse the commute
Fairfield-Richfield Spur line	provide signage for mountain biking trail access off West Magic Road
Federal regulations	minimize additional
Fences	replace some existing fences in Sawtooth Valley with log-worm fences
Galena Townsite	check with Forest Service on location of historical signs
Galena Lodge	accommodate parking requirements for Harriman Trail recreational traffic
Galena Overlook	increase safety, upgrade existing facilities
Galena Summit	convert old wagon trail to recreation trail
Galena Lodge	safety issues: reduce speed limit around curve, address parking
Gladiator Creek	at end of road, possible trail extension to Horse Creek, MM 154.40
Harriman Trail	address conflict between MM 139.06 and 141.09: wetland conflict
Harriman Trail	restore willows in riparian areas
Historic campgrounds	rehabilitate and keep open and operational
Historical sign in Shoshone	install sign describing railroad and townsite
Horse trail	could be developed between Black Butte and Dinosaur Ridge
Housing	plan for affordable housing in Blaine County
Ice cave signs	change signs to be more aesthetically pleasing
Intrinsic values	preserve natural and cultural resources of entire corridor
Ketchum, Hailey, Bellevue	control and discourage proliferation of sprawl
Kiosk south of Stanley	add picnic tables, landscaping, interpretive trail by river
Lava fields	increase access points and interpretive infrastructure

Issue	Desired Action
Lighting restrictions	provide incentives to build acceptance
Log-worm fences	maintain these signature fences
Magic Dam historic sign	move to appropriate place, such as the Black Magic turnout
Magic Reservoir access	turnout lanes needed at E. Magic and W. Magic roads
Marketing	increase off-season marketing of the byway; don't market for high seasons
Milner-Gooding Canal	increase visibility of plaque from road, provide shoulder and pullout
Mining history	interpret history of mining, old toll road, natural features for visitors
MP 153.6	create etchings of old Mallory photographs for historical sign
MP 91.9	build turnout and install Magic Dam sign
MP 160	excavate ditches to reduce hazard from falling rocks at rock cut here
MP 164.16	upgrade existing turnout to old Vienna townsite
MP 122.7	may need historical sign for Triumph Mine
MP 185.1	create interpretive sign at Redfish Lake approach
MP 86.5	install turnout at this view and include geological interpretive signs
MP 102 to 104	pursue scenic easement purchase
MP 157.75	improve parking area at Titus Lake trailhead
MP 157.5	possible location for roadside viewpoint or picnic area
MP 142.1	construct historical sign for Boulder City, an old mining town
MP 112.81	add railroad history sign, improve pullout space and safety
MP 91.06	create mountain viewing area naming peaks and geological formations
MP 101	provide sight line access to creek meanders
Mountain bike trails	develop in southern portion of byway
Mountain biking trails	provide signage on byway for trails on Dinosaur Ridge and Wedge Butte
Murphy Bridge	accommodate parking requirements for Harriman Trail recreational traffic
Native American sites	inventory and protect from vandalism and theft; restrict location data access
Nature study	encourage the potential for ecotourism and academic research in high desert
Near St. Luke's Hospital	possibly widen highway to four lanes here to accommodate traffic flow
New visitor center	create year round interpretive center south of Stanley
New visitor turnout	create additional visitor turnout north of Alturas
Obsidian	alert visitor to scenic pulloff, add interpretive sign illustrating peaks
Obsidian	increase tourism through town
Old Sawtooth City	restore historic townsite for visitors and interpretive/ historical programs
Old log cabins	preserve and interpret
Open space	preserve and protect
Original Bellevue City Hall	develop more fully for local historic preservation and education efforts
Pegram Bridges, Russiantown	preserve and protect
Phantom Hill	restore highway back to old route here and reconstruct riparian area
Power poles	reduce visual impact along entire length of corridor

Issue	Desired Action
Prairie Creek	accommodate parking requirements for Harriman Trail recreational traffic
Private property rights	protect from additional regulation
Pulloffs	create more pulloffs
Recreation user fees	pilot program, monitor effectiveness and enforce fees
Residential development	manage growth to occur off hillsides, within already established towns
Riparian areas	restore to health, monitor, and protect
Road maintenance	address in terms of fisheries, sediment, type and size for road sanding
Roadside businesses	provide beautification landscaping in southern section
Sagebrush steppe	minimize human impact on this endangered ecosystem
Salmon River	preserve scenic aspects and river dynamics
Salmon fishery	continue to work towards reestablishing viable population
Sawtooth City	create additional parking at Smiley Creek Lodge
Sawtooth City	lower speed limit, plant trees along roadside as visual/noise buffer
Scenic easements	encourage and promote
Scoping processes	SNRA and BLM should enlarge scoping process regarding trades
Sculpted Rock Canyon	provide informational signage for tourists at turnoff
Setback standards	provide incentives to build acceptance
SH 75 culverts	resize culverts to prevent river channel morphology change
Sheep herding history	restore range sites, restore grasslands, interpret terracing
Shoshone area pre-history	increase interpretive sites for archeological history of area
Shoshone events	advertise the numerous festivals occurring in Shoshone to byway travelers
Shoshone	connect economic development of the town with byway programs and funds
Signage	restrict along southern portion of corridor and coordinate for entire route
Ski and Snowmobile trails	address and reduce conflict between uses along entire corridor length
SNRA access roads	keep unpaved
SNRA access	increase access points to distribute impact
South of Hailey	improve relation between disparate elements at gateway to Hailey
Speed limits	lower speed limits to 55 throughout SNRA
Stanley	improve and beautify junction of 3 byways
Stanley pedestrian flow	create non-motorized connections through town
Sun Peak Picnic Site	fix confusing conjunction of three separate signs
Sun Valley Road	may want historical sign for Sun Valley Lodge
Sun Valley Road MP 3.66	add historical sign for old wagon road to Challis mining area
Tourism level	increase in southern portion only
Tourism development	increase BLM funding for recreational and visitor infrastructure development
Town character	encourage sense of community over feeling of resort town
Towns	preserve historic character
Transportation	address alternative transportation possibilities in Wood River Valley

Issue	Desired Action
US 20 Junction	integrate into byway by providing interpretation; keep any development or upgrading consistent with surrounding landscape's scenic qualities
Viewshed areas	buy easements, transfer property rights, acquire land, limit development
Wetlands	preserve and protect
Wildlife habitat	protect
Wood River trails	preserve experience, connect trails, extend further south
Wood River	improve visibility from roadway
Wood River trails	increase promotion, link to interpretation of railroad importance and history
Zoning issues	discourage zoning changes in areas, avoid upzoning

APPENDIX D:

SAWTOOTH SCENIC BYWAY
STAKEHOLDER CONTACT INFORMATION

Company	Title	Work Phone	Contact Name	Contact Type
Times-News	Reporter	(208) 733-0931	Mickey	press
Ketchum City Hall		(208) 726-3841		planning/zoning
Ketchum Zoning/Planning Office		(208) 726-7801		planning/zoning
Stanley Community Building		(208) 774-2286		
Idaho Conservation League		(208) 345-6933		natural resources
Idaho State Fish and Game		(208) 334-3700		natural resources
Scenic Highways Program		(208) 334-1843		
Blaine County Planning Department.		(208) 788-5570	Marty	
Custer County	County Clerk	(208) 879-2360		
Federal Highway Administration		(800) 429-9297		
Hailey Administrative Office		(208) 788-4221	Tara	planning/zoning
The Nature Conservancy		(208) 726-3007		
Idaho Conservation League		(208) 726-7485		
Sawtooth Wildlife Council		(208) 725-5179		
Snake River Alliance		(208) 726-7271		
Wood River Journal	Editor	(208) 788-3444	Wayne Adair	press
BLM		(208) 886-2206	Miles Aslott	
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APPENDIX E:

OTHER SCENIC BYWAYS' EXPERIENCES WITH FEDERAL DESIGNATION

OTHER SCENIC BYWAYS EXPERIENCES WITH FEDERAL DESIGNATION

Scenic byways throughout the West, in areas similar to the Sawtooth Scenic Byway in terms of geography and population density, were contacted. Coordinators were asked about their experiences with recent designation as National Scenic Byways.

San Juan Skyway All American Road *Gibson Hartwell communication, Feb. 16, 2000*

I spoke with Ken Francis of Office of Community Services (970-247-7310) at Fort Lewis College in Colorado. He was elemental in the federal designation of the San Juan Skyway in Colorado and has continued to work in fundraising for the byway.

The San Juan Skyway was designated as an All American Road in 1996. Ken thinks that the designation has been generally helpful and that it hasn't had any negative outcome. The only direct regulation to come out of the designation is that they may have to put up signs along the side of the road with a National Scenic Byway Logo. It was much work to get designation as an All American Road, and he wasn't too sure if it is worth all the work. He was concerned that there are so many designated roads out there now and that the national designation is meaning less and less everyday as more roads are listed. He also seemed concerned that funding for the program may be drying up, as they didn't get any money for the Scenic Byway funds this year. Theoretically it may be helpful in securing funding by having the federal designation status. It is questionable whether it has directly benefitted the San Juan Byway. One way it may be helpful is in mass marketing the road, if that is the goal of the stakeholders. The listing by itself may help draw more visitors.

Nebo Loop Scenic Byway, Utah *Sandra Koelle communication, Feb 22, 2000*

I spoke with Sara Linders of the Forest Service at Spanish Fork (801-377-5780). She helped write the CMP for this Byway and is now working half-time as the Nebo Loop National Scenic Byway Project Manager. Nebo Loop was a state Scenic Byway for about 7 or 8 years before National Designation. The only negative consequence that has arisen due to national designation is the extra workload that has been created for the USFS.

The Byway achieved Federal Designation in August of 1999, and Sara estimates that this created an additional 20,000 visitors (out of an approximate 80,000 total) who specifically said "we saw this on the map and that is why we came; we drive all the National Scenic Byways." I should point out here, after a perusal of this map, that the Nebo Loop is basically a scenic alternate to Interstate 15, south of Salt Lake City. I think that this location may have played a huge part in the increase in visitors, since Interstate 15 is the major Rockies north-south artery. This byway is also closed to car traffic during the winter months.

There are "tons of people visiting," and the small rural communities of Payson in the north and Nephi in the

south "love it." Community members from both towns sit on the steering committee for the byway, and Sara attributes the positive feelings to this inclusion. 95% of the Nebo Loop Byway is on Forest Service land.

The only stipulation that came with federal designation is that they are not permitted to alter or widen the roadway. Sara said they wanted to install turn lanes, but this was "not allowed." She says, however, that there is "so much money" out there that comes with national designation. Nebo Loop applied for TEA 21 funds, and received $500,000 for enhancement projects. They are using this money to put in interpretive signs, pullouts, and picnic areas. This is a positive experience, especially since the residents of Nephi and Payson find that now visitors are spending more time on the byway itself, recreating, and then come into town for restaurants, gas, and sometimes lodging.

Demographics: some visitors stay overnight, but it's a day trip for most. The loop is a four hour drive. The only large change that has been experienced by residents is a large increase in gas station business. About 300 road bikers ride the loop every summer. Sara has not yet seen a conflict with automobiles. Most bikers are mountain bikers, who use unpaved trails.

McKenzie Pass Scenic Byway, Oregon *Gibson Hartwell communication, Feb. 24, 2000*

I spoke with Stacy Smith of the USFS (541-822-7210), who is the Scenic Byway Coordinator. A substantial part of Stacy's job is spent on byway coordination. Stacy has seen no negative consequences due to the federal designation. Additionally, she has not heard of any stakeholders complaints due to the listing. She mentioned this might be because 100% of this scenic byway is located on National Forest land. She thinks that they have probably not seen an increase in traffic due to the listing.

They did receive some funding initially form the Federal Highway administration. Stacy felt this wasn't directly related to the listing itself, but the listing simply made them more competitive to receive funding. The majority of their improvement funds have come from a different branch of the Federal Highway Administration called the Western Federal Lands Division. They fund only forested byways. Their regional office is located in Vancouver, Washington. She also mentioned that it looked like there will be some seed money available in the near future for byways that have recent designation or are thinking about going for national designation. She said we should call around in the Federal Highway Administration to find out about this.

This byway group held public meetings and built a list of stakeholders and their concerns. She said they tried to address all of these concerns in the Management Strategy. She found it interesting that the Nebo Loop Byway had restrictions on road widening and wasn't aware of any such regulation. Their approach to road widening was to locate stretches with historic or scenic value and preserve the roads the way the were built.

Barbara Koth, Byways Specialist at the National Scenic Byways Resource Center, Duluth, Minnesota. *Gregory Kennett communication, February 23, 2000*

$25 million was allocated last year for protection of intrinsic qualities on scenic byways. Conservation easements are eligible for this kind of funding. And, Congress is more receptive to conservation strategies such as easements than they have been in the past. She said easements were preferable to acquisitions. Easements make more sense than acquisitions because they allow the farm/ranch family to stay on the land, and are probably less expensive.

While discussing the restrictions and requirements of federally designated byways she said the only requirements that the federal government insists on "no new billboards." This is contrary to what some of the other byway coordinators have told us over the telephone. We have talked with several byway representatives. One complained that the federal government would not allow the community to put in a passing lane.

Barbara mentioned that several of the federal byways have chosen the option of not to be marketed on a national level. These byway working groups have decided they have all the traffic and tourists they want and are minimizing any marketing associated with federal designation.

I think she said this is a new development, that for the granting purposes, there is no difference between state and federally designated byways. That is, state scenic byways can compete for federal funds on a level playing field with federal highways.

Historic Columbia River Scenic Byway *Hilda Floyd Communication, March 2000*

Hilda Floyd, Mayor of Stanley, Idaho, spoke with Jurgen Hess of the Columbia River Scenic Byway. The following is a transcription of a fax that Floyd sent to the SNRA.

Hess recommended that the management plan be based on the input from citizens of the area, and that the counties should be involved in the planning process. He also felt that byway tourism promotion should encompass all seasons, in order to "spread out the visitors throughout the year."

APPENDIX F:

SAMPLE RESOURCE INVENTORY WORKSHEETS

Sawtooth Corridor Management Plan

RESOURCE INVENTORY WORKSHEET

Resource Name/Description: View, north from Galena Overlook
Number: 20
Map Reference:

Intrinsic Qualities: scenic, natural

Why is this scene important? It is a beautiful view of the Sawtooths and the headwaters of the Salmon River area. It is also a historic view, since this road was a traditional travel route north (toll road).

How does this resource relate to the Byway? This view marks a turning point; the traveler has left the Wood River drainage and entered the Salmon River drainage. The byway's northern portion has a different atmosphere and this view signals that change.

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Sawtooth Corridor Management Plan

RESOURCE INVENTORY WORKSHEET

Resource Name/Description: Timmerman Hill Views to North and South
Number: 39
Map Reference:39 *(mm 101)*

Intrinsic Qualities: scenic, cultural

Why is this scene important?
The views from this local landmark to the north and south link the northern and the southern parts of the byway, visually and thematically. To the north the view takes in a full view of the Sawtooths, with the broad-valley Big Wood River farmland in the foreground. The vista to the south from the top of the ridge opens up to rolling sagebrush, high desert, with a few geologic features punctuating the landscape. This plain is full of wildflowers in the spring. This site functions as a distinct transition point between two very different places.

How does this resource relate to the Byway?
There is a gravel pullout on the east side of the road off the northbound lane. If you driving north, you don't notice the pullout until you pass it. If you are driving south, you are going up hill and have to cross against traffic on a blind rise to get to the pullout. There is a side cut at the top of the hill that could be developed as a scenic overlook to take in views on both sides. Aside from the pullout, there is no place to stop and traffic goes very quickly.

Ecosystem Research Group

APPENDIX G:

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