

CHAPTER 7: TRANSPORTATION

BACKGROUND

- 1 The 1978 plan called State Highway 55 (Highway 55) the transportation lifeline of Valley County. It remains the only arterial highway in the county. It runs north and south through Long Valley connecting Cascade, Donnelly and McCall; and, provides the only major outlet to urban areas north and south of the county. The Idaho Transportation Department has long range plans for two alternate routes and one reroute of Highway 55 in Valley County. The two alternate routes are around McCall and Cascade. The McCall alternate route is in the corridor designation stage; the Cascade alternate route is not yet programmed. A reroute of Highway 55 in the Smith's Ferry area has been funded and is in the public input stage.
- 2 Due to the rugged mountainous terrain, many east-west routes intersecting Highway 55 are not passable year-around. A route to Yellow Pine is maintained year-around when funding is available. The Warm Lake Road to Stanley is used extensively when passable during the summer months.
- 3 Interconnected with Highway 55, the Valley County Road Department maintains 714 miles of roadway. Of these roadways, 187 miles are paved – the remaining 527 miles are gravel.
- 4 Ribboning the county are numerous graded and drained, improved and unimproved roads used



WEST MOUNTAIN ROAD
Photograph by: Duane Petersen

primarily for logging, mining and access to private property as well as recreational activities. These roads provide access through Forest Service lands. All RS2477 public rights-of-way, roads, and trails are under county jurisdiction.

5 The Functional Classification Map of roads in Valley County is adopted by Valley County and the Idaho Transportation Department. The map is updated every five years. The most recently adopted Functional Classification Map shall be incorporated as a part of this plan. The map designates the roads classified as arterial and collector roads. The map is located in Chapter 16.

6 Three public airports are available for general aviation use in Cascade, Donnelly and McCall. Other public airports are located in the back country and are operated by the State Department of Aeronautics. Charter flights are available to various points for passengers and freight. There are numerous private grass airstrips.

7 Bus service is available daily along Highway 55.

8 A railroad line currently hauls product between Cascade and Emmett. The Idaho Historical Railroad currently provides sightseeing tours for passengers between Cascade and Smith's Ferry on the Thunder Mountain Line.

9 It's important to realize that one of Valley County's major expenses is the road system. This expense is currently paid by the highway-users gas tax and timber receipts. Maintenance of our transportation system at its current level of service is totally dependent upon continuation of revenues comparable to our historic level of timber receipts. Valley County recently adopted the Roadway Capital Improvement Program Cost Estimates.

10 The City of McCall has an approved master plan for developing pedestrian pathways in the city limits. The City of McCall has built a number of pathways that will eventually be linked together into a cohesive pathway system. The City of Donnelly has an approved master plan for developing pedestrian pathways in the city limits, and now is working on developing the pathway system. The City of Cascade is working on a pathway master plan. It has built a recreational pathway along the Payette River in the city limits. The Valley County Pathways Committee has developed a concept master plan that outlines key potential pathway corridors to create a valley-wide pathway system.

Goal I: To improve county-wide transportation.

Objectives:

1. Develop a comprehensive county wide transportation plan.
2. Encourage coordination of road construction and maintenance decisions between the various agencies with jurisdiction.
3. Encourage improving road conditions and better road maintenance, rather than construction of new roads.
4. Encourage the three cities to maintain extensions of county collector roads to county standards or better.
5. Seek to balance protection of the public investment in airports with private property rights

and the importance of quiet in our communities.

6. Explore acquisition of abandoned railroad rights-of-way for use as future transportation corridors.
7. Continue to utilize a Road Surface Management System to prioritize future improvements.
8. Encourage participation of developers in Capital Improvements to roads by requiring them to contribute property or funds through Road Development Agreements.



BIG CREEK SUMMIT

Photograph by: Duane Petersen

Goal II: To ensure that roadways in new development are properly planned for good circulation, will provide for future expansion needs, and are aesthetically pleasing.

Objectives:

1. Discourage new development of permanent dead-end roads.
2. Encourage underground utilities in new developments.
3. Use design techniques for new development along Highway 55 and major collectors in order to reduce turning movements and preserve the safety and future capacity.

Goal III: To seek continued improvements for State Highway 55.

Objectives:

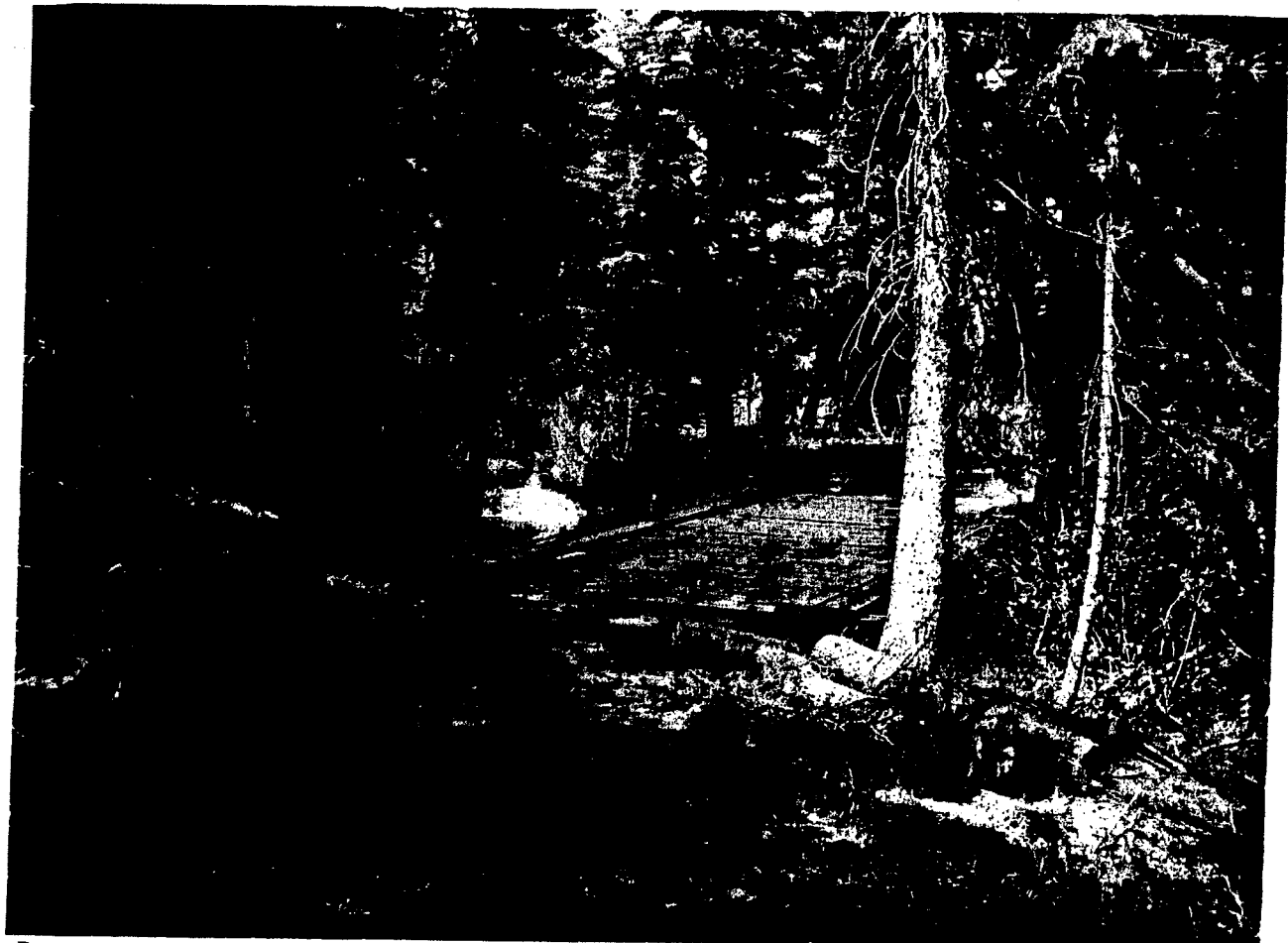
1. Secure the preparation and adoption of the Payette River Scenic Byway Corridor Management Plan for State Highway 55 and its proposed alternate routes.
2. Improve design and landscaping standards for the corridor.
3. Encourage shared access points or shared access roads where appropriate.
4. Encourage development to accommodate for designated corridors along future alternate routes.

Goal IV: To develop a valley-wide pathway system.

Objectives:

1. Endeavor to develop a valley-wide pedestrian pathway system in Valley County that connects to the pathway systems now under planning and development in the City of McCall, the city of Donnelly and the City of Cascade.
2. Work with developers who come forward with new subdivisions and other development projects to obtain easements and finished pathways in areas where the developments overlay key pathway corridors in Long Valley, as identified in the Valley County Concept Master Plan. The objective is to capture opportunities to develop new pathways as part of new developments when the developments overlay key pathway corridors. Easements obtained from developers should be held by Valley County government.
3. The Valley County Pathway Committee should work with the Valley County Road and Bridge Department to collaboratively look for opportunities to incorporate pedestrian and bicycling facilities into the design of road and bridge projects in areas where regional pathways are proposed and elsewhere.
4. The Valley County Pathways Committee should work with existing landowners and subdivision owners to obtain temporary and long-term access agreements to open key pedestrian pathway corridors to the general public. These negotiations should be done in a way that respects landowners' private property rights. Any temporary or long-term access agreements should be held by Valley County government.
5. Developers should be encouraged to develop neighborhood pathways, bike lanes and/or sidewalks in areas near regional pathway corridors so people living in adjacent neighborhoods can connect to the regional pathway system.
6. The Valley County Pathway Committee should work with the Valley County Road and Bridge Department to create multiple options for financing and maintaining a valley-wide pathway system.
7. Pathway systems should comply with minimum design standards and guidelines as outlined in the Idaho Bicycle and Pedestrian Plan.
8. After new pathways are built in Valley County, the Valley County Pathways Committee should work with the county to create a map and brochure of valley pathways.

9. A uniform signage system for Valley County pathways should be developed, and trailheads with rest rooms should be developed in strategic locations.
10. The objectives of developing a valley-wide pathway system include:
 - a. Creating new opportunities for recreation and for people to commute to work or shopping areas without using fossil fuels.
 - b. Enhancing public safety for families, children, seniors and others who use pedestrian pathways.
 - c. Boosting local economies
 - d. Providing transportation links to culturally or historically valuable areas.
 - e. Tying together parks, schools, waterways and communities.
 - f. Creating opportunities for people to improve physical fitness and healthy lifestyles.
 - g. Enhancing our community's quality of life.
 - h. Preserving open space corridors.



PATHWAY AT TAMARACK RESORT

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