



CITY OF KETCHUM, IDAHO

TRAFFIC AUTHORITY

Thursday, September 19, 2024, 9:00 AM
191 5th Street West, Ketchum, Idaho 83340

AGENDA

PUBLIC PARTICIPATION INFORMATION

Public information on this meeting is posted outside City Hall.

We welcome you to watch Meetings via live stream.

You will find this option on our website at www.ketchumidaho.org/meetings.

If you would like to comment on a public hearing agenda item, please select the best option for your participation:

1. Join us via Zoom (*please mute your device until called upon*).
Join the Webinar: <https://ketchumidaho-org.zoom.us/j/89997500498>
Webinar ID: 899 9750 0498
2. Join us at City Hall.
3. Submit your comments in writing at participate@ketchumidaho.org (*by noon the day before the meeting*)

This agenda is subject to revisions. All revisions will be underlined.

CALL TO ORDER: By Chairman Jade Riley

ROLL CALL: Pursuant to Idaho Code Section 74-204(4), all agenda items are action items, and a vote may be taken on these items.

COMMUNICATIONS FROM CHAIR AND BOARD:

1. Public comments submitted

NEW BUSINESS:

2. Recommendation to approve minutes of July 18, 2024 - City Clerk Trent Donat
3. Discussion regarding adding a stop sign at the intersection of 5th Street and 2nd Avenue - City Council Courtney Hamilton
4. Review scope/approach for comprehensive review of stop control/traffic calming for downtown area - Brett Kohring HDR Engineering
5. Debrief and discussion on the data/feedback from the West Ketchum Traffic Calming Project - Chairman Jade Riley

6. Request to add two 15 minute parking spots on Fifth Street adjacent to 491 Main Street business - Chairman Jade Riley

ADJOURNMENT:

Cyndy King

From: Deborah Robertson <deborah.g.robertson@gmail.com>
Sent: Saturday, September 14, 2024 11:42 PM
To: Participate
Subject: Speed limit discrepancy

Follow Up Flag: Follow up
Flag Status: Flagged

Hi—
We live on Irene St and have noticed a speed limit discrepancy in our neighborhood. My teenage son is a relatively new driver and he pointed out something I hadn't noticed when I suggested he was driving a little too fast at 20 mph through our neighborhood:

When you turn off Warm Springs onto Bald Mountain Rd, there is only one speed limit sign and it's 20 mph. When you turn onto Irene St from Warm Springs, there are several speed limit signs that are all 15 mph. So in effect, if you are driving west on Bald Mtn Rd or Irene St the speed limit is 20 mph and if you are driving east on either of those roads, the speed limit is 15 mph.

Is this by design or a mistake?

I personally would advocate for changing to a 15 mph speed limit on the eastern side of Bald Mtn Rd given the number of apartment units, landscaping/construction crews and pedestrians walking dogs to the WS Preserve.

Thanks for considering this!

Cheers,
Deb Robertson



CALL TO ORDER: *(00:20 in video)*

Ketchum Traffic Authority Chairperson Jade Riley called the meeting to order at 9:01 a.m.

PRESENT:

Jade Riley | City Administrator & Traffic Authority Chairperson
Ramsy Hoehn | Street Superintendent
Courtney Hamilton | City Councilmember
Jamie Shaw | Chief of Police
Wes Whitesell | Community Service Officer
Trent Donat | City Clerk & Business Manager
Morgan Landers | Director of Planning and Building
Dawn Hofheimer | Administrative Specialist

CONSENT AGENDA:

1. Adoption of Minutes
Motion to approve minutes of June 20, 2024. *(00:02:04 in video)*
MOVER: Jamie Shaw
SECONDER: Courtney Hamilton
RESULT: Adopted

PUBLIC COMMENT:

- Ellie Norman – Intersection of Walnut Avenue & Fourth Street, Adding Additional Stop Signs *(00:02:31 in video)*
- Ellie Norman – Discussion of adding speed bumps at Walnut Avenue & Fourth Street. *(00:03:37 in video)*

Move to approve adding stop signs at Walnut Avenue & Fourth Street. *(00:10:52 in video)*

MOVER: Morgan Landers
SECONDER: Courtney Hamilton
RESULT: Adopted

- Mike Cullen- Discussion to add a speed bump at Wood River Drive and Bird Drive. *(00:11:30 in video)*

Comments, questions, and discussion among the Traffic Authority. *(00:12:45 in video)*

Move for analysis of Wood River drive and Bird Drive. *(00:19:15 in video)*

MOVER: Courtney Hamilton
SECONDER: Morgan Landers
RESULT: Pending implementation in Spring 2025

NEW BUSINESS:

2. Debrief and discussion on Main Street Rehabilitation Project Detour Routes.
Presented by: Jade Riley *(00:20:18 in video)*

3. Recommendation to add customer drop off zones in the Community Core
Presented by: Trent Donat *(00:48:15 in video)*
Joined by: Jade Riley

ADJOURNMENT

Motion to adjourn. *(01:02:31 in video)*

MOVER: Courtney Hamilton

SECONDER: Ramsy Hoehn

RESULT: Adjourned

Jade Riley
City Administrator
Traffic Authority Chairperson

Trent Donat
City Clerk and Business Manager

Traffic Authority Meeting 9/19/24

Downtown Core Stop Sign Study

Project Purpose: The purpose of this study is to evaluate and develop a traffic control scheme that provides driver predictability in Downtown Ketchum, Idaho (City). This scope of work includes evaluating intersections in Ketchum’s downtown core (shown in **Figure 1**) to assess their potential for two-way stop, all-way stop or no intersection control. The study will create a report that will guide the City in implementing the recommended traffic control scheme.



Figure 1. Study Area

Project Goal: Add, remove, or modify stop sign locations throughout downtown to improve predictability.

Project Scope:

- Downtown core only, not evaluating other parts of Ketchum.
- Approximately sixty (60) intersections will be evaluated.
- Reference 2023 MUTCD Guidelines found [here](#)
 - Three Types of Control: No intersection Control, Minor Road Stop Control, All-Way Stop Control
 - Important: MUTCD Section 2B.06 Paragraph 6: “YIELD or STOP signs shall not be used as speed control”
- Main Street will not be considered for stop control.
- Not performing operational or capacity analyses of intersections

Deliverables:

- Graphic (Map) showing the recommended intersection control across downtown.
- Report documenting process and recommendations.

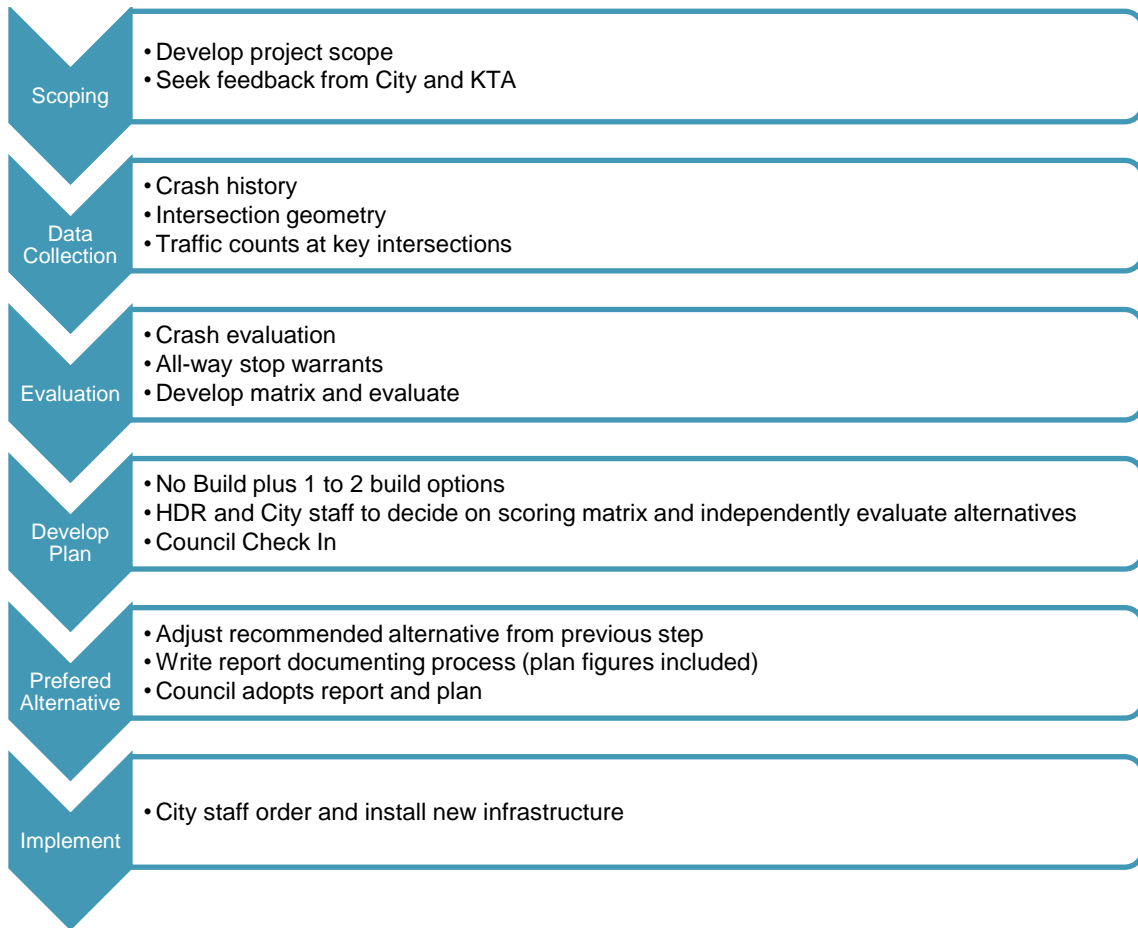


Figure 2. Project Outline

Potential Evaluation Criteria:

- Roadway conditions: posted speed, functional classification,
- Intersection geometry: curb-to-curb width at crosswalk, # of travel lanes
- Vehicle and pedestrian traffic: distance to nearest stop-controlled intersection, driver predictability
- Adjacent land use: High intensity (mixed use), moderate intensity (commercial or multi-family), low intensity (lower-density residential).
- Traffic Volumes: Vehicle and pedestrian counts at existing all-way stop intersections and potential all-way stop intersections.

Tentative Timeline:

- September: Project scoping
- Late Fall: Begin data collection.
- Winter: Perform evaluation, develop alternatives, and select preferred alternative
- Early Spring: Score and rank alternatives, select and adjust preferred alternative.
- Late Spring/Summer: City council adopts plan and staff implements.



City of Ketchum

TRAFFIC AUTHORITY MEETING AGENDA MEMO

Meeting Date: Staff Member/Dept:

Agenda Item:

Recommended Motion:

There is no formal action requested. Staff are requesting general feedback on the analysis and recommend the next step to complete public outreach sessions.

Reasons for Recommendation:

- Residents in West Ketchum have complained of speeding and inadequate facilities for over a decade.
- In summer of 2023, the city installed several temporary fixes - a roundabout at the 6th street intersection, pinch points via tubular markers along Bird Drive, and crosswalk enhancements at the Bird & Wood River Drive intersection.
- Feedback (October 2023), gathered via an online survey, was mixed. Staff then held a neighborhood meeting to identify next steps; the consensus was “There is a problem, but we only like part of the solutions offered.”
- February 2024 - Traffic Authority discussion. Suggested to add Williams Street to the pilot, with one treatment on Williams and a different treatment on Bird Drive.
- April 2024 - Meeting with neighbors produced a small turnout.
 - Staff proposed changes:
 1. Speed humps (instead of pinch points) along Bird Drive
 2. Radar speed feedback sign on Williams
 - Neighbor requests:
 1. Less tubular markers
 2. Exploration of vertical planters at roundabout (still to come)
 3. Explore removing all stop signs along Williams
 4. Explore adding stop signs

Per HDR “There’s no crash history here to suggest that there is a safety problem. The MUTCD states that stop signs shall not be installed for speed control, so I don’t recommend the city install these at this time.”

Mixed feedback, but Williams Street attendees advocated for speed humps instead of the sign.

Future Actions:

| |
|---|
| <ul style="list-style-type: none">• Survey to be sent out to gauge public opinion |
|---|

Sustainability Impact:

| |
|--|
| |
|--|

Financial Impact:

| | |
|--|--|
| None OR Adequate funds exist in account: | There is no immediate financial request. |
|--|--|

Attachments:

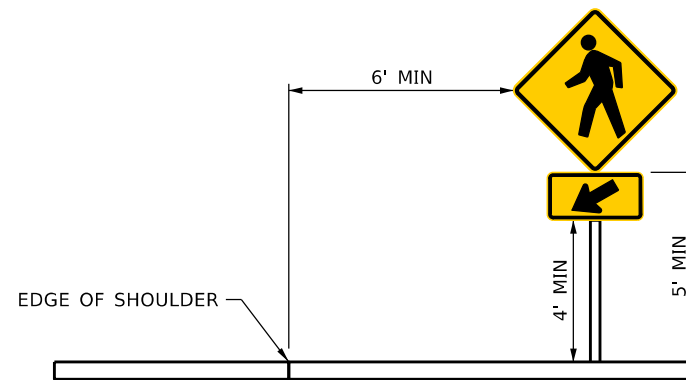
| |
|--------------------------|
| 1. Traffic Calming Plans |
| 2. Speed Radar Stats |
| 3. Speed Stats |
| |

GENERAL NOTES:

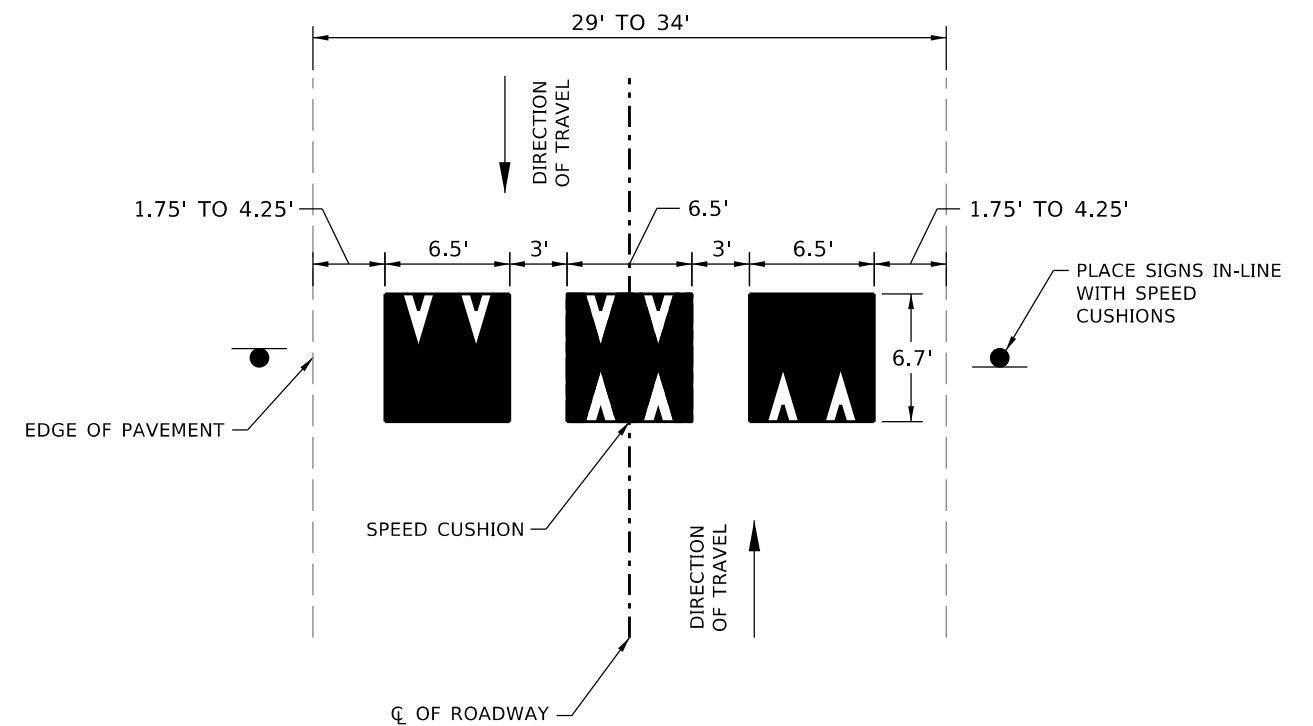
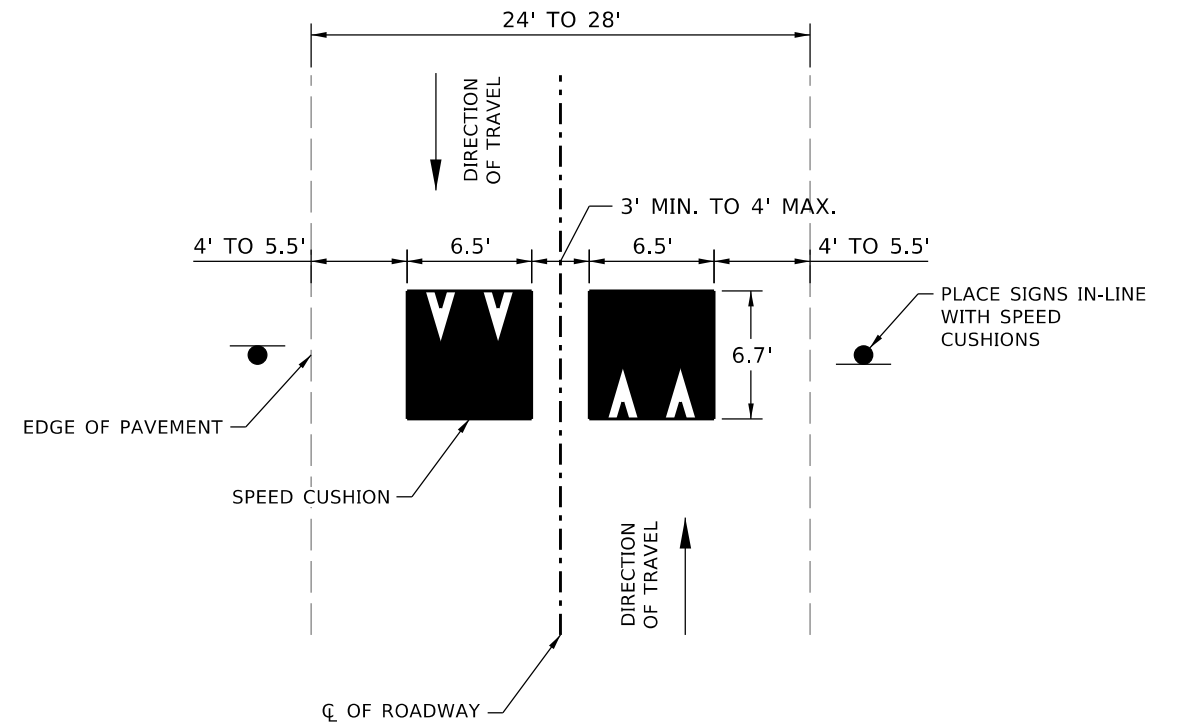
- DESIGN IS CONSIDERED TEMPORARY INSTALLATION TO TEST BENEFITS OF A TRAFFIC CALMING STRATEGY. CITY TO CONFIRM MATERIALS FOR CONSTRUCTION AND APPROPRIATE DURATION OF TRAFFIC CALMING TEST.
- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS ADOPTED BY THE STATE.
- INSTALL SIGNS ON TEMPORARY STANDS. TEMPORARY STANDS MUST BE BREAKAWAY. SPACE SIGNS A MINIMUM OF 100' APART UNLESS OTHERWISE NOTED.
- MONITOR INSTALLATION A MINIMUM OF ONCE DAILY TO ENSURE TEMPORARY DEVICES ARE OPERATING EFFECTIVELY AND ALL DEVICES USED ARE CLEARLY VISIBLE AND IN GOOD REPAIR.
- DESIGN BASED ON AERIAL IMAGERY AND ADJUSTMENTS MAY BE NEEDED IN THE FIELD. MAINTAIN MINIMUM OR MAXIMUM VALUES AS IDENTIFIED.
- SURVEY AND PROPERTY BOUNDARY LINE DATA NOT DETERMINED DURING DESIGN. VERIFY RIGHT-OF-WAY LIMITS PRIOR TO INSTALLATION.
- COMPLETELY COVER ALL EXISTING WARNING AND REGULATORY SIGNS IN CONFLICT WITH PROPOSED DESIGN.
- OBLITERATE CONFLICTING PAVEMENT MARKINGS. REINSTALL EXISTING PAVEMENT MARKINGS AT CONCLUSION OF TEST.
- STOP BARS, CROSSWALKS AND YIELD LINE PAVEMENT MARKINGS SHALL BE WATERBORNE PAINT. OBLITERATE AT CONCLUSION OF TEST.
- PARKING BLOCK AND TUBULAR MARKER QUANTITIES INCLUDE A 10% CONTINGENCY. VERIFY QUANTITY PRIOR TO ORDERING.

MATERIAL QUANTITIES

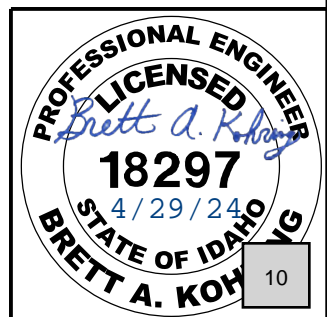
| DESCRIPTION | QUANTITY | UNITS |
|------------------------------|----------|-------|
| SIGN PANELS | 184 | SF |
| 6.5'x6.7' SPEED CUSHIONS | 11 | EA |
| 6' COMPOSITE PARKING BLOCKS | 13 | EA |
| 18" TUBULAR MARKERS (WHITE) | 111 | EA |
| 36" TUBULAR MARKERS (YELLOW) | 13 | EA |
| PAINTED MARKINGS | 236 | SF |
| RADAR SPEED FEEDBACK SIGN | 2 | EA |



TYPICAL SIGN INSTALLATION
N.T.S.



TYPICAL SPEED CUSHION INSTALLATION
N.T.S.



NOTES:

1. PLACE SPEED CUSHIONS AND SIGNS OUTSIDE THE LIMITS OF PRIVATE APPROACHES.



RADAR SPEED FEEDBACK SIGN
23"x29"

OBLITERATE EXISTING STOP BAR

RELOCATE EXISTING STOP SIGN. SEE ROUNDABOUT DETAIL FOR PLACEMENT DETAILS.





PROPOSED MINI ROUNDABOUT. SEE ROUNDABOUT DETAIL FOR PLACEMENT DETAILS.

2 SPEED CUSHIONS

2'x12' WHITE CROSSWALK MARKINGS. 6' SPACING ON CENTER.

MATCH LINE

LEGEND:

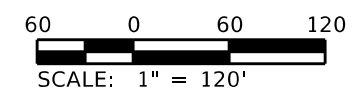
-  PROPOSED SIGN
-  EXISTING SIGN
-  18" WHITE TUBULAR MARKER
-  SPEED CUSHION

PROFESSIONAL ENGINEER
 LICENSED
Brett A. Kohring
 18297
 4/29/24
 STATE OF IDAHO
 BRETT A. KOH
 11



BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW
NORTH BIRD DR







NOTES:

1. PLACE SPEED CUSHIONS AND SIGNS OUTSIDE THE LIMITS OF PRIVATE APPROACHES.

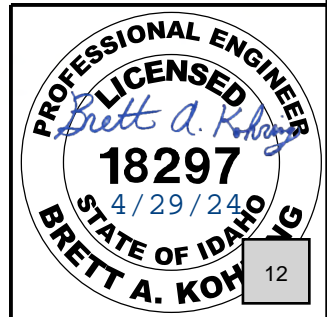
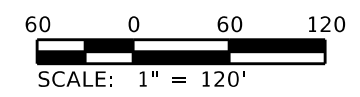


LEGEND:

-  PROPOSED SIGN
-  EXISTING SIGN
-  18" WHITE TUBULAR MARKER
-  SPEED CUSHION

BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW SOUTH BIRD DR







NOTES:

1. PLACE SPEED CUSHIONS AND SIGNS OUTSIDE THE LIMITS OF PRIVATE APPROACHES.

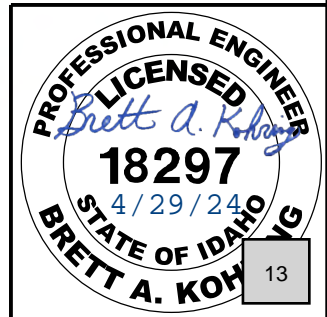
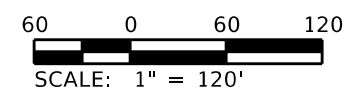


LEGEND:

-  PROPOSED SIGN
-  EXISTING SIGN
-  18" WHITE TUBULAR MARKER
-  SPEED CUSHION

BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW
WILLIAMS ST






NOTES:

- DO NOT PLACE TUBULAR MARKERS ACROSS PRIVATE APPROACHES, AND PEDESTRIAN CROSSINGS.

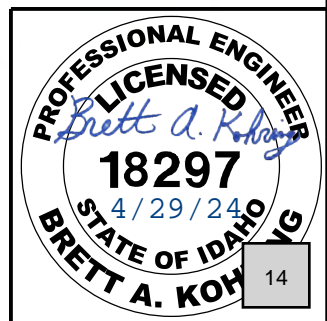
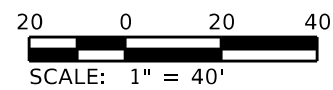


LEGEND:

-  PROPOSED SIGN
-  EXISTING SIGN
- 18" WHITE TUBULAR MARKER
-  SPEED CUSHION

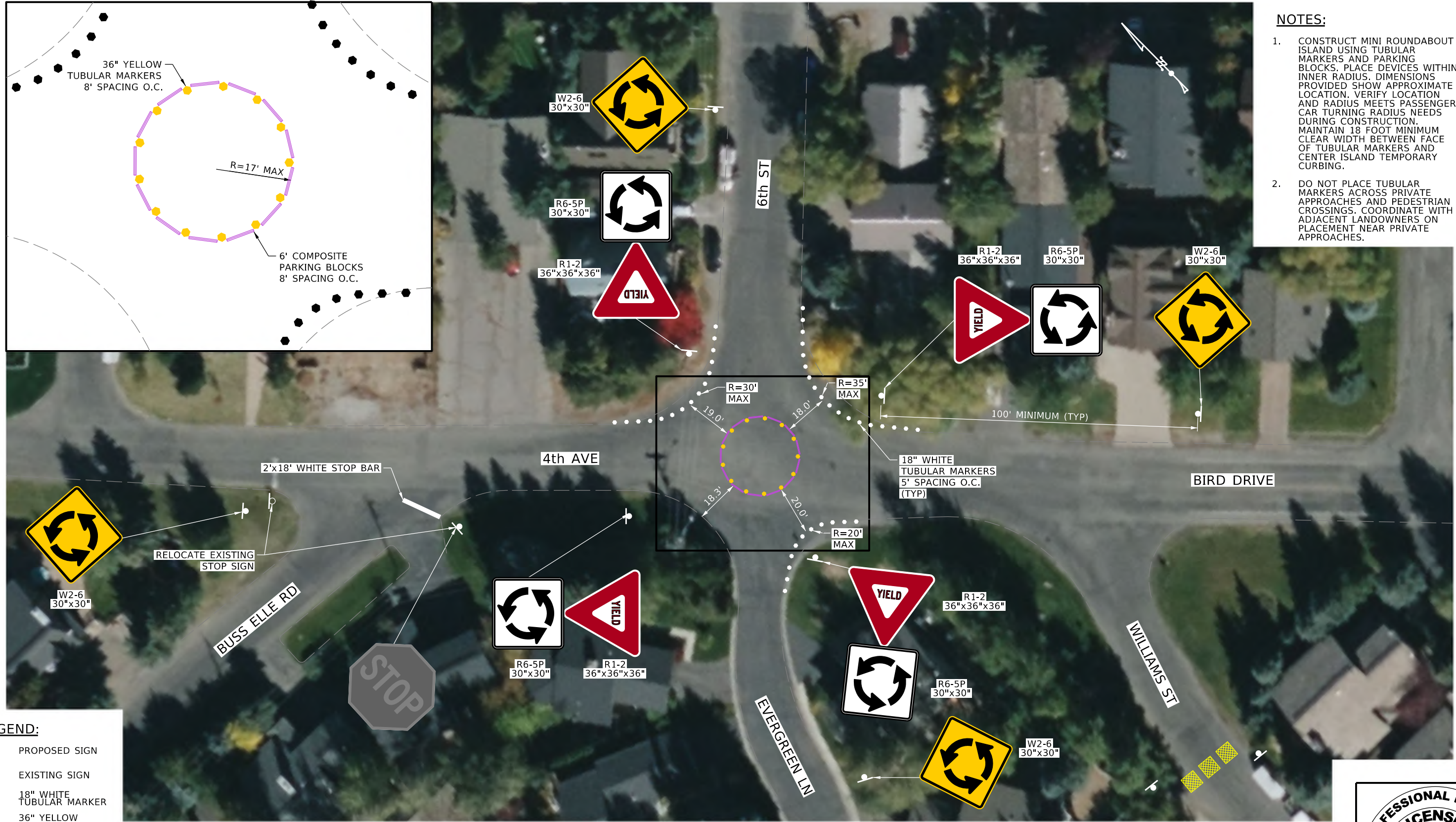
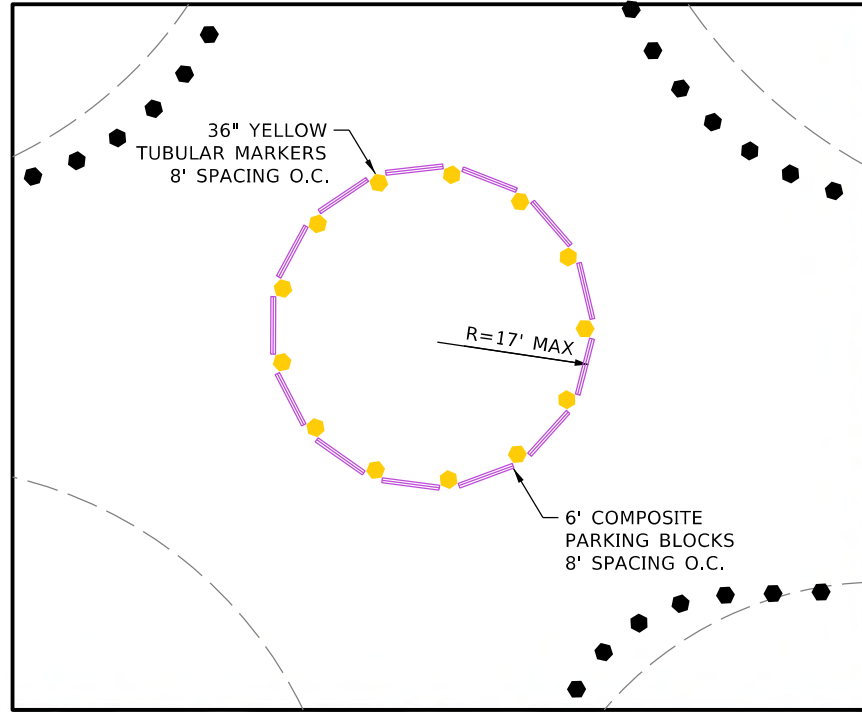
BIRD DRIVE TRAFFIC CALMING TEST

BIRD/WOOD RIVER DETAIL



NOTES:

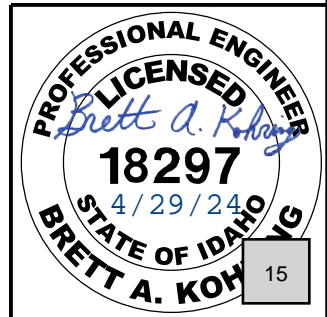
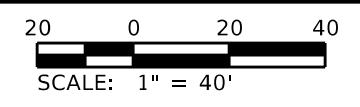
1. CONSTRUCT MINI ROUNDABOUT ISLAND USING TUBULAR MARKERS AND PARKING BLOCKS. PLACE DEVICES WITHIN INNER RADIUS. DIMENSIONS PROVIDED SHOW APPROXIMATE LOCATION. VERIFY LOCATION AND RADIUS MEETS PASSENGER CAR TURNING RADIUS NEEDS DURING CONSTRUCTION. MAINTAIN 18 FOOT MINIMUM CLEAR WIDTH BETWEEN FACE OF TUBULAR MARKERS AND CENTER ISLAND TEMPORARY CURBING.
2. DO NOT PLACE TUBULAR MARKERS ACROSS PRIVATE APPROACHES AND PEDESTRIAN CROSSINGS. COORDINATE WITH ADJACENT LANDOWNERS ON PLACEMENT NEAR PRIVATE APPROACHES.



- LEGEND:**
- PROPOSED SIGN
 - EXISTING SIGN
 - 18" WHITE TUBULAR MARKER
 - 36" YELLOW TUBULAR MARKER
 - SPEED CUSHION

BIRD DRIVE TRAFFIC CALMING TEST

MINI ROUNDABOUT DETAIL



Count by Speed Range Report

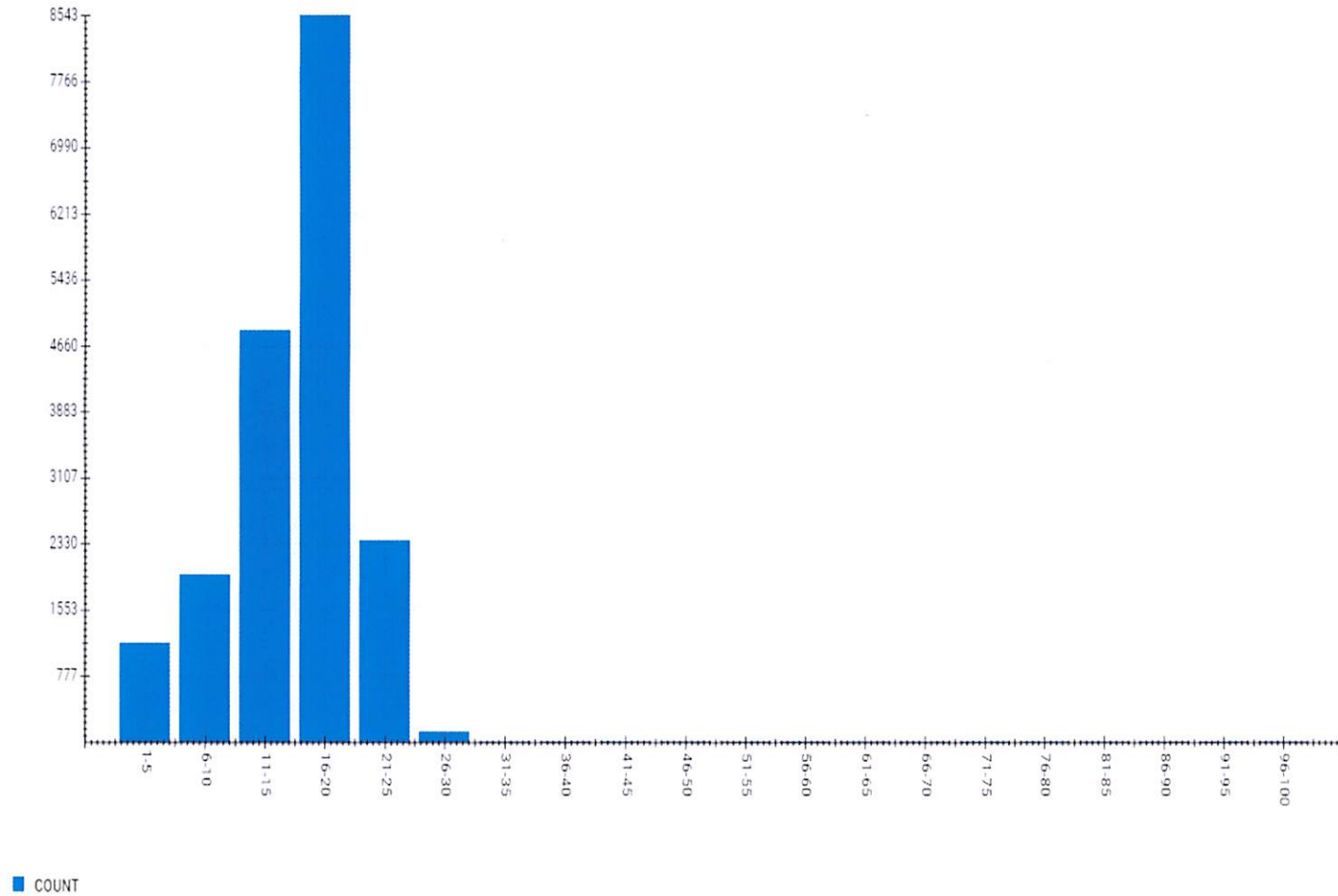
Location: Bird Drive South End

Address: Bird Drive

Report period: 2024-06-12 to 2024-09-13

Count By Speed Range

| Speed (mph) | Count |
|-------------|-------|
| 1-5 | 1160 |
| 6-10 | 1972 |
| 11-15 | 4846 |
| 16-20 | 8543 |
| 21-25 | 2369 |
| 26-30 | 119 |
| 31-35 | 2 |
| 36-40 | 0 |
| 41-45 | 0 |
| 46-50 | 0 |
| 51-55 | 0 |
| 56-60 | 0 |
| 61-65 | 0 |
| 66-70 | 0 |
| 71-75 | 0 |
| 76-80 | 0 |
| 81-85 | 0 |
| 86-90 | 0 |
| 91-95 | 0 |
| 96-100 | 0 |
| Total | 19011 |



Generated on September 13, 2024 at 7:44 AM

SafePace Cloud powered by Web Director®

Count by Speed Range Report

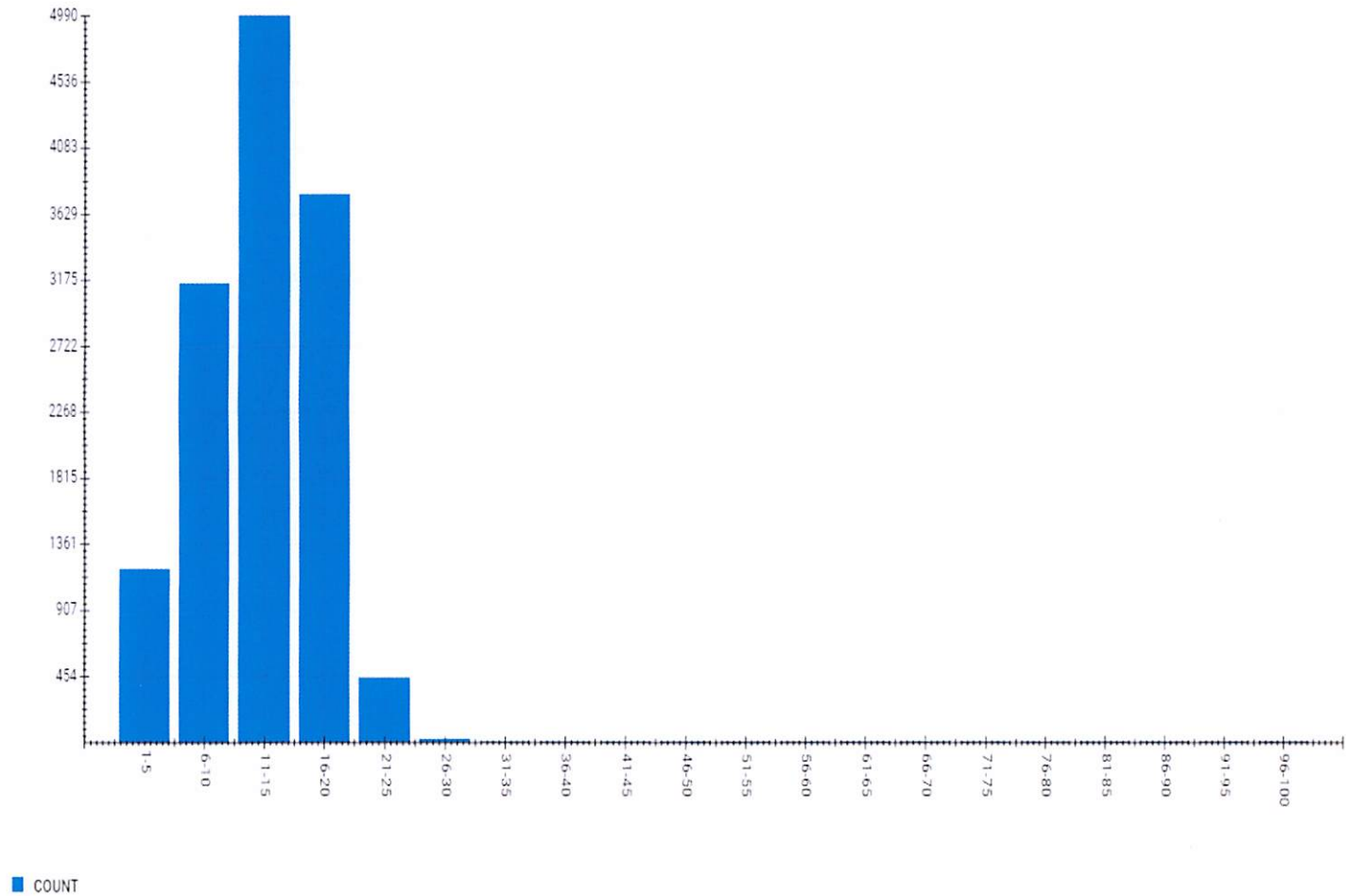
Location: 4th Avenue North

Address: 4th Avenue North

Report period: 2024-06-12 to 2024-09-13

Count By Speed Range

| Speed (mph) | Count |
|-------------|-------|
| 1-5 | 1188 |
| 6-10 | 3155 |
| 11-15 | 4990 |
| 16-20 | 3763 |
| 21-25 | 442 |
| 26-30 | 24 |
| 31-35 | 0 |
| 36-40 | 0 |
| 41-45 | 0 |
| 46-50 | 0 |
| 51-55 | 0 |
| 56-60 | 0 |
| 61-65 | 0 |
| 66-70 | 0 |
| 71-75 | 0 |
| 76-80 | 0 |
| 81-85 | 0 |
| 86-90 | 0 |
| 91-95 | 0 |
| 96-100 | 0 |
| Total | 13562 |



Generated on September 13, 2024 at 7:40 AM

SafePace Cloud powered by Web Director®

MetroCount Traffic Executive Speed Statistics

SpeedStat-31 -- English (ENU)

Datasets:

Site: [Bird] Bird DR-access trail to bike path
Attribute: 20
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 12:45 Friday, May 24, 2024 => 9:10 Friday, May 31, 2024,
Zone:
File: Bird 0 2024-05-31 0910.EC0 (Plus)
Identifier: M012T69B MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default axle (v5.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 12:46 Friday, May 24, 2024 => 9:10 Friday, May 31, 2024 (6.85003)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 1905 / 1910 (99.74%)

Speed Statistics

SpeedStat-31

Site: Bird.0.1NS
Description: Bird DR-access trail to bike path
Filter time: 12:46 Friday, May 24, 2024 => 9:10 Friday, May 31, 2024
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 1905

Posted speed limit = 20 mph, Exceeding = 555 (29.13%), Mean Exceeding = 22.05 mph

Maximum = 28.9 mph, Minimum = 6.3 mph, Mean = 17.8 mph

85% Speed = 21.47 mph, 95% Speed = 23.71 mph, Median = 18.12 mph

12 mph Pace = 12 - 24, Number in Pace = 1669 (87.61%)

Variance = 14.61, Standard Deviation = 3.82 mph

Speed Bins (Partial days)

| Speed | Bin | Below | Above | Energy | vMult | n * vMult |
|-----------|------------|-------------|-------------|--------|-------|-----------|
| 0 - 6 | 0 0.000% | 0 0.000% | 1905 100.0% | 0.00 | 0.00 | 0.00 |
| 6 - 12 | 180 9.449% | 180 9.449% | 1725 90.55% | 0.00 | 0.00 | 0.00 |
| 12 - 19 | 898 47.14% | 1078 56.59% | 827 43.41% | 0.00 | 0.00 | 0.00 |
| 19 - 25 | 781 41.00% | 1859 97.59% | 46 2.415% | 0.00 | 0.00 | 0.00 |
| 25 - 31 | 46 2.415% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 31 - 37 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 37 - 43 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 43 - 50 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 50 - 56 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 56 - 62 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 62 - 68 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 68 - 75 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 75 - 81 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 81 - 87 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 87 - 93 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 93 - 99 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 99 - 106 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 106 - 112 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 112 - 118 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 118 - 124 | 0 0.000% | 1905 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

| Limit | Below | Above |
|--------------|------------|-----------|
| 0 20 (PSL) | 1350 70.9% | 555 29.1% |

MetroCount Traffic Executive Speed Statistics

SpeedStat-30 -- English (ENU)

Datasets:

Site: [Bird] south end of Bird
Attribute: 20
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 7:34 Monday, April 8, 2024 => 7:53 Monday, April 15, 2024,
Zone:
File: Bird 0 2024-04-15 0754.EC0 (Plus)
Identifier: M012T69B MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default axle (v5.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 7:35 Monday, April 8, 2024 => 7:53 Monday, April 15, 2024 (7.01284)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 1914 / 1946 (98.36%)

Speed Statistics

SpeedStat-30

Site: Bird.0.1NS
Description: south end of Bird
Filter time: 7:35 Monday, April 8, 2024 => 7:53 Monday, April 15, 2024
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 1914

Posted speed limit = 20 mph, Exceeding = 827 (43.21%), Mean Exceeding = 22.70 mph

Maximum = 33.1 mph, Minimum = 6.2 mph, Mean = 19.0 mph

85% Speed = 23.04 mph, 95% Speed = 25.50 mph, Median = 19.46 mph

12 mph Pace = 13 - 25, Number in Pace = 1603 (83.75%)

Variance = 17.92, Standard Deviation = 4.23 mph

Speed Bins (Partial days)

| Speed | Bin | Below | Above | Energy | vMult | n * vMult |
|-----------|------------|-------------|-------------|--------|-------|-----------|
| 0 - 6 | 0 0.000% | 0 0.000% | 1914 100.0% | 0.00 | 0.00 | 0.00 |
| 6 - 12 | 155 8.098% | 155 8.098% | 1759 91.90% | 0.00 | 0.00 | 0.00 |
| 12 - 19 | 654 34.17% | 809 42.27% | 1105 57.73% | 0.00 | 0.00 | 0.00 |
| 19 - 25 | 971 50.73% | 1780 93.00% | 134 7.001% | 0.00 | 0.00 | 0.00 |
| 25 - 31 | 131 6.844% | 1911 99.84% | 3 0.157% | 0.00 | 0.00 | 0.00 |
| 31 - 37 | 3 0.157% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 37 - 43 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 43 - 50 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 50 - 56 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 56 - 62 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 62 - 68 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 68 - 75 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 75 - 81 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 81 - 87 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 87 - 93 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 93 - 99 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 99 - 106 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 106 - 112 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 112 - 118 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 118 - 124 | 0 0.000% | 1914 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

| Limit | Below | Above |
|--------------|------------|-----------|
| 0 20 (PSL) | 1087 56.8% | 827 43.2% |

MetroCount Traffic Executive Speed Statistics

SpeedStat-29 -- English (ENU)

Datasets:

Site: [Williams] South end of Williams
Attribute: 20mph
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 7:37 Monday, April 8, 2024 => 7:49 Monday, April 15, 2024,
Zone:
File: Williams 0 2024-04-15 0750.EC0 (Plus)
Identifier: GT33RHZS MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 7:38 Monday, April 8, 2024 => 7:49 Monday, April 15, 2024 (7.00792)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 972 / 974 (99.79%)

Speed Statistics

SpeedStat-29

Site: Williams.0.1NS
Description: South end of Williams
Filter time: 7:38 Monday, April 8, 2024 => 7:49 Monday, April 15, 2024
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 972

Posted speed limit = 20 mph, Exceeding = 222 (22.84%), Mean Exceeding = 22.83 mph

Maximum = 30.6 mph, Minimum = 6.4 mph, Mean = 17.0 mph

85% Speed = 21.36 mph, 95% Speed = 24.38 mph, Median = 17.11 mph

12 mph Pace = 10 - 22, Number in Pace = 813 (83.64%)

Variance = 18.23, Standard Deviation = 4.27 mph

Speed Bins (Partial days)

| Speed | Bin | Below | Above | Energy | vMult | n * vMult |
|-----------|------------|------------|------------|--------|-------|-----------|
| 0 - 6 | 0 0.000% | 0 0.000% | 972 100.0% | 0.00 | 0.00 | 0.00 |
| 6 - 12 | 143 14.71% | 143 14.71% | 829 85.29% | 0.00 | 0.00 | 0.00 |
| 12 - 19 | 494 50.82% | 637 65.53% | 335 34.47% | 0.00 | 0.00 | 0.00 |
| 19 - 25 | 293 30.14% | 930 95.68% | 42 4.321% | 0.00 | 0.00 | 0.00 |
| 25 - 31 | 42 4.321% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 31 - 37 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 37 - 43 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 43 - 50 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 50 - 56 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 56 - 62 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 62 - 68 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 68 - 75 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 75 - 81 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 81 - 87 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 87 - 93 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 93 - 99 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 99 - 106 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 106 - 112 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 112 - 118 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 118 - 124 | 0 0.000% | 972 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

| Limit | Below | Above |
|--------------|-----------|-----------|
| 0 20 (PSL) | 750 77.2% | 222 22.8% |

MetroCount Traffic Executive Speed Statistics

SpeedStat-38 -- English (ENU)

Datasets:

Site: [Bird nothend] access trail to bike path
Attribute: 20mph
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 9:17 Tuesday, August 6, 2024 => 8:02 Wednesday, August 14, 2024,
Zone:
File: Bird nothend 0 2024-08-14 0802.EC0 (Plus)
Identifier: GT33RHZS MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 9:18 Tuesday, August 6, 2024 => 8:02 Wednesday, August 14, 2024 (7.94738)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 2949 / 2969 (99.33%)

Speed Statistics

SpeedStat-38

Site: Bird nothend.0.1NS
Description: access trail to bike path
Filter time: 9:18 Tuesday, August 6, 2024 => 8:02 Wednesday, August 14, 2024
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 2949

Posted speed limit = 20 mph, Exceeding = 82 (2.781%), Mean Exceeding = 21.45 mph

Maximum = 26.8 mph, Minimum = 6.2 mph, Mean = 14.3 mph

85% Speed = 17.45 mph, 95% Speed = 19.35 mph, Median = 14.20 mph

12 mph Pace = 8 - 20, Number in Pace = 2813 (95.39%)

Variance = 9.04, Standard Deviation = 3.01 mph

Speed Bins (Partial days)

| Speed | Bin | Below | Above | Energy | vMult | n * vMult |
|-----------|-------------|-------------|-------------|--------|-------|-----------|
| 0 - 6 | 0 0.000% | 0 0.000% | 2949 100.0% | 0.00 | 0.00 | 0.00 |
| 6 - 12 | 789 26.75% | 789 26.75% | 2160 73.25% | 0.00 | 0.00 | 0.00 |
| 12 - 19 | 1928 65.38% | 2717 92.13% | 232 7.867% | 0.00 | 0.00 | 0.00 |
| 19 - 25 | 228 7.731% | 2945 99.86% | 4 0.136% | 0.00 | 0.00 | 0.00 |
| 25 - 31 | 4 0.136% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 31 - 37 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 37 - 43 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 43 - 50 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 50 - 56 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 56 - 62 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 62 - 68 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 68 - 75 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 75 - 81 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 81 - 87 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 87 - 93 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 93 - 99 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 99 - 106 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 106 - 112 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 112 - 118 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 118 - 124 | 0 0.000% | 2949 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

| Limit | Below | Above |
|--------------|------------|---------|
| 0 20 (PSL) | 2867 97.2% | 82 2.8% |

MetroCount Traffic Executive Speed Statistics

SpeedStat-36 -- English (ENU)

Datasets:

Site: [Bird south end] South of Rember
Attribute: 20mph
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 7:13 Tuesday, July 30, 2024 => 8:52 Tuesday, August 6, 2024,
Zone:
File: Bird south end 0 2024-08-06 0852.EC0 (Plus)
Identifier: GT33RHZS MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 7:14 Tuesday, July 30, 2024 => 8:52 Tuesday, August 6, 2024 (7.06865)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 2800 / 2867 (97.66%)

Speed Statistics

SpeedStat-36

Site: Bird south end.0.1NS
Description: South of Rember
Filter time: 7:14 Tuesday, July 30, 2024 => 8:52 Tuesday, August 6, 2024
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 2800

Posted speed limit = 20 mph, Exceeding = 461 (16.46%), Mean Exceeding = 21.88 mph

Maximum = 50.0 mph, Minimum = 6.3 mph, Mean = 16.6 mph

85% Speed = 20.24 mph, 95% Speed = 22.15 mph, Median = 16.89 mph

12 mph Pace = 10 - 22, Number in Pace = 2510 (89.64%)

Variance = 13.90, Standard Deviation = 3.73 mph

Speed Bins (Partial days)

| Speed | Bin | Below | Above | Energy | vMult | n * vMult |
|-----------|-------------|-------------|-------------|--------|-------|-----------|
| 0 - 6 | 0 0.000% | 0 0.000% | 2800 100.0% | 0.00 | 0.00 | 0.00 |
| 6 - 12 | 381 13.61% | 381 13.61% | 2419 86.39% | 0.00 | 0.00 | 0.00 |
| 12 - 19 | 1594 56.93% | 1975 70.54% | 825 29.46% | 0.00 | 0.00 | 0.00 |
| 19 - 25 | 796 28.43% | 2771 98.96% | 29 1.036% | 0.00 | 0.00 | 0.00 |
| 25 - 31 | 28 1.000% | 2799 100.0% | 1 0.036% | 0.00 | 0.00 | 0.00 |
| 31 - 37 | 0 0.000% | 2799 100.0% | 1 0.036% | 0.00 | 0.00 | 0.00 |
| 37 - 43 | 0 0.000% | 2799 100.0% | 1 0.036% | 0.00 | 0.00 | 0.00 |
| 43 - 50 | 0 0.000% | 2799 100.0% | 1 0.036% | 0.00 | 0.00 | 0.00 |
| 50 - 56 | 1 0.036% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 56 - 62 | 0 0.000% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 62 - 68 | 0 0.000% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 68 - 75 | 0 0.000% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 75 - 81 | 0 0.000% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 81 - 87 | 0 0.000% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 87 - 93 | 0 0.000% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 93 - 99 | 0 0.000% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 99 - 106 | 0 0.000% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 106 - 112 | 0 0.000% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 112 - 118 | 0 0.000% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 118 - 124 | 0 0.000% | 2800 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

| Limit | Below | Above |
|--------------|------------|-----------|
| 0 20 (PSL) | 2339 83.5% | 461 16.5% |

MetroCount Traffic Executive Speed Statistics

SpeedStat-37 -- English (ENU)

Datasets:

Site: [Williams south end] south of Rember
Attribute: 20mph
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 7:20 Tuesday, July 30, 2024 => 8:57 Tuesday, August 6, 2024,
Zone:
File: Williams south end 0 2024-08-06 0857.EC0 (Plus)
Identifier: M014J2YR MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default axle (v5.08)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 7:21 Tuesday, July 30, 2024 => 8:57 Tuesday, August 6, 2024 (7.06689)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 6 - 99 mph.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 1777 / 1811 (98.12%)

Speed Statistics

SpeedStat-37

Site: Williams south end.0.1NS
Description: south of Rember
Filter time: 7:21 Tuesday, July 30, 2024 => 8:57 Tuesday, August 6, 2024
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1-13) Dir(NESW) Sp(6,99) Headway(>0) Span(0 - 328.084) Lane(0-16)

Vehicles = 1777

Posted speed limit = 20 mph, Exceeding = 40 (2.251%), Mean Exceeding = 21.61 mph

Maximum = 25.9 mph, Minimum = 6.3 mph, Mean = 13.7 mph

85% Speed = 16.92 mph, 95% Speed = 18.90 mph, Median = 13.65 mph

12 mph Pace = 8 - 20, Number in Pace = 1687 (94.94%)

Variance = 9.88, Standard Deviation = 3.14 mph

Speed Bins (Partial days)

| Speed | Bin | Below | Above | Energy | vMult | n * vMult |
|-----------|-------------|-------------|-------------|--------|-------|-----------|
| 0 - 6 | 0 0.000% | 0 0.000% | 1777 100.0% | 0.00 | 0.00 | 0.00 |
| 6 - 12 | 623 35.06% | 623 35.06% | 1154 64.94% | 0.00 | 0.00 | 0.00 |
| 12 - 19 | 1052 59.20% | 1675 94.26% | 102 5.740% | 0.00 | 0.00 | 0.00 |
| 19 - 25 | 101 5.684% | 1776 99.94% | 1 0.056% | 0.00 | 0.00 | 0.00 |
| 25 - 31 | 1 0.056% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 31 - 37 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 37 - 43 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 43 - 50 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 50 - 56 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 56 - 62 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 62 - 68 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 68 - 75 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 75 - 81 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 81 - 87 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 87 - 93 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 93 - 99 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 99 - 106 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 106 - 112 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 112 - 118 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |
| 118 - 124 | 0 0.000% | 1777 100.0% | 0 0.000% | 0.00 | 0.00 | 0.00 |

Total Speed Rating = 0.00

Total Moving Energy (Estimated) = 0.00

Speed limit fields (Partial days)

| Limit | Below | Above |
|--------------|------------|---------|
| 0 20 (PSL) | 1737 97.7% | 40 2.3% |

From: [Lisa Enourato](#)
To: [Jade Riley](#); [Trent Donat](#); [Andrea Chatterton](#)
Subject: Traffic Authority
Date: Friday, September 13, 2024 3:45:38 PM

David Fillmore from D.L. Evans Bank is requesting two 15-minute parking spots on 5th Street next to Main Street. They are taking over the First Interstate Bank Building and would like to allow their customers to have access for quick in and out business. These spots could also allow quick stops at Veltex. Please let David know when this item has been placed on the agenda. Thank you!

David.fillmore@dlevans.com

Lisa

LISA ENOURATO | CITY OF KETCHUM

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