



CITY OF KETCHUM, IDAHO REGULAR CITY COUNCIL MEETING

Monday, March 01, 2021, 4:00 PM

480 East Avenue, North, Ketchum, Idaho

Agenda

In recognition of the Coronavirus (COVID-19), members of the public may observe the meeting live on the City's website at ketchumidaho.org/meetings.

If you would like to comment on a PUBLIC HEARING item, please submit your comment to participate@ketchumidaho.org by noon the day of the meeting. Comments will be provided to the Mayor and Council.

If you would like to phone in and provide comment on a PUBLIC HEARING item on the agenda, please dial the number below. You will be called upon for comment during that agenda item.

**Dial-in: +1 253 215 8782
Meeting ID: 977 2195 2090**

- CALL TO ORDER: By Mayor Neil Bradshaw
- ROLL CALL
- COMMUNICATIONS FROM MAYOR AND COUNCILORS
- CONSENT AGENDA: Note: **(ALL ACTION ITEMS)** The Council is asked to approve the following listed items by a single vote, except for any items that a Councilmember asks to be removed from the Consent Agenda and considered separately
 1. Approval of Minutes: Regular Meeting February 16, 2021
 2. Authorization and approval of the payroll register
 3. Authorization and approval of the disbursement of funds from the City's treasury for the payment of bills in the total sum of \$868,379.88 as presented by the Treasurer.
 4. Approval of Purchase Order #2084 with Layne Pumps to rebuild Bigwood Well Pump and Motor - Pat Cooley, Water Division Supervisor
 5. Approval of Agreement #20592 with S&C Associates for Engineering and Project Management Services - Jade Riley, City Administrator
 6. Approval of agreement between the City of Ketchum and Blaine County for Sustainability Program Management Cost Sharing - Jade Riley, City Administrator
 7. Approval of Resolution #21-002 appointing Katrin Sharp to serve as Interim City Clerk - Neil Bradshaw, Mayor
 8. Approval of Resolution #21-003 appointing Shellie Rubel to serve as Interim Treasurer - Neil Bradshaw, Mayor
 9. Approval of Resolution #21-004 appointing Neil Bradshaw to the Mountain Rides Transportation Authority Board of Directors - Neil Bradshaw, Mayor
 10. Recommendation to approve subdivision final plat for Lofts at 660 located at 660 First Avenue - Suzanne Frick, Director of Planning and Building

- 11. Approval of Agreement #20589 with artist Ben Konkol - Julia Mace, Recreation Supervisor
- NEW BUSINESS (no public comment required)
- 12. Mountain Rides presentation and update on new non-emergency medical transportation service to Twin Falls
- PUBLIC HEARING
- 13. ACTION ITEM: Adoption of Master Transportation Plan - Jade Riley, City Administrator
- EXECUTIVE SESSION
- 14. ACTION ITEM: Enter into Executive Session to Communicate with Legal Counsel on litigation pursuant to 74-206(1)(f)
- ADJOURNMENT

If you need special accommodations, please contact the City of Ketchum in advance of the meeting. This agenda is subject to revisions and additions. Revised portions of the agenda are underlined in bold. Public information on agenda items is available in the Clerk's Office located at 480 East Ave. N. in Ketchum or by calling 726-3841.

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CITY OF KETCHUM, IDAHO CITY COUNCIL MEETING
Tuesday, February 16, 2021, 4:00 PM
480 East Avenue, North, Ketchum, Idaho

Minutes

In recognition of the Coronavirus (COVID-19), members of the public may observe the meeting live on the City's website at ketchumidaho.org/meetings.

If you would like to comment on a PUBLIC HEARING item, please submit your comment to participate@ketchumidaho.org by noon the day of the meeting. Comments will be provided to the Mayor and Council.

If you would like to phone in and provide comment on a PUBLIC HEARING item on the agenda, please dial the number below. You will be called upon for comment during that agenda item.

Dial-in: +1 253 215 8782
Meeting ID: 992 9943 2004

- CALL TO ORDER: By Mayor Neil Bradshaw

Mayor Bradshaw called the meeting to order at 4:00pm.

- ROLL CALL

PRESENT

Mayor Neil Bradshaw
Council President Courtney Hamilton (Teleconference)
Councilor Amanda Breen (Teleconference)
Councilor Michael David (Teleconference)
Councilor Jim Slanetz (Teleconference)

ALSO PRESENT

City Attorney Matt Johnson (Teleconference)
City Attorney Bill Gigray (Teleconference)
City Administrator Jade Riley
Planning & Building Director Suzanne Frick
Public Affairs & Administrative Services Manager Lisa Enourato
Senior Planner Brittany Skelton

- COMMUNICATIONS FROM MAYOR AND COUNCILORS

Mayor Bradshaw thanked everyone for a safe President's weekend. Council President Hamilton, Councilor Breen, Councilor David and Councilor Slanetz had no comments.

AMENDED AGENDA

1. ACTION ITEM: Approval of Amended Agenda

Motion to approve the Amended Agenda.

Motion made by Council President Hamilton, Seconded by Councilor Breen.

Voting Yea: Council President Hamilton, Councilor Breen, Councilor David, Councilor Slanetz

● CONSENT AGENDA: Note: **(ALL ACTION ITEMS)** The Council is asked to approve the following listed items by a single vote, except for any items that a Councilmember asks to be removed from the Consent Agenda and considered separately

2. Approval of Minutes: Regular Meeting February 1, 2021
3. Approval of Minutes: Special Meeting February 8, 2021
4. Authorization and approval of the payroll register
5. Authorization and approval of the disbursement of funds from the City's treasury for the payment of bills in the total sum of \$874,618.66 as presented by the Treasurer.
6. Approval for Mayor to sign a letter opposing wolf trapping in Blaine County - Neil Bradshaw, Mayor
7. Monthly Financial State of the City - Grant Gager, Director of Finance & Internal Services
8. Recommendation to approve Encroachment Agreement #20563 with Century Link - Suzanne Frick, Director of Planning & Building
9. Recommendation to approve Encroachment Agreement #20581 with Cox Communications for 323 Lewis Street - Suzanne Frick, Director of Planning & Building
10. Approval of Purchase Order #20577 with Banyan Technologies for PLC/SCADA upgrades to Northwood Well - Pat Cooley, Water Division Supervisor
11. Approval of Purchase Order #20586 with Thatcher Company, Inc for Aluminum Sulfate - Mick Mummert, Wastewater Division Supervisor
12. Approval of Purchase Order #20582 with Ferguson Waterworks for a Sensus 6502 handheld reading device - Pat Cooley, Water Division Supervisor
13. Approval of Contracts #20587 and #20588 for Asset Management Software and Conditions Assessment - Brian Christiansen, Director of Streets and Facilities Maintenance
14. Approval of agreement between the City of Ketchum and Blaine County for Sustainability Program Management Cost Sharing - Jade Riley, City Administrator
15. Approval of interim budget change to fund summer town beautification efforts - Jade Riley, City Administrator

Council President Hamilton requested that #14 be pulled from the consent agenda and considered separately. Councilor Slanetz stated that item #2 had a misspelling of the word "compostable".

Motion to approve consent agenda items #2-13 and #15.

Motion made by Council President Hamilton, Seconded by Councilor Slanetz.

Voting Yea: Council President Hamilton, Councilor Breen, Councilor David, Councilor Slanetz

For item #14, Council President Hamilton asked if there should be an MOU in conjunction with the cost sharing agreement. City Administrator Jade Riley said that he initially expected the MOU to be ready for approval at the same time as the cost sharing agreement, but that it was not made available to him yet.

Councilor Slanetz said that he was a bit confused on the structure and would be more comfortable waiting to sign the cost sharing agreement until the MOU is available.

City Administrator Jade Riley stated that he would recommend postponing this item until the next meeting where it can be considered at the same time as the MOU.

- NEW BUSINESS (no public comment required)
- 16. ACTION ITEM: Discussion and Direction to staff regarding Franchise Agreement with Clear Creek Disposal - Jade Riley, City Administrator

Mayor Bradshaw introduced the item and turned it over to City Administrator Jade Riley for a presentation. The presentation covered an overview of the city's franchise agreement with Clear Creek Disposal and provided options for potential new services.

Council President Hamilton said that she appreciated having two cost options for improving cardboard recycling and stated that something needs to be done about cardboard recycling. She also said that the rate increases for composting seemed reasonable and that it was an important service offering to her and many others in the community. She thanked the Wood River Women's Foundation (WRWF) for the grant they provided to KSAC, ERC and SVI and highlighted that many of the proposed improvements came out of that work.

Councilor Breen seconded Council President Hamilton's comments about the input from outside groups. She said that cardboard recycling needs to be improved. She said she thought that the rate increases were high for composting and that she would like to see more analysis on the impact of adding composting service.

Councilor Slanetz agreed that the rate increases seemed high for the composting. He said that, ideally, people would compost in their yards to save on the carbon footprint of transporting compostable materials. He said that he understands some people don't have the option of composting in their yards, but that he still thinks there may be a better way of doing it.

Councilor David agreed that this is a great start and reiterated the thanks to WRWF and the organizations that have worked on this issue. He said that it would be great to give people who don't currently have the option to compost that ability.

City Administrator Jade Riley provided an overview of the next steps. He recommended that the City Council approve the Franchise Agreement with the current services and then approve service improvements and associated rate increases at a later date once the community has had an opportunity to provide ample input.

Council President Hamilton, Councilor Breen and Councilor Slanetz voiced their support for the proposed process.

- PUBLIC HEARING

17. ACTION ITEM: Third reading of Ordinance #1217 adopting the 2018 International Building Code, International Residential Code, International Energy Conservation Code, International Existing Building Code, International Property Maintenance Code, and the International Fire Code, including local amendments to said codes that reflect local concerns. Amendments affect Chapters 15.04, Building Codes, and 15.08, Fire Code - Suzanne Frick, Director of Planning & Building

Mayor Bradshaw introduced the item and then opened it up for public comment. There was no public comment. The Mayor closed public comment.

Director of Planning & Building Suzanne Frick pointed out a typo on the chart on pg. 9 of Exhibit A (pg. 117 of the packet) where the “Winter Heating” temperature needed to be changed from 75 to 70 and the “Indoor Design Temperature” needed to be changed from 72 to 70.

Motion to approve third reading of Ordinance #1217 with edits as presented by Suzanne Frick and read by title only.

Motion made by Council President Hamilton, Seconded by Councilor Slanetz.

Voting Yea: Council President Hamilton, Councilor Breen, Councilor David, Councilor Slanetz

Council President Hamilton read by title only.

18. ACTION ITEM: Continued hearing from February 1, 2021 to approve the following:
 - Findings of Fact, Conclusions of Law, and Order of Decision for the Ketchum Boutique Hotel (PEG Ketchum Hotel, LLC) Planned Unit Development Conditional Use Permit (PUD) (File No. P19-063)
 - Findings of Fact, Conclusions of Law, and Order of Decision for the Ketchum Boutique Hotel (PEG Ketchum Hotel, LLC) Lot Line Adjustment (File No. P19-064)
 - Findings of Fact, Conclusions of Law, and Order of Decision for the Ketchum Boutique Hotel (PEG Ketchum Hotel, LLC) Floodplain Development / Waterways Design Review (File No. P19-062)
 - Master Joint Hearings Compiled Record of Proceedings on Remand (PEG Ketchum Hotel, LLC) [City Council - February 16, 2021]

Mayor Bradshaw introduced the item and then opened it up for public comment.

Perry Boyle phoned in to voice his opposition to the project, stating that the project defies the will of the electorate. He also raised concerns over low hotel occupancy rates and the low unemployment rate in Ketchum, questioning what benefit the City Council thought the project provided.

Mayor Bradshaw closed public comment and turned the item over to City Council.

Councilor Breen asked for clarification on pg. 8 of the Findings of Fact for the Planned Unit Development/Conditional Use Permit. City Attorney Bill Gigray clarified that the heading was missing some commas and stated that it was a heading and not a finding.

Councilor Breen then asked City Attorney Bill Gigray to provide an explanation for when this becomes a final decision of the City Council. He stated that if the City Council provided approval today, the project would still need to go back to the Planning & Zoning Commission for their determination on design review and the permit acceptance condition agreement before it could come back to the City Council for a final decision.

Councilor Slanetz asked for clarification about the City Council's role in determining when waivers should be granted. City Attorney Bill Gigray provided a review of the prior legal discussion that the City Council had.

Motion to adopt the Findings of Fact, Conclusions of Law, and Order of Decision for the following applications: Application for Floodplain Development Permit, File No. P19-062, Application for Lot Line Adjustment: File No. P19-064, and Application for Planned Unit Development Conditional Use Permit combined with the Application for Wavier, Files No. P19-063 and File No. P20-069 And to adopt the Master Record of Proceedings for this matter.

***Motion made by Councilor Breen, Seconded by Council President Hamilton.
Voting Yea: Council President Hamilton, Councilor Breen, Councilor David
Voting Nay: Councilor Slanetz***

Motion to close the record for the receipt of comment on this matter until notice is posted that these Applications are set for public hearing on Design Review.

***Motion made by Council President Hamilton, Seconded by Councilor Breen.
Voting Yea: Council President Hamilton, Councilor Breen, Councilor David, Councilor Slanetz***

- EXECUTIVE SESSION
- 19. ACTION ITEM: Enter into Executive Session to Communicate with Legal Counsel on litigation pursuant to 74-206(1)(f)

Motion to go into Executive Session pursuant to 74-206(1)(f).

Motion made by Council President Hamilton, Seconded by Councilor Slanetz.

Voting Yea: Council President Hamilton, Councilor Breen, Councilor David, Councilor Slanetz

- **ADJOURNMENT**

Motion to adjourn at 5:26pm.

Motion made by Council President Hamilton, Seconded by Councilor Slanetz.

Voting Yea: Council President Hamilton, Councilor Breen, Councilor David, Councilor Slanetz

Neil Bradshaw, Mayor

Katrin Sharp, Deputy City Clerk

Report Criteria:

Invoices with totals above \$0 included.
 Paid and unpaid invoices included.
 [Report].GL Account Number = "0110000000"- "9648008200", "9910000000"- "9911810000"
 Invoice Detail.Voided = No, Yes

| Vendor Name | Invoice Number | Description | Net Invoice Amount |
|--|----------------|-------------------------------------|--------------------|
| GENERAL FUND | | | |
| 01-3700-3600 REFUNDS & REIMBURSEMENTS | | | |
| POSTER CONSTRUCTION | 020821 | Permit Fee Refund | 4,629.00 |
| Total : | | | 4,629.00 |
| LEGISLATIVE & EXECUTIVE | | | |
| 01-4110-2515 VISION REIMBURSEMENT ACCT(HRA) | | | |
| STARLEY-LEAVITT INS. AGENCY | 665007 | 16531 022221 | 45.00 |
| Total LEGISLATIVE & EXECUTIVE: | | | 45.00 |
| ADMINISTRATIVE SERVICES | | | |
| 01-4150-2515 VISION REIMBURSEMENT ACCT(HRA) | | | |
| STARLEY-LEAVITT INS. AGENCY | 665007 | 16531 022221 | 63.00 |
| 01-4150-3100 OFFICE SUPPLIES & POSTAGE | | | |
| COPY & PRINT, L.L.C. | 106600 | Office Supplies | 162.90 |
| COPY & PRINT, L.L.C. | 106631 | Chairmat for Shellie | 69.99 |
| TREASURE VALLEY COFFEE INC | 2160 07237195 | Spring Water | 23.85 |
| 01-4150-4200 PROFESSIONAL SERVICES | | | |
| SENTINEL FIRE & SECURITY, IN | 62763 | 2347 - Atkinsons Park | 93.00 |
| SENTINEL FIRE & SECURITY, IN | 62988 | 4784 - 480 East Ave. | 93.00 |
| 01-4150-5100 TELEPHONE & COMMUNICATIONS | | | |
| SYRINGA NETWORKS, LLC | 21FEB0975 | 21FEB0975 | 3,000.00 |
| 01-4150-5150 COMMUNICATIONS | | | |
| SNEE, MOLLY | 2103 | February Retainer and Recycling Art | 4,300.00 |
| 01-4150-5200 UTILITIES | | | |
| IDAHO POWER | 2203990334 02 | 2203990334 021021 | 56.05 |
| IDAHO POWER | 2206570869 02 | 2206570869 021021 | 16.63 |
| 01-4150-5900 REPAIR & MAINTENANCE-BUILDINGS | | | |
| FIRE SERVICES OF IDAHO | 8723165 | Annual Service of Fire Ext. | 160.00 |
| Total ADMINISTRATIVE SERVICES: | | | 8,038.42 |
| LEGAL | | | |
| 01-4160-4200 PROFESSIONAL SERVICES | | | |
| WHITE PETERSON | 24892R 013121 | General Services 24892R 013121 | 15,500.00 |
| 01-4160-4270 CITY PROSECUTOR | | | |
| ALLINGTON, ESQ., FREDERICK | 120272 | Monthly Prosecutor Payment | 3,769.92 |

| Vendor Name | Invoice Number | Description | Net Invoice Amount |
|--|----------------|--------------------------------------|--------------------|
| Total LEGAL: | | | 19,269.92 |
| PLANNING & BUILDING | | | |
| 01-4170-2515 VISION REIMBURSEMENT ACCT(HRA) | | | |
| STARLEY-LEAVITT INS. AGENCY | 665007 | 16531 022221 | 36.00 |
| 01-4170-4200 PROFESSIONAL SERVICES | | | |
| LOGAN SIMPSON DESIGN INC | 27404 | Historic Preservation Plan Update | 24,300.00 |
| Total PLANNING & BUILDING: | | | 24,336.00 |
| FACILITY MAINTENANCE | | | |
| 01-4194-2515 VISION REIMBURSEMENT ACCT(HRA) | | | |
| STARLEY-LEAVITT INS. AGENCY | 665007 | 16531 022221 | 27.00 |
| 01-4194-3200 OPERATING SUPPLIES | | | |
| GEM STATE PAPER & SUPPLY | 1043950-1 | Cleaner All-Purpose | 13.93 |
| GEM STATE PAPER & SUPPLY | 1044454 | Paper Supplies | 46.40 |
| 01-4194-3500 MOTOR FUELS & LUBRICANTS | | | |
| UNITED OIL | 394499 | 38950 020221 | 989.59 |
| UNITED OIL | 959584 | 38950 021521 | 270.00 |
| 01-4194-4200 PROFESSIONAL SERVICES | | | |
| BIG WOOD LANDSCAPE, INC. | 23935 | Snow Removal - Police Station Alley | 280.00 |
| 01-4194-5200 UTILITIES | | | |
| IDAHO POWER | 2201272487 02 | 2201272487 021921 | 215.07 |
| IDAHO POWER | 2203313446 02 | 2203313446 020921 | 5.31 |
| IDAHO POWER | 2203538992 02 | 2203538992 021921 | 91.27 |
| 01-4194-6950 MAINTENANCE | | | |
| A.C. HOUSTON LUMBER CO. | 2102-738244 | Forest Service Little House Supplies | 37.99 |
| CHATEAU DRUG CENTER | 2347909 | Forest Service Small House Alarm | 56.99 |
| PETPICKUPS.COM | 26894 | Dog Poop Bags | 2,658.45 |
| PLATT ELECTRIC SUPPLY | 1G99708 | Upstairs Bathroom Maitenance | 26.47 |
| Total FACILITY MAINTENANCE: | | | 4,718.47 |
| POLICE | | | |
| 01-4210-3200 OPERATING SUPPLIES | | | |
| CHATEAU DRUG CENTER | 2350842 | Replacement Charger | 18.99 |
| UNITED OIL | 959593 | 39060 021521 | 74.79 |
| 01-4210-4250 PROF.SERVICES-BCSO CONTRACT | | | |
| BLAINE COUNTY CLERK/RECOR | 201038 | BCSO Law Enforcement Services | 118,983.33 |
| Total POLICE: | | | 119,077.11 |
| FIRE & RESCUE | | | |
| 01-4230-2515 VISION REIMBURSEMENT ACCT(HRA) | | | |
| STARLEY-LEAVITT INS. AGENCY | 665007 | 16531 022221 | 117.00 |

| Vendor Name | Invoice Number | Description | Net Invoice Amount |
|--|----------------|---|--------------------|
| 01-4230-2530 EMPLOYEE MEDICAL SERVICES | | | |
| ST. LUKES HEALTH SYSTEM | 2602331 | Hep B Shots | 155.83 |
| 01-4230-3200 OPERATING SUPPLIES FIRE | | | |
| ATKINSONS' MARKET | 08231294 | Coffee | 27.54 |
| COPY & PRINT, L.L.C. | 106624 | 10 Key Paper Rolls | 2.97 |
| COPY & PRINT, L.L.C. | 107437 | KFD Poster | 76.99 |
| GEM STATE PAPER & SUPPLY | 1044300 | Paper Supplies | 55.91 |
| 01-4230-3210 OPERATING SUPPLIES EMS | | | |
| ATKINSONS' MARKET | 08231294 | Coffee | 27.54 |
| BOUNDTREE MEDICAL | 83948695 | Medical Supplies | 1.32 |
| BOUNDTREE MEDICAL | 83948696 | Medical Products | 285.00 |
| BOUNDTREE MEDICAL | 83955055 | Medical Supplies | 104.90 |
| BOUNDTREE MEDICAL | 83955055 | Medical Supplies | 755.94 |
| COPY & PRINT, L.L.C. | 106624 | 10 Key Paper Rolls | 2.97 |
| GEM STATE PAPER & SUPPLY | 1044300 | Paper Supplies | 55.91 |
| North American Rescue, LLC | IN497975 | Trauma Shears | 36.41 |
| HENRY SCHEIN | 20837119 | Credit | 105.06- |
| HENRY SCHEIN | 89496385 | Medical Supplies | 478.46 |
| HENRY SCHEIN | 89496385 | Medical Supplies | 56.43 |
| HENRY SCHEIN | 89648444 | Medical Supplies | 5.64 |
| HENRY SCHEIN | 89884150 | Medical Supplies | 204.78 |
| 01-4230-3500 MOTOR FUELS & LUBRICANTS FIRE | | | |
| UNITED OIL | 959471 | 37267 021521 | 252.09 |
| 01-4230-3510 MOTOR FUELS & LUBRICANTS EMS | | | |
| UNITED OIL | 959471 | 37267 021521 | 197.84 |
| 01-4230-4910 TRAINING EMS | | | |
| JONES AND BARTLETT PUBLISH | 182195 | NVPFD Emergency Care and Transportation of Sick | 278.87 |
| MADISON MEMORIAL HOSPITA | 9072 | Course Instructor Renewal | 98.58 |
| 01-4230-4920 TRAINING-FACILITY | | | |
| COX WIRELESS | 047339201 020 | 047339201 020721 | 99.79 |
| 01-4230-6000 REPAIR & MAINT-AUTO EQUIP FIRE | | | |
| ALSCO - AMERICAN LINEN DIVI | LBOI1870526 | 5109 021521 | 10.29 |
| RIVER RUN AUTO PARTS | 6538-162976 | Antifreeze and Gaskets | 39.37 |
| 01-4230-6010 REPAIR & MAINT-AUTO EQUIP EMS | | | |
| ALSCO - AMERICAN LINEN DIVI | LBOI1870526 | 5109 021521 | 10.29 |
| CHATEAU DRUG CENTER | 2349486 | Ski Rack Bungee Cords | 19.96 |
| LES SCHWAB | 11700671276 2 | Credit Reversal Per Terri | 54.93 |
| LES SCHWAB | 11700671277 2 | Credit Reversal Per Terri | 34.27 |
| 01-4230-6100 REPAIR & MAINT--MACHINERY & EQ | | | |
| A.C. HOUSTON LUMBER CO. | 2102-738528 | Bits for Battery Drill | 42.22 |
| CLEARWATER POWER EQUIPME | 1949 | Chainsaw Serviced | 56.84 |
| 01-4230-6900 OTHER PURCHASED SERVICES FIRE | | | |
| Backdraft OpCp, LLC | INV2100999 | Google Maps Add On and CAD Package | 181.67 |
| 01-4230-6910 OTHER PURCHASED SERVICES EMS | | | |
| Backdraft OpCp, LLC | INV2100999 | Google Maps Add On and CAD Package | 181.66 |

| Vendor Name | Invoice Number | Description | Net Invoice Amount |
|--|----------------|-----------------------------|--------------------|
| Total FIRE & RESCUE: | | | 3,905.15 |
| STREET | | | |
| 01-4310-2515 VISION REIMBURSEMENT ACCT(HRA) | | | |
| STARLEY-LEAVITT INS. AGENCY | 665007 | 16531 022221 | 81.00 |
| 01-4310-3500 MOTOR FUELS & LUBRICANTS | | | |
| UNITED OIL | 959473 | 37269 021521 | 3,257.11 |
| 01-4310-4200 PROFESSIONAL SERVICES | | | |
| WESTERN STATES CAT | IN001555783 | 20545 Dozer Rental | 5,988.50 |
| 01-4310-5100 TELEPHONE & COMMUNICATIONS | | | |
| VERIZON WIRELESS | 365459737 021 | 365459737 021321 | 86.46 |
| 01-4310-5200 UTILITIES | | | |
| IDAHO POWER | 2204882910 02 | 2204882910 021121 | 573.96 |
| 01-4310-6000 REPAIR & MAINT--AUTOMOTIVE EQU | | | |
| CAR DOCTOR INC. | 9335 | Ford Ranger Engine Serviced | 300.56 |
| 01-4310-6100 REPAIR & MAINT--MACHINERY & EQ | | | |
| METROQUIP, INC. | P08020 | Crack Sealer Pump | 1,886.00 |
| NAPA AUTO PARTS | 046033 | F550 Sportman Jug | 41.29 |
| NAPA AUTO PARTS | 046129 | Hose End | 15.24 |
| NAPA AUTO PARTS | 046366 | Pipe Swivels | 56.79 |
| NAPA AUTO PARTS | 046594 | Hose End | 69.86 |
| NAPA AUTO PARTS | 046636 | Blower Motor Assembly | 60.97 |
| NAPA AUTO PARTS | 046637 | Blower Leak Stop | 8.48 |
| PIPECO, INC. | S4023893.001 | Gas Can Supplies | 3.61 |
| UTILITY TRAILER SALES OF BOI | 63792PB | Plow Truck Wing Blades | 1,236.80 |
| WESTERN STATES CAT | IN001550913 | Grader Door | 744.46 |
| WESTERN STATES CAT | IN001550920 | Grader Door Seals | 30.02 |
| WESTERN STATES CAT | IN001553518 | Grader Door Seals | 19.80 |
| WESTERN STATES CAT | IN001556131 | Grader Center Circle | 394.56 |
| WINDOW WELDER | 149230 | Grader Repairs | 240.00 |
| JACKSON GROUP PETERBILT | 239263 | Turn Signal for Truck 6 | 111.67 |
| 01-4310-6910 OTHER PURCHASED SERVICES | | | |
| ALSCO - AMERICAN LINEN DIVI | LBO11870076 | 5831 021221 | 38.87 |
| ALSCO - AMERICAN LINEN DIVI | LBO11871861 | 5831 021921 | 38.87 |
| CINTAS FIRST AID & SAFETY | 5051657544 | First Aid Supplies | 130.35 |
| 01-4310-6920 SIGNS & SIGNALIZATION | | | |
| EASY PACK INC | 191766 | Shipping | 18.11 |
| 01-4310-6930 STREET LIGHTING | | | |
| IDAHO POWER | 2200059315 02 | 2200059315 020921 | 5.31 |
| IDAHO POWER | 2200506786 02 | 2200506786 020921 | 21.61 |
| IDAHO POWER | 2201013857 02 | 2201013857 021921 | 19.40 |
| IDAHO POWER | 2201174667 02 | 2201174667 020921 | 14.19 |
| IDAHO POWER | 2202627564 02 | 2202627564 020921 | 24.99 |
| IDAHO POWER | 2203027632 02 | 2203027632 021121 | 5.31 |
| IDAHO POWER | 2203855230 02 | 2203855230 021921 | 103.93 |
| IDAHO POWER | 2204535385 02 | 2204535385 021921 | 111.40 |
| IDAHO POWER | 2204882910 02 | 2204882910 021121 | 674.63 |

| Vendor Name | Invoice Number | Description | Net Invoice Amount |
|--|----------------|------------------------------|--------------------|
| IDAHO POWER | 2205963446 02 | 2205963446 020921 | 69.41 |
| IDAHO POWER | 2206773224 02 | 2206773224 021921 | 9.50 |
| IDAHO POWER | 2207487501 02 | 2207487501 021921 | 6.59 |
| IDAHO POWER | 2224304721 02 | 2224304721 020921 | 14.04 |
| Total STREET: | | | 16,513.65 |
| RECREATION | | | |
| 01-4510-2515 VISION REIMBURSEMENT ACCT(HRA) | | | |
| STARLEY-LEAVITT INS. AGENCY | 665007 | 16531 022221 | 36.00 |
| 01-4510-3500 MOTOR FUELS & LUBRICANTS | | | |
| LUTZ RENTALS | 115861-1 | Propane | 28.50 |
| LUTZ RENTALS | 115973-1 | Propane | 20.62 |
| LUTZ RENTALS | 116099-1 | Propane | 27.59 |
| UNITED OIL | 959472 | 37268 021521 | 86.25 |
| 01-4510-5200 UTILITIES | | | |
| IDAHO POWER | 2206452274 02 | 2206452274 021921 | 348.04 |
| Total RECREATION: | | | 547.00 |
| Total GENERAL FUND: | | | 201,079.72 |
| GENERAL CAPITAL IMPROVEMENT FD | | | |
| GENERAL CIP EXPENDITURES | | | |
| 03-4193-7400 COMPUTER/COPIER LEASING | | | |
| DELL FINANCIAL SERVICES | 80767512 | Management Fee | 236.56 |
| DELL FINANCIAL SERVICES | 80767513 | Lease Services | 223.33 |
| DELL FINANCIAL SERVICES | 80772409 | computer rentals | 1,465.97 |
| DELL FINANCIAL SERVICES | 80772410 | contract for computers | 4,247.55 |
| Total GENERAL CIP EXPENDITURES: | | | 6,173.41 |
| Total GENERAL CAPITAL IMPROVEMENT FD: | | | 6,173.41 |
| ORIGINAL LOT FUND | | | |
| ORIGINAL LOT TAX | | | |
| 22-4910-6040 SUN VALLEY MARKETING ALLIANCE | | | |
| VISIT SUN VALLEY | 67 | Monthly Payment per contract | 9,166.66 |
| Total ORIGINAL LOT TAX: | | | 9,166.66 |
| Total ORIGINAL LOT FUND: | | | 9,166.66 |
| FIRE CONSTRUCTION FUND | | | |
| FIRE FUND EXP/TRNFRS | | | |
| 42-4800-7800 CONSTRUCTION | | | |
| CORE CONSTRUCTION SERVICES | 20-01-006 JV9 | 20-01-006 JV90 APP 8 | 614,609.15 |
| Total FIRE FUND EXP/TRNFRS: | | | 614,609.15 |
| Total FIRE CONSTRUCTION FUND: | | | 614,609.15 |

| Vendor Name | Invoice Number | Description | Net Invoice Amount |
|--|----------------|---------------------------|--------------------|
| WATER FUND | | | |
| WATER EXPENDITURES | | | |
| 63-4340-2515 VISION REIMBURSEMENT ACCT(HRA) | | | |
| STARLEY-LEAVITT INS. AGENCY | 665007 | 16531 022221 | 27.00 |
| 63-4340-3100 OFFICE SUPPLIES & POSTAGE | | | |
| UNIFIED OFFICE SERVICES | 293560 | Paper | 5.36 |
| UNIFIED OFFICE SERVICES | 293826 | Office Supplies | 3.99 |
| 63-4340-3120 DATA PROCESSING | | | |
| BILLING DOCUMENT SPECIALIS | 63553 | Utilities Billing | 425.23 |
| 63-4340-3200 OPERATING SUPPLIES | | | |
| A.C. HOUSTON LUMBER CO. | 2102-739899 | Tape and Clamp | 14.66 |
| ALSCO - AMERICAN LINEN DIVI | LBOI1870082 | 5192 021221 | 27.18 |
| ALSCO - AMERICAN LINEN DIVI | LBOI1870086 | 5493 021221 | 53.98 |
| TREASURE VALLEY COFFEE INC | 2160 07222490 | COFFEE | 60.30 |
| 63-4340-3500 MOTOR FUELS & LUBRICANTS | | | |
| UNITED OIL | 959475 | 37271 021521 | 307.77 |
| 63-4340-3600 COMPUTER SOFTWARE | | | |
| DLT SOLUTIONS, INC. | 4931024 | Auto CAD | 494.40 |
| 63-4340-5100 TELEPHONE & COMMUNICATIONS | | | |
| CENTURY LINK | 2087250715 02 | 2087250715 020421 | 121.71 |
| CENTURY LINK | 2087255045 02 | 2087255045 020421 | 57.72 |
| VERIZON WIRELESS | 365516521 021 | 365516521 021321 | 129.25 |
| 63-4340-5200 UTILITIES | | | |
| IDAHO POWER | 2202458903 02 | 2202458903 021821 | 772.88 |
| IDAHO POWER | 2206786259 02 | 2206786259 021821 | 49.95 |
| 63-4340-6000 REPAIR & MAINT-AUTO EQUIP | | | |
| RIVER RUN AUTO PARTS | 6538-162971 | Silverado Threaded Outlet | 10.49 |
| RIVER RUN AUTO PARTS | 6538-163027 | Carwash Soap | 24.95 |
| Total WATER EXPENDITURES: | | | 2,586.82 |
| Total WATER FUND: | | | 2,586.82 |
| WATER CAPITAL IMPROVEMENT FUND | | | |
| WATER CIP EXPENDITURES | | | |
| 64-4340-7600 MACHINERY AND EQUIPMENT | | | |
| FISHER'S TECHNOLOGY | 857502 | Color Printer | 574.00 |
| 64-4340-7653 WATER METER REPLACEMENT | | | |
| FERGUSON ENTERPRISES, LLC | 0770508 | Replacement Meters | 1,700.80 |
| 64-4340-7802 KETCHUM SPRING WA CONVERSION | | | |
| FERGUSON ENTERPRISES, LLC | 0769296 | 4" Saddle | 78.13 |
| GALENA ENGINEERING, INC. | 1318.167.02 02 | 20430 Phase 3 020121 | 1,332.50 |
| GALENA ENGINEERING, INC. | 1318.167.03 01 | 20556 Phase 4 010121 | 3,792.50 |
| GALENA ENGINEERING, INC. | 1318.167.03 02 | 20556 Phase 4 020121 | 3,639.50 |

| Vendor Name | Invoice Number | Description | Net Invoice Amount |
|---|----------------|--------------------------------|--------------------|
| Total WATER CIP EXPENDITURES: | | | 11,117.43 |
| Total WATER CAPITAL IMPROVEMENT FUND: | | | 11,117.43 |
| WASTEWATER FUND | | | |
| WASTEWATER EXPENDITURES | | | |
| 65-4350-2515 VISION REIMBURSEMENT ACCT(HRA) | | | |
| STARLEY-LEAVITT INS. AGENCY | 665007 | 16531 022221 | 54.00 |
| 65-4350-3100 OFFICE SUPPLIES & POSTAGE | | | |
| UNIFIED OFFICE SERVICES | 293560 | Paper | 5.37 |
| UNIFIED OFFICE SERVICES | 293826 | Office Supplies | 4.00 |
| 65-4350-3120 DATA PROCESSING | | | |
| BILLING DOCUMENT SPECIALIS | 63553 | Utilities Billing | 636.35 |
| 65-4350-3200 OPERATING SUPPLIES | | | |
| ALSCO - AMERICAN LINEN DIVI | LBOI1870082 | 5192 021221 | 27.18 |
| ALSCO - AMERICAN LINEN DIVI | LBOI1870084 | 5292 021221 | 120.56 |
| ATKINSONS' MARKET | 05389705 | Distilled Water | 6.91 |
| ATKINSONS' MARKET | 05390957 | Distilled Water | 6.06 |
| ATKINSONS' MARKET | 08230366 | Distilled Water | 6.06 |
| FEDEX | 8829-9369-8 | Shipping | 38.48 |
| 65-4350-3500 MOTOR FUELS & LUBRICANTS | | | |
| UNITED OIL | 959474 | 37270 021521 | 112.41 |
| 65-4350-4200 PROFESSIONAL SERVICES | | | |
| FIRE SERVICES OF IDAHO | 8748416 | Services to Fire Extinguishers | 401.00 |
| 65-4350-5200 UTILITIES | | | |
| IDAHO POWER | 2202158701 02 | 2202158701 021221 | 11,024.14 |
| IDAHO POWER | 2202703357 02 | 2202703357 021821 | 108.39 |
| IDAHO POWER | 2206786259 02 | 2206786259 021821 | 49.95 |
| 65-4350-6000 REPAIR & MAINT-AUTO EQUIP | | | |
| NAPA AUTO PARTS | 045720 | Credit | 5.09- |
| RIVER RUN AUTO PARTS | 6538-163195 | Battery and Adapter | 153.88 |
| RIVER RUN AUTO PARTS | 6538-163253 | Ram 3500 Muffler and Tail Pipe | 365.83 |
| RIVER RUN AUTO PARTS | 6538-163302 | Commpression Part | 1.96 |
| 65-4350-6100 REPAIR & MAINT-MACH & EQUIP | | | |
| OHIO GULCH TRANSFER STATIO | 173952 | Dirt Lumber Asphalt | 14.20 |
| SILVER CREEK SUPPLY | S4139750.001 | Brass Balls and Nipples | 90.00 |
| UNITED OIL | 560795 | 37270 021021 | 98.05 |
| USA BLUEBOOK | 504923 | Sensor Cap | 711.35 |
| 65-4350-6900 COLLECTION SYSTEM SERVICES/CHA | | | |
| DLT SOLUTIONS, INC. | 4931024 | Auto CAD | 494.40 |
| Total WASTEWATER EXPENDITURES: | | | 14,525.44 |
| Total WASTEWATER FUND: | | | 14,525.44 |
| WASTEWATER CAPITAL IMPROVE FND | | | |

| Vendor Name | Invoice Number | Description | Net Invoice Amount |
|---|----------------|--|--------------------|
| WASTEWATER CIP EXPENDITURES | | | |
| 67-4350-7811 CAPITAL FACILITY PLAN | | | |
| HDR ENGINEERING, INC. | 1200327683 20 | 20576 - Wastewater Facility Planning Study | 2,337.50 |
| Total WASTEWATER CIP EXPENDITURES: | | | 2,337.50 |
| Total WASTEWATER CAPITAL IMPROVE FND: | | | 2,337.50 |
| DEVELOPMENT TRUST FUND | | | |
| DEVELOPMENT TRUST EXPENDITURES | | | |
| 94-4900-8000 PEG GATEWAY MARRIOT AUTOGRAPH | | | |
| WHITE PETERSON | 24892R 013121 | PEG 24892R 013121 | 6,783.75 |
| Total DEVELOPMENT TRUST EXPENDITURES: | | | 6,783.75 |
| Total DEVELOPMENT TRUST FUND: | | | 6,783.75 |
| Grand Totals: | | | 868,379.88 |

Report Criteria:

Invoices with totals above \$0 included.
 Paid and unpaid invoices included.
 [Report].GL Account Number = "0110000000"- "9648008200", "9910000000"- "9911810000"
 Invoice Detail.Voided = No, Yes



City of Ketchum

March 1, 2021

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation and Summary

Staff is recommending the council approve P.O. # 20584 with Layne Pumps for work on our Bigwood well pump and motor

I move the Council authorize the Mayor to sign P.O. # 20584 with Layne Pumps to rebuild our Bigwood Well pump and motor. The cost of the P.O. is a not to exceed \$ 8,862.00

The reasons for the recommendation are as follows:

- This is part of our annual maintenance program.

Introduction and History

The Bigwood Well last scheduled maintenance was in the spring of 2017.

Analysis

We have scheduled the PLC upgrades at Northwood well for April. It is important we complete this work before the Northwood Well work to ensure smooth operations while Northwood is down for a few days. The Bigwood well fills our reservoirs north of town and is a critical component of our distribution system.

Sustainability

- This work will align with the City of Ketchum's sustainability plan with increased efficiencies and dependability.

Financial Impact

This is a budgeted item and will be drawn from the Water Division FY 20-21 budget

Respectfully submitted


Pat Cooley
Water Division Supervisor

Attachments:

Purchase order # 20584

Lane Pumps quote



LAYNE PUMPS, INC

P.O. BOX 640
 TWIN FALLS, ID 83301
 TELEPHONE 208-733-3284

FAX: 208-423-5137

QUOTATION AND ORDER

CITY OF KETCHUM
 ATTN: GEO
gtognoni@ketchumidaho.org

PER: BIGWOOD WELL REPAIR -- LAYNE S#: LP-86326

DATE: 2/8/2021

WE ARE PLEASED TO SUBMIT THE FOLLOWING QUOTATION:

| QUANTITY | | SPECIFICATIONS | UNIT PRICE | TOTAL PRICE |
|---|-----|--|------------|-------------|
| 20 | HRS | HYDRO-CRANE LABOR TO PULL & SET DWT PUMP & MOTOR | 200.00 | 4,000.00 |
| 1 | | REPLACE 1-1/2 x 1-7/8 x 4" BRONZE STUFFING BOX BUSHING & RE-PACK | | 159.00 |
| 1 | | 1-1/2 x 60-1/2 S.S. LINE-SHAFT W/ COUPLING | | 301.00 |
| 7 | | 1-1/2 x 2-1/2 HUB FSB W/L SPIDER INSERTS | 15.00 | 105.00 |
| 1 | | 1-11/16 x 2 BOWL BUSHING SET FOR 13CL-4 STAGE | | 575.00 |
| 4 | | 6.400 x 7.300 x 1.135 ALUM BRNZ WEAR-RINGS | 302.00 | 1,208.00 |
| 4 | HRS | MACHINE SHOP LABOR TO FIT FOR RINGS | 85.00 | 340.00 |
| 1 | | 1-11/16 x 72-1/2 x 1-1/2 S.S. IMPELLER SHAFT | | 369.00 |
| 3 | HRS | SHOP LABOR TO DIS-ASSEMBLE & ASSEMBLE | 85.00 | 255.00 |
| 1 | | RE-CONDITION 125 HP US VHS MOTOR -- DIP & BAKE, REPLACE 6212 & 7220 * DOESN'T INCLUDE ANY MACHINE WORK TO MOTOR | | 1,550.00 |
| POTENTIAL REPLACEMENT PARTS: | | | | |
| 7 | | 1-1/2 x 120' S.S. LINE-SHAFTS | \$473 EACH | |
| 7 | | 8" x 9'-11-1/4" T & C COLUMN PIPE | \$560 EACH | |
| 7 | | 1-1/2 x FSB BRONZE W/L SPIDERS | \$175 EACH | |
| ** ONLY INCLUDES QUOTED PARTS ** | | | | |

STATE SALES TAX N/A

TERMS **NET 30**

TOTAL PRICE 8,862.00

DELIVERY

We hereby accept your proposal
 on _____ 20_____
 signed _____
 by _____

LAYNE PUMPS, INC

BY ZACH TAYLOR

QUOTATION NO. _____



City of Ketchum

March 1, 2021

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation to Approve Agreement 20592 with S&C Associates for Engineering and Project Management Services

Recommendation and Summary

Staff recommends the City Council approve the attached agreement and adopt the following motion:

"I move to enter into Independent Contractor Agreement 20592 with S&C Associates for Engineering and Project Management Services."

The reasons for the recommendation are as follows:

- City needs services of a licensed engineer and project manager

Introduction and History

For the last year the City has had a contract with Sherri Newland, a licensed engineer, for engineering services and project management for a variety of public works projects. The contract for services with Sherri Newland expired in February 2021.

Analysis

The continued need exists for the City to have engineering expertise, construction oversight, and project management services available for projects currently underway and to perform technical functions within the City. The sidewalk infill and repair projects, water and sewer projects such as Phase 3 of the Ketchum Springs Line replacement, design review, building review, right of way encroachment requests, drainage design, the Transportation Plan, and other public works projects require the assistance of a licensed engineer and project manager.

Ms. Newland is a local engineer with over 20 years of experience (see attached bio).

Financial Impact

The proposed contract is on a time and materials basis and funding is set aside in the adopted budget.

Attachment:

Independent Contractor Agreement 20592
Sherri Newland Bio

INDEPENDENT CONTRACTOR AGREEMENT 20592

This Professional Services Agreement ("Agreement") is made by and between the City of Ketchum, Idaho, an Idaho municipal corporation, organized and existing under the laws of the State of Idaho ("City"), and S&C Associates ("Contractor") as represented by Sherri Newland, PE, CPESC.

RECITALS

Whereas, the City of Ketchum is working on several public works projects that require engineering oversight;

Whereas, the City is in need of special expertise in engineering and project management;

Whereas, the City is empowered by Idaho Code section 50-301 to enter into contracts as may be deemed necessary to promote the welfare of the City and its residents, and to implement projects approved within the adopted budget;

NOW, THEREFORE, on the basis of the foregoing recitals, and upon motion duly passed by the Ketchum City Council, and for the consideration set forth herein, the parties agree as follows:

AGREEMENT

Contractor agrees to provide professional services pursuant to the terms and conditions of this Agreement.

1. SCOPE OF WORK:

Contractor will coordinate with the City Administrator to provide engineering assistance and project management assistance on public works projects as directed by the City Administrator and the Mayor, Contractor's point of contact is the City Administrator or her designee. Such work will consist of:

1. Providing engineering advice, analysis and expertise on city projects and private projects in the development review process.
2. Reviewing plans, providing input to staff and applicants, answering questions, interfacing with the public related to right of way requests and permits, participating in developing recommendations on development projects and city public works projects.
3. When requested, serving as the City Engineer.
4. Providing project management assistance on public works projects consisting of scheduling, review, preparation of documents and studies, interfacing with contractors and staff to ensure the timely completion of assigned projects.

2. AMOUNT AND METHOD OF PAYMENT: The City agrees to pay Contractor for services rendered under this Agreement on a time and materials basis in accordance with Attachment A, Professional Services Fee Schedule. Fees shall be based on the service provided by the Contractor.

Contractor shall maintain time and expense records and make them available to the City monthly and provide monthly invoices in a format acceptable to the City for work performed to the date of the invoice. Each invoice shall specify charges as they relate to specific tasks. Each invoice shall also specify current billing and previous payments, with a total of costs incurred and payments made to date.

Reimbursable expenses (which shall cover general out-of-pocket expenses including Contractor's hourly fees, telephone charges, copying expenses, overnight or standard mailing expenses, travel-related expenses, and the like) shall be billed to the City at actual cost to Contractor with no mark-up.

All invoices shall be paid by the City within forty-five (45) days of receipt of proper invoice unless no funds are available, then as soon as funds become available. Uncontested invoices paid after forty-five days may be subject to the statutory rate of interest pursuant to Idaho Code section 67-2302.

(d) If the services subject to a specific invoice do not meet the requirements of this Agreement as the City may determine, the City shall notify Contractor in writing and provide specific deficiencies in the work that do not meet the requirements. Contractor shall have seven (7) working days to correct or modify the work to comply with the requirements of the Agreement as set forth in the City's written notice. If the City again determines the work fails to meet the requirements, the City may withhold payment until deficiencies have been corrected to the City's satisfaction or may terminate this Agreement for cause as set forth in Section 19 of this Agreement.

3. RIGHT OF CONTROL: The City agrees that it will have no right to control or direct the details, manner, or means by which Contractor accomplishes the results of the services performed hereunder. Contractor has no obligation to work any particular hours or days or any particular number of hours or days. Contractor agrees, however, that its other contracts and services shall not interfere with its performance under this Agreement. Contractor agrees to coordinate project schedules and respective commencements and deadlines with the Mayor, City Administrator and other City employees or contractors as otherwise directed by the City.

4. INDEPENDENT CONTRACTOR RELATIONSHIP: Contractor is not an employee, servant, agent, partner, or joint venture of the City. The City shall determine the work to be done by Contractor, but Contractor shall determine the legal means by which it accomplishes the work specified by the City. This Agreement shall not be construed to create any employer-employee relationship between the City and Contractor.

5. RECORDS ACCESS AND AUDITS: Contractor shall maintain complete and accurate records with respect to costs incurred and manpower expended under this Agreement. All such records shall be maintained according to generally accepted accounting principles, shall be clearly identified, and shall be readily accessible. Such records shall be available for review by the City representatives for three (3) years after final payment. Copies shall be made available to the city upon request.

6. FEDERAL, STATE, AND LOCAL PAYROLL TAXES: Neither federal, state, or local income taxes nor payroll taxes of any kind shall be withheld and paid by the City on behalf of Contractor or the employees of Contractor. Contractor shall not be treated as an employee with respect to the services performed hereunder for federal or state tax purposes. Contractor understands that Contractor is solely responsible to pay, according to law, Contractor's income tax. Contractor further understands that Contractor may be liable for self-employment (Social Security) tax to be

paid by Contractor according to law.

7. LICENSES AND LAW: Contractor represents that it possesses the requisite skill, knowledge, and experience necessary, as well as all licenses required, if any, to perform the services under this Agreement. Contractor further agrees to comply with all applicable laws, ordinances, and codes of federal, state, and local governments in the performance of the services hereunder.

8. FRINGE BENEFITS: Because Contractor is engaged in its own independently established business, Contractor is not eligible for and shall not participate in any employee pension, health, or other fringe benefit plans of the City.

9. WORKER'S COMPENSATION: Contractor shall maintain in full force and effect worker's compensation and employer's liability insurance for Contractor and any agents, employees, and staff that Contractor may employ, and provide proof to the City of such coverage or that such worker's compensation insurance is not required under the circumstances.

10. EQUIPMENT, TOOLS, MATERIALS, OR SUPPLIES: Contractor shall supply, at its sole expense, all equipment, tools, materials, and/or supplies to accomplish the services to be provided herein.

11. PROPRIETARY RIGHTS: All data, materials, reports, maps, graphics, tables, memoranda, and other documents or products developed under this Agreement whether finished or not shall become the property of the City, shall be forwarded to the City at its request, and may be used by the City for any business or municipal purpose. The City agrees that if it uses products prepared by Contractor for purposes other than those intended in this Agreement, it does so at its sole risk.

12. CONFIDENTIALITY: Contractor agrees to maintain confidentiality of all work product produced under this Agreement, including both interim and draft, materials, reports, maps, graphics, tables, memoranda, and other documents unless and until the City signifies its written approval that such work product may be published as final work product subject to the public records laws of the state of Idaho. The City reserves the right to distribute the final work product as it sees fit provided that Contractor may use final reports as approved and adopted by the Ketchum City Council in the marketing of its firm.

13. TERM OF AGREEMENT: This Agreement shall commence as of the effective date specified in this Agreement and shall remain in effect for one (1) year unless terminated by either party as set forth in this Agreement.

15. ENTIRE AGREEMENT: This Agreement, along with any and all exhibits and appendix attached hereto and incorporated herein by reference, contains the entire agreement of the parties and supersedes any and all other agreements or understandings, oral or written, whether previous to the execution hereof or contemporaneous herewith.

16. GENERAL ADMINISTRATION AND MANAGEMENT: The Mayor and the City Administrator or his/her designee shall be the City's representative and shall oversee and approve all services to be performed, coordinate all communications, review and approve all invoices, and carry out any and all tasks as may be required under this Agreement.

17. CHANGES: The City reserves the right to make changes from time to time in the scope of services to be performed hereunder. Such changes, including any increase or decrease in Contractor's compensation, which are mutually agreed upon by and between the City and

Contractor, shall be incorporated in written amendments to this Agreement.

18. AMENDMENTS: This Agreement may be amended only in writing upon mutual agreement of both the City and Contractor.

19. ASSIGNMENT: It is expressly agreed and understood by the parties hereto that Contractor shall not have the right to assign, transfer, hypothecate, or sell any of its rights under this Agreement except upon the prior express written consent of the City.

20. TERMINATION OF AGREEMENT:

1. **FOR CAUSE DUE TO BREACH:** If Contractor shall fail to fulfill its obligations in compliance with the scope of work or if Contractor shall violate any of the covenants, agreements, or stipulations of this Agreement, the City shall thereupon have the right to terminate this Agreement by giving written notice to the Contractor and specifying the effective date thereof at least fifteen (15) days before the effective date of such termination. If this Agreement is terminated for cause, Contractor shall be entitled to receive just and equitable compensation for any work satisfactorily completed hereunder.

Notwithstanding the above, Contractor shall not be relieved of liability to the City by virtue of any breach of this Agreement by Contractor, and the City may withhold any payments to Contractor for the purpose of setoff until such time as the exact amount of damages due the City from Contractor is determined. Contractor shall also provide the City all products or works of consulting generated to date of termination.

2. **TERMINATION BY THE CITY:** The City reserves the right to terminate this Agreement at any time, for any reason, by giving at least fifteen (15) days' notice in writing to Contractor. If this Agreement is terminated by the City as provided herein, Contractor shall be paid for the work performed prior to termination, less payment or compensation previously made. Contractor shall also provide the City all products or works related to this Project generated to date of termination.

3. **TERMINATION:** The obligation to provide further services under this Agreement may be terminated by Contractor upon thirty (30) days' written notice. Such termination shall be based upon substantial lack of performance by the City under the terms and conditions of this Agreement when said substantial lack of performance is through no fault of Contractor. If this Agreement is terminated by Contractor, Contractor shall be paid for services rendered and for reimbursable expenses incurred to the date of such termination.

21. NOTICES: Any and all notices required to be given by either of the parties hereto, unless otherwise stated in this Agreement, shall be in writing and be deemed communicated when mailed in the United States mail, certified, return receipt requested, addressed as follows:

To CITY: City of Ketchum
Attn: Jade Riley, City Administrator
PO Box 2315
Ketchum, ID 83340

To CONTRACTOR: S&C Associates
Attn: Sherri Newland
P.O. Box 2647
Ketchum ID, 83340

22. DISCRIMINATION PROHIBITED: In performing the services required herein, Contractor agrees not to discriminate against any person on the basis of race, color, religion, sex, national origin or ancestry, age, or handicap. Violation of this section shall constitute a material breach of this Agreement and deemed grounds for cancellation, termination, or suspension of the Agreement by the City, in whole or in part, and may result in ineligibility for further work for the City.

23. STANDARD OF SERVICE: Contractor shall provide services as described in this Agreement. These services will be performed in accordance with generally accepted professional practices for the scope of this project. Contractor makes no other warranty either expressed or implied.

24. INDEMNIFICATION: Contractor agrees to indemnify, defend, and hold harmless the City and its officers, agents, employees and City Council from and against all claims, losses, actions, or judgments for damages or injury to persons or property arising out of or resulting from the negligent performances or activities of Contractor, Contractor's agents, employees, or representatives under this Agreement.

25. INSURANCE: Contractor agrees to obtain and keep in force during its acts under this Agreement a professional liability insurance policy with coverage limits over \$1,000,000.00 per occurrence. Certificate of proof of insurance will be provided to the City. Contractor shall provide proof of coverage as set forth above to the City before commencing its performance as herein provided and shall require insurer to notify the City ten (10) days prior to cancellation of said policy. Deliver certificates of insurance and endorsements required by this Article to:

City of Ketchum
Attn: Jade Riley, City Administrator
PO Box 2315
Ketchum, ID 83340

26. NONWAIVER: Failure of either party to exercise any of the rights under this Agreement or breach thereof shall not be deemed to be a waiver of such right or a waiver of any subsequent breach.

27. APPLICABLE LAW: Any dispute under this Agreement or related to this Agreement shall be decided in accordance with the laws of the state of Idaho.

28. SEVERABILITY: If any part of this Agreement is held unenforceable, the remaining portions of the Agreement will nevertheless remain in full force and effect.

29. ATTORNEY FEES: Should any litigation be commenced between the parties hereto concerning this Agreement, the prevailing party shall be entitled, in addition to any other relief as may be granted, to costs and reasonable attorney fees as determined by a court of competent jurisdiction. This provision shall be deemed to be a separate contract between the parties and shall survive any default, termination, or forfeiture of this Agreement.

30. EFFECTIVE DATE: The effective date of this Agreement shall be the day this Agreement is signed by the City.

31. DISPUTES: In the event that a dispute arises between the City and Contractor regarding application or interpretation of any provision of this Agreement, the aggrieved party shall promptly notify the other party to this Agreement of the dispute within ten (10) days after such dispute arises.

If the parties shall have failed to resolve the dispute within thirty (30) days after delivery of such notice, the parties agree to first endeavor to settle the dispute in an amicable manner by non-binding mediation before resorting to litigation. Should the parties be unable to resolve the dispute to their mutual satisfaction within thirty (30) days after such completion of mediation, each party shall have the right to pursue any rights or remedies it may have at law or in equity.

32. SUCCESSORS IN INTEREST: The provisions of this Agreement shall be binding upon and shall inure to the benefit of the parties hereby and their respective successors and assigns.

33. MISCELLANEOUS: Contractor has not been retained to supervise, direct, or have control over any contractor's work. Contractor specifically does not have authority over or responsibility for the means, methods, techniques, sequences, or procedures of construction selected by contractor(s) for safety precautions and programs to the work of contractor(s) or for any failure of contractor(s) to comply with laws, rules, regulations, ordinances, codes, or orders applicable to contractor(s) furnishing and performing their work. Accordingly, Contractor can neither guarantee the performance of the construction contracts by contractor(s) nor assume responsibility for the failure of contractor(s) to furnish and perform their work in accordance with the contract documents.

34. CONFLICT OF INTEREST: Contractor shall disclose any conflict of interest to the City that may arise or exists with any of Contractors current or former employers, clients, contractors or the like of or regarding any work, information, data, that may relate to the subject matter whether it is within the Contractor's scope of work or not. In the event a conflict of interest is identified, Contractor shall immediately disclose the conflict and the City may, in its sole discretion determine that this Agreement will terminate, or agree to measures to address the conflict and limit Contractor's scope of work to avoid the conflict. Failure to promptly disclose a conflict of interest constitutes Contractor's breach of this Agreement.

IN WITNESS WHEREOF, THE CITY and Contractor have executed this Agreement as of the effective date specified above.

CITY OF KETCHUM

CONTRACTOR

By: _____
Neil Bradshaw
Mayor

By: _____
Sherri Newland, PE
Owner

DATE: _____

DATE: _____

ATTEST:

By: _____
Katrin Sharp
Deputy City Clerk

DATE: _____



2021 Professional Services Fee Schedule

| Professional Staff | Rate |
|--|---------------|
| Specialist | \$ 155.00/Hr. |
| Senior Project Manager PE Senior Construction Engineer PE Senior Design Manager PE | \$ 145.00/Hr. |
| Professional Engineer PE Construction Engineer PE Senior Engineer PE | \$ 135.00/Hr. |
| Project Manager City Engineer | \$ 118.00/Hr. |
| Project Engineer EIT | \$ 105.00/Hr. |
| Engineering Technician Construction Inspector | \$ 95.00/Hr. |
| Civil CADD Drafter/Designer Project Coordinator | \$75.00/Hr. |
| Administrative Assistant | \$ 55.00/Hr. |

Reimbursable and Other Direct Costs

| | |
|--|--------------|
| Personal Vehicle Mileage | \$ 0.56/mile |
| Travel - Airfare, hotel, rental vehicles, meals | Cost plus 0% |
| Third Party and outside expenses (i.e.: printing, deliveries, FedEx, etc.) | Cost plus 0% |



Education

B.S., Geological Engineering -Michigan Technological University, Houghton, Michigan, May 2000

Professional Registrations and Certifications

2006 Professional Engineer/Idaho #12512
2007 Certified Professional in Erosion and Sediment Control #4176
2015 California Qualified SWPPP Practitioner (QSP)
2015 California Qualified SWPPP Developer (QSD)
2016 Boise City Plan Designer
2016 ITD Water Pollution Control Manager (WPCM)

Professional Affiliations/Activities

National Ski Patrol Volunteer
ARCH Community Housing Trust Board Member
ACEC Member
ASCE Member

Qualifications:

Mrs. Newland brings 20 years of expertise in erosion control, project management, civil engineering, materials testing, and construction engineering/inspection for both private and public-sector clients. Her industry experience includes: solid waste, aviation, commercial and residential development, and transportation. She has been extensively involved with project permitting, drainage design and stormwater pollution prevention plan development for projects in Idaho, Utah, and Colorado. She obtained her international certification in erosion and sediment control in 2007 and offers experience in Microsoft Projects, ProCore, Flowmaster, HY-8, RUSLE, Microsoft Excel, Microsoft Word, ArcGIS, AutoCAD, and Bentley MicroStation.

Experience:

Owner Representation Services - City of Sun Valley, Idaho -. The iconic ski town of Sun Valley located in Blaine County, Idaho passed a \$17.5 million bond in 2017 for rehabilitating roadways throughout the city. Mrs. Newland serves as an advisor and representative to the city by providing on-call professional engineering services, design review, project management, and construction management services for the bond program.

City Engineering and Project Management Services - City of Ketchum, Idaho -. The City of Ketchum located in Blaine County, Idaho is a diverse mountain resort community with a 2018-19 fiscal budget of approximately \$24.3 million. Mrs. Newland serves as an advisor and representative to the city by providing on-call professional engineering services, design review, project management, and construction management services for public works and development projects.

CSDC Procedures Manual Update - Ada County Highway District, Idaho. The Ada County Highway Districts owns and operates a portion of the MS4 system in Idaho. As an owner and operator ACHD was mandated by the EPA to control and monitor contaminants that enter this system. The EPA views construction related sediment as a pollutant. Mrs. Newland developed, managed, reviewed, and inspected contractor submitted designed erosion and sediment control plans and Best Management Practices, designed to reduce sediment and erosion, on behalf of the Ada County Highway District. Daily Mrs. Newland contacted and coordinated with the client in order to continually develop and improve the program process.

Waste Management Painted Desert Landfill - Tempe, Arizona Painted Desert Landfill is a Municipal Solid Waste Landfill operated by Waste Management of Arizona which provides a safe and convenient disposal options for Northern Arizona communities, businesses, and industries. S&C was hired to provide engineering services for the design of a new access drive and drainage improvements.

Waste Management Altamont Landfill – Wheel Wash and Medium Voltage Electrical Line Extension. In conjunction with the expansion of Fill Area 2 at Waste Management’s award winning landfill located in Livermore, California, Mrs. Newland was the Design Manager of a \$2.1-million industrial wheel wash and medium voltage electrical line installation. Sherri held weekly design meetings with both the design team and client to ensure the success of this project. Her responsibilities included: design team selection, entitlement and building permit procurement, budget tracking and forecasting, preparation of construction plans, and project close out.

Waste Management of North County – Compressed Natural Gas (CNG) Fueling Facility – Oceanside, California. This six year \$2.7-million CNG fueling and vehicle maintenance facility upgrade project was located in an environmentally sensitive area along the Loma Alta Creek in Oceanside, California. As the Design Manager, Mrs. Newland navigated the design team through the rigorous FEMA CLOMR/LOMR and CEQA approval process. Her responsibilities included: client coordination, design team selection, entitlement and building permit procurement, CEQA (MND) approval, FEMA approval, budget tracking and forecasting, preparation of construction plans, and project close out.

Waste Management Compressed Natural Gas (CNG) Program. As a Design Manager Mrs. Newland was directly responsible for managing over 20 fast track compressed natural gas (CNG) fueling and vehicle maintenance facility upgrades throughout the United States. In addition to being the lead point of contact for local jurisdictions, her duties included: leading and selecting design teams, contract negotiations, project and man hour estimating, RFI coordination, preparing construction plans, SWPPP development, utility coordination, and project close-out.

North Air Carrier Apron - Boise City Airport, Boise, Idaho.

Deteriorating asphalt pavement required demolition and reconstruction of approximately 22,000 square yards of asphalt pavement, installation of underdrains, storm drainage improvements and application of pavement markings on the north and east sides of the Carrier Apron. Mrs. Newland was the Resident Engineer responsible for onsite construction observation and oversight.

Taxiway and Taxilane “K” Reconstruction - Boise City Airport, Boise, Idaho.

As the Resident Engineer Mrs. Newland was responsible for the onsite construction observation and oversight for the full depth reconstruction and relocation of Taxiway K. The \$2. million project required coordination with an existing heliport pad and an existing FAA facility in the vicinity, connection to existing taxiway pavements at the east and west ends of the new construction, edge lighting, relocation of airfield signage, storm drainage improvements, and pavement markings.

Taxiway “F” Rehabilitation and Taxiway “K” Seal Coat- Boise City Airport, Boise, Idaho.

This project included a bituminous overlay of approximately 2,000 linear feet of taxiway. As the Resident Engineer Mrs. Newland was responsible for the onsite construction observation and oversight for the mill and overlay adjusting cross slope deficiencies to meet FAA grade criteria and accommodate A300-600 aircraft. In conjunction, Taxiway K was crack sealed and seal coated to prolong pavement life and reduce FOD.

WCS Waste Disposal, Andrews, Texas. AECOM (URS) was awarded a three-year \$80 million contract to lead the design and construction of a new LLRW disposal facility with associated improvements in Andrews, Texas. The facility was designed to capture all storm water that fell on site and divert into holding ponds. During construction, Mrs. Newland was the Project Engineer responsible for overseeing construction of the Byproduct Waste Disposal Cell as well as the drainage design and erosion and sediment control.

GARVEE Program/Connecting Idaho Partners – Erosion and Sediment Control Review Lead- Boise, Idaho.

In 2005 the Governor proposed and won approval from the Legislature to improve 13 segments of the state-wide transportation network in Idaho, to Connect Idaho, using GARVEE Bonds to fund the program. AECOM (URS) was the managing partner of a Joint Venture with CH2MHILL to complete this aggressive program which would expand and improve Idaho’s transportation infrastructure throughout the state. On behalf of Connecting Idaho Partners Mrs. Newland was the SWPPP discipline lead and reviewed all project submitted SWPPP and Erosion and Sediment Control plans to verify the documents met the requirements of the EPA and the ITD Consent Decree.

US-95, Garwood to Sagle – Athol Section, Idaho Transportation Department, Connecting Idaho Partners; Kootenai County.

Sherri served as the drainage task lead for the design of approximately 6.3 miles of roadway in northern Idaho. Her duties include coordinating,

developing, and designing of the roadway drainage system. Mrs. Newland utilized GIS data in ArcMap and developed the initial calculations for the Athol Cross Drain Design Hydraulic Report. In addition, Sherri designed and submitted the Athol Roadway drainage report. She also developed the Storm Water Pollution Prevention Plan recommendations for preliminary design.

Erosion and Sediment Control Services - Ada County Highway District, Idaho. The Ada County Highway Districts owns and operates a portion of the MS4 system in Idaho. As an owner and operator ACHD was mandated by the EPA to control and monitor contaminants that enter this system. The EPA views construction related sediment as a pollutant. Mrs. Newland developed, managed, reviewed, and inspected contractor submitted designed erosion and sediment control plans and Best Management Practices, designed to reduce sediment and erosion, on behalf of the Ada County Highway District. Daily Mrs. Newland contacted and coordinated with the client in order to continually develop and improve the program process.

US-95 Sandpoint North and South (Sandpoint Byway) - Sandpoint, Idaho. This controversial project involved the relocation of US-95 from downtown Sandpoint. As a design engineer she prepared the Cultural Resource's Investigation Stormwater Pollution Prevention Plans and drawings. She also reviewed water quality standards, water samples, and revised/updated the project Stormwater Pollution Prevention Plans and narrative to meet requirements. In addition, she compiled and gathered project information for the Resident Engineer file.

SH-162, Four Corners to Kamiah - Idaho County, Idaho – Mrs. Newland served as lead SWPPP designer and environmental contact for a shoulder widening and complete overlay project, her responsibilities included development of the project Stormwater Pollution Prevention Plan and Narrative. Additionally she coordinated and prepared the US Army Corp 404 Joint Application for Permit on behalf of the Idaho Transportation Department.

Aria Boulevard Interchange I-80 Access – Utah Department of Transportation / Private Party; Wendover, UT. Mrs. Newland served as the lead SWPPP designer for the interchange and associated improvements to Aria Boulevard. The SWPPP was designed to meet the requirements set forth by the Utah Department of Environmental Quality which manages the NPDES program in Utah. She was responsible for researching, coordinating, and designing the Stormwater Pollution Prevention Plans and Narrative for the final roadway plan package.

Idaho Transportation Department – U.S. 95 Over Calf Creek - Nez Perce and Latah Counties, Idaho. As a Staff Geotechnical Engineer, Sherri performed the field drilling and soils investigation, materials analysis, and engineering analysis for Phase IV – Foundation Investigation Report

Mountain Home Municipal Airport - Mountain Home, Idaho. The Municipal Airport in Mountain home required the upgrade and paving of the taxi ways and airplane hangars. Sherri performed the field coordination and soils investigation, pavement design, and prepared a report documenting our findings and recommendations for Entranco and the City of Mountain Home.

Employment History

S&C Associates LLC
2016 - Present *Owner*
City of Sun Valley
2014 – 2020 *Planning and Zoning Commissioner*
ET Environmental LLC
2010 – 2016 *Design Manager*
AECOM (Formally URS)
2005 – 2010 *Design Engineer*
American Geotechnics, Inc., Boise, Idaho
2004 - 2005 *Geotechnical Engineer*
Terracon, Inc., Boise, Idaho
2000 - 2004 *Staff Engineer*

Additional Education:

APEX Program
University of Sonora, Sonora, Mexico, September 1999
Certificate of Spanish
Autonomous University of Guadalajara,
Guadalajara, Mexico, June 1997
CE 332-Hydrology through Boise State University

Training and Seminars:

Technical Writing Workshop for Engineers, June 19, 2015
NEC Essentials (NFPA 70 2014 Edition) 3-day Seminar, October 20, 2014
IMW Operators Training, July 13, 2012
NGVI CNG Fueling Station Design Training, September 2012
Current Issues in Stormwater Regulation, August 27, 2008
Bentley Microstation “V8” Training Course, December 14, 2006
Introduction to ArcGIS I, October 19, 2007
Applying InRoads, July 18-21, 2006
Erosion Control Training: Practical Erosion Controls and How to Install Them On Your Site, June 6, 2006
Wetlands Regulation and Enforcement, March 31, 2006
CPESC Exam Review Course, February 20, 2006
Innovative Restoration: Applied Process and Technologies for Stabilizing Streambanks and Restoring Rivers, February 20, 2005
Effective Inspection Programs for Construction Site Runoff Control, February 21, 2005
Inspection Ground Rules: How to Evaluate a SWPPP and Inspect a Construction Site, February 21, 2005



City of Ketchum

March 1, 2021

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Approval of Cost Sharing Agreement with Blaine County for Sustainability Program Management

Recommendation and Summary

On January 19th, the City Council expressed support for a cost-share arrangement between the city and Blaine County to fund a City-County Sustainability Program Manager. On January 26th, the Board of County Commissioners considered the matter and concluded that they were uncomfortable moving forward with filling a full-time county position (FTE) in the current fiscal year. Instead, they supported the idea of a contract position for the remainder of this fiscal year and then make a final determination on the position as part of their spring budget development process. **The proposed cost-share agreement was presented to the City Council for consideration on February 16th. The Council expressed concerns regarding adoption of the cost share agreement without other coordination elements that were to be addressed through an accompanying Joint Powers Agreement or Memorandum of Understanding. Those coordination elements are now contained in section seven of the cost share agreement.**

The reasons for the request are as follows:

- Many of the city's sustainability initiatives such as clean energy will require a valley or regional solution to be effective.
- This position will provide a single coordinator to create implementation plans between all governmental and non-governmental entities.
- Creation of this position would enable better coordination between not only governmental entities within the valley but non-profits as well.

Introduction and History

Over the last year there have been informal discussions between the county and the cities of Hailey and Ketchum regarding the synergistic value of a position to coordinate key valley sustainability initiatives (e.g. clean energy, solid waste/recycling, water). The original concept was to split the funding equally between the three entities. Currently, the City of Hailey does not have funds to participate but hopes to participate in future years.

Analysis/Next Steps

Should the Council approve this cost-share agreement, the county would advertise for professional services proposals. The city would have an equal voice in the selection of the consultant and their associated annual work plan. Staff has also raised the idea of a steering or advisory committee consisting of both governmental and non-profit organizations who focus on valley sustainability efforts.

Sustainability Impact

Many of the city's goals outlined in the Ketchum Sustainability Plan are valley-wide in nature. This position would help bifurcate regional goals to this new position and city only goals to city staff.

Financial Impact

Blaine County has drafted the RFP document with the allowance of up to \$10,000 per month based on qualifications and scope of work. This would be split equally between the city and county.

The City Council allocated \$50,000 in the FY21 budget for sustainability related initiatives. To date, \$3,000 was used for professional services to facilitate KSAC efforts. The remaining funds could be used for this position. Assuming a consultant was retained by the first of March at the maximum monthly rate, it would be a total of \$70,000, with \$35,000 being the city's portion. Should KSAC identify one-time sustainability projects in the current fiscal year, funds could come from the current CIP fund balance to implement.

Attachment:

Cost Share Agreement

AGREEMENT BETWEEN THE CITY OF KETCHUM AND BLAINE
COUNTY FOR SUSTAINABILITY PROGRAM MANAGEMENT COST
SHARING

THIS AGREEMENT (hereinafter “Agreement”) is made and entered into this _____ day of February, 2021, by and between the City of Ketchum, Idaho, (hereinafter “City”) an Idaho municipal corporation and BLAINE COUNTY, (hereinafter “County”) a political subdivision of the State of Idaho, hereinafter referred to as the “Parties.”

RECITALS

WHEREAS, the City is a municipal corporation duly organized and existing under the laws of the State of Idaho; and

WHEREAS, pursuant to Idaho Code §50-301, the City is empowered to enter into contracts as may be deemed necessary to promote the welfare of the City of Ketchum and its residents; and

WHEREAS, the County is a political subdivision of the State of Idaho duly organized and existing under the laws of the State of Idaho; and

WHEREAS, the City and County have identified the need for a Sustainability Program, to include staff, equipment, software programs, and administrative costs; and

WHEREAS, the City and County and members of the public desire to develop a Sustainability Program to lead the region’s sustainability efforts in reducing the region’s carbon footprint and to proactively address climate-related impacts; and

WHEREAS, the City and County will benefit from a joint effort by collaborating on regional sustainability initiatives; and

WHEREAS, the City and County will work to develop short and long-term initiatives aimed at enhancing the sustainability of the region.

TERMS

NOW, THEREFOR, subject to the limitations of this Agreement and in order to provide assistance between the parties in providing Sustainability Program management services, it is hereby agreed as follows:

1. DURATION OF AGREEMENT. This Agreement shall not be effective until it is signed by the County and the City. It shall continue in full force unless terminated from the signature dates herein until September 30, 2021. The parties may agree to mutually extend this Agreement by subsequent written agreement.

2. NOTICES. All notices, requests, demands, or other communication required or provided for under this Agreement shall be in writing. Notices to the City and County shall be addressed as follows:

CITY:

City of Ketchum
Attn: City Administrator
480 East Avenue N.
Ketchum, ID 83340

COUNTY:

Blaine County
Attn: County Administrator
206 First Avenue South, Suite 300
Hailey, ID 83333

3. PURPOSE. The purpose of this Agreement is to allow the City to contract with County for partially funding the Sustainability Program Manager position to provide direct service to Blaine County and its cities serving as coordinator to streamline local governmental sustainability action.
4. FINANCE AND BUDGET. The City shall reimburse County for approximately fifty percent (50%) of the Sustainability Program Manager’s contracted rate for FY21. Such payment shall not exceed the amount of \$5,000.00 per month to be paid in quarterly installments not to exceed \$15,000.00 quarterly with the first payment due _____, 20__.
5. EMPLOYMENT STATUS. The City and County hereby agree that the Sustainability Program Manager shall perform the obligations under this Agreement exclusively as an Independent Contractor of the County and not as employee or agent of the City. The Parties do not intend to create through this Agreement any partnership, corporation, employer/employee relationship, joint venture, or other business entity or relationship other than that of this Agreement. The Sustainability Program Manager shall not receive nor be entitled to any employment-related benefits from the City including without limitation, workers’ compensation insurance, unemployment insurance, health insurance, retirement benefits or any benefit that the City offers to its employees.
6. MUTUAL HOLD HARMLESS. Each Party to this Agreement agrees to indemnify and hold harmless the other from any and all liability for any injury, damage or claim suffered by any person or property caused by the party or its employee while performing under this Agreement.
7. DUTIES. The provision of these services shall be governed as set out below:

The County and City agrees to collaborate on the following responsibilities pertaining to the Sustainability Program Manager position:

1. To agree on the position duties and responsibilities to benefit either or both the City and County.
2. To participate in the hiring process of the Sustainability Program Manager.
3. To develop and approve the annual work plan.
4. To participate on or provide recommendations for participants to the Sustainability Advisory Committee.
5. To participate in conducting evaluations of work product and performance of the Program Manager.
6. To cure any ambiguity, to correct or supplement any provision herein which may be inconsistent with any other provisions with respect to matters or questions arising under this Agreement which are not inconsistent with the provisions of the Agreement.

The position will be assigned to work at the County to accomplish the tasks assigned. The position will report to the County Administrator.

The County agrees to host a dedicated web page on its web site for the Sustainability Program. Content of the web page will be determined by the Sustainability Advisory Committee and implemented by the Sustainability Program Manager as part of his/her duties.

8. AMENDMENT. This Agreement may be amended at any time, and from time to time, by the mutual written consent of the City and County for any of the following purposes:
 1. To add provisions to the Agreement to benefit either or both the City and the County.
 2. To extend the term of the agreement.
 3. To cure any ambiguity, to correct or supplement any provision herein which may be inconsistent with any other provisions with respect to matters or questions arising under this Agreement which are not inconsistent with the provisions of the Agreement.

9. SEVERABILITY. In the event any provision of this Agreement shall be declared by a court of competent jurisdiction to be invalid, illegal, or unenforceable, the validity, legality, and enforceability of the remaining provisions shall not, in any way, be affected or impaired thereby.

IN WITNESS WHEREOF, each of the parties has executed this Agreement by its duly authorized officials.

DATED this _____ day of February, 2021.

CITY OF KETCHUM, IDAHO
an Idaho political subdivision

By _____
_____, _____

BLAINE COUNTY, an Idaho political subdivision

By _____
_____, Chair, Board of
Blaine County Commissioners

ATTEST:

JoLynn Drage, Recorder



City of Ketchum

March 1st, 2019

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation to Appoint Katrin Sharp to Serve as Interim City Clerk

Recommendation and Summary

The Mayor is recommending City Council adopt Resolution 21-002 and adopt the following motion:

“I move to adopt Resolution 21-002.”

The reasons for the recommendation are as follows:

- Title 50 of Idaho State Statute requires the designation of this position
- Katrin Sharp currently serves as the Deputy City Clerk
- This action will allow for proper continuation of duties

Introduction and History

Chapter 2 of Title 50 of Idaho State Statute provides that the Mayor “shall appoint a city clerk, treasurer and city attorney” with the consent of the city council. The previous city clerk has vacated the position and an appointment is necessary to ensure proper continuation of duties.

Sustainability Impact

There is no impact arising from this action.

Financial Impact

No financial impact related to this resolution.

Attachments:

Resolution 21-002

RESOLUTION NUMBER 21-002

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KETCHUM, IDAHO, TO APPROVE THE APPOINTMENT OF KATRIN SHARP TO SERVE AS INTERIM CITY CLERK; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, pursuant to Chapter 2 of Title 50 of Idaho State Statute provides that the Mayor shall appoint a City Clerk with the consent of the City Council; and

WHEREAS, Katrin Sharp currently serves as the Deputy City Clerk and will provide for a seamless continuation of duties; and

WHEREAS, the Mayor desires to appoint Katrin Sharp as Interim City Clerk.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF KETCHUM IDAHO:

That Katrin Sharp is hereby appointed to serve as Interim City Clerk.

This Resolution will be in full force and effect upon its adoption this 1st day of March 2021.

CITY OF KETCHUM, IDAHO

Neil Bradshaw
Mayor

ATTEST:

Katrin Sharp
Deputy City Clerk



City of Ketchum

March 1st, 2019

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation to Appoint Shellie Rubel to Serve as Interim City Treasurer

Recommendation and Summary

The Mayor is recommending City Council adopt Resolution 21-003 and adopt the following motion:

“I move to adopt Resolution 21-003.”

The reasons for the recommendation are as follows:

- Title 50 of Idaho State Statute requires the designation of this position
- Shellie Rubel currently serves as the Deputy City Treasurer
- This action will allow for proper continuation of duties

Introduction and History

Chapter 2 of Title 50 of Idaho State Statute provides that the Mayor “shall appoint a city clerk, treasurer and city attorney” with the consent of the city council. The previous treasurer has vacated the position and an appointment is necessary to ensure proper continuation of duties.

Sustainability Impact

There is no impact arising from this action.

Financial Impact

No financial impact related to this resolution.

Attachments:

Resolution 21-003

RESOLUTION NUMBER 21-003

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KETCHUM, IDAHO, TO APPROVE THE APPOINTMENT OF SHELLIE RUBEL TO SERVE AS INTERIM CITY TREASURER; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, pursuant to Chapter 2 of Title 50 of Idaho State Statute provides that the Mayor shall appoint a City Treasurer with the consent of the City Council; and

WHEREAS, Shellie Rubel currently serves as the Deputy City Treasurer and will provide for a seamless continuation of duties; and

WHEREAS, the Mayor desires to appoint Shellie Rubel as Interim City Treasurer.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF KETCHUM IDAHO:

That Shellie Rubel is hereby appointed to serve as Interim City Treasurer.

This Resolution will be in full force and effect upon its adoption this 1st day of March 2021.

CITY OF KETCHUM, IDAHO

Neil Bradshaw
Mayor

ATTEST:

Katrin Sharp
Deputy City Clerk



City of Ketchum

March 1st, 2021

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation to Appoint Neil Bradshaw to Serve on Mountain Rides Transportation Authority Board

Recommendation and Summary

Staff is recommending the Council adopt Resolution 21-004 and adopt the following motion:

“I move to adopt Resolution 21-004 appointing Neil Bradshaw to the Mountain Rides Board of Directors.”

The reasons for the recommendation are as follows:

- The Mayor of Sun Valley currently serves on the board.
- With this appointment, the board would contain both elected and appointed community members.

Introduction and History

The City of Ketchum is a significant funder of the Mountain Rides operation and is allocated two seats on the board. The services provided by Mountain Rides is a major economic asset to the city providing alternative transportation options for employers as well as visitors.

Sustainability Impact

There is no direct impact arising from this action.

Financial Impact

No financial impact related to this resolution.

Attachments:

Resolution 21-004

RESOLUTION NUMBER 21-004

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KETCHUM, IDAHO, TO APPROVE THE APPOINTMENT OF NEIL BRADSHAW TO SERVE ON THE BOARD OF MOUNTAIN RIDES; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, pursuant to the bylaws of the Mountain Rides Transportation Authority, the city shall appoint two members to the board with the consent of the City Council; and

WHEREAS, the board can be composed of both elected as well as appointed members from the community.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF KETCHUM IDAHO:

That Neil Bradshaw is hereby appointed to serve on the Mountain Rides Transportation Authority Board of Directors.

This Resolution will be in full force and effect upon its adoption this 1st day of March 2021.

CITY OF KETCHUM, IDAHO

Neil Bradshaw
Mayor

ATTEST:

Katrin Sharp
Deputy City Clerk



City of Ketchum

March 1st, 2021

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation to approve the Lofts @ 660 Condominium Subdivision Final Plat

Recommendation and Summary

Staff recommends the City Council approve the Condominium Subdivision Final Plat for the Lofts @ 660 Condominiums, submitted by Galena Engineering, on behalf of property owner 660 First Ave LLC. Council approved the Preliminary Plat on September 16th, 2020. The Final Plat conforms to the Preliminary Plat.

The subject property is located at 660 N. 1st Avenue in the Community Core zoning district, subdistrict 2, Mixed-use. Design Review approval and a Building Permit for the construction of the new four-unit residential structure were granted by the City in 2019. The structure will contain one (1) deed-restricted Community Housing unit on the ground floor. An in-lieu housing fee was paid for the development's community housing unit obligation that was not met by the square footage of the on-site deed restricted unit. The Exceedance Agreement governing this development is recorded with Blaine County under instrument number #20424.

Recommended motion: "I move to approve the Lofts at 660 Condominium Subdivision Final Plat application, subject to conditions 1-5 contained in the draft Findings of Fact, Conclusions of Law, and Decision and to adopt the draft Findings as presented."

The reasons for the recommendation are as follows:

- A Certificate of Occupancy for the building has been issued.
- Minor details that were unable to be completed due to weather have been bonded for (completion of landscaping, installing power to the City streetlight, asphalt patching along 1st Avenue, and striping parking spaces).
- The Final Plat conforms to the previously approved Preliminary Plat.

Financial Impact

Recording the Final Plat signals to the Blaine County Assessor that the individual condominium units have been created and can be taxed as separate properties and added to the tax rolls.

Attachments:

1. Application
2. Final Plat dated February 2021
2. Draft Findings of Fact, Conclusions of Law, and Decision



City of Ketchum
Planning & Building

CERTIFIED COMPLETE
9-25-20
MP

FINAL PLAT

| OFFICIAL USE ONLY | |
|--------------------|---------|
| Application Number | P20-095 |
| Date Received | 9-25-20 |
| By: | MP |
| Fee Paid | 2625.00 |
| Approved Date: | |
| By: | |

Subdivision Application

Submit completed application and payment to the Planning and Building Department, PO Box 2315, Ketchum, ID 83340 or hand deliver to Ketchum City Hall, 480 East Ave. N., Ketchum. If you have questions, please contact the Planning and Building Department at (208) 726-7801. To view the Development Standards, visit the City website at: www.ketchumidaho.org and click on Municipal Code.

| APPLICANT INFORMATION | | | |
|--|-------------------------------|------------------------------|------------------------------------|
| Name of Proposed Subdivision: The Lofts at 660 1st Avenue | | | |
| Owner of Record: Galena Peak Partners, LLC | | | |
| Address of Owner: PO Box 1769, Ketchum ID 83340 | | | |
| Representative of Owner: Sean Flynn/Galena Engineering | | | |
| Legal Description: Ketchum Lot 6 Blk 34 | | | |
| Street Address: 660 1st Avenue, Ketchum ID 83340 | | | |
| SUBDIVISION INFORMATION | | | |
| Number of Lots/Parcels: 7 units | | | |
| Total Land Area: 5501 sq ft | | | |
| Current Zoning District: CC2: Community Core | | | |
| Proposed Zoning District: CC2: Community Core | | | |
| Overlay District: None | | | |
| TYPE OF SUBDIVISION | | | |
| Condominium <input checked="" type="checkbox"/> | Land <input type="checkbox"/> | PUD <input type="checkbox"/> | Townhouse <input type="checkbox"/> |
| Adjacent land in same ownership in acres or square feet: | | | |
| Easements to be dedicated on the final plat: | | | |
| Utilities | | | |
| Briefly describe the improvements to be installed prior to final plat approval: | | | |
| ADDITIONAL INFORMATION | | | |
| All lighting must be in compliance with the City of Ketchum's Dark Sky Ordinance | | | |
| One (1) copy of Articles of Incorporation and By-Laws of Homeowners Associations and/or Condominium Declarations | | | |
| One (1) copy of current title report and owner's recorded deed to the subject property | | | |
| One (1) copy of the preliminary plat | | | |
| All files should be submitted in an electronic format. | | | |

Applicant agrees in the event of a dispute concerning the interpretation or enforcement of the Subdivision Application in which the City of Ketchum is the prevailing party to pay reasonable attorney's fees and costs, including fees and costs of appeal for the City of Ketchum. Applicant agrees to observe all City ordinances, laws and conditions imposed. Applicant agrees to defend, hold harmless and indemnify the City of Ketchum, city officials, agents and employees from and for any and all losses, claims, actions, judgments for damages, or injury to persons or property, and losses and expenses caused or incurred by Applicant, its servants, agents, employees, guests and business invitees and not caused by or arising out of the tortious conduct of city or its officials, agents or employees. Applicant certifies that s/he has read and examined this application and that all information contained herein is true and correct.

Sean Flynn

09/25/2020

Applicant Signature

Date

A CONDOMINIUM PLAT SHOWING

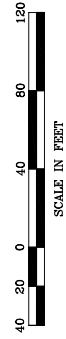
THE LOFTS @ 660 1ST AVENUE

A CONDOMINIUM PLAT OF LOT 6, BLOCK 34, KETCHUM TOWNSITE LOCATED WITHIN SECTION 13, T.4 N., R.17 E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO

FEBRUARY 2021



SCALE: 1" = 40'

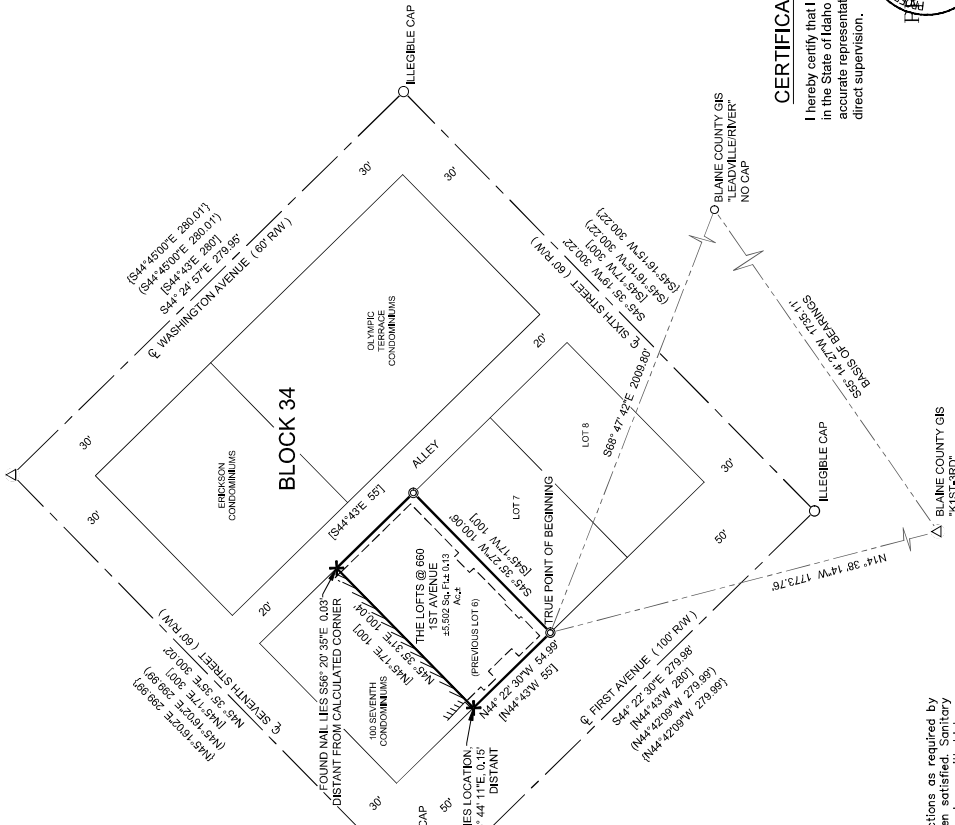


LEGEND

- Property Line
- - - - - Adjoint Property Line
- Centerline Right of Way
- - - - - GS Tie Line
- - - - - Composite Building Footprint of All Floors
- Existing Building
- () Record Bearing & Distance, Village of Ketchum, Instrument Number 302967
- () Record Bearing & Distance, Olympic Terrace Condominiums, Instrument Number 547744
- { } Record Bearing & Distance, Ketchum Townsite-Block 34, Lot 4A, Instrument Number 531695
- Found 5/8" Rebar
- △ Found Aluminum Cap on 5/8" Rebar
- ✗ Found Magnetic Nail
- ⊙ Set Magnetic Nail & Washer, PLS 16670

SURVEY NARRATIVE & NOTES

1. The purpose of this survey is to show the monuments found and set during the boundary retracement of Lot 6, Block 34, Ketchum Townsite, Instrument Number 302967, records of Blaine County, Idaho, and to condominiumize said property as shown hereon. All found monuments have been accepted. Lot corner monuments were set by stake breakdown and proportioning record distances. Instrument monuments were set by tie to monuments shown on the plat documents used in the course of this survey. Vertical Datum is NAVD 1988.
2. In interpreting the Declaration, Plat or Plans, and Deeds, the existing physical boundaries of the unit as originally constructed, or reconstructed in lieu thereof, shall prevail over the boundaries shown on the Declaration, Plat or Plans, and/or Deeds, regardless of whether or not the boundaries shown on the Declaration, Plat or Plans, and/or Deeds, and the actual boundaries of the unit in the buildings.
3. Dimensions shown hereon will be subject to slight variations, owing to normal construction tolerances.
4. Horizontal or sloping planes shown hereon are top of finished subfloor and bottom of finished ceiling; vertical planes are finished surfaces of interior walls. Some structural members extend into units, limited common areas and parking spaces.
5. Property shown hereon is subject to terms, provisions, covenants, conditions, restrictions, easements, charges, assessments and liens provided by applicable Condominium Law or the Condominium Declaration recorded under instrument Number _____, records of Blaine County, Idaho. Consult the Condominium Declaration for the definition of common and limited common area.
6. All area outside of units that is not designated as limited common is common area. Areas of "common" or "limited common" are shown by diagram.
7. Building ties are to the interior corners of unit walls.
8. Utility easements necessary to allow for access and maintenance of utilities serving units other than the unit they are located in are hereby granted by this plat.
9. The current zoning is CC. Refer to the City of Ketchum Zoning Ordinance for specific information about this zone.
10. The owner is 660 First Avenue LLC, Reed Sanborn representative, PO Box 5023 Ketchum, ID 83340. The surveyor/representation is Mark E. Phillips, Galena Engineering, Inc., 317 N. River St., Hailey, Idaho 83333.
11. This development is subject to an Exceedance Agreement recorded under instrument Number #20424.



CERTIFICATE OF SURVEYOR

I hereby certify that I am a Registered Land Surveyor in the State of Idaho and that this map is a true and accurate representation of a survey done under my direct supervision.



MARK E. PHILLIPS, P.L.S. 16670

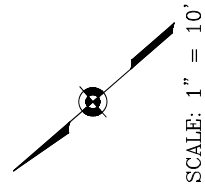
HEALTH CERTIFICATE: Sanitary restrictions as required by Idaho Code Title 50, Ch. 13, have been satisfied. Sanitary restrictions may be reimposed in accordance with Idaho Code Title 50, Ch. 13, Sec. 50-1326, by issuance of a Certificate of disapproval.

Date _____ South Central Public Health District

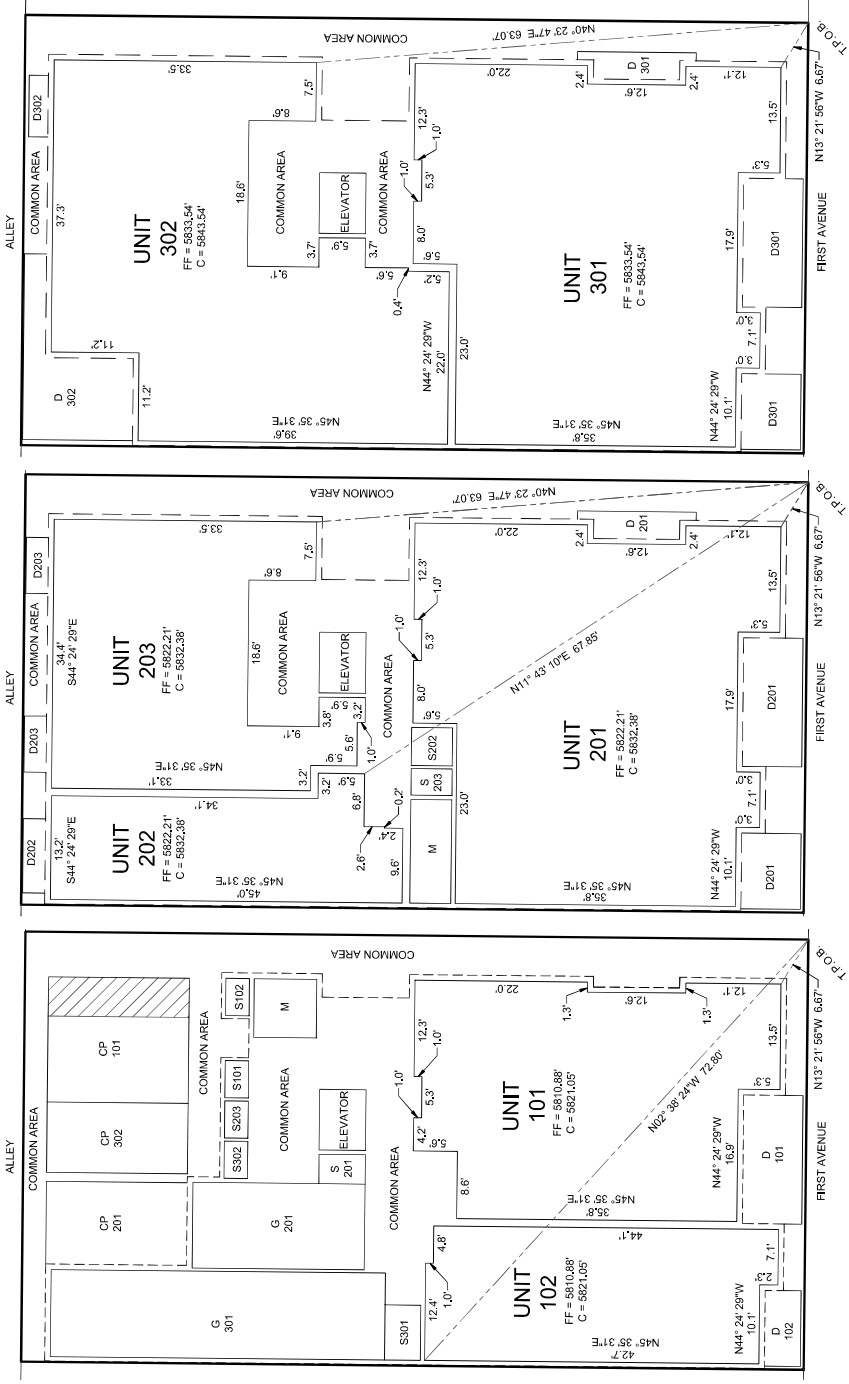
THE LOFTS @ 660 1ST AVENUE
GALENA ENGINEERING, INC.
HAILEY, IDAHO
SHEET 1 OF 3
Job No. 7724

A CONDOMINIUM PLAT SHOWING
THE LOFTS @ 660 1ST AVENUE
 WHEREIN LOT 6, BLOCK 34, KETCHUM TOWNSITE IS CONDOMINIUMIZED
 LOCATED WITHIN SECTION 13, T.4 N., R.17 E., B.M., CITY OF KETCHUM, BLAINE COUNTY, IDAHO

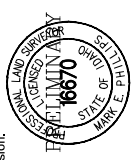
FEBRUARY 2021



- LEGEND**
- Property Line
 - Unit Outline
 - Building Footprint - 1st Level
 - Building Footprint - 2nd Level
 - Building Footprint - 3rd Level
 - The Line with Unit Number
 - CP# Storage Area with Unit Number
 - D# Deck with Unit Number
 - G# Garage with Unit Number
 - S# Storage Area with Unit Number
 - M Mechanical Room
 - FF Finish Floor Elevation
 - C Finish Ceiling Elevation
 - T.P.O.B. True Point of Beginning



CERTIFICATE OF SURVEYOR
 I hereby certify that I am a Registered Land Surveyor in the State of Idaho and that this map is a true and accurate representation of a survey done under my direct supervision.



MARK E. PHILLIPS, P.L.S., 16670

THE LOFTS @ 660 1ST AVENUE
 GALENA ENGINEERING, INC.
 HAILEY, IDAHO
 SHEET 2 OF 3
 Job No. 7724

SEE PAGE 1 FOR SURVEY NARRATIVE & NOTES

CERTIFICATE OF OWNERSHIP

This is to certify that the undersigned are the owners in fee simple of the following described condominium property:

A parcel of land located within Section 13, T.4N., R.17E., B.M., City of Ketchum, Blaine County, Idaho, more particularly described as follows:
Lot 6, Block 34, Ketchum Townsite

The easements indicated hereon are not dedicated to the public, but the right to use said easements is hereby reserved for the public utilities and for any other uses indicated hereon and no permanent structures are to be erected within the lines of said easements. I do hereby certify that all units within this condominium plat will be served by a water distribution system and that the existing water distribution system has agreed in writing to serve all of units shown within this plat.

It is the intent of the owners to hereby include said condominium property in this plat.

660 First Ave. LLC, an Idaho Limited Liability Company

Reid Sornborn, Registered Agent

ACKNOWLEDGMENT

STATE OF _____ }
COUNTY OF _____ } ss
On this _____ day of _____, 2021, before me, a Notary Public in and for said State, personally appeared Reid Sornborn, known or identified to me to be a member of the limited liability company that executed the foregoing instrument, and acknowledged to me that such limited liability company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Notary Public in and for said State
Residing in _____
My Commission Expires _____

SURVEYOR'S CERTIFICATE

I, Mark E. Phillips, a duly Licensed Professional Land Surveyor in the State of Idaho, do hereby certify that this plat is a true and accurate map of the land and points surveyed under my direct supervision and that it is in accordance with the Idaho State Code relating to Plats, Surveys, and Condominiums and the Corner Perpetuation and Filing Act, 53-1601 through 55-1612.



Mark E. Phillips, P.L.L.S. 16670

BLAINE COUNTY SURVEYOR'S APPROVAL

I, Sam Young County Surveyor for Blaine County, Idaho, do hereby certify that I have checked the foregoing Plat and computations for making the same and have determined that they comply with the laws of the State of Idaho relating to Plats and Surveys

Sam Young, P.L.L.S. 11577
Blaine County Surveyor

Date

KETCHUM CITY ENGINEER'S APPROVAL

The foregoing plat was approved by _____, City Engineer for the City of Ketchum on this _____ day of _____, 2021.

City Engineer

KETCHUM CITY COUNCIL'S APPROVAL

I, _____ Planner in and for the City of Ketchum, do hereby certify that the foregoing plat was duly accepted and approved according to the Ketchum Subdivision-Ordinance.

By: _____

Certified by City Clerk

By: _____

BLAINE COUNTY TREASURER'S APPROVAL

I, the undersigned County Treasurer in and for Blaine County, State of Idaho per the requirements of Idaho Code 50-1308, do hereby certify that any and all current and/or delinquent county property taxes for the property included in this subdivision have been paid in full. This certification is valid for the next thirty (30) days only.

Blaine County Treasurer

Date

BLAINE COUNTY RECORDER'S CERTIFICATE

THE LOFTS @ 660 1ST AVENUE
GALENA ENGINEERING, INC.
HAILEY, IDAHO
SHEET 3 OF 3
Job No. 7724



City of Ketchum
 Planning & Building

IN RE:)
)
 Lofts at 660 1st Avenue Condominium Subdivision) KETCHUM CITY COUNCIL
 Preliminary Plat) FINDINGS OF FACT, CONCLUSIONS OF LAW, AND
 Date: March 1, 2021) DECISION
)
 File Number: P20-095)

Findings Regarding Application Filed

PROJECT: Lofts at 660 1st Avenue Condominium Subdivision Preliminary Plat

APPLICATION TYPE: Condominium Subdivision Preliminary Plat

FILE NUMBER: P20-055

ASSOCIATED PERMITS: P19-084, BP19-112

OWNERS: 660 First Ave LLC (per Blaine County assessor 2/24/21)

REPRESENTATIVE: Galena Engineering

REQUEST: Preliminary Plat to condominimize seven (7) condominium units within a multi-family residential development currently under construction

LOCATION: 660 N. 1st Avenue (Lot 6, Block 34, Ketchum Townsite)

NOTICE: A public hearing was not required for the Final Plat

ZONING: Community Core, Sub-district 2 – Mixed Use

OVERLAY: None

Findings Regarding Associated Development Applications

The subject property is owned by 660 First Ave LLC and was developed by Galena Peak Partners LLC. The development has been completed and is a 12,129 square foot three-story building with seven (7) dwelling units, including one Community Housing unit. The project is located on N. 1st Avenue near the southeast corner of E. 7th Street and N. 1st Avenue in downtown Ketchum’s Community Core Subdistrict 2 Mixed Use zoning district.

This application finalizes the process of platting the dwelling units into condominium units.

The building previously received Design Review approval and a building permit (P19-084, B19-112) and the building was designed and intended to be condominimized. The Final Plat substantially conforms to the

Preliminary Plat (P20-052) that was recommended for approval by the Planning and Zoning Commission on August 11th, 2020 and was approved by City Council on September 16th, 2020.

Findings Regarding City Department Comments

All City Department standards as well as required right-of-way improvements were reviewed through the Design Review and Building Permit processes. Prior to issuance of a Certificate of Occupancy City Departments conducted final inspections to ensure compliance with all conditions and requirements of the associated Design Review, Exceedance Agreement, Building Permit, and Preliminary Plat approvals. Four items that were unable to be complete due to timing and weather were bonded for: completion of landscaping, installing power to the City streetlight, asphalt patching along 1st Avenue, and striping parking spaces.

**Findings Regarding Condominium Subdivision Procedure
(KMC§16.04.070)**

All land subdivisions in the City of Ketchum are subject to the standards contained in Ketchum, Municipal Code, Title 16, Subdivision. Many standards are related to the design and construction of multiple new lots that will form new blocks and infrastructure, such as streets that will be dedicated to and maintained by the City. The standards for certain improvements (KMC §16.04.040) including street, sanitary sewage disposal, planting strip improvements are not applicable to the subject project as the application proposes to subdivide a building currently under construction into condominium units. As conditioned, the request to subdivide meets all applicable standards for Condominiums Preliminary Plats contained in Ketchum Municipal Code’s Subdivision (Title 16) and Zoning (Title 17) regulations. The Condominium Subdivision does not change the proposed residential use or alter the proposed development as reviewed and approved through Design Review P19-084 and Building Permit B19-112.

The first step in the condominium platting process is Preliminary Plat review and to receive a recommendation from the Planning and Zoning Commission. The Planning and Zoning Commission held a public hearing and unanimously recommended approval of the Preliminary Plat application to the City Council on August 11th, 2020. City Council held a public hearing on September 21st, 2020 and approved the Preliminary Plat. City Council reviewed and approved the Final Plat during their meeting on March 1st, 2021.

Table 1: City Department Comments

| City Department Comments | | | |
|-------------------------------------|--------------------------|--------------------------|--|
| Compliant | | | |
| Yes | No | N/A | |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>City Department Comments</p> <p>Utilities:</p> <ul style="list-style-type: none"> Final Inspection complete. No issues. <p>Fire Department:</p> <ul style="list-style-type: none"> Final Inspection complete. No issues. <p>Engineering and Streets:</p> <ul style="list-style-type: none"> Final Inspection complete. No issues. <p>Planning and Zoning:</p> <ul style="list-style-type: none"> See comments throughout staff report. |

Table 1: Findings Regarding Condominium Final Plat Requirements

| Condominium Requirements | | | | |
|-------------------------------------|--------------------------|--------------------------|------------------------------|--|
| Compliant | | | Standards and Staff Comments | |
| Yes | No | N/A | City Code | City Standards and <i>Staff Comments</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.070.C | <p>Final Plat Procedure:</p> <p>1. The final plat procedure contained in subsection 16.04.030G of this chapter shall be followed. However, the final plat shall not be signed by the city clerk and recorded until the condominium has received:</p> <ul style="list-style-type: none"> a. A certificate of occupancy issued by the city of Ketchum; and b. Completion of all design review elements as approved by the planning and zoning administrator. <p>2. The council may accept a security agreement for any design review elements not completed on a case by case basis pursuant to title 17, chapter 17.96 of this code.</p> <p>Prior to final plat approval, the subdivider shall submit to the city a copy of the final bylaws and condominium declarations which shall be approved by the council and filed with the Blaine County recorder, including the instrument number(s) under which each document was recorded.</p> |
| | | | <i>Staff Comments</i> | <i>A bond is in place for a minor outstanding improvements: completion of landscaping, installing power to the City streetlight, asphalt patching along 1st Avenue, and striping parking spaces.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.070.D | <p>Garage: All garages shall be designated on the preliminary and final plats and on all deeds as part of the particular condominium units. No garage may be condominiumized or sold separate from a condominium unit.</p> |
| | | | <i>Staff Comments</i> | <i>Garage areas labeled with the condominium unit they are associated with.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.070.E | <p>Storage Areas: Adequate interior storage space for personal property of the resident of each condominium unit.</p> |
| | | | <i>Staff Comments</i> | <i>Storage areas are provided for each condominium unit.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.070.F | <p>Maintenance Building: A maintenance building or room shall be provided of adequate size and location for the type and size of the condominium project for storage of maintenance equipment and supplies for common areas.</p> |
| | | | <i>Staff Comments</i> | <i>Mechanical room is indicated on the plat.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.070.G | <p>Open Space: The subdivider shall dedicate to the common use of the homeowners adequate open space of such shape and area usable and convenient to the residents of the condominium subdivision. Location of building sites and common area shall maximize privacy and solar access.</p> |
| | | | <i>Staff Comments</i> | <i>All units have exterior space and these spaces are labeled "D" with the condominium unit number.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.060.H | <p>General Applicability: All other provisions of this chapter and all applicable ordinances, rules and regulations of the city and all other governmental entities having jurisdiction shall be complied with by condominium subdivisions.</p> |
| | | | <i>Staff Comments</i> | <i>The condominium subdivision shall comply with all other provisions of Title 16, Title 17, and all applicable City ordinances, rules, and regulations.</i> |

Table 2: Final Plat Requirements for All Projects and Condominium Preliminary Plats

| Final Plat Requirements | |
|-------------------------|------------------------------|
| Compliant | Standards and Staff Comments |

| | | | | |
|-------------------------------------|--------------------------|-------------------------------------|-----------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K | Contents Of Final Plat: The final plat shall be drawn at such a scale and contain such lettering as to enable same to be placed upon sheets of eighteen inch by twenty four inch (18" x 24") Mylar paper with no part of the drawing nearer to the edge than one-half inch (1/2"), and shall be in conformance with the provisions of title 50, chapter 13, Idaho Code. The reverse side of such sheet shall not be used for any portion of the drawing, but may contain written matter as to dedications, certificates, signatures, and other information. The contents of the final plat shall include all items required under title 50, chapter 13, Idaho Code, and also shall include the following: |
| | | | Staff Comments | <i>The mylar paper shall be prepared following Ketchum City Council review and approval of the Final Plat application and shall meet these standards.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.1 | Point of beginning of subdivision description tied to at least two (2) governmental survey corners, or in lieu of governmental survey corners, to monuments recognized by the city engineer. |
| | | | Staff Comments | <i>This standard has been met.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.2 | Location and description of monuments. |
| | | | | <i>This standard has been met.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.3 | Tract boundary lines, property lines, lot lines, street right of way lines and centerlines, other rights of way and easement lines, building envelopes as required on the preliminary plat, lot area of each lot, boundaries of floodplain and floodway and avalanche district, all with bearings, accurate dimensions in feet and decimals, in degrees and minutes and radii, arcs, central angles, tangents and chord lengths of all curves to the above accuracy. |
| | | | Staff Comments | <i>This standard has been met.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.4 | Names and locations of all adjoining subdivisions. |
| | | | Staff Comments | <i>The adjacent subdivisions are indicated on the plat.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.5 | Name and right of way width of each street and other public rights of way. |
| | | | | <i>This standard has been met.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.6 | Location, dimension and purpose of all easements, public or private. |
| | | | | <i>Utility easements are described in Plat Note #8.</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.030.K.7 | The blocks numbered consecutively throughout each block. |
| | | | | <i>This standard does not apply as no new blocks are proposed. The proposal consists of subdividing a multi-family residential development currently under construction and nearing completion into condominium units.</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.030.K.8 | The outline of any property, other than a street, alley or easement, which is offered for dedication to public use, fully dimensioned by distances and bearings with the area marked "Dedicated to the City of Ketchum for Public Use", together with any other descriptive language with regard to the precise nature of the use of the land so dedicated. |
| | | | | <i>N/A as no dedications have been proposed with the condominium subdivision.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.9 | The title, which shall include the name of the subdivision, the name of the city, if appropriate, county and state, and the location and description of the subdivision referenced to section, township, range. |
| | | | | <i>This standard has been met. The name of the proposed subdivision is Mindbender Condominiums.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.10 | Scale, north arrow and date. |
| | | | | <i>This standard has been met.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.11 | Location, width, and names of all existing or dedicated streets and other public ways within or adjacent to the proposed subdivision |
| | | | | <i>This standard has been met.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.12 | A provision in the owner's certificate referencing the county recorder's instrument number where the condominium declaration(s) and/or articles of incorporation of homeowners' association governing the subdivision are recorded. |

| | | | | |
|-------------------------------------|--------------------------|-------------------------------------|-----------------------|---|
| | | | | <i>As conditioned, this standard will be met prior to recordation of the Final Plat. The applicant shall include a provision in the owner's certificate referencing the county recorder's instrument number where the article of incorporation of the homeowners' association governing the subdivision are recorded.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.13 | Certificate by registered engineer or surveyor preparing the map certifying to the accuracy of surveying plat. |
| | | | | <i>As conditioned, this standard will be met prior to recordation of the Final Plat. The signature block page shall include the surveyor's certification.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.14 | A current title report of all property contained within the plat. |
| | | | | <i>This standard has been met. A title report and warranty deed were submitted with the Preliminary Plat and both are current.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.15 | Certification of owner(s) of record and all holders of security interest(s) of record with regard to such property. |
| | | | | <i>As conditioned, this standard will be met prior to recordation of the Final Plat. The signature block page shall include a certificate of ownership and associated acknowledgement from all owners and holders of security interest with regard to the subject property, which shall be signed following Ketchum City Council review and approval of the application and prior to recordation of the Final Plat.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.16 | Certification and signature of engineer (surveyor) verifying that the subdivision and design standards meet all city requirements. |
| | | | | <i>As conditioned, this standard will be met prior to recordation of the Final Plat. The signature block page shall include the certification and signature of the surveyor verifying that the subdivision and design standards meet all City requirements.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.17 | Certification and signature of the city engineer verifying that the subdivision and design standards meet all city requirements. |
| | | | | <i>As conditioned, this standard will be met prior to recordation of the Final Plat. The signature block page shall include the City Engineer's approval and verification that the subdivision and design standards meet all City requirements.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.K.18 | Certification and signature of the city clerk of the city of Ketchum verifying that the subdivision has been approved by the council. |
| | | | | <i>As conditioned, this standard will be met prior to recordation of the Final Plat. The signature block page shall include the certification and signature of the City Clerk verifying the subdivision has been approved by City Council.</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.030.K.19 | Notation of any additional restrictions imposed by the council on the development of such subdivision to provide for the public health, safety and welfare. |
| | | | | <i>N/A as no restrictions were imposed by the Ketchum City Council. However, the Exceedance Agreement with Council is referenced on the plat.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.030.L | Final Plat Copies: Both a hard copy and a digital copy of the final plat shall be filed with the administrator prior to being placed upon the Council's agenda. A digital copy of the final plat as approved by the council and signed by the city clerk shall be filed with the administrator and retained by the city. The Applicant shall also provide the city with a digital copy of the recorded document with its assigned legal instrument number. |
| | | | | <i>This standard has been met.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.040.A | Required Improvements: The improvements set forth in this section shall be shown on the preliminary plat and installed prior to approval of the final plat. Construction design plans shall be submitted and approved by the city engineer. All such improvements shall be in accordance with the comprehensive plan and constructed in compliance with construction standard specifications adopted by the city. |
| | | | | <i>City Departments, including Planning, Building, Fire, Streets, City Engineer, and Utilities, reviewed all required improvements associated with the multi-family residential development and approved the project concurrent with Certificate of Occupancy.</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.040.B | Improvement Plans: Prior to approval of final plat by the Council, the subdivider shall file two (2) copies with the city engineer, and the city engineer shall approve construction plans for all improvements required in the proposed subdivision. Such plans shall be prepared by a civil engineer licensed in the state. |
| | | | | <i>N/A this is a condominium subdivision of an existing structure.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.040.C | Performance Bond: Prior to final plat approval, the subdivider shall have previously constructed all required improvements and secured a certificate of completion from the city engineer. However, in cases where the required improvements cannot be constructed due to weather, factors beyond the control of the subdivider, or other conditions as determined acceptable at |

| | | | |
|-------------------------------------|--------------------------|-------------------------------------|---|
| | | | <p>the sole discretion of the city, the city council may accept, in lieu of any or all of the required improvements, a performance bond filed with the city clerk to ensure actual construction of the required improvements as submitted and approved. Such performance bond shall be issued in an amount not less than one hundred fifty percent (150%) of the estimated costs of improvements as determined by the city engineer. In the event the improvements are not constructed within the time allowed by the city council (which shall be two years or less, depending upon the individual circumstances), the council may order the improvements installed at the expense of the subdivider and the surety. In the event the cost of installing the required improvements exceeds the amount of the bond, the subdivider shall be liable to the city for additional costs. The amount that the cost of installing the required improvements exceeds the amount of the performance bond shall automatically become a lien upon any and all property within the subdivision owned by the owner and/or subdivider.</p> <p><i>A performance bond is in place for the items noted in the Background Facts section.</i></p> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>16.04.040.D As Built Drawing: Prior to acceptance by the city council of any improvements installed by the subdivider, two (2) sets of as built plans and specifications, certified by the subdivider's engineer, shall be filed with the city engineer. Within ten (10) days after completion of improvements and submission of as built drawings, the city engineer shall certify the completion of the improvements and the acceptance of the improvements, and shall submit a copy of such certification to the administrator and the subdivider. If a performance bond has been filed, the administrator shall forward a copy of the certification to the city clerk. Thereafter, the city clerk shall release the performance bond upon application by the subdivider.</p> <p><i>N/A this is a condominium subdivision of an existing structure.</i></p> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <p>16.04.040.E Monumentation: Following completion of construction of the required improvements and prior to certification of completion by the city engineer, certain land survey monuments shall be reset or verified by the subdivider's engineer or surveyor to still be in place. These monuments shall have the size, shape, and type of material as shown on the subdivision plat. The monuments shall be located as follows:</p> <ol style="list-style-type: none"> 1. All angle points in the exterior boundary of the plat. 2. All street intersections, points within and adjacent to the final plat. 3. All street corner lines ending at boundary line of final plat. 4. All angle points and points of curves on all streets. 5. The point of beginning of the subdivision plat description. <p><i>The applicant shall meet the required monumentation standards prior to recordation of the Final Plat.</i></p> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>16.04.040.F Lot Requirements:</p> <ol style="list-style-type: none"> 1. Lot size, width, depth, shape and orientation and minimum building setback lines shall be in compliance with the zoning district in which the property is located and compatible with the location of the subdivision and the type of development, and preserve solar access to adjacent properties and buildings. 2. Whenever a proposed subdivision contains lot(s), in whole or in part, within the floodplain, or which contains land with a slope in excess of twenty five percent (25%), based upon natural contours, or creates corner lots at the intersection of two (2) or more streets, building envelopes shall be shown for the lot(s) so affected on the preliminary and final plats. The building envelopes shall be located in a manner designed to promote harmonious development of structures, minimize congestion of structures, and provide open space and solar access for each lot and structure. Also, building envelopes shall be located to promote access to the lots and maintenance of public utilities, to minimize cut and fill for roads and building foundations, and minimize adverse impact upon environment, watercourses and topographical features. Structures may only be built on buildable lots. Lots shall only be created that meet the definition of "lot, buildable" in section 16.04.020 of this chapter. Building envelopes shall be established outside of hillsides of twenty five percent (25%) and greater and outside of the floodway. A waiver to this standard may only be considered for the following: <ol style="list-style-type: none"> a. For lot line shifts of parcels that are entirely within slopes of twenty five percent (25%) or greater to create a reasonable building envelope, and mountain overlay design review standards and all other city requirements are met. b. For small, isolated pockets of twenty five percent (25%) or greater that are found to be in compliance with the purposes and standards of the mountain overlay district and this section. |

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| | | | <p>3. Corner lots outside of the original Ketchum Townsite shall have a property line curve or corner of a minimum radius of twenty five feet (25') unless a longer radius is required to serve an existing or future use.</p> <p>4. Side lot lines shall be within twenty degrees (20°) to a right angle or radial line to the street line.</p> <p>5. Double frontage lots shall not be created. A planting strip shall be provided along the boundary line of lots adjacent to arterial streets or incompatible zoning districts.</p> <p>6. Every lot in a subdivision shall have a minimum of twenty feet (20') of frontage on a dedicated public street or legal access via an easement of twenty feet (20') or greater in width. Easement shall be recorded in the office of the Blaine County recorder prior to or in conjunction with recordation of the final plat. Minimum lot sizes in all cases shall be reversed frontage lot(s).</p> |
| | | | <p><i>Not applicable. This standard is not applicable as the application proposes to subdivide a multi-family residential building into condominium units.</i></p> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>16.04.040.G</p> <p>G. Block Requirements: The length, width and shape of blocks within a proposed subdivision shall conform to the following requirements:</p> <ol style="list-style-type: none"> 1. No block shall be longer than one thousand two hundred feet (1,200'), nor less than four hundred feet (400') between the street intersections, and shall have sufficient depth to provide for two (2) tiers of lots. 2. Blocks shall be laid out in such a manner as to comply with the lot requirements. 3. The layout of blocks shall take into consideration the natural topography of the land to promote access within the subdivision and minimize cuts and fills for roads and minimize adverse impact on environment, watercourses and topographical features. 4. Except in the original Ketchum Townsite, corner lots shall contain a building envelope outside of a seventy five foot (75') radius from the intersection of the streets. |
| | | | <p><i>This application does not create a new block. This requirement is not applicable.</i></p> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <p>16.04.040.H</p> <p>Street Improvement Requirements:</p> <ol style="list-style-type: none"> 1. The arrangement, character, extent, width, grade and location of all streets put in the proposed subdivision shall conform to the comprehensive plan and shall be considered in their relation to existing and planned streets, topography, public convenience and safety, and the proposed uses of the land; 2. All streets shall be constructed to meet or exceed the criteria and standards set forth in chapter 12.04 of this code, and all other applicable ordinances, resolutions or regulations of the city or any other governmental entity having jurisdiction, now existing or adopted, amended or codified; 3. Where a subdivision abuts or contains an existing or proposed arterial street, railroad or limited access highway right of way, the council may require a frontage street, planting strip, or similar design features; 4. Streets may be required to provide access to adjoining lands and provide proper traffic circulation through existing or future neighborhoods; 5. Street grades shall not be less than three-tenths percent (0.3%) and not more than seven percent (7%) so as to provide safe movement of traffic and emergency vehicles in all weather and to provide for adequate drainage and snow plowing; 6. In general, partial dedications shall not be permitted, however, the council may accept a partial street dedication when such a street forms a boundary of the proposed subdivision and is deemed necessary for the orderly development of the neighborhood, and provided the council finds it practical to require the dedication of the remainder of the right of way when the adjoining property is subdivided. When a partial street exists adjoining the proposed subdivision, the remainder of the right of way shall be dedicated; 7. Dead end streets may be permitted only when such street terminates at the boundary of a subdivision and is necessary for the development of the subdivision or the future development of the adjacent property. When such a dead end street serves more than two (2) lots, a temporary turnaround easement shall be provided, which easement shall revert to the adjacent lots when the street is extended; 8. A cul-de-sac, court or similar type street shall be permitted only when necessary to the development of the subdivision, and provided, that no such street shall have a maximum length greater than four hundred feet (400') from entrance to center of turnaround, and all cul-de-sacs shall have a minimum turnaround radius of sixty feet (60') at the property line and not less than forty five feet (45') at the curb line; |

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| | | | | <p>9. Streets shall be planned to intersect as nearly as possible at right angles, but in no event at less than seventy degrees (70°);</p> <p>10. Where any street deflects an angle of ten degrees (10°) or more, a connecting curve shall be required having a minimum centerline radius of three hundred feet (300') for arterial and collector streets, and one hundred twenty five feet (125') for minor streets;</p> <p>11. Streets with centerline offsets of less than one hundred twenty five feet (125') shall be prohibited;</p> <p>12. A tangent of at least one hundred feet (100') long shall be introduced between reverse curves on arterial and collector streets;</p> <p>13. Proposed streets which are a continuation of an existing street shall be given the same names as the existing street. All new street names shall not duplicate or be confused with the names of existing streets within Blaine County, Idaho. The subdivider shall obtain approval of all street names within the proposed subdivision from the County Assessor's office before submitting same to council for preliminary plat approval;</p> <p>14. Street alignment design shall follow natural terrain contours to result in safe streets, usable lots, and minimum cuts and fills;</p> <p>15. Street patterns of residential areas shall be designed to create areas free of through traffic, but readily accessible to adjacent collector and arterial streets;</p> <p>16. Reserve planting strips controlling access to public streets shall be permitted under conditions specified and shown on the final plat, and all landscaping and irrigation systems shall be installed as required improvements by the subdivider;</p> <p>17. In general, the centerline of a street shall coincide with the centerline of the street right of way, and all crosswalk markings shall be installed by the subdivider as a required improvement;</p> <p>18. Street lighting shall be required consistent with adopted city standards and where designated shall be installed by the subdivider as a requirement improvement;</p> <p>19. Private streets may be allowed upon recommendation by the commission and approval by the Council. Private streets shall be constructed to meet the design standards specified in subsection H2 of this section and chapter 12.04 of this code;</p> <p>20. Street signs shall be installed by the subdivider as a required improvement of a type and design approved by the Administrator and shall be consistent with the type and design of existing street signs elsewhere in the City;</p> <p>21. Whenever a proposed subdivision requires construction of a new bridge, or will create substantial additional traffic which will require construction of a new bridge or improvement of an existing bridge, such construction or improvement shall be a required improvement by the subdivider. Such construction or improvement shall be in accordance with adopted standard specifications;</p> <p>22. Sidewalks, curbs and gutters shall be required consistent with adopted city standards and where designated shall be a required improvement installed by the subdivider;</p> <p>23. Gates are prohibited on private roads and parking access/entranceways, private driveways accessing more than one single-family dwelling unit and one accessory dwelling unit, and public rights-of-way unless approved by the City Council; and</p> <p>24. No new public or private streets or flag lots associated with a proposed subdivision (land, planned unit development, townhouse, condominium) are permitted to be developed on parcels within the Avalanche Zone.</p> |
| | | | | <i>This proposal does not create new street, private road, or bridge. Sidewalks, curb, and gutter were required to be installed through the building permit approval and completion (Certificate of Occupancy) process.</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.040.I | <p>Alley Improvement Requirements: Alleys shall be provided in, commercial and light industrial zoning districts. The width of an alley shall be not less than twenty feet (20'). Alley intersections and sharp changes in alignment shall be avoided, but where necessary, corners shall be provided to permit safe vehicular movement. Dead end alleys shall be permitted only within the original Ketchum Townsite and only after due consideration of the interests of the owners of property adjacent to the dead-end alley including, but not limited to, the provision of fire protection, snow removal and trash collection services to such properties. Improvement of alleys shall be done by the subdivider as required improvement and in conformance with design standards specified in subsection H2 of this section.</p> |
| | | | | <i>This proposal does not create a new alley.</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.040.J | <p>Required Easements: Easements, as set forth in this subsection, shall be required for location of utilities and other public services, to provide adequate pedestrian circulation and access to public waterways and lands.</p> |

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| | | | | <p>1. A public utility easement at least ten feet (10') in width shall be required within the street right-of-way boundaries of all private streets. A public utility easement at least five feet (5') in width shall be required within property boundaries adjacent to Warm Springs Road and within any other property boundary as determined by the City Engineer to be necessary for the provision of adequate public utilities.</p> <p>2. Where a subdivision contains or borders on a watercourse, drainageway, channel or stream, an easement shall be required of sufficient width to contain such watercourse and provide access for private maintenance and/or reconstruction of such watercourse.</p> <p>3. All subdivisions which border the Big Wood River, Trail Creek and Warm Springs Creek shall dedicate a ten foot (10') fish and nature study easement along the riverbank. Furthermore, the Council shall require, in appropriate areas, an easement providing access through the subdivision to the bank as a sportsman's access. These easement requirements are minimum standards, and in appropriate cases where a subdivision abuts a portion of the river adjacent to an existing pedestrian easement, the Council may require an extension of that easement along the portion of the riverbank which runs through the proposed subdivision.</p> <p>4. All subdivisions which border on the Big Wood River, Trail Creek and Warm Springs Creek shall dedicate a twenty five foot (25') scenic easement upon which no permanent structure shall be built in order to protect the natural vegetation and wildlife along the riverbank and to protect structures from damage or loss due to riverbank erosion.</p> <p>5. No ditch, pipe or structure for irrigation water or irrigation wastewater shall be constructed, rerouted or changed in the course of planning for or constructing required improvements within a proposed subdivision unless same has first been approved in writing by the ditch company or property owner holding the water rights. A written copy of such approval shall be filed as part of required improvement construction plans.</p> <p>6. Nonvehicular transportation system easements including pedestrian walkways, bike paths, equestrian paths, and similar easements shall be dedicated by the subdivider to provide an adequate nonvehicular transportation system throughout the City.</p> |
| | | | | <i>None of the easements described in this section apply to this project.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.040.K | <p>Sanitary Sewage Disposal Improvements: Central sanitary sewer systems shall be installed in all subdivisions and connected to the Ketchum sewage treatment system as a required improvement by the subdivider. Construction plans and specifications for central sanitary sewer extension shall be prepared by the subdivider and approved by the City Engineer, Council and Idaho Health Department prior to final plat approval. In the event that the sanitary sewage system of a subdivision cannot connect to the existing public sewage system, alternative provisions for sewage disposal in accordance with the requirements of the Idaho Department of Health and the Council may be constructed on a temporary basis until such time as connection to the public sewage system is possible. In considering such alternative provisions, the Council may require an increase in the minimum lot size and may impose any other reasonable requirements which it deems necessary to protect public health, safety and welfare.</p> |
| | | | | <i>The building is connected to the municipal sewer system.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.040.L | <p>Water System Improvements: A central domestic water distribution system shall be installed in all subdivisions by the subdivider as a required improvement. The subdivider shall also be required to locate and install an adequate number of fire hydrants within the proposed subdivision according to specifications and requirements of the City under the supervision of the Ketchum Fire Department and other regulatory agencies having jurisdiction. Furthermore, the central water system shall have sufficient flow for domestic use and adequate fire flow. All such water systems installed shall be looped extensions, and no dead end systems shall be permitted. All water systems shall be connected to the Municipal water system and shall meet the standards of the following agencies: Idaho Department of Public Health, Idaho Survey and Rating Bureau, District Sanitarian, Idaho State Public Utilities Commission, Idaho Department of Reclamation, and all requirements of the City.</p> |
| | | | | <i>The building is connected to the municipal water system.</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.040.M | <p>Planting Strip Improvements: Planting strips shall be required improvements. When a predominantly residential subdivision is proposed for land adjoining incompatible uses or features such as highways, railroads, commercial or light industrial districts or off street parking areas, the subdivider shall provide planting strips to screen the view of such incompatible</p> |

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| | | | | features. The subdivider shall submit a landscaping plan for such planting strip with the preliminary plat application, and the landscaping shall be a required improvement. |
| | | | | <i>This standard is not applicable.</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.040.N | <p>Cuts, Fills, And Grading Improvements: Proposed subdivisions shall be carefully planned to be compatible with natural topography, soil conditions, geology and hydrology of the site, as well as to minimize cuts, fills, alterations of topography, streams, drainage channels, and disruption of soils and vegetation. The design criteria shall include the following:</p> <ol style="list-style-type: none"> 1. A preliminary soil report prepared by a qualified engineer may be required by the commission and/or Council as part of the preliminary plat application. 2. Preliminary grading plan prepared by a civil engineer shall be submitted as part of all preliminary plat applications. Such plan shall contain the following information: <ol style="list-style-type: none"> a. Proposed contours at a maximum of five foot (5') contour intervals. b. Cut and fill banks in pad elevations. c. Drainage patterns. d. Areas where trees and/or natural vegetation will be preserved. e. Location of all street and utility improvements including driveways to building envelopes. f. Any other information which may reasonably be required by the Administrator, commission or Council to adequately review the affect of the proposed improvements. 3. Grading shall be designed to blend with natural landforms and to minimize the necessity of padding or terracing of building sites, excavation for foundations, and minimize the necessity of cuts and fills for streets and driveways. 4. Areas within a subdivision which are not well suited for development because of existing soil conditions, steepness of slope, geology or hydrology shall be allocated for open space for the benefit of future property owners within the subdivision. 5. Where existing soils and vegetation are disrupted by subdivision development, provision shall be made by the subdivider for revegetation of disturbed areas with perennial vegetation sufficient to stabilize the soil upon completion of the construction. Until such times as such revegetation has been installed and established, the subdivider shall maintain and protect all disturbed surfaces from erosion. 6. Where cuts, fills, or other excavations are necessary, the following development standards shall apply: <ol style="list-style-type: none"> a. Fill areas shall be prepared by removing all organic material detrimental to proper compaction for soil stability. b. Fills shall be compacted to at least ninety five percent (95%) of maximum density as determined by AASHO T99 (American Association of State Highway Officials) and ASTM D698 (American Standard Testing Methods). c. Cut slopes shall be no steeper than two horizontal to one vertical (2:1). Subsurface drainage shall be provided as necessary for stability. d. Fill slopes shall be no steeper than three horizontal to one vertical (3:1). Neither cut nor fill slopes shall be located on natural slopes of three to one (3:1) or steeper, or where fill slope toes out within twelve feet (12') horizontally of the top and existing or planned cut slope. e. Toes of cut and fill slopes shall be set back from property boundaries a distance of three feet (3'), plus one-fifth (1/5) of the height of the cut or the fill, but may not exceed a horizontal distance of ten feet (10'); tops and toes of cut and fill slopes shall be set back from structures at a distance of at least six feet (6'), plus one-fifth (1/5) of the height of the cut or the fill. Additional setback distances shall be provided as necessary to accommodate drainage features and drainage structures. |
| | | | | <i>These standards are not applicable.</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.040.O | <p>Drainage Improvements: The subdivider shall submit with the preliminary plat application such maps, profiles, and other data prepared by an engineer to indicate the proper drainage of the surface water to natural drainage courses or storm drains, existing or proposed. The location and width of the natural drainage courses shall be shown as an easement common to all owners within the subdivision and the City on the preliminary and final plat. All natural drainage courses shall be left undisturbed or be improved in a manner that will increase the operating efficiency of the channel without overloading its capacity. An adequate storm and surface drainage system shall be a required improvement in all subdivisions and shall be installed by the subdivider. Culverts shall be required where all water or drainage courses</p> |

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| | | | | intersect with streets, driveways or improved public easements and shall extend across and under the entire improved width including shoulders. |
| | | | | <i>Drainage improvements were reviewed and approved concurrent with the building permit. All improvements were inspection for compliance prior to issuance of Certificate of Occupancy.</i> |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 16.04.040.P | Utilities: In addition to the terms mentioned in this section, all utilities including, but not limited to, electricity, natural gas, telephone and cable services shall be installed underground as a required improvement by the subdivider. Adequate provision for expansion of such services within the subdivision or to adjacent lands including installation of conduit pipe across and underneath streets shall be installed by the subdivider prior to construction of street improvements. |
| | | | | <i>Natural gas, telephone, cable, and electricity were installed prior to Certificate of Occupancy for the building.</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.040.Q | Off Site Improvements: Where the off site impact of a proposed subdivision is found by the commission or Council to create substantial additional traffic, improvements to alleviate that impact may be required of the subdivider prior to final plat approval, including, but not limited to, bridges, intersections, roads, traffic control devices, water mains and facilities, and sewer mains and facilities. |
| | | | | <i>No off-site improvements are required.</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.040.R | Avalanche And Mountain Overlay: All improvements and plats (land, planned unit development, townhouse, condominium) created pursuant to this chapter shall comply with City of Ketchum Avalanche Zone District and Mountain Overlay Zoning District requirements as set forth in Title 17 of this Code. |
| | | | | <i>N/A</i> |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 16.04.040.S | Existing natural features which enhance the attractiveness of the subdivision and community, such as mature trees, watercourses, rock outcroppings, established shrub masses and historic areas, shall be preserved through design of the subdivision. |
| | | | | <i>N/A</i> |

CONCLUSIONS OF LAW

1. The City of Ketchum is a municipal corporation established in accordance with Article XII of the Constitution of the State of Idaho and Title 50 Idaho Code and is required and has exercised its authority pursuant to the Local Land Use Planning Act codified at Chapter 65 of Title 67 Idaho Code and pursuant to Chapters 3, 9 and 13 of Title 50 Idaho Code to enact the Ordinances and regulations, which Ordinances are codified in the Ketchum City Code (“KMC”) and are identified in the Findings of Fact and which are herein restated as Conclusions of Law by this reference and which City Ordinances govern the Applicant’s Condominium Subdivision Final Plat application for the development and use of the project site.
2. The Council has authority to hear the applicant’s Condominium Subdivision application pursuant to Chapter 16.04 of Ketchum Code Title 16.
3. The City of Ketchum Planning Department provided adequate notice for the review of this application.
4. The Condominium Subdivision Final Plat application is governed under Sections 16.04.010, 16.04.020, 16.04.030, and 16.04.070 of Ketchum Municipal Code Chapter 16.04.
5. The proposed Condominium Subdivision for the Lofts at 660 1st Avenue development meets the standards for Preliminary Plats under Title 16 of Ketchum Municipal Code subject to conditions of approval.

DECISION

THEREFORE, the Ketchum City Council **approves** this Condominium Subdivision Final Plat application this Monday, March 1st, 2021 subject to the following conditions:

CONDITIONS OF APPROVAL

1. The recorded plat shall show a minimum of two Blaine County Survey Control Monuments with ties to the property and an inverse between the two monuments. The Survey Control Monuments shall be clearly identified on the face of the map.
2. An electronic CAD file shall be submitted to the City of Ketchum prior to final plat signature by the City Clerk. The electronic CAD file shall be submitted to the Blaine County Recorder's office concurrent with the recording of the Plat containing the following minimum data:
 - a. Line work delineating all parcels and roadways on a CAD layer/level designated as "parcel";
 - b. Line work delineating all roadway centerlines on a CAD layer/level designated as "road"; and,
 - c. Line work that reflects the ties and inverses for the Survey Control Monuments shown on the face of the Plat shall be shown on a CAD layer/level designated as "control"; and,
 - d. All information within the electronic file shall be oriented and scaled to Grid per the Idaho State Plane Coordinate System, Central Zone, NAD1983 (1992), U.S. Survey Feet, using the Blaine County Survey Control Network. Electronic CAD files shall be submitted in a ".dwg", ".dgn" or ".shp" format and shall be submitted digitally to the City on a compact disc. When the endpoints of the lines submitted are indicated as coincidental with another line, the CAD line endpoints shall be separated by no greater than 0.0001 drawing units.
3. The applicant shall provide a copy of the recorded Final Plat and the associated condominium owners' documents to the Planning and Building Department for the official file on the application.
4. The Final Plat mylar shall contain all items required under Title 50, Chapter 13, Idaho Code as well as all items required pursuant to KMC §16.04.030J including certificates and signatures.
5. All governing ordinances and department conditions pertinent to the Fire Department, Building Department, Utilities Department, Street Department and Ketchum City Engineer shall be met.

Findings of Fact **adopted** this 1st day of March, 2020

Neil Bradshaw, Mayor

Katrin Sharp, Deputy City Clerk



City of Ketchum
City Hall

March 1, 2021

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Authorization and Approval of Agreement #20589 with Artist Ben Konkol

Recommendation and Summary

Staff is recommending Council to approve Agreement #20589 with artist Ben Konkol for a mural project at the Visitor Center.

“I move to approve Agreement #20589 with artist Ben Konkol.”

The reason for the recommendation is as follows:

- Three bare garage doors exist on a building with high visibility. The corner is lively and heavily trafficked by park visitors, students, and local residents.
- The Recreation Department building should represent the City of Ketchum and be welcoming to passersby.

Introduction and History

In late 2021, the Ketchum Arts Commission identified the Terry Tracy Recreation Department building as having garage door space that would be conducive to an art installation. This is located along the southern and eastern edges of the building, facing the soccer field (Christina Potters Ice Rink) and Hemingway STEAM School. The garage doors line a throughfare heavily trafficked by park visitors, students, and visitors to the Recreation Department.

The Ketchum Arts Commission (KAC) released a call for artists for this project and received 27 complete submissions. KAC juried entries and selected an artist. The selected artist will create digital works of art that will be printed on a high-quality vinyl and applied to the garage doors. The KAC budget will fund the artist’s stipend (\$1,800) in addition to paying for the cost of creating and installing the vinyl wrap. The installation goal is July 15, 2021.

Ben Konkol is an artist native to the Boise area. His work is digitally illustrated in a bold, graphical style with naturalistic textures and organic linework. An alum of Boise State University, Konkol has had work published in the New York Times, Wall Street Journal, Illustration Daily, among others. He has also collaborated with brands such as Beats Electronics, Blue Diamond Almonds, and Idaho Central Credit Union.¹

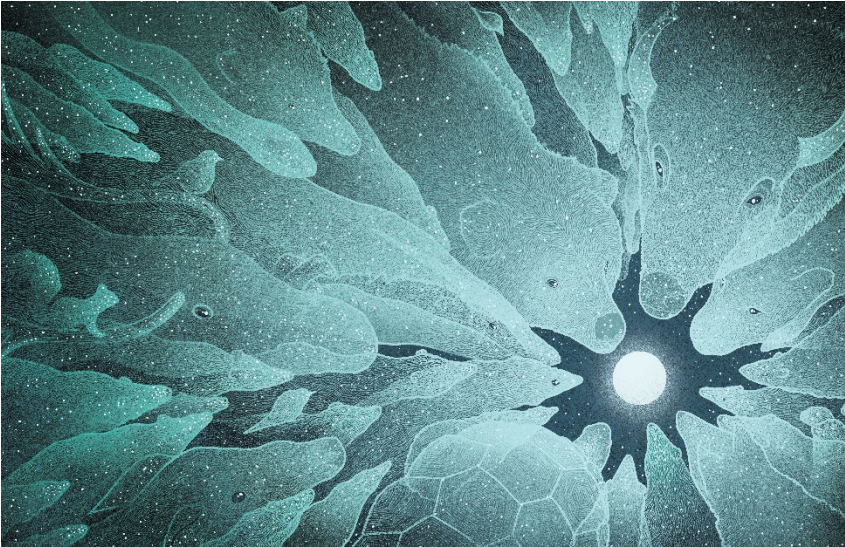
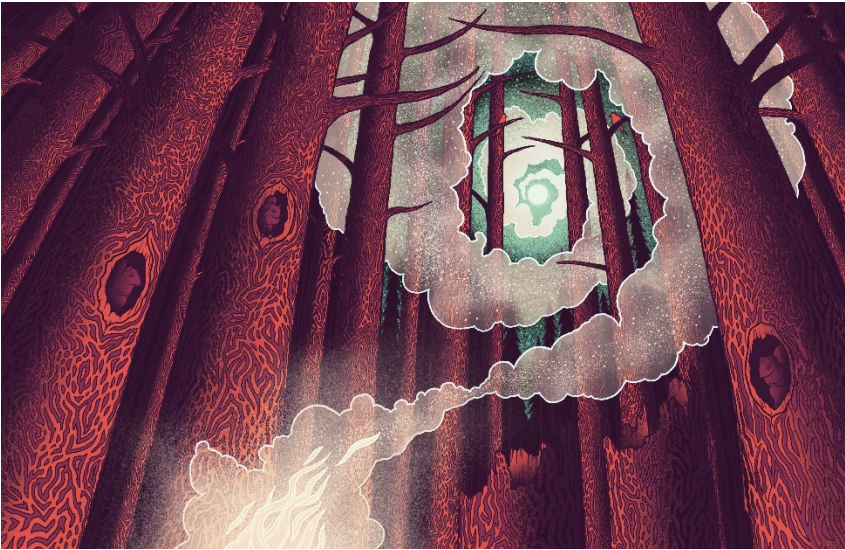
Financial Impact

There is no new financial requirement or impact. All costs will be funded through the FY21 Ketchum Arts Commission budget.

Attachments: Agreement #20589
Concept Sketches

¹ <https://www.benkonkol.com/>

Previous Works:



**AGREEMENT #20589 BETWEEN THE CITY OF KETCHUM AND BEN KONKOL
FOR THE COMMISSION OF A MURAL ART PROJECT**

This agreement is entered into as of the _____ day of _____, 2021 by and between the City of Ketchum, a municipal corporation (hereinafter “City”), and Ben Konkol, an individual (hereinafter “Artist”); (hereinafter collectively referred to as “the Parties”) for the purpose of creating a mural at the Visitor Center.

RECITALS

WHEREAS, the City requires the services of an artist to create original art for a vinyl application (wrapping) on a public building; and

WHEREAS, the Artist is a professional artist whose work and qualifications make the Artist uniquely qualified to create the Artwork; and

WHEREAS, the Ketchum Arts Commission has selected the Artist based upon their work and qualifications; and

WHEREAS, the Artist and City wish to perform under the terms and conditions of this Agreement;

NOW, THEREFORE, in consideration of the above-stated premises and subject to the conditions hereinafter set forth, the Parties agree as follows:

AGREEMENT

DESCRIPTION OF SERVICES

Artist will design three pieces of original artwork for the City to use on vinyl wraps to be installed on the Recreation Department garage doors.

PAYMENT FOR SERVICES

In exchange for the services, the City shall pay Artist a fee of Eighteen Hundred Dollars (\$1,800) payable in two installments: \$900 upon the City of Ketchum’s receipt of a signed contract, and \$900 upon installation of the final artwork onto the garage doors.

TERMS

The work shall be performed by Artist. The work submitted by the Artist is original, solely owned by the Artist and reproduction will not violate the rights of any third party. The Artist shall not make any additional, exact duplicate reproductions of the final design and dimension,

nor shall the Artist grant to a third party the right to replicate the artistic designs and dimensions of the artwork, without the written permission of the City.

Artist retains all rights to the artwork pursuant to the Copyright Act of 1976. The Artist grants to the City of Ketchum an unlimited, non-exclusive and irrevocable license to make reproductions of the artwork and the final designs to be used in brochures, media, publicity, marketing, social media, and catalogs or other similar publications.

The artwork is intended to remain in place indefinitely; however, the artwork may be removed at any time without notification of the Artist to accommodate replacement or repairs.

The City of Ketchum is not responsible for any third-party infringement of Artists' copyright and not responsible for protecting the intellectual property rights of Artist.

INDEPENDENT CONTRACTOR

Artist is not an employee, servant, agent, partner or joint venture of the City. The City shall determine the work to be done by Artist, but Artist shall determine the legal means by which it accomplishes the work specified by the City. This Agreement shall not be construed to create any employer-employee relationship between the City and Artist.

ARTIST RESPONSIBILITIES

Artist shall coordinate commencement of design on the effective date of this Agreement and complete the Scope of Services on or before April 9, 2021. Any required changes brought forth by the KAC will be completed by the Artist on or before May 7, 2021.

ARTIST'S INSURANCE

The City and Artist warrant that they each carry workers' compensation, comprehensive liability, automobile, and other insurance with reasonable coverage and in reasonable amounts sufficient to insure against anticipated risks in connection with services under this Agreement.

INDEMNIFICATION

Artist agrees to indemnify, defend, and hold harmless the City and its officers, agents, employees and City Council from and against all claims, losses, actions or judgments for damages of injury to persons or property arising out of or resulting from the negligent performances or activities of Artist, Artist's agents, employees, or representatives under this Agreement.

NONASSIGNMENT

It is expressly agreed and understood by the Parties hereto that Artist shall not have the right to assign, transfer, hypothecate or sell any of its rights under this Agreement except upon the prior express written consent of the City.

APPLICABLE LAW

Any dispute under this Agreement or related to this Agreement shall be construed in accordance with the laws of the State of Idaho.

SEVERABILITY

If any part of this Agreement is held unenforceable, the remaining portions of the Agreement will nevertheless remain in full force and effect.

NOW THEREFORE, by executing this Agreement, each signatory affirms that they have read and understand its terms, and that each has the full power and authority to enter into this Agreement on behalf of the entity for which they have signed.

CITY OF KETCHUM

ARTIST

Neil Bradshaw, Mayor

Ben Konkol

ATTEST:

Katrín Sharp, Deputy City Clerk

Non-Emergency Medical Transportation

Between the Wood River Valley & Twin Falls



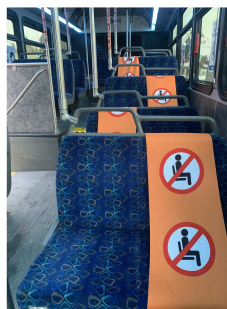
NEMT Service Plan



- **Pilot period**
 - April 5 – May 31, 2021
 - Extension
- **Schedule**
 - 2 trips/day
 - 3 days/week
 - 10 am – 3 pm window in Twin Falls
- **Stops**
 - Express route
 - Regional connections

| SOUTHBOUND | Morning Departure | Afternoon Departure |
|------------------------------|-------------------|---------------------|
| Baldy View Circle | 8:15am | 1:05pm |
| Main & 1st (Limelight Hotel) | 8:21a | 1:12p |
| St Luke's Hospital | 8:25a | 1:16p |
| Hailey Stop Park n Ride | 8:39a | 1:30p |
| Broadford | 8:50a | 1:41p |
| Timmerman Junction Rest Stop | 9:05a | 2:00p |
| Shoshone Stop | 9:35a | 2:30p |
| Twin Falls Visitor Center | 10:01a | 2:56p |
| St Luke's Twin Falls | 10:06a | 3:05p |
| NORTHBOUND | Morning Departure | Afternoon Departure |
| St Luke's Twin Falls | 10:15a | 3:10p |
| Twin Falls Visitor Center | 10:20a | 3:15p |
| Shoshone Stop | 10:46a | 3:41p |
| Timmerman Junction Rest Stop | 11:15a | 4:10p |
| Cedar & Main | 11:27a | 4:22p |
| Hailey Stop Park n Ride | 11:37a | 4:32p |
| St Luke's Hospital | 11:49a | 4:44p |
| Main & 1st (Kentwood Lodge) | 11:55a | 4:50p |
| Baldy View Circle | 12:01pm | 4:56pm |

NEMT Service Plan



- **Accessibility**
 - Microtransit to/from stops
 - Door-through-door assistance
- **COVID protocols**
- **Community engagement**
 - Project partners
 - Advisory committee
 - Stakeholders
 - Press releases, local news, social media

NEMT Outcomes & Metrics



counts

|

surveys

|

focus groups

To increase *access* to
medical appointments in
Twin Falls.

To improve the *quality* of
transportation options to/from
Twin Falls.

of trips offered

riders transported

of older adults & people living with disabilities transported

increased in level of satisfaction for access & quality outcomes

Community Support



“The Wood River area is the hardest for us to coordinate transportation to/from”
– medical social worker at St. Luke’s Magic Valley

“Thank you so much for reaching out with this inventive program.”
– Ron Bateman, Wood River Fire Chief

“Talk about diversity of services covered and communities represented...diversity in action not just words. I am impressed with Mountain Rides organization for the work they have done to date.... I haven’t felt this energized by a community organization in a long while. My appraisal– this is going to take off and be big. It will need time – more than the 2 months allotted for the pilot program... And it will need funding to continue to offer this service, free of charge, in its future.”
– 80-year-old advisory committee member, long-time WRV resident

NEMT Sustainability



SEED MONEY \$30,000 National Aging and Disability Transportation Center grant

GOAL To give this pilot (or any pilot program) a fare shot, we are working to try and extend the pilot beyond the two months

NEED About \$10,000/month

FUTURE Funding from the FTA + ITD (TBD)

questions?

THANK YOU!





City of Ketchum

March 1, 2021

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation of Adoption on City Master Transportation Plan

Recommendation and Summary

Staff is recommending the adoption of the City Master Transportation Plan. On December 7, 2020 the draft plan was presented to the City Council for feedback. Following the meeting, staff engaged the community for public feedback on the plan.

The reasons for the request are as follows:

- Community outreach was conducted (*see attached results*)
- HDR Engineering was retained to complete the technical analysis of both current and future transportation needs based on growth. The consultant has applied best practices in mobility management with regard to the recommendations contained in the plan.
- The Traffic Authority has reviewed the plan and recommends adoption.

Introduction and History

The city received a state transportation grant to fund the creation of the master transportation plan. The city selected HDR in Boise to serve as the technical resource. The purpose of the plan is to articulate a future vision for the city's mobility needs and a suite of associated projects. The consultant team reviewed current transportation conditions (e.g. crash data) and conducted forecasting scenarios to estimate future trip generation to better understand future improvement opportunities. It is important to note that this plan was not financially constrained as it is meant to be a long-term planning document complimenting the city's Comprehensive Plan. Should the Council approve the plan, staff would work to refine the recommended projects to align with the city's overall Capital Improvement Plan and financial forecast as well as state and federal grant opportunities.

Contents of the draft plan include:

1. Introduction
2. Demographics
3. Existing Transportation Systems
4. Regional Comprehensive and Transportation Planning
5. Future Conditions Evaluation
6. Asset Management
7. Recommendations
8. Funding Opportunities

Analysis/Next Steps

Key project highlights include:

Pedestrian

- Bulb-outs and ADA ramp improvements on Main Street, First Avenue and East Avenue
- Sidewalk infill
- Signal upgrades on Main Street

Bike/Multi-use Path

- Bike wayfinding plan
- 2nd Avenue protected bike lane
- Sharrow network throughout town
- SH-75 north to Saddle Road

Vehicular

- Alternatives analysis for Warm Springs/Lewis/10th Streets
- Alternate lane configuration for Main Street
- Continue to evaluate seasonal or permanent closure of 4th Street (East Ave to Leadville).

Staff has completed the following next steps:

1. Incorporated Council feedback into the plan
2. Solicited public input via website and social media channels (*January through early February*)

Sustainability Impact

The plan does focus significantly on alternate transportation improvements (walk/bike).

Financial Impact

Should the Council formally adopt the plan, staff will then develop different long-range financial scenarios for the Council to review and approve.

Attachments:

1. Public Comments
2. Master Transportation Plan

From: [Erika Blank](#)
To: [Participate](#)
Subject: 4th Street Closure
Date: Monday, February 08, 2021 3:06:44 PM
Attachments: [4th Street Closure.pdf](#)
[City of Ketchum Transportation Plan.pdf](#)

2/5/2021

City of Ketchum
Box 2315
Ketchum, ID 83340

Attention: Neil Bradshaw

Dear Neil,

I am writing to share my concern about the 4th Street Closure. I have reviewed the proposed closure, and while I support the closure between Leadville and East Ave. (similar to the Summer 2020 closure) I have concerns about the closure between Main Street and Leadville Ave.

I work out of an office in the Galleria Building located on the corner of 4th and Leadville. Our Interior Design office receives deliveries daily through the alley between Sturtevant's and The Galleria accessed from 4th Avenue. Our private parking is also accessed through this corridor. With a closure to 4th Avenue between Main and Leadville our large deliveries won't have access to the alley. Sun Valley road is the only street that we could use to access the alley and with the constant train of food delivery trucks and UPS/Fedex it is impossible to use the alley as a through street, we need it accessible from both sides.

I paid close attention to the 4th Street closure over the summer. My office window overlooks the corner of 4th and Leadville. I noticed how many vehicles relied on the access to the section of 4th street between Main and Leadville as a workaround to the closure. The access to nearby businesses and Atkinson's parking lot seems like it would be affected negatively with a closure through the entire street. As you'd keep Leadville open to vehicular traffic, it seems the 4th Street closure would still be affected by traffic intersecting the closure, thus not creating a pedestrian-only corridor. For these reasons, I'd ask you to reconsider a complete closure of 4th Street.

I do support the closure of the 4th Street between Leadville and East Ave. I believe the access from Giacobbi Square through to the Town Square is a heavy pedestrian area, and I have noticed how much use that specific block has seen from cyclists and pedestrians. I do think a project to convert that block into a more pedestrian-friendly zone would benefit the town.

Thank you for your consideration.

Erika Blank

Picket Fence Interior Design

Ketchum Idaho, 83340

--

ERIKA BLANK
Principal Designer, ASID

LEED, Green Associate

PICKET FENCE DESIGN

351 Leadville Ave N. #205A

PO BOX 4925

Ketchum, ID 83340

208.806.2900

www.tpfinteriordesign.com

From: [H Boyle](#)
To: [Participate](#)
Subject: Public comment for Ketchum Master Transportation plan
Date: Thursday, December 31, 2020 4:51:45 PM

I don't see a section for public comment on the website, but I submit this for inclusion.

It is good that the City has a plan for its transportation system and publishes it.

The plan has multiple oversights that should be addressed. I hope that the next version will address the issues I note below.

1. It's Vision does not include key items like the health of the population (eg mandatory temperature checks for arriving visitors at the airport) or what the maximum traffic jams should be or anything about parking (no mention at all). Section 3.3 notes that the City is not ADA compliant. Shouldn't that be part of the vision?
2. It is static, and minimally incorporates transport impacts from future developments at the Bariteau hole, the proposed Marriott, the new fire station, Bluebird or Hot Dog hill. It will be ineffective, particularly along 75, if it doesn't take these into account.
3. The state is going to widen 75 at the entrance to town, moving the traffic choke point deeper into the City (e.g, the light at the Limelight). This will get worse if the Marriott and Bariteau projects are built. What will traffic look like then?
4. 2.2 is inadequate on its face. The population of Ketchum that impacts traffic should not just be permanent residents, but also include tourists and second home owners. Missing that grossly understated the traffic load.
5. 2.4 is also not relevant. Who cares what average incomes are for various jobs? This is a transportation plan. How many cars are there in town? How many rental cars? How many cars from workers and tourists?
6. 2.6 ignores the age distribution in Ketchum and the fact that the population skews old. That needs to be incorporated in planning appropriate transportation and handicap accessibility.
7. 2.7 presumes that the City sticks to its zoning. Yet we have example after example of major waivers given to developers that greatly impact traffic. To wit, the Limelight and potentially the Bariteau hole, the Bluebird and the Marriott. The plan should incorporate actual development, not what is zoned (but ignored.)
8. 3.5 I think you mean "common" not "unique." (The word is correctly used in 5.5.2) This section is the classic misuse of statistics. It only speaks to daily traffic "averages." It should incorporate peaks, at the very least at rush hours. This is what defines road carrying capacity (e.g., traffic) to the normal person. Same comment applies to 5.1.1. The baseline growth rate should be adjusted for development plans.
9. 5.4 does not include several important projects, such as Hot Dog Hill. Its prescription for the Marriott is to just let its traffic increase the road load. The Marriott should be required to add a driveway off 75 like that of the Limelight to siphon its traffic onto its property with minimal impact on 75 flow.
10. 5.5.3 has some good ideas. I hope the City listens to your recommendations.
11. 5.5.4 needs to incorporate the traffic flow impact of the state widening 75 up to River St. It will push congestion into the light at the entrance to town.
12. Section 8 is conspicuous for its lack of any numbers. Where does the money come from, and in what amounts?

Thank you for your public service.

H P Boyle
Ketchum

From: [HP Boyle](#)
To: [Participate](#)
Subject: Transportation Plan Public Comment
Date: Monday, January 25, 2021 6:23:59 PM

While the Transportation Plan contemplates the Downtown Master Plan and the Comprehensive Plan, it doesn't contemplate the the parking exemption given to smaller apartments, nor the pattern of zoning waivers that have increased density of use in certain areas. For example, the Limelight was only buildable after multiple variances and is much bigger than what would have otherwise been built there. The new Marriott will need a plethora of variances to satisfy its developer and will have a curb cut right where DOT is planning to widen the road. And who knows what will happen with the Hole and the entrance to town.

Will this plan build in the concept that zoning waivers driven by developers with the approval of the City Council can contravene the letter and intent of zoning that could put more traffic on the streets and more cars to be parked than what might otherwise have occurred?

For example, take The Monster project (aka Bluebird) being proposed in CC-1 zone. If built, could add up to 164 new residents on less than 1/2 a city block, with up to 112 additional cars, of which the project makes no parking provision for 66 of those cars. While the developer probably hopes that these people will walk to work, so far pretty much every affordable housing unit has added cars to Ketchum, and there is no requirement for residents to walk to work or even work in Ketchum at all. It could put dozens of incremental cars concentrated at the intersection of 5th and Main at rush hour.

The Master Transportation Plan should probably take these kinds of things into account.

Perry. Boyle
Ketchum

From: torycan@aol.com
To: [Participate](#)
Subject: Transportation Plan
Date: Friday, February 05, 2021 6:12:10 PM

Thank you for the opportunity to comment on the proposed Ketchum Transportation Plan. I commend the City of Ketchum for making this a priority.

The plan identifies some excellent goals in creating safer pedestrian and bicycle access. While most of the actions identified to meet those goals are fantastic, some, however, appear to fall short.

The City has a responsibility to ensure that all roadways meet a basic level of safety for drivers, pedestrians *and* bikers. Main Street is not a freeway: it is Ketchum's main street and should accommodate all modes in a safe manner.

With this in mind, pedestrian bulbs without the provision of bike lanes can be dangerous for riders. Tragically, we have seen the hazard of this situation with the loss of a beloved community member who was killed on Main Street 8 years ago. Pedestrian access and safe bike travel on Main Street, combined with parking, will enhance the safety and the aesthetic of downtown Ketchum. It will announce to visitors that biking is a valued mode of transport here, will promote Main Street businesses and it will help prevent another tragedy.

Bike access should focus first on its ability to efficiently move people and secondarily as a recreational asset. If biking is made easier and safer, our town will see a reduction in car traffic. If options do not exist that make sense, riders will either choose efficiency over safety, or their cars over their bikes. In this plan bicycle access is directed up and over Alpine Lane, a hilly section that detours the rider away from their main route. This may work for the recreational rider, but will not likely be used by people riding to a destination. Furthermore, placing a bike lane in an alley creates a hazard at every intersection where drivers are not expecting bikers to try to cross. Bikers would need to stop at every block - not fair for people physically working harder to lessen the impact of cars in our downtown.

Pedestrian and bicycle connections are missing from First Street to Serenade Lane. This needs to be added to the plan. There should be no street within the City limits of Ketchum where someone fears for their life, should they be required to travel on it. There are businesses and residences that must use this section; it should not be ignored in this plan.

A bike lane to connect downtown to Saddle Road will be excellent! As proposed, will this create a similar situation as in Warm Springs, which the plan identifies as a hazardous condition where riders are riding just adjacent to on coming traffic? Or will it be separated enough to be safe? If not separated from the highway, perhaps a narrower lane or shoulder in each direction would be safer. I may have missed this in the plan, but it would be useful information to obtain from the consultant team and carefully consider.

One last item is the lack of connection for residents in West Ketchum to safely navigate the streets, specifically in the winter. As a parent, I am concerned for kids walking to Hemingway or the Y from the residential streets or even from their homes to the 6th and 4th Street connections. The bike path along Sixth Street is helpful but runs short. The striping of Bird Drive is also a benefit but is covered in the winter. Additional traffic calming features, sidewalks where feasible and general public outreach & education and enforcement would greatly add to the safety. Knowing that sidewalks are not entirely feasible within West Ketchum, perhaps street markings, crosswalks and signage could be included in the plan.

This plan is definitely a step in right direction and I greatly appreciate the work that has been done. Thank you for including the public and considering our feedback.

Sincerely,

Tory Canfield,
West Ketchum resident

From: [SKC](#)
To: [Participate](#)
Subject: a few comments
Date: Friday, January 22, 2021 12:28:47 PM

Regarding the Ketchum Draft Transportation Plan,

I would like to see sections for the planning and development of "light rail" and a "transit center". At the very least - these items would accommodate climate preservation and improvement, noise and air pollution abatement, and traffic calming.

Thank you,
Susan Koskinen Coburn

--

Susan Koskinen Coburn

From: [SKC](#)
To: [Participate](#)
Subject: Ketchum Draft Transportation Plan
Date: Wednesday, January 13, 2021 5:42:41 PM

Dear City of Ketchum,

After reviewing the draft transportation plan, I have several comments.

The "traffic diet" proposals are a step forward in the management of traffic in the city core - I don't see anything about "traffic diet" or "traffic calming" on SH-75 from Elkhorn to Serenade Lane. - other than the round at Serenade. A traffic round at the SH-75 / Elkhorn road would also add a calming effect to the speeders (which include city buses, ITD snow removal trucks). It would be helpful to see some forward thinking in this area - as this plan will be the management tool for a long time.

I don't see any address to charging stations for electric vehicles, an important area of growth, and electric bicycles.

Thank you,
Susan Koskinen Coburn

--

Susan Koskinen Coburn

From: [Mary Ann Davidson](#)
To: [Participate](#)
Subject: Traffic plan/cycling
Date: Friday, February 05, 2021 7:30:06 PM

To whom it may concern:

There are many comments I could make on the city traffic plans but I really only want to make one major point. That is that the increase in cyclists – more specifically, the increase in cyclists in the town center area of Ketchum - is a horrific problem and needs to be discouraged, not encouraged.

To begin with, last year's closure of 4th Street was nothing short of a disaster on multiple levels. For one, there was a marked increase in vehicular traffic on Sun Valley Road and on Main Street, doubtless from people forced to circle onto one of those streets by the 4th street closure. Traffic on Main Street was routinely backed up all the way to Knob Hill and I have never, ever seen that before. Second was an increase in near accidents thanks to arrogant, entitled cyclists. I can truthfully say that in the 20 years I've lived in Ketchum I have never had so many "near misses" with cyclists who seemingly have absolutely no restrictions on their behavior and complete indifference to the "non-cycling peons."

One example: Ketchum goes to quite a bit of trouble to clearly label a bike *route*, which among other things turns RIGHT on Spruce as you approach Ketchum on Sun Valley Road from Sun Valley on the bike path. And yet, many cyclists felt comfortable either riding their bike past Spruce on Sun Valley Road (thereby gumming up traffic by being on the street instead of using the bike route) or riding on the sidewalk and expecting pedestrians to yield to them. Bikes do not – repeat - **do not** belong on sidewalks unless people are walking their bikes. And I note that despite the signs that people should be walking their bikes on the sidewalk, in practice But Nobody followed that. Cyclists cannot have it both ways: "I am driving a two-wheeled vehicle and can use the streets, and I am also a pedestrian and can use sidewalks." Pick One. The fact that we even allow this just took a grous (cyclists) that seems indifferent to traffic laws and made them even more "entitled."

Also, we have a ton of bike paths in the Wood River Valley. Do we really need to encourage people to ride bikes anywhere and everywhere in the **center** of Ketchum? For what purpose? You can't "shop and ride home." (Who brings groceries home on a bike?) Cyclists gum up streets and walkways, as noted. There are never, ever, ever **any** arrests for the blatant disregard for traffic laws and basic safety by cyclists. Encouraging MORE traffic in the center of Ketchum will make this problem worse.

To provide several examples:

- A) Cyclists routinely blast through stop signs even if there are other vehicles in the intersection that were there first and have the right of way. If I, a motorist, stop at a stop sign and a cyclist comes through on another road, that cyclist should stop: I was there first; I have the right of way. Yet virtually **every** cyclist thinks the so-called Idaho stop means "I get to go through every stop sign or signal no matter what." No, they don't. (And this doesn't even make any sense. As a motorist, I can drive through an intersection faster than any cyclist can peddle through one so why don't I have the ability to do an Idaho stop?)
- B) Cyclists also routinely blitz through stop signs in the downtown area *even if pedestrians are in the crosswalk*. As a pedestrian, I have the right of way, not the cyclist. The cyclists should stop. They don't. I've lost track of the number of times I have barely escaped being hit by a cyclist (or one has barely missed hitting my dog). If Ketchum does not start enforcing basic traffic decency, I will be forced to take matters into my own hands. Like using squirt guns to enforce basic cyclist "awareness." Maybe if a couple of cyclist scofflaws get hit with a super soaker, they will think twice about running over pedestrians.
- C) Another source of concern: we have bike paths, and cyclists should be **required** to use them in cases where there are bike paths paralleling the street. Instead, too many ride on the street, and that creates a traffic hazard especially as our streets are two lanes and in

many cases have no shoulder. What possible excuse is there for a cyclist to ride on Sun Valley Road towards Trail Creek, when the bike paths go out that way? They should be on the bike paths, not the road, until the bike paths end. Worse, some of them have their buddies with them in a peloton, so they are blocking drivers from moving along at the speed limit. Or forcing us drivers to go over the center line to avoid hitting the cyclists. The bike paths are in great shape in terms of the quality of the surface: what possible excuse is there for cyclists to ride on the road, slow down traffic, and force drivers to pass them? None. Not one acceptable reason in the world.

It would be easy to write me off as a crank, but I can say that at least 90% of the people I talk to in Ketchum are Fed Up with the rampant disrespect that cyclists exhibit for anybody and everybody not riding a bike. Cyclists need to be reined in and forced back onto bike paths and not encouraged to ride bikes in the center of town where they are creating problems, not “reducing traffic.”

Please start making cyclists behave by ticketing them. As a minimum, do not encourage more cyclists to ride around the center of town, or close down any – repeat, **any** – roads to encourage more cycling. Cyclists don’t need special privileges: they need to learn cycling etiquette 101, and that “the world does not revolve around bikes, no matter how much Spandex you wear and no matter how expensive your bike is.”

Very Truly Yours

Mary Ann Davidson

From: ketchumauto@live.com
To: [Participate](#)
Subject: 10th Street changes
Date: Friday, February 05, 2021 5:18:36 PM

Want to express general concern over 10th St between warm springs road and the highway.

The proposed circle on Warm Springs will cause a number of issues, primarily the lack of ground available to make it work properly.

The primary concern is access to the Ketchum Auto building that has been in operation since 1976. Ketchum has changed since then but the services provided have only increased. Serious considerations need to be made if this street is going to change from its current state. In addition it is the bus route in addition to being at capacity with traffic flow.

Please keep us advised of meetings and plans as progress is made. We already have a history with failed city plans pertaining to the alley on the west side of the property.

Best regards
Ryan Dean
Ketchum Auto

From: [Olin Glenne](#)
To: [Participate](#)
Subject: Travel Plan
Date: Thursday, January 14, 2021 3:26:48 PM
Attachments: [image001.jpg](#)

Hi,

My name is Olin Glenne, I am a 25 year Ketchum resident and the business owner of Sturtevant's and Sun Valley Mountain Guides. Although I have not read the entire plan, it was brought to my attention that 4th Street between Main and Leadville would become a walking street. Although I support the direction that represents fundamentally, it would represent a number of traffic/ safety challenges for us.

With a 4th Street closure, and no other alley traffic release valves, Sturtevant's parking lot would become an intense pressure point for traffic entering and exiting the alley way. This is a private parking lot that relieves pressure on city street parking, we pay handsomely to have, we need it for customer parking, customer bicycle testing, and is heavy with kids and unaware visitors. Unfortunately, our parking lot already sees extensive undesirable traffic from non-customers and I fear the closure of 4th street would make this much worse by pushing delivery/ freight trucks, traffic from the Galleria and other surrounding alley accessed buildings, as well as lost drivers trying to navigate themselves (through our lot). This would compromise our ability to do business in a meaningful way as well as compromise the safety of our customers.

At a minimum, the alley way between 4th and 5th street would need to become drivable (currently blocked at the intersection with 5th street) or else this is an absolutely terrible idea from our perspective. Maybe deliveries need to be over by a certain as well as this alley way is going to become much busier! Not sure what else could be done, but without some meaningful accommodations, we will be very opposed to the closure.

Also, I did not notice any mention but was hoping to see Main Street go to a 3 lane solution (with wider sidewalks and more parking) as I was told a recent study suggested would improve traffic flow and encourage shopping on Main Street. Is that no longer the plan?

Thank you,
Olin

Olin Glenne



340 N Main/ PO Box 5300
Ketchum, ID 83340
Ph 208-726-4501
www.sturtevant's-sv.com

From: [Carolyn Helmke](#)
To: [Participate](#)
Subject: Transportation Plan comments
Date: Thursday, February 04, 2021 9:40:39 AM

Thank you for inviting comments on the Ketchum Transportation Plan. I hope that the City will share information on when Council decides to discuss the plan.

As a resident who drives, bikes, walks, and takes the bus, I was pleased to see that The Ketchum Transportation Plan incorporates many projects and concepts from the Blaine County Community Bicycle and Pedestrian Master Plan. It's exciting to see so many bike and pedestrian projects lined up for funding and implementation.

However, there are a few areas of the plan that could better integrate bicycle and pedestrian concerns:

The plan contains data that indicates that bicyclists and pedestrians are at high risk for crash in the current Ketchum transportation system. (starting on page 25). This data was presented as a standalone, with no corresponding corrective measures suggested or how crashes relate to bicycle and pedestrian infrastructure.

Further, the draft plan did not include any pedestrian or bicycle counts, which might inform where crashes are more likely and where facilities for bicycles and pedestrians are needed.

Adding bicycle and pedestrian counts to the regularly collected data that currently includes LOS, ADT, etc. would help the City of Ketchum continually understand where to make improvements.

Finally, the discussion of the "Dog Bone" at Warm Springs Road intersections with 10th Street and Lewis Street did not seem to address pedestrian and bicycle access. It is really important that cyclists and pedestrians will be able to use these intersections safely, year round.

Best,

Carolyn Helmke
Warm Springs Road

From: [Herlich Jodi](#)
To: [Participate](#)
Subject: 4th Street Closure Proposal
Date: Thursday, January 21, 2021 6:40:00 PM

Hello... I live and work in Ketchum. Your proposal to close 4th Street from Main to East Avenue seems not only illogical, but detrimental to the flow of our already congested downtown area. I do not comprehend any benefit whatsoever. I personally would rather see \$100,000 of our taxpayer dollars go to supporting solutions for more parking options - people are forced to drive around and around the block looking for parking. 4th Street is a central thoroughfare and an essential alternative to Sun Valley Road to access many businesses in town. I wholeheartedly disagree with this proposal.

Thank you for your consideration.

Jodi Herlich
Ketchum, Idaho

From: [Matt McNeal](#)
To: [Participate](#)
Subject: Ketchum Transportation Plan Comment
Date: Tuesday, February 02, 2021 11:59:21 AM

Hello, I would like to make a comment on the Transportation Plan currently in review.

There is a plan to add a separated bike path/multi use path along highway 75 from 9th Street to Saddle Road, which is excellent. Project A7

I am curious why there is not a similar plan on the south side of town. As currently configured, the Wood River Trail (bike path) dead ends at the Serenade Lane/Main Street Hwy 75 Intersection with no other pedestrian or bike infrastructure. Bike/Ped infrastructure is sorely needed to connect the Wood River Trail along Main Street between Serenade Lane and River Street.

The current plan also calls for installing Sharrow Bike markings along Gem Street from Hwy 75/Main Street to Leadville and on Leadville Ave from Gem to 6th Street (project A3). This is also excellent but it creates the same situation of leading cyclists and pedestrians along a safe/shared route and dumping them onto the highway where there are currently NO pedestrian or bike pathways or infrastructure.

Ketchum needs to add the section of Main Street/Hwy 75 between Serenade Lane and River Street to the list of projects for bicycle and pedestrian infrastructure improvements. The excuse that is Idaho Transportation Department's responsibility looks less valid when Ketchum is planning to install a pathway along highway 75 on the north side of town.

The city should at least consider adding crosswalks to this stretch of road immediately to try and connect the disjointed sidewalks that do exist there while waiting for ITD to start a possible future road improvement project.

Thank you for the time,
Matt McNeal
Topaz Street

From: [City of Ketchum Idaho via City of Ketchum Idaho](#)
To: [Participate](#)
Subject: Form submission from: Contact Us
Date: Sunday, December 13, 2020 10:16:45 AM

Submitted on Sunday, December 13, 2020 - 10:16am
Submitted by anonymous user: 184.183.123.23
Submitted values are:

First Name: John
Last Name: Melin
Email: johntmelin@gmail.com
Question/Comment:

I read about the dog bone roundabout in the ME on Friday. As a Warm Springs resident, I find the idea confusing - much like it was a few years ago. Before spending much time on the shape, I suggest that some of the senior administration visit at least two such EXACT conditions that exist in the western US and that have worked successfully with similar traffic counts. It is always smart to see what you are buying.

The results of this submission may be viewed at:
<https://www.ketchumidaho.org/node/7/submission/6011>

From: [Suzanne Frick](#)
To: [Sarah Michael](#)
Cc: [Jade Riley](#); [Lisa Enourato](#)
Subject: RE: Ketchum Transportation Plan
Date: Thursday, February 04, 2021 12:12:58 PM

Sarah—

Thanks for your comments. As always, we greatly appreciate your insight and participation in the process.

Hope all is well

Suzanne

SUZANNE FRICK | CITY OF KETCHUM

PLANNING AND BUILDING | KURA DIRECTOR

P.O. Box 2315 | 480 East Ave. N. | Ketchum, ID 83340

o: 208.727.5086 | m: 208.721.2765

sfrick@ketchumidaho.org | www.ketchumidaho.org

From: Sarah Michael <ms.sarahmichael@gmail.com>

Sent: Wednesday, February 03, 2021 9:06 PM

To: Suzanne Frick <sfrick@ketchumidaho.org>

Subject: Ketchum Transportation Plan

I read the proposed Transportation Plan with interest and have the following comments:

1) I fully support a bike path from 9th Street to Saddle Road. I think that this will increase walking into Ketchum and the use of bicycles from the North as it is more direct and convenient.

2) I also fully support exploring F4 looking at a Road Diet for Main Street to make it more pedestrian friendly and allowing dedicated turn lanes; the studies that I have seen show that road diets benefit the community, its quality of life, and the economy. It takes political courage to implement a road diet but it is important to look at it and see how it will impact the flow of traffic and then implement it.

3) It is time that Ketchum begin to implement Paid Parking. Boise, I recall, allows for 30 minutes of free parking at a meter, then you have to pay. Start small with paid parking then grow it as people get used to it. Free parking is the holy grail of Ketchum but it is time to incrementally implement paid parking.

4) Electrify the City's vehicles and put in electric vehicle charging infrastructure.

Transportation is the largest emitter of greenhouse gases. Mt. Rides is moving to electrify its bus fleet; all city vehicles should be electrified but am not sure that trucks, snow removing equipment can become electrified now. There needs to be a plan, however, to reduce emissions from the transportation sector and set goals here as well as the City's Sustainability Climate Change plan.

Thank you for your consideration of these comments.

Sarah

Sarah Michael
P.O. Box 3060
Sun Valley, ID 83353
(208) 721-1593

From: [Timothy Mott](#)
To: [Participate](#)
Subject: Master Transportation Plan: FEEDBACK
Date: Thursday, January 21, 2021 2:57:31 PM

To: Ketchum City Mayor, City Council, et. al.

I am writing as a home-owning resident of Ketchum as well as a downtown property and business owner, and I am referencing Page 46, Project F1 of the Master Transportation Plan.

Closing 4th Street between Main and Leadville will create dangerous traffic conditions on Sun Valley Road just a few feet from it's intersection with Main Street at the entrance to the alley that runs parallel to Main Street and between Sun Valley Road and 4th Street Maine.

Additionally, the businesses and residences on that block will be significantly compromised.

Please note:

- * There would only be one entrance/exit to that alley, and it will be off of Sun Valley Road just a few feet from Main Street which is arguably the busiest intersection in Ketchum.
- * All businesses on that block use the alley for deliveries and shipments.
- * Owners of units in the Strada Building, including business owners, use it for access to underground parking.
- * Customers of Sturtevant's and The Galleria use it to access surface parking.
- * Delivery/shipment trucks will not have sufficient space to turn-around.
- * The volume of all traffic at the Sun Valley Road entrance to the alley will increase by more than double.

I am curious to understand the research and studies that have been done to support such a closure...please provide.

Regards, Timothy Mott.

From: [Cece Osborn](#)
To: [Participate](#)
Cc: [Wally Morgus](#)
Subject: Master Transportation Plan
Date: Wednesday, February 03, 2021 10:05:22 PM

To the City of Ketchum:

Thank you for your ongoing investment in multimodal transportation infrastructure and ongoing dedication to the safety of bicyclists and pedestrians.

In the Master Transportation Plan draft, your attention to crash data and safety concerns that revolve around wider roads-- with higher speed and traffic flow-- is well met with solutions, like bulb-out curbs, that make intersections safer. Also, we support your efforts to expand and better connect the pedestrian and bicyclist network with sharrows, ADA ramps, and RFB and HAWK signals.

We encourage you to keep working with ITD to accomplish such goals in the 2025 Gem St. project.

Such attention to the safety and connectivity of the bicycle and pedestrian network will not only make Ketchum an increasingly pleasant and 'livable' place, but it will also enhance the mobility and healthy active transportation habits of the school children with who we work. Each proposed improvement creates a 'safer route' for everyone.

All the Best,
Cece Osborn
Mobility & Safe Routes Coordinator

--



Cece Osborn ([she/her](#))
Mobility & Safe Routes Coordinator

Mountain Rides Transportation Authority

Cell: (208) 727-7320

Office: (208) 788-7433 ext. 104

connecting the community by foot, bike & bus

From: [Rosemary Parrish](#)
To: [Participate](#)
Subject: Proposed street closure
Date: Thursday, January 21, 2021 7:01:47 PM

To: Ketchum Mayor; Ketchum City Council

I am writing regarding the possible street closure on 4th St. From Main Street to East street.

This proposal would greatly affect many home and business owners and Mountain West Bank. It would cause a logistical nightmare!

1. Home owners at Strada condominiums would have access to the parking garage only by way of Sun Valley road into the alley. The alley is basically unable to accommodate two way traffic which would leave cars hanging out on Sun Valley Road and cause major congestion which would be dangerous.
2. Mountain West drive thru banking would be impacted greatly making cars come into the alley facing north and do a sharp u turn to access the window.
3. The alley has trucks coming thru doing deliveries all day. The alley is blocked at times for exiting onto Sun Valley road. No car would be able to turn into the alley from Sun Valley road when a delivery truck was there. Enoteca, the Pioneer, Sturtevant's, Galleria and several other businesses receive their deliveries via this alley. Trucks coming in from SV road would NOT be able to turn around and would have to exit thru Sturtevant's parking area (not an option) or back out onto SV road!
4. Would Leadville Avenue be blocked at the 4th street intersection?
5. Leadville traffic from the north would all have to go thru Atkinsons lot .

We believe that this plan is ill conceived. We don't understand the thinking behind it! We question any benefits and see many negatives coming from it.

Sincerely,
Earl and Rosemary Parrish
331 Leadville Avenue
Unit 2

Sent from my iPad Rosemary Parrish

From: [Dan Price](#)
To: [Participate](#)
Cc: [Susan Alfs](#); [Heather Parton](#); [Scott C. Anderson](#); [Dennis Durfee](#)
Subject: Proposed Closure of 4th St - Master Transportation Plan
Date: Tuesday, January 26, 2021 2:16:19 PM
Attachments: [image003.png](#)
[image002.jpg](#)

We have recently learned of the proposed closure of 4th Street from Main St to East Avenue (reference: Pg 46 F1 of Master Transportation Plan Rev Nov 17, 2020). This proposed closure will have significant negative impact on our business operations as our bank's drive-through is located in the alley between 4th Street and Sun Valley Rd. Our drive-through traffic currently enters from 4th Street, takes a slight turn into our drive-through and then exits back out into the alley and on to Sun Valley Rd. There would be no way for drive-through traffic to safely enter and exit our drive-through with 4th Street closed and singular access from Sun Valley Rd. As a result, we strongly oppose this proposal and request that it be removed from the Master Transportation Plan.

Sincerely,

Dan Price
Community Banking President



1660 N Eagle Rd
Meridian, ID 83646
Phone: 208.884.6800
Email: dprice@mountainwestbank.com
Web: www.mountainwestbank.com



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From: [James Rosenfeld](#)
To: [Participate](#)
Subject: Transportation plan for Ketchum
Date: Monday, February 08, 2021 3:41:09 PM

Mayor and city council members,

As a stakeholder on the warm springs main Street corridor, I would like to support a plan explored over 10 years ago known as the dog bone round about centered between 10th Street and Lewis way. My conversation with Jade suggested that a good bit of right away acquisition would be required. If that's going to be a budget buster, then the capital reserve account will need bolstering or some other source of funding will need to be found. There are no easy answers to the traffic debacle that is starting to arise in the warm springs, highway 75 corridor. Any funding appropriated for such a cause needs to be specifically earmarked as such. As a long-term member of this community, it's been my observation over the years that long-term capital expenditures such as this need to be planned for well in advance. Thanks for your consideration,

Jim Rosenfeld

From: [Nancie Tatum](#)
To: [Participate](#)
Subject: Transportation issues & recommendations for 4th Street
Date: Monday, January 25, 2021 3:55:23 PM
Attachments: [Ketchum MTP P 20201207 Final Plan Presentation \(1\).pptx](#)

To the Members of the Ketchum City Council,
The attached recommendations provided through the recently conducted transportation study bear serious concerns.

Specifically, Page 10 recommends a closure for 4th Street from Main to East Street.
This proposed action becomes a serious issue for both the residents of these areas as well as the businesses therein.

By closing 4th Street at Main Street to East Street the following issues arise:

- Delivery access for businesses on Main Street and Leadville streets as well as the coordinating alleys become highly dangerous.
- Large trucks will be required to enter and back out onto Sun Valley Road.
- The alleys become congested enough on a daily basis without adding to their complications. Long haul deliveries, FedEx and UPS all comment about the difficulty of delivering to their customers in the downtown core.
- Residents of Strada and Leadville condominiums will have limited access to their parking resources.
- Leadville Street would become a dead end street with Zero ability for cars to turn around.
- Public safety is also at extreme risk due to limited access by emergency vehicles.

The street infrastructure of downtown Ketchum is not designed to lose a significant access point to the downtown core.

By closing this particular access channel, you accomplish nothing - it's not like there is a major parking structure where the public would be parking and walking to the downtown core.

PLEASE Remove this concept from consideration - both now and in the future.
I am available to answer any questions or concerns you may have.

With kind regards,
Nancie Tatum
320 Leadville
208-726-6465

--

Nancie Tatum
208-726-6465
nancie@nancietatum.com

From: [Nick Thomson](#)
To: [Participate](#)
Subject: 4th St Closure - Objection
Date: Thursday, January 21, 2021 10:55:19 AM

Hello,

I am a commercial tenant in 351 N Leadville, AKA the Galleria Building. I park on the SW side of the building in the building's dedicated spaces. The City's transportation plan includes a proposal to close 4th Street from Main to East Avenue. I believe the closure of 4th Street along our block to vehicles would prove to be a big inconvenience to all of the tenants in the Galleria building. Access to and from the parking spaces behind the Galleria would be extremely difficult if not impossible during certain times of the day given the already heavy congestion in the alley for deliveries. It is hard to imagine what would happen if the only way in our out of the alley was from Sun Valley Road when many times the alley is blocked with food delivery trucks for The Pioneer and Enoteca and the UPS and Fedex trucks for Sturtevant's and Galleria tenants. Sturtevant's parking lot would most likely not be a viable alternative for ingress and egress. Please do not close 4th St to cars between Main and Leadville. Thank you.

Nick Thomson
650-678-4000
Ketchum Resident

From: [Gwen Ashley Walters](#)
To: [Participate](#)
Subject: Please reconsider any thought of closing 4th Street between Main & Leadville
Date: Friday, January 22, 2021 9:38:49 AM

Dear Ketchum City Council Members and Mayor:

I am respectfully writing as a homeowner of a condo in downtown Ketchum.

I am extremely concerned (and a little perplexed) about the transportation plan that outlines potentially closing Fourth Street from Main Street to Leadville.

The only legal way to enter the alley -- where our parking garage is -- between our condo at Strada and the businesses on Main Street is through the entrance from Fourth street. On Sun Valley Road, there is a double yellow line, and I assumed that was to prevent left turns into that alley, as it is so close to the busiest intersection in the city.

Trust me, it is already tough to navigate that alley to access our parking garage (and the drive through at Mountain West Bank) with all the delivery trucks dropping supplies to The Galleria, Sturtevants, The Pioneer Saloon, Enoteca, and even Warfield (delivery drivers park in our alley to run deliveries to Warfield, certainly during their construction, but also just because it's more convenient if their own alley is occupied by other delivery trucks.

I don't know how you expect us to get to our garage if you block the entrance on Fourth Street. Sturtevants is a private drive, so we can't cut through there. We can't turn left because it appears to be illegal with double yellow lines.

Please, please, please, do not cut off our access from Fourth Street.

Gwen Walters



City of Ketchum

Master Transportation Plan



March 1, 2021



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Acronyms

| | |
|---------|--|
| AADT | Annual average daily traffic |
| AASHTO | American Association of State Highway and Transportation Officials |
| ADA | Americans with Disabilities Act |
| CMF | Crash modification factor |
| CRF | Crash reduction factor |
| EB | eastbound |
| EBL | eastbound left turn movement |
| EBT | eastbound through movement |
| EBL/T | eastbound left turn/through shared lane |
| EBL/T/R | eastbound left turn/through/right turn shared movement |
| EBR | eastbound right turn movement |
| FEIS | Final Environmental Impact Statement |
| FHWA | Federal Highway Administration |
| FY | Fiscal year |
| HCM | Highway capacity Manual |
| HDR | HDR Engineering, Inc. |
| HSM | Highway Safety Manual |
| LHJ | Local highway jurisdictions |
| LOS | level of service |
| mph | miles per hour |
| MPO | metropolitan planning organization |
| MUTCD | Manual on Uniform Traffic Control Devices |
| MEV | million vehicles entering intersection |
| NB | northbound |
| NBL | northbound left turn movement |
| NBL/T/R | northbound left turn/through/right turn shared movement |
| NBT/R | northbound through/right turn shared movement |
| NBR | northbound right turn movement |
| NCHRP | National Cooperative Highway Research Program |
| PDO | property damage only |
| PTSF | percent-time spent following |
| RIRO | Right-in/right-out |
| ROW | Right-of-way |
| SB | southbound |
| SBL | southbound left turn movement |
| SBL/T/R | southbound left turn/through/right turn shared movement |
| SBT/R | southbound through/right turn shared movement |
| SBR | southbound right turn movement |
| s/veh | seconds per vehicle |
| TEV | Total entering vehicles |
| TWLTL | Two-way left turn lane |
| v/c | volume to capacity ratio |
| WB | westbound |
| WBL | westbound left turn movement |
| WBL/T | westbound left turn/through shared lane |
| WBL/T/R | westbound left turn/through/right turn shared movement |
| WBT | westbound through movement |
| WBR | westbound right turn movement |



1 Introduction

1.1 Purpose

The City of Ketchum (Ketchum) is committed to providing a balanced transportation system that serves all users and modes for mobility. This Master Transportation Plan (Plan) is a comprehensive guide that identifies short- and long-range transportation system needs across Ketchum and supports economic development and structured growth.

This document will replace the *Ketchum Transportation Plan (2004)* by updating the existing conditions and presenting a set of updated recommendations based on changes in population growth, development patterns, transportation system needs and economic factors. The 2004 plan outlined local conditions and recommendations for improvements to Ketchum’s transportation system. However, due to changes in development and Ketchum’s vision for enhanced pedestrian, bicycle, and transit connectivity, comfort, and mobility, much of the information and recommendations presented in the previous study needed to be updated. In the late 1990’s and early 2000’s, Ketchum experienced unprecedented development. The previous transportation plan was completed in the midst of this growth and proposed improvements were identified based on the conditions at the time. However, this period of growth was followed by an economic downturn that affected both local and overall national economies, causing dramatic drops in employment rates, construction activity, property values, and city revenues. In 2016, Ketchum received a grant from the Local Rural Highway Investment Program (LRHIP), administered by the Local Highway Technical Assistance Council (LHTAC), for the development of this updated Plan.

| Plan Purpose |
|---|
| Assist Ketchum policymakers and staff in making sound decisions for the City transportation system to promote a greater quality of life and provide a guide for future development. |

This Plan is designed to assist Ketchum policymakers and staff in making sound decisions for the city transportation system to promote a greater quality of life and provide a guide for future development. It promotes goals and visions that help to identify improvements to the Ketchum transportation system. This Plan should be considered a “living” document that changes with evolving needs and current resources available to Ketchum. This Plan does not incorporate land use objectives. However, land use and transportation should be carefully integrated as part of the planning process. This Plan will focus on transportation-related issues, including:

- Existing population and land use characteristics
- Existing transportation system
- Asset management and maintenance planning
- Future transportation system improvements
- Funding sources for the recommended transportation system improvements



1.2 Ketchum's Transportation Vision and Goals

Ketchum policymakers and staff identified a future vision of their transportation system in the *Ketchum Comprehensive Plan (2014)*. The key elements of this vision will be carried through the projects, policies and future plans that are identified for Ketchum's transportation system. The following goals were developed to help achieve Ketchum's transportation vision. These goals and associated objectives are paramount in the land use and transportation planning process and are integral to the success of Ketchum's transportation system:

Ketchum Transportation Vision

Ketchum will provide a framework for creating a balanced, integrated transportation system that serves a wide variety of users. A range of transportation alternatives will be designed for residents, visitors, and the workforce to travel safely and easily to their destinations.

- An expanded transit system that offers more frequent service and convenient connections within the community and to regional destinations;
- A complete system of bicycle routes and trails for commuter and recreational bicyclists;
- A safe, complete and comprehensive pedestrian circulation system; and
- Convenient and consistent air transportation to and from the Wood River Valley.

Goal No. 1 – Provide safe and efficient travel on Ketchum's transportation system now and in the future, including all modes of travel, and identify the necessary transportation network improvements.

- Objectives
 - Collect accurate baseline information about the existing transportation system.
 - Conduct a needs assessment highlighting improvement projects needed for the transportation system by the year 2040.
 - Identify, evaluate, and quantify funding sources that are likely to be available to fund higher priority projects.

Goal No. 2 – Refine the concepts to primarily focus on multi-modal connections to the Downtown Core Area.

- Objectives
 - Incorporate recommendations in city and regional multi-modal planning documents.
 - Implement a thoughtful evaluation and cost estimation of projects identified in the needs assessment, consistent with the *Ketchum Comprehensive Plan* and other relevant transportation plans.

1.3 Executing the Transportation Vision

Much like the transportation planning process, there is a progression that can be followed to evaluate and implement transportation projects included in this Plan. The following steps in **Figure 1** should be considered to continually evaluate and execute the Plan and transportation vision. This process should also be followed for future Plan updates.

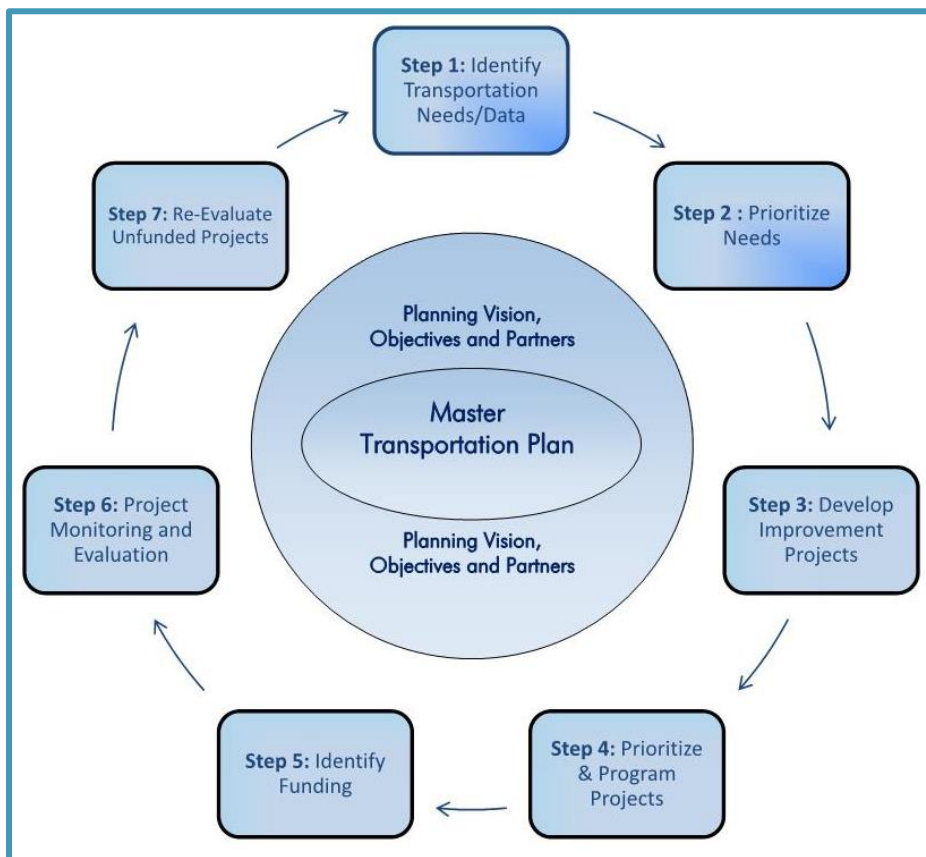


Figure 1. Transportation Planning Process



1.4 City Coordination

HDR Engineering, Inc. (HDR) contracted with Ketchum to complete the Plan and HDR coordinated work through regular calls and discussions with the contracted City Engineer, S&C Associates. Specific meetings and conference calls were held with the City Administrator and other members of the Ketchum Traffic Authority (KTA) as needed to identify needs and discuss options to address them. These participants reviewed study findings and documentation and provided feedback that refined the proposed projects to meet the needs of Ketchum.

The Plan was presented to the KTA on November 12, 2020 to explain the purpose and gather KTA's input. The Plan was formally presented to City Council on December 7, 2020. Comments from the City Council were incorporated into the final Plan. This final Plan was submitted to the City Council on March 1, 2021 and it was adopted following a public hearing on that date.

2 Demographics

2.1 City of Ketchum and Surrounding Areas

Ketchum is a mountain resort community located along Idaho State Highway 75 (SH-75) and the Big Wood River in Blaine County, Idaho. The City of Sun Valley is adjacent to Ketchum to the north and east. The Sawtooth and Challis National Forests in the Wood River Valley are nearby, as are several ski areas and resorts. The Sun Valley Company operates a resort on Bald Mountain (Baldy), a world-class ski mountain. The Friedman Memorial Airport is located approximately 11 miles south in Hailey, Idaho, and offers commercial air service. Outdoor recreation opportunities attract thousands of visitors and tourists year-round from all over the world.

2.2 Population

As a resort community, Ketchum has a fluctuating population with seasonal peaks. The *Ketchum Comprehensive Plan* describes how the community has grown over time with a developing economy that is attracting year-round employers.

Ketchum experiences peaks in its population during the winter and summer months, especially during holidays and around recreation events. The permanent, year-round populations of Ketchum and Blaine County from the 2000 Census were 3,003 and 19,123, respectively. The city population from the 2010 census was 2,689 and the estimated population for the year 2018 was 2,718, based on data from the American County Survey (ACS) prepared by the US Census Bureau. Overall, the Ketchum population dropped by 10.5 percent between the 2000 census and the 2010 census. **Table 1** lists growth rates for Ketchum and other nearby communities.

Table 1. Population of Local Communities

| Community | Population | | |
|------------|------------|--------|----------|
| | 2000 | 2010 | % Change |
| Ketchum | 3,003 | 2,689 | -10.5% |
| Sun Valley | 1,427 | 1,406 | -1.5% |
| Hailey | 6,200 | 7,960 | 28.4% |
| Bellevue | 1,876 | 2,287 | 21.9% |
| Twin Falls | 34,469 | 44,125 | 28.0% |

The annual population growth rate from 1990 to 2009 was found to be 1.33 percent and this was used to estimate Ketchum’s population in the future. By the year 2040, it is estimated the population will be 3,745 individuals, a 38 percent increase from the 2010 population.

Relevant demographic information is shown in the Demographics Snapshot based on ACS data in **Figure 2** and details are provided in the sections below.

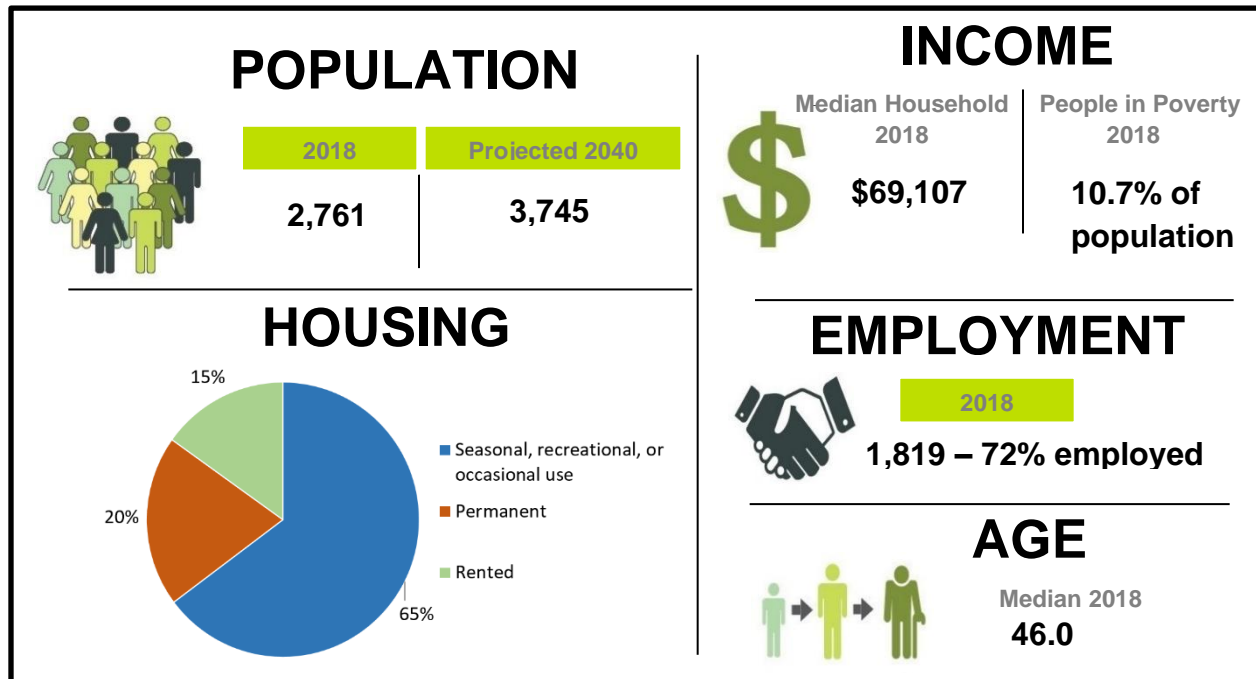


Figure 2. Demographics Snapshot

2.3 Housing

The ACS data reported that Ketchum has 3,626 housing units, 36.3 percent of which are single-family homes with 63.4 percent being multi-unit structures and 0.4 percent being mobile homes. Of these total units, 1,213 (33 percent) were occupied, which generally means they were used as a permanent residence. There were 2,413 units (67 percent) that were reported as vacant, meaning they were available for rent; rented and unoccupied; for sale, sold and not occupied; for seasonal, recreational, or occasional use; for migratory workers; or “other.” The average household size of owner-occupied houses was 2.10 and in renter-occupied houses it was 2.59,



which is lower than both the United States average of 2.70 and the Idaho average of 2.73. For the years 2014-2018, 90.9 percent of the people at least one-year old living in Ketchum were occupying the same residence one year earlier.

2.4 Employment Characteristics

The ACS data for Ketchum reports that the mean annual household income for Ketchum was \$69,107, compared to \$53,089 for the State of Idaho and \$60,293 for the United States (in 2018 dollars). Median earnings for full-time, year-round workers was \$46,146. An estimated 4.2 percent of households had an income below \$10,000 per year and 3.2 percent had an income over \$200,000 or more. Approximately 72 percent of the population over 16 years of age was employed in 2018. Per the *Ketchum Comprehensive Plan*, Ketchum accounts for about 15 percent of the Blaine County population but has the largest concentration of jobs within the county: approximately 4,500 out of a total 10,700 within the communities of Ketchum, Hailey, Sun Valley, and Bellevue. **Table 2** shows the labor force distribution by industry with the arts, entertainment, recreation, and accommodation and food services industries accounting for nearly 30 percent of Sun Valley jobs. The major employer in the area is the Sun Valley Company with several resort and related businesses that employ many of these workers.

Table 2. Employment Distribution

| Industry | Percent |
|--|---------|
| Arts, entertainment, recreation, accommodation, and food services | 28.3 |
| Professional, scientific, management, and administrative and waste management services | 13.9 |
| Educational services, health care and social assistance | 21.9 |
| Retail trade | 12.9 |
| Construction | 10.1 |
| Finance and insurance, real estate, rental and leasing | 3.2 |
| Public administration | 4.6 |
| Other Services, except public administration | 0.8 |
| Manufacturing | 3.0 |
| Information | 0.8 |
| Wholesale trade | 0.5 |

2.5 Commuting Characteristics

Over 80 percent of commuters within Ketchum drive alone to and from work while only 4 percent carpooled. Less than 1 percent used public transit and 1.5 percent walked, as shown in **Figure 3**. These statistics are consistent with other communities within Blaine County, with many people from these communities commuting to Ketchum for work. On average, it took commuters from Ketchum 10 minutes to get to work. For commuters throughout Blaine County, the average commute time was over 19 minutes.

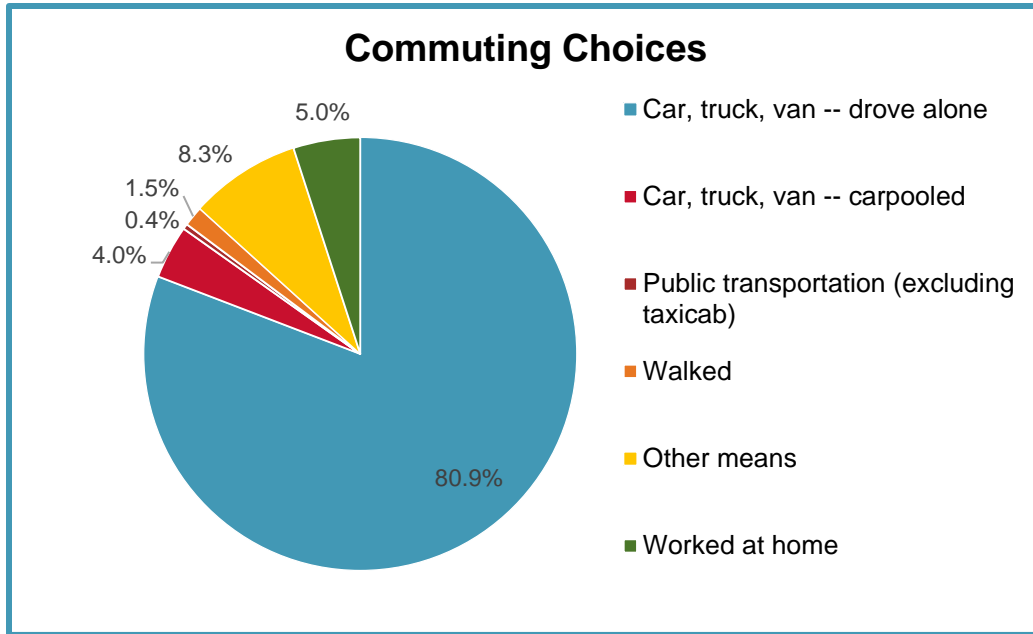


Figure 3. Commuting Choices

2.6 Disability Characteristics

Per the ACS data, among the civilian non-institutionalized population in 2014-2018, 12.4 percent of the population reported a disability. The likelihood of having a disability varied by age, with 0 percent of people under 18 years old reporting a disability, 6.5 percent of people 18 to 64 years old reporting a disability, and 38.7 percent of those 65 and over reporting a disability. In the State of Idaho, 13.3 percent of the population reported a disability. The likelihood of having a disability varied by age: from 4.4 percent of people under 18 years old, to 11.6 percent of people 18 to 64 years old, and to 36.0 percent of those 65 years old and over.

2.7 Current Land Use

Ketchum land use is divided into residential, commercial, industrial, agricultural and forestry, and recreation uses. The Community Core has two sub-districts: one specific for retail and the other for mixed-use developments. Several city parks and open spaces are preserved for recreational purposes, consistent with the *Ketchum Comprehensive Plan*, which calls for preserving and enhancing open space. **Figure 4** presents Ketchum’s current zoning within the city limits and designates the land uses by area.

Current zoning districts/land use categories include:

- Agricultural & Forestry (AF)
- Residential
 - General Residential High Density (GR-H)
 - General Residential Low Density (GR-L)
 - Limited Residential (LR)
 - Limited Residential 1 Acre (LR-1)
 - Limited Residential 2 Acres (LR-2)



- Industrial
 - Light Industrial 1 (LI-1)
 - Light Industrial 2 (LI-2)
 - Light Industrial 3 (LI-3)
- Recreation Use (RU)
- Short Term Occupancy
 - 1 Acre (STO-1)
 - 0.4 Acres (STO-4)
 - High Density (STO-H)
- Tourist
 - Tourist (T)
 - Tourist 3000 (T-3000)
 - Tourist 4000 (T-4000)
- Community Core (CC)
 - Retail Core Sub-District
 - Mixed-Use Sub-District

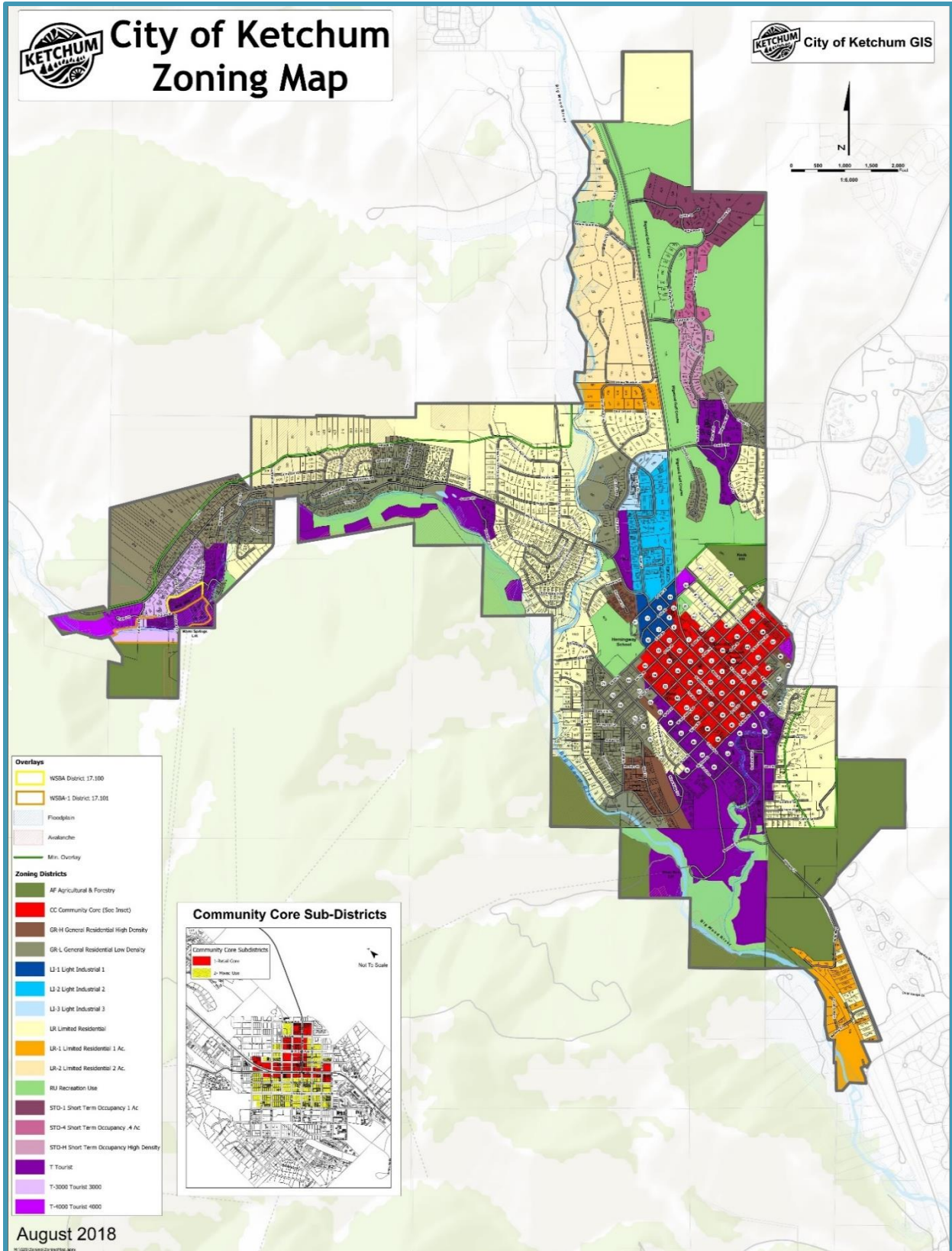


Figure 4. Existing Land Use

Source: <https://ketchumidaho.org/planning-building/page/city-ketchum-zoning-map>

3 Existing Transportation System

3.1 Street Jurisdiction

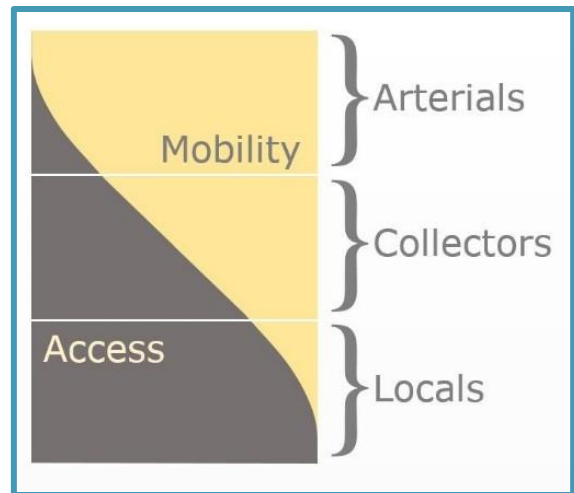
Ketchum owns and maintains most asphalt streets and shared-use pathways within the city limits. There are unpaved alleys in Ketchum’s inventory. The Idaho Transportation Department (ITD) owns and maintains Main Street (SH-75) and Sun Valley Road from SH-75 in Ketchum through Sun Valley, designating it as the SH-75 Spur. There are also many privately-owned streets within city limits.

3.2 Functional Classification

Functional classification is the federal system of classifying highways and streets according to their intended purpose in serving traffic vs. providing access to adjacent property. The functional classification system groups streets into three basic categories with some sub-groups:

- **Arterials:** These are usually major thoroughways that move high volumes of traffic at higher speed and connect communities and regional areas.

- **Principal versus Minor:** Principal arterials are major highways of regional and/or statewide significance serving higher traffic volumes traveling relatively long distances at higher speeds. They rarely have direct property access. Minor arterials distribute traffic to smaller geographic areas providing service between and within communities.



- **Collectors:** Collectors provide both access to land uses and traffic circulation within residential, commercial, and industrial areas. They collect traffic from local streets and connect to the arterial system, carrying lower traffic volumes at lower speeds than arterials. They normally connect land uses within communities.
 - **Major versus Minor:** Generally, major collector routes are longer in length, have lower driveway densities, have higher speed limits, are spaced at greater intervals, carry higher traffic volumes, and may have more travel lanes than minor collectors. Major collectors are focused more on mobility while minor collectors provide more access.
- **Local:** Local roads provide direct access to adjacent land uses and connect to other local and collector streets. They normally connect residential areas to collectors over short distances with low speeds and traffic volumes.



The majority of the streets within Ketchum are local roads serving residential areas. **Figure 5** presents the current functional classification of the roads in Ketchum. ITD has identified functional classifications for some roads in Ketchum as the official classifications recognized by the Federal Highway Administration (FHWA) and ITD for funding purposes. Main Street (SH-75) is classified as a Minor Arterial, as it is the connecting route to other communities and for tourists to access Ketchum. It connects to other state and US highways north and south of the Wood River Valley and connects to the Friedman Memorial Airport.

The following streets are classified as Major Collectors by ITD:

- Sun Valley Road beginning at Main Street and continuing through the City of Sun Valley. It provides access to local roads within Ketchum, Sun Valley and National Forest land.
- Warm Springs Road from Main Street to the west city limit and beyond connects several residential and short-term occupancy areas to downtown Ketchum as well as the Warm Springs Day Lodge and ski lifts.

The following streets are classified as Major Collectors by the City of Ketchum:

- 2nd Avenue from Serenade Lane to 8th Street
- 3rd Avenue from Serenade Lane to 8th Street, which includes a future connection from north of 4th Street to south of 6th Street
- 3rd Street from 3rd Avenue to Main Street

The following streets are classified as Minor Collectors by the City of Ketchum:

- River Street from Wood River Drive to east of Leadville Avenue
- 1st Street from Wood River Drive to east of Alpine Lane at Lucy Loken Park
- 5th Street from 2nd Avenue to Spruce Avenue
- 7th Street from 2nd Avenue to Main Street
- 10th Street from Warm Springs Road to Main Street
- East Avenue from River Street to north of 6th Street at the Knob Hill Natural Area
- Lewis Street from Warm Springs Road to Saddle Road

3.2.1 Recommendations

Saddle Road north of downtown Ketchum connects SH-75 to local roads in the City of Sun Valley to the east, and to residential and industrial land uses and local roads to west and south. It is recommended that this road be designated a Major Collector within Ketchum, as shown in **Figure 5**. The City of Sun Valley *Transportation Plan* (2015) has the same recommendation for Saddle Road within its city limits extending to SH-75. Functional classification is often a component of qualifying for federal-aid funding programs. Updating the functional classification



of Saddle Road could open opportunities for additional resources to address improvements that may be needed along this street. This process will require Ketchum to prepare and submit an Idaho Functional Classification Change Request Form to ITD, found here:

<https://apps.itd.idaho.gov/Apps/plan/ITDFCChangeRequestForm.pdf>

This request will require a concurrence letter or resolution from the City of Sun Valley as well as information about the roadway and justification for the request. This is required to designate these locally owned streets as collectors to qualify for federal-aid funding for improvements.

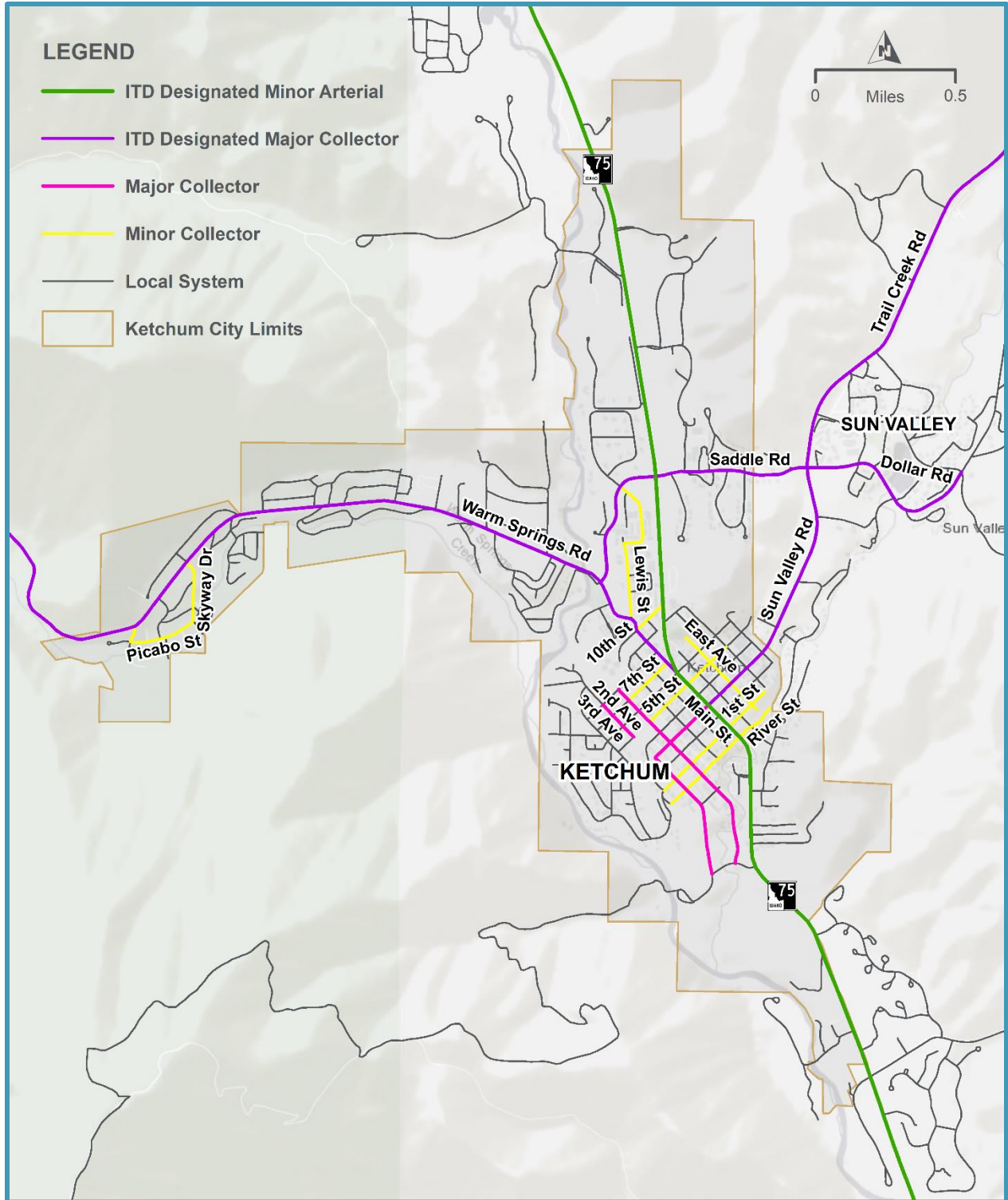


Figure 5. Recommended Functional Classification

3.3 Bicycle and Pedestrian Facilities

Bicycle and pedestrian traffic are prevalent in Ketchum, especially during the summer months when tourists and visitors explore the city and surrounding attractions. Existing facilities for these users include sidewalks, shared-use pathways, bike lanes, and designated “sharrows,” or shared lane markings that allow bicyclists to use the entire vehicle traffic lane. Most roadways within Ketchum can be considered shared roadways, as bicycles may legally be used on them except where prohibited by statute or regulation.

Ketchum has recognized the lack of connectivity of existing sidewalks and the need to upgrade existing facilities to current Americans with Disabilities Act (ADA) standards. The Ketchum Walkability Project was conducted in 2013 with the goal of making Ketchum the most walkable resort town in America. A volunteer team identified various missing sidewalks and streetlights

throughout the community core. Ketchum has dedicated funding to continue sidewalk infill and upgrade projects.



Pedestrian crosswalk of East Avenue at Sun Valley Road

There are several dedicated crosswalks for pedestrians across city streets throughout the downtown area. The 1st Avenue, Main Street, and East Avenue crosswalks are very long due to the width of the roads because of the on-street parking and the center median parking on East Avenue and 1st Avenue. With on-street parking, pedestrians are harder to see for drivers on these streets and the long distances increase exposure for conflicts.

The signalized intersections of Main Street with 1st Street, Sun Valley Road, and 5th Street have dedicated crosswalks with pedestrian signals for all four legs. The 4th Street crossing of Main Street has a rectangular rapid flashing beacon (RRFB) to alert drivers of crossing pedestrians and bicyclists. There is also an RRFB at the pedestrian crosswalk of Sun Valley Road at Spruce Street.

The signalized intersections of Main Street with

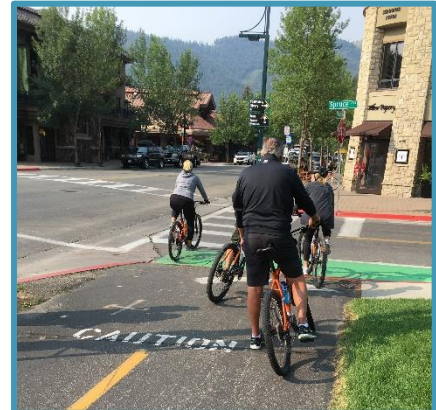


Pedestrian crosswalks and signal indications at Main Street and Sun Valley Road



Existing bike and shared-use facilities are presented in **Figure 6**. Existing sharrows are installed on 1st Avenue from River Street to 8th Street, on 4th Street from 3rd Avenue, and a connection the Wood River Trail to Spruce Avenue. There are also sharrows along Spruce Avenue to connect to the Sun Valley Trail and on portions of Washington Avenue and 6th Street. A bike lane on Spruce Street from Sun Valley Road to 4th Street also connects the Sun Valley Trail with the 4th Street sharrows. There is a southbound bike lane on Warm Springs Avenue from Saddle Road to 6th Street.

The Wood River Trail connects Ketchum to Bellevue through the Wood River Valley for 20 miles. It travels through the west side of the city parallel to several streets with designated crosswalks across city streets. It connects several community destinations through this area and along Warm Springs Road and then is parallel to Saddle Road and SH-75, continuing north of Ketchum. The multi-use Sun Valley Road Path connects Ketchum to the City of Sun Valley and continues to the north. It is separated from the roadway on its own alignment with connections to intersections and crosswalks along Sun Valley Road.



Trail, crosswalks and bike lane at Sun Valley Road and Spruce Avenue

The two-way cycle track along Warm Springs Road from Saddle Road to Gates Road serves bicyclists and pedestrians and connects to the Warm Springs Base Area. These pathways serve many users, and where they are adjacent to streets, some cyclists will travel in the opposite direction of adjacent vehicle traffic. Drivers normally do not expect to see those cyclists traveling in the opposite direction of traffic and conflicts can occur at intersections. This issue is identified in the *Blaine County Community Bicycle and Pedestrian Master Plan (2014)*. It recommends that if new pathways are constructed, they should be one-way in the direction of adjacent traffic and located on both sides of the street.



Cycle track adjacent to Warm Springs Road and intersection crossing

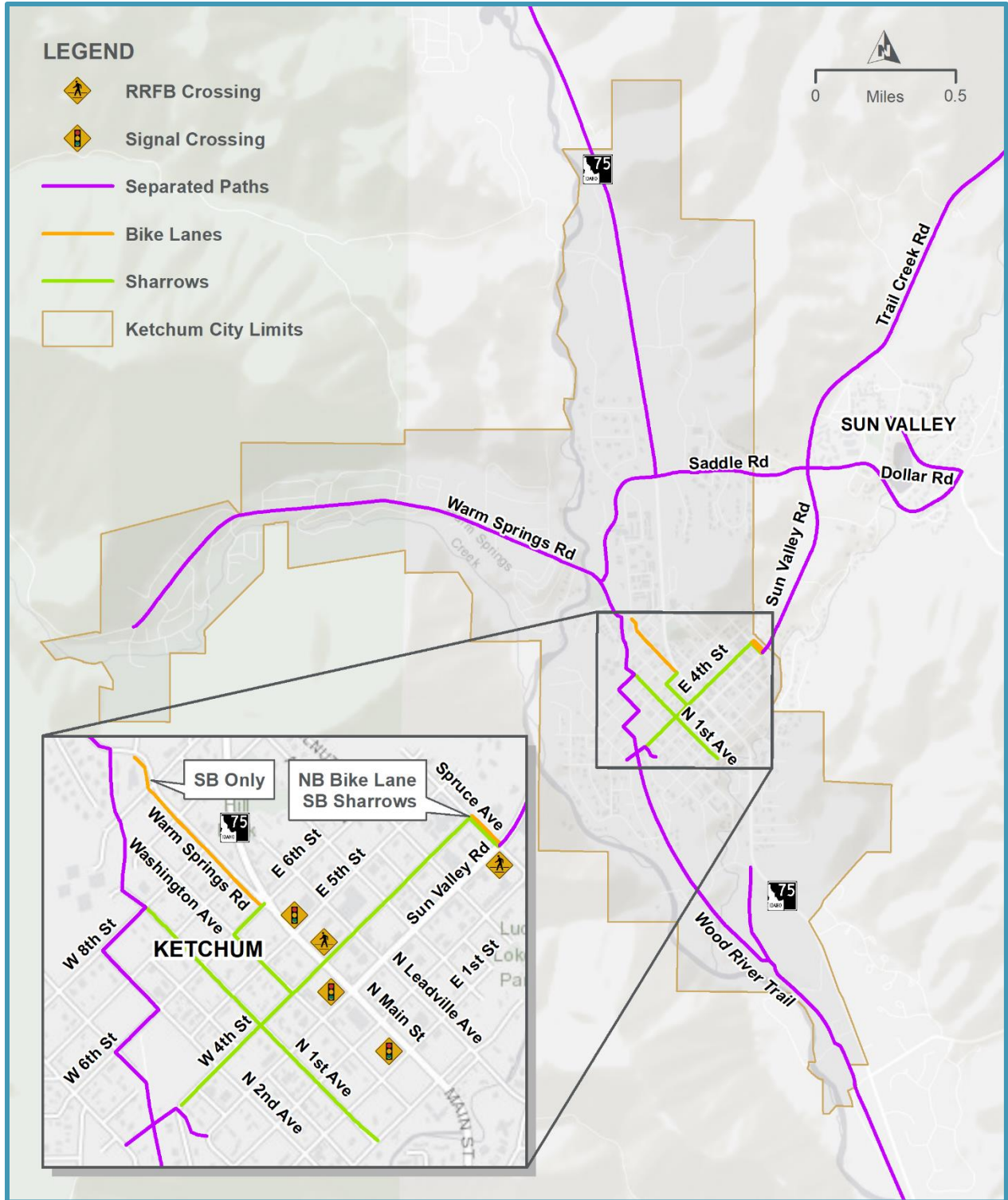


Figure 6. Existing Bike and Shared-Use Facilities



3.4 Transit and Intermodal Options

3.4.1 Public Transit

Mountain Rides is the full-service regional public transportation provider in Blaine County, with service in the communities of Sun Valley, Ketchum, Hailey, Bellevue, and Carey.



Mountain Rides provides mobility through the area while reducing single-occupant vehicle trips and serving underrepresented populations. It is jointly operated as a public agency by the participating cities and Blaine County.

Mountain Rides provides several different services, including:

- A free town bus with 3 year-round routes and 2 peak season routes for Ketchum and Sun Valley with a deviated fixed route service for Hailey
- Commuter bus services connecting Bellevue, Hailey, Ketchum, and Sun Valley
- Commuter vanpool routes to the communities of Twin Falls, Shoshone, Gooding, Jerome, and Fairfield
- Ride match services to connect online carpool patrons
- Coordinate Safe Routes to School biking and walking programs and projects for elementary and middle schools in the county
- Special Needs Demand Response for those that qualify under Americans with Disabilities Act (ADA)

There are over 40 bus stops and several bus shelters within Ketchum. More information can be found here: <https://www.mountainrides.org/>

3.4.2 Airport

The Friedman Memorial Airport is jointly owned by the City of Hailey and Blaine County. It is located in Hailey, about 14 miles south of Ketchum along SH-75. It currently has non-stop flights to Salt Lake City, UT; Seattle/Tacoma, WA; Los Angeles and San Francisco, CA; Denver, CO; and Chicago, IL. It has had non-stop flights to Portland, OR in the past.



3.4.3 Other Services

Other transportation services are provided by other agencies and groups to serve special needs populations as on demand services, similar to the Mountain Rides service. These included the Senior Connection for senior citizens and Medical Transport Services for long distance medical appointment needs. Taxi service and Uber are available in the Wood River Valley and school bus service is provided throughout Blaine County.

3.4.4 Non-motorized Trails

This Plan does not address unpaved trails use for non-motorized purposes like hiking and mountain biking.



3.5 Daily Traffic & Traffic Patterns

Ketchum has a very high seasonal traffic pattern that is unique to resort communities. Traffic volumes are highest in the summer and winter months, with volumes in the spring and fall being lower. There is a consistent commuter travel pattern on SH-75 north and south of Ketchum throughout the year due to employees from other communities traveling to Ketchum for work in the morning and returning home in the evening.

Average daily traffic (ADT) is the average 24-hour traffic volume at a given location for some period of time less than a year (e.g. 6 months or a season, a month, a week or some days). The ADT for a given day, week, or month can be very different on the same road in Ketchum, especially on Main Street and roads serving seasonal attractions. Annual average daily traffic (AADT) is the total volume of vehicle traffic on a roadway for a year divided by 365 days.

Ketchum has collected traffic counts on their streets over several years for various studies and projects. HDR gathered these counts and applied a historical annual growth rate to increase them to estimate 2019 levels. **Figure 7** displays the 2019 AADT for city streets. The majority of streets within Ketchum carry volumes lower than 500 vehicles per day (vpd) with Main Street/SH-75 north of 6th Street, Warm Springs Road from 6th Street to 10th Street, and Sun Valley Road from Main Street to Spruce Street carrying over 5,000 vpd. Main Street/SH-75 from Elkhorn Road to 6th Street, Sun Valley Road east of Spruce Street, and segments of Warm Springs Road carry volumes over 9,000 vpd.

Traffic volumes on SH-75 were analyzed using data from ITD's automatic traffic recorders (ATRs) to see how they fluctuate throughout a given year. The two closest ATRs include:

- ATR #28 – SH-75 @ milepost (MP) 135.95 (7.6 miles north of the SH-75 Spur Junction)
- ATR #68 – SH-75 @ MP 119.4 (2.9 miles north of Bullion Street in Hailey, ID)

The highest volumes were observed at these ATRs in the summer months and averaged over 15,000 vpd in June, July, and August at ATR #68 and around 2,400 vpd at ATR #28. Counts collected in July 2018 showed volumes on Main Street within Ketchum reaching 19,000 vpd. The lowest volumes were observed in the winter months with volumes less than 12,000 vpd at ATR #68 and less than 900 vpd at ATR #28.

Holiday traffic volumes are generally the peak volumes for the year in Ketchum. Reviewing holiday traffic data for the last five years from each ATR, including Memorial Day, the Fourth of July, and Labor Day events showed this variety. During the Memorial Day weekends, volumes on SH-75 increased to about 20 percent higher than the recorded AADT volumes. The highest differentials were during the Fourth of July and Labor Day holidays, when volumes recorded at ATR #68 increased between 30 percent and 40 percent higher than AADT and volumes at ATR #28 increased from two to three times higher than the corresponding AADT.

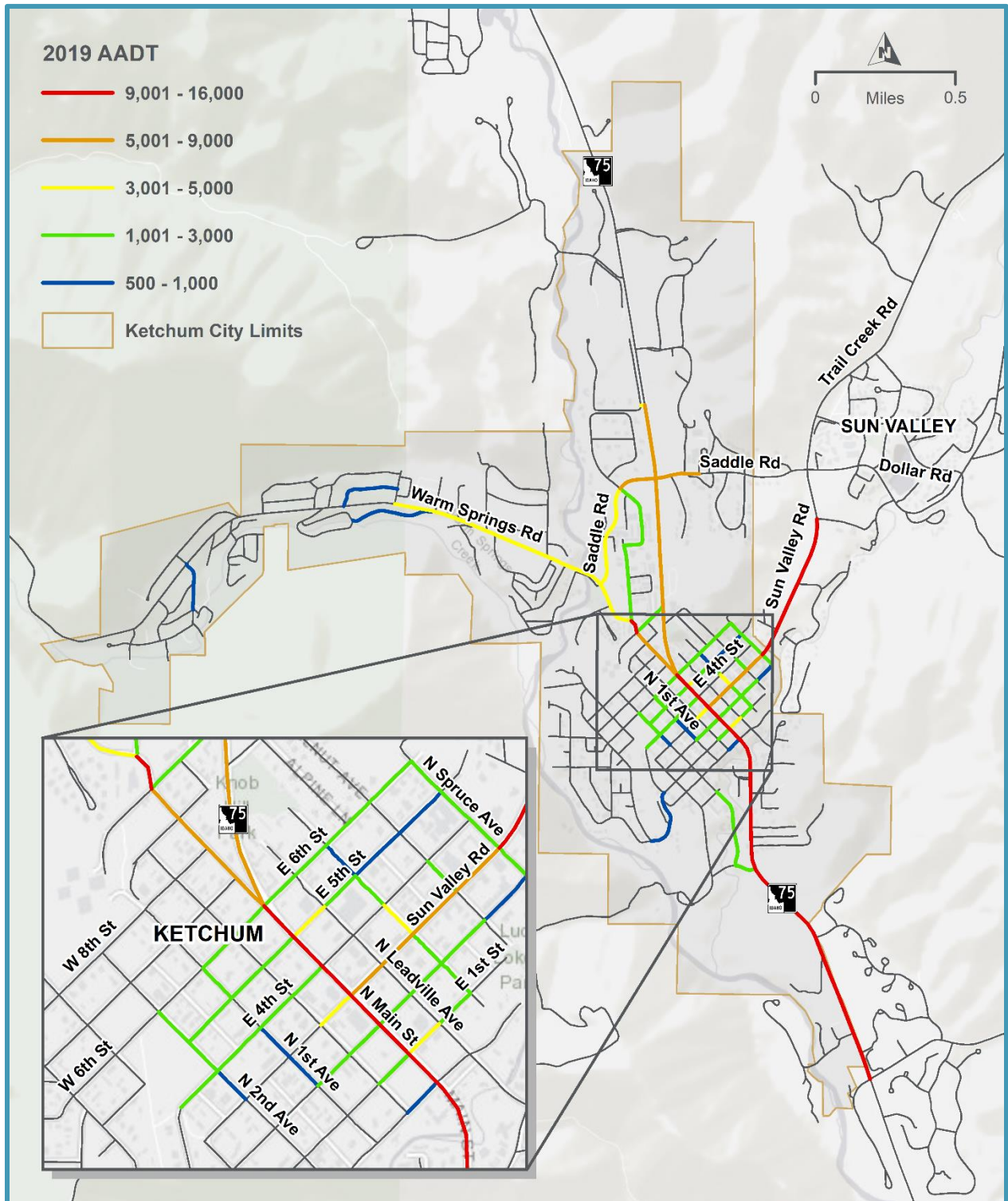


Figure 7. Existing Traffic Volumes



3.6 Crash History

Crash data from 2014 to 2018 for Ketchum was obtained from an LHTAC database that compiles crash locations and causes for cities and counties throughout Idaho (<http://gis.lhtac.org/safety/>). A map showing all reported crashes in Ketchum for the analysis period is shown in **Figure 8**. There were no reported crash fatalities within Ketchum during the analysis time period.

| Injury Types | |
|--------------|---|
| ▪ | Fatality – death occurred within one month of crash |
| ▪ | A Injury (Serious Injuries) – incapacitating injury (unconscious, transported to hospital) |
| ▪ | B Injury (Visible Injuries) – visible signs of injury (cuts, broken bones) |
| ▪ | C Injury (Possible Injuries) – no visible signs of injury (whiplash, soreness) |
| ▪ | Property Damage Only (PDO) – no reported injuries |

There were five reported crash locations involving pedestrians and bicyclists within Ketchum. Both pedestrian crashes resulted in Type A injuries to the pedestrians. One crash was at Main Street and Sun Valley Road in July 2016 when an alcohol impaired driver struck a pedestrian. The other pedestrian crash occurred at Washington Avenue and 4th Street when a driver on 4th Street failed to yield to a pedestrian at the crosswalk in July 2017. The three bicycle crashes occurred at intersections and resulted in Type B injuries to the bicyclists when drivers failed to yield to bicyclists. The first crash occurred in September 2017 at Main Street and 2nd Street. The second crash occurred in July 2018 at Leadville Avenue and 5th Street. The third crash also occurred in July 2018 at Main Street and Saddle Road.

Crash summaries for city-wide roads, all state roads, all local roads, and the highest crash roads in Ketchum are presented in **Figure 9**. The majority of crashes occurred on the higher volume, higher speed roads, and most of them are on the state roads (SH-75, Main Street, and Sun Valley Road). The state roads had a higher number of injuries associated with crashes. Crashes identified as occurring on Main Street are from south of River Street to Saddle Road.

The most common crash types on local roads were angle turning (23 percent), vehicles backed into (17 percent), rear-end (12 percent), and striking parked cars (12 percent). On state roads, the most common crash types were rear-end (46 percent), angle and angle turning (13 percent), striking wildlife (10 percent), and side swipe same (10 percent). The state roads include the signalized intersections on Main Street and the other higher speed intersections in the city, so rear-end crashes are more common. The wildlife strikes occurred south of Serenade Lane and north of Saddle Road. The crashes on state roads had a higher rate of injuries, most likely due to higher speeds on those roads.

The most common contributing circumstances for crashes on local roads included improperly backing up (20 percent), failure to yield to traffic with the right-of-way, including bikes and pedestrians (14 percent), driving too fast for conditions (13 percent), and following other cars too closely (10 percent). On state roads, the most common contributing circumstances were following other cars too closely (28 percent), failure to yield to traffic with the right-of-way, including bikes and pedestrians (17 percent), wildlife in the roadway (10 percent), and inattention (9 percent).

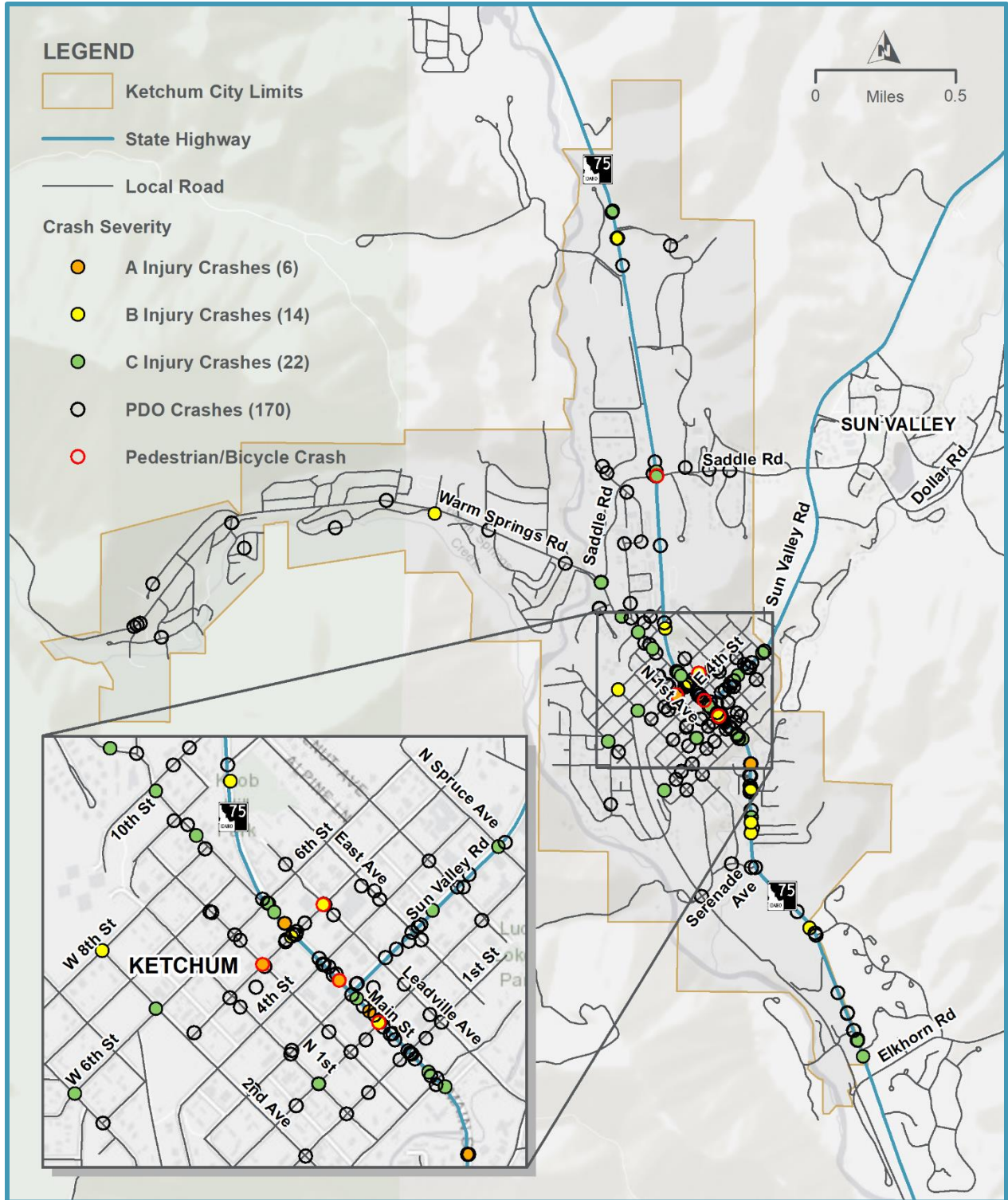
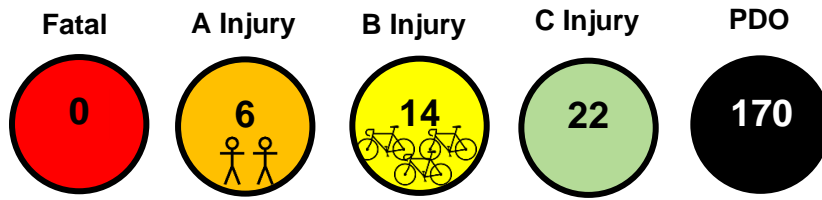


Figure 8. 2014-2018 Crash Locations and Severity

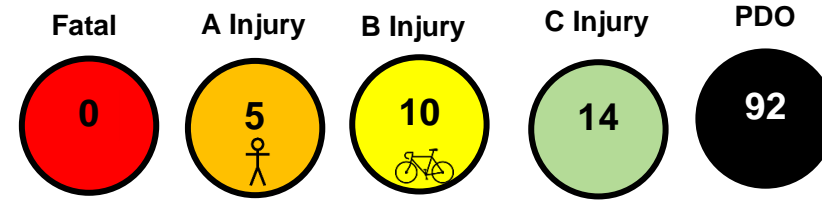


Figure 9. Crash Summaries



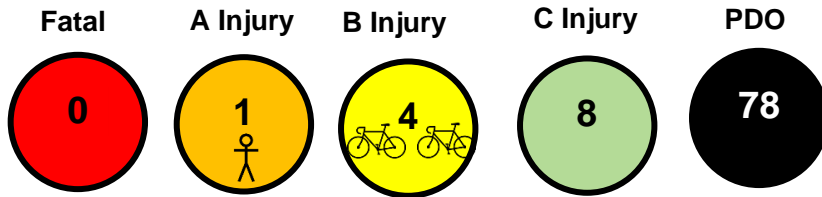
City-wide Crashes

Total Crashes = 212
Intersection Crashes = 77



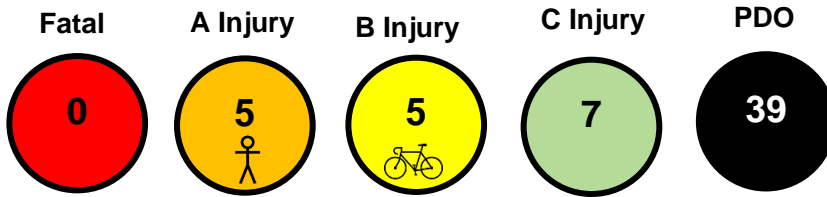
State Road Crashes

Total Crashes = 107
Intersection Crashes = 43



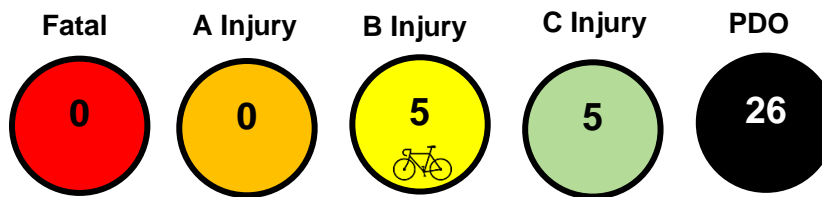
Local Road Crashes

Total Crashes = 105
Intersection Crashes = 34



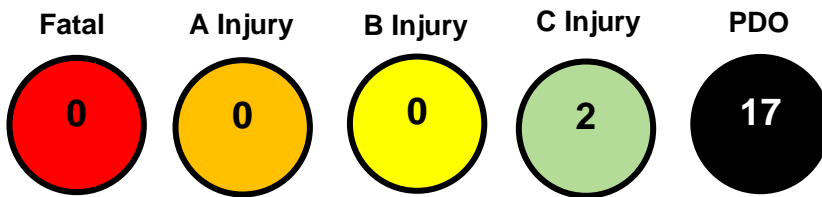
Main Street Crashes

Total Crashes = 56
Intersection Crashes = 26



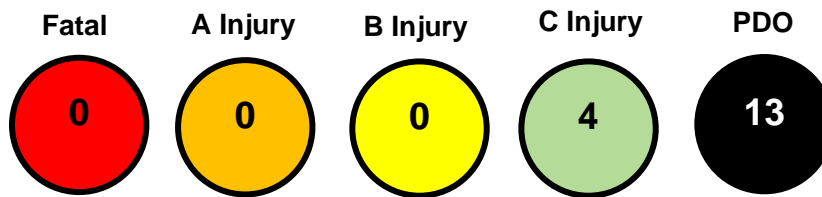
SH-75 Crashes

Total Crashes = 36
Intersection Crashes = 8



Sun Valley Rd Crashes

Total Crashes = 19
Intersection Crashes = 7



Warm Springs Crashes

Total Crashes = 15
Intersection Crashes = 3

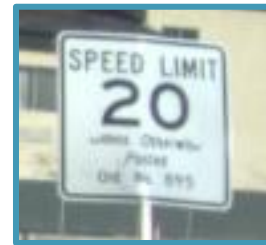


Crashes on the state roads accounted for over half of all crashes in the city limits. Rear-end and angle turning crashes (a crash where two motor vehicles impact at an angle while one or both are turning, e.g., the front of one motor vehicle impacts the side of another motor vehicle) are typically associated with intersections and several were recorded on Main Street with the highest volumes and signalized intersections. Almost half of all crashes on Main Street were intersection related and these indications point to the congested conditions that can occur on this street during the peak traffic summer months, when a large proportion of the crashes occurred. The majority of crashes on local roads were PDO and were associated with low speed conditions, including backing into other vehicles, striking parked cars, and crashes while turning at intersections.

3.7 Speed Limits

Galena Engineering, Inc., conducted a *Speed Limit Study* (2017) for the KTA to help establish reasonable and safe speed limit zoning on city streets. They reported on Ketchum’s Ordinance Number 895, which establishes the maximum speeds limits within Ketchum, unless posted otherwise:

- 20 mph, on all streets
- 10 mph, on all alleys
- 15 mph, in school zones
- 5 mph, emergence from an alley or private driveway



Main Street and Sun Valley Road east of Main Street within Ketchum are owned by ITD and are posted for 25 mph.

The study reviewed operating speeds on several city streets and found the established 20 mph speed limit on City streets is generally substantiated. They noted “Existing conditions such as driveways, business accesses, obstructions to clear sight distances at intersections, pedestrians, and hills, contribute to a character of the city streetscapes that indicates the reduced speed limit is reasonable on city streets. Retaining this general 20 mph speed limit is recommended, with the exceptions noted...” in the study. Exceptions included increasing the speed limit on several segments due to measured speeds operating higher and lowering speeds on others based on pedestrian activity, proximity to parks and school zones, and bicycle priority.

The KTA should continue to monitor speeds and adjust them as needed, especially as more sidewalks, other pedestrian facilities, and sharrow bike facilities are implemented and installed.



3.8 Existing Operations

This section reports the results of existing conditions and operational capacity for key intersections within Ketchum under average conditions and peak conditions. L2 Data Collection collected turning movement counts during the a.m. and p.m. peak hours on a weekday in May and weekend traffic in July and August 2018 at the following intersections:

- Main Street and River Street
- Main Street and 1st Street
- Main Street and Sun Valley Road
- Main Street and 6th Street and Warm Springs Road
- East Avenue and Sun Valley Road
- Spruce Avenue and Sun Valley Road
- Warm Springs Road and 10th Street

Capacity is defined as the maximum rate at which vehicles can pass through a given point in an hour under prevailing conditions. Intersection capacity is measured by evaluating the critical lane groups that experience the most delay for stop-controlled intersections. The concept of level of service (LOS) was developed to correlate numerical traffic operational data to subjective descriptions of traffic performance at intersections. LOS is defined as the system of six designated ranges, from “A” (best) to “F” (worst), used to evaluate performance. **Table 3** presents the *Highway Capacity Manual 6th Edition* LOS thresholds at stop-controlled and signal-controlled intersections in average seconds of delay per vehicle. For signalized and roundabout controlled intersections, overall intersection LOS data is reported. For intersections controlled with stop signs on minor road approaches the worst performing movement LOS is reported.

Table 3. LOS Thresholds for Motor Vehicles at Intersections

| LOS | Stop-controlled Intersection Control Delay (s/veh) | Signal-controlled Intersection Control Delay (s/veh) |
|-----|--|--|
| A | <=10 | <=10 |
| B | 10-15 | 10-20 |
| C | 15-25 | 20-35 |
| D | 25-35 | 35-55 |
| E | 35-50 | 55-80 |
| F | >50 | >80 |

3.8.1 May 2018 Operations

Overall, the analyzed intersections are estimated to operate well in each peak hour under the May 2018 conditions, which represent typical average operations throughout the year. **Figure 10** presents the estimated LOS for the a.m. and p.m. peak hours at each key intersection. **Table 4** presents the LOS as well as the average delay at each intersection that determined the LOS.



The stop-controlled intersections are reported with the LOS and average delay of the worst performing left turning movement from the stopped legs of the intersection.

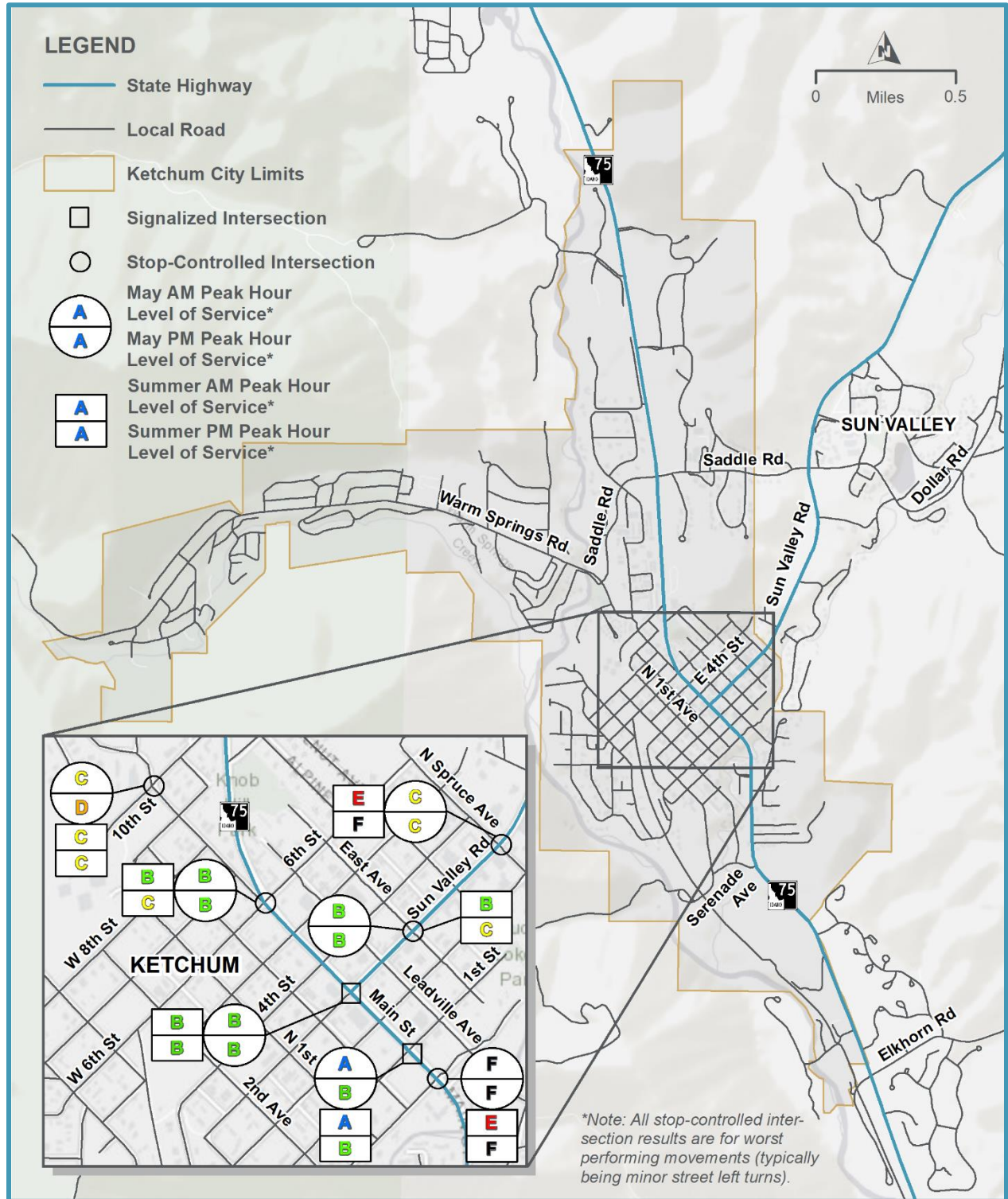


Figure 10. Existing Conditions LOS



Table 4. 2018 Key Intersection LOS and Average Delay

| Intersection | Control | May 2018 | | | | July 2018 | | | |
|---------------------------------|---------|--------------|-----------------------|--------------|-----------------------|--------------|-----------------------|--------------|-----------------------|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | | LOS | Average Delay (s/veh) | LOS | Average Delay (s/veh) | LOS | Average Delay (s/veh) | LOS | Average Delay (s/veh) |
| 10th Street / Warm Springs Road | Stop | C | 25.0 | D | 28.1 | C | 19.7 | C | 24.1 |
| 6th Street / Main Street | Stop | B | 13.6 | B | 14.1 | B | 13.4 | C | 16.2 |
| Sun Valley Road / Main Street | Signal | B | 10.0 | B | 15.7 | B | 11.7 | B | 17.4 |
| 1st Street / Main Street | Signal | A | 7.5 | B | 15.5 | A | 9.6 | B | 16.9 |
| River Street / Main Street | Stop | F | 64.2 | F | 73.0 | E | 42.6 | F | 76.3 |
| Sun Valley Road / East Avenue | Stop | B | 10.8 | B | 14.1 | B | 12.2 | C | 17.4 |
| Sun Valley Road / Spruce Avenue | Stop | C | 17.5 | C | 17.1 | E | 35.8 | F | 78.3 |

Most intersections are estimated to operate at LOS D or better, with the left turning movements at River Street estimated to operate at LOS F with long delays. The estimated queue of vehicles waiting to turn left from River Street onto Main Street is normally 2 vehicles or less. There are significant queues on 10th Street for vehicles waiting at the stop sign to turn left onto Warm Springs Road (139 feet long) and on Main Street waiting to travel north through the intersection at 1st Street (217 feet long). The queue on Main Street is almost the entire length of the block back to River Street and could impact operations at that intersection. The vehicle queues waiting to make a left turn from Main Street to Sun Valley Road in both directions are estimated to be long. There are no separate left turn lanes, so many drivers wanting to continue on Main Street through this intersection are delayed. The long queue lengths also disrupt operations at the adjacent Main Street intersections at 4th Street and 2nd Street. The pedestrian crossings of Main Street at 1st Street, Sun Valley Road, 4th Street, and 5th Street are estimated to operate well during May.

3.8.2 Summer 2018 Operations

Overall, the analyzed intersections are estimated to operate adequately, at LOS D or better, in each peak hour under the summer 2018 conditions in July and August when traffic volumes are at their peak with the height of tourist season. However, several individual movements experience high delays and queue lengths during the peak hours. **Figure 10** presents the estimated LOS at each key intersection under these conditions next to the May 2018 results.

Table 4 presents the LOS as well as the average delay at each intersection that determined the LOS. The left turning movements at the intersections of Sun Valley Road and Spruce Avenue, and Main Street and River Street are estimated to operate at LOS F, although fewer vehicles were observed at River Street. It is assumed most of these drivers shift to 1st Street to use the signal to access Main Street. The southeast bound left turn queue for vehicles turning from Spruce Avenue onto Sun Valley Road is estimated to be 138 feet long, over half the length of the block back to 4th Street. The queue for left turning vehicles on Sun Valley Road to turn onto East Avenue is estimated to extend almost to Alpine Lane. The queues on Main Street for vehicles waiting to turn left at the intersections of 1st Street and Sun Valley Road are long and extend over half the length of the block to adjacent intersections. The left turning vehicles queued on Sun Valley Road to turn south onto Main Street are estimated to extend to the East Avenue intersection, which may cause more congestion at this all-way stop intersection. The pedestrian crossings of Main Street at 1st Street, Sun Valley Road, 4th Street, and 5th Street are very busy during the summer months, especially in the afternoon with many visitors and tourists. The competition for time between vehicles and pedestrians is constant and many people wait for the crossing indications. Once they go, the long crossing distance takes time that causes the vehicles on Main Street to queue up.

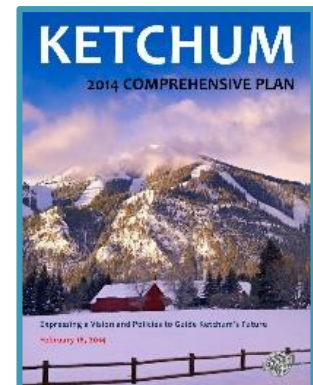
3.8.3 ITD SH-75 Project

ITD completed the *SH-75 Timmerman to Ketchum: Final Environmental Impact Statement* (FEIS) in 2008, which identified needed improvements for the SH-75 corridor in the Wood River Valley. The improvements were separated into different segments and several have been implemented. The segment leading into Ketchum is the SH-75, Elkhorn Road to River Street, Ketchum (Project No. A020(033), Key No. 20033) federal-aid design project currently being developed by ITD. As ITD identifies improvements to the highway and intersections in this segment, Ketchum should coordinate with ITD on those solutions.

4 Regional Comprehensive and Transportation Planning

4.1 Comprehensive Plan

The *Ketchum Comprehensive Plan* (2014) was adopted by the Ketchum City Council on February 26, 2014. It states Ketchum’s vision, goals and policies for future development within the city and in the surrounding Area of City Impact. Like this Plan, the *Ketchum Comprehensive Plan* is dynamic and meant to respond to changing conditions. The proposed projects in this Plan are consistent with the goals and objectives of the *Ketchum Comprehensive Plan*.





4.2 City Design Policies and Standards

Ketchum’s city code identifies the engineering standards for roadways, sidewalk, and other transportation facilities within the city in Title 12: Streets, Sidewalks, Public Utility Easements, and Public Place. Current design standards are published on the City’s website at:

<https://www.ketchumidaho.org/streets-facilities/page/standards>.

4.3 Downtown Ketchum Master Plan

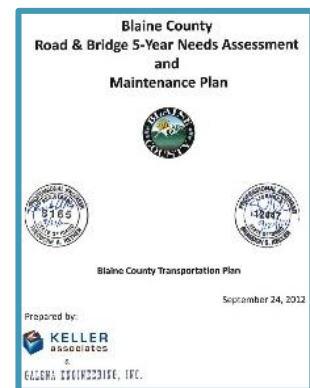


The *Downtown Ketchum Master Plan* (2006) identified opportunities to improve downtown Ketchum and enhance opportunities to engage and enjoy it. It includes recommendations for improving circulation and the street system; developing orientation and wayfinding, much of which has been implemented; developing pedestrian oriented streetscapes; and emphasizing alternative transportation and parking system improvements. Some of the key

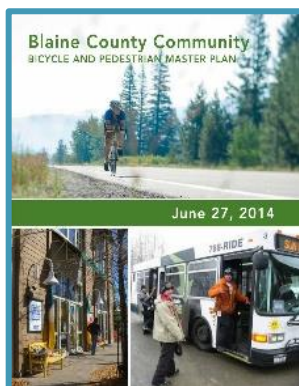
recommendations included implementing pedestrian and cycling primary routes, updating parking opportunities and implementing fee structure for high demand areas, updating the 2nd Avenue and Serenade Lane as a connection to SH-75, and implementing a lane reconfiguration, or “road diet”, along Main Street. This lane reconfiguration would provide a center turn lane with one travel lane in each direction to allow a more pedestrian friendly environment along Main Street and shorten crossing distances. Several of the recommendations in the *Downtown Ketchum Master Plan* have been implemented and some are incorporated into this Plan.

4.4 Blaine County Transportation Plan

Several of the capital improvement projects listed in the *Blaine County Transportation Plan* (2012) have been completed. This was intended to be a 5-year plan and is most likely in need of being updated. None of the projects were within Ketchum’s city limits.



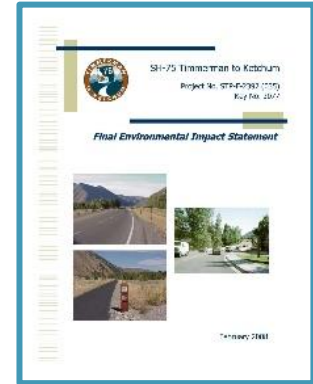
4.5 Blaine County Community Bicycle and Pedestrian Master Plan



The *Blaine County Community Bicycle and Pedestrian Master Plan* (2014) recommends capital improvement projects throughout the county, including in Ketchum. Nine projects were identified within the city, some of which have been implemented, including improvements along 4th Street and downtown sidewalks. Several additional improvements are recommended to be implemented as part of this Plan. This document also provides guidance on developing bicycle and pedestrian facilities.

4.6 SH-75 Timmerman to Ketchum: Final Environmental Impact Statement

The *SH-75 Timmerman to Ketchum: Final Environmental Impact Statement (2008)* and supporting documents identified the preferred alternative for improvements along SH-75 from US-20 at the Timmerman Junction to Ketchum. The improvements were separated into several projects, some of which have been constructed. The segment from Elkhorn Road to River Street in Ketchum is currently being designed. The improvements for this segment described in the FEIS included:



- Provide two lanes in each direction with a two-way left turn lane (TWLTL) as applicable on SH-75 from Elkhorn Road to Serenade Lane. Include sidewalks on each side of the highway.
- Provide one lane in each direction with a TWLTL as applicable on SH-75 from Serenade Lane to River Street. Include sidewalks on each side of the highway in this section.
- SH-75/Elkhorn Road improvements include lane configuration and signal control updates.
- SH-75/Serenade Lane intersection improvements include lane configuration updates.

4.7 Mountain Rides Capital Improvement Plan

The *Mountain Rides Capital Improvement Plan FY2016-2020* (2015) provide a plan and estimated budget for capital needs through the current fiscal year 2020. Items within the plan include vehicle upgrades and replacements; street facilities and structures, including bus shelters and bike racks; technology implementation; improvements and upkeep to the existing primary facility in Ketchum; development of a downtown transportation hub in Ketchum; and finishing the maintenance and storage facility in Bellevue.



The transportation hub has been discussed for several years. A concept plan for an option to locate the hub at the intersection of Sun Valley Road and East Avenue was developed in 2014, but the project did not move forward. While a location has not been determined, it is still an important feature that will provide multi-modal opportunities and focus with Ketchum. This potential facility should be included in transportation planning activities in the future. A workable location should be identified through a robust engagement process with stakeholders, citizens, and patrons of Mountain Rides.



5 Future Conditions Evaluation

5.1 Future Traffic Projections

5.1.1 Historical Travel Demand Growth

Traffic volumes on SH-75 were analyzed using data from ITD’s ATR’s to see how they have grown over the previous 28 years. The area has seen significant fluctuations in traffic volumes over that time. The average growth rate over the last five years was very aggressive at over 5 percent per year for ATR #28 and over 3 percent per year for ATR #68. **Figure 11** presents the AADT measured at ATR #68 for each year since 1990, and **Figure 12** presents similar data for ATR #28.

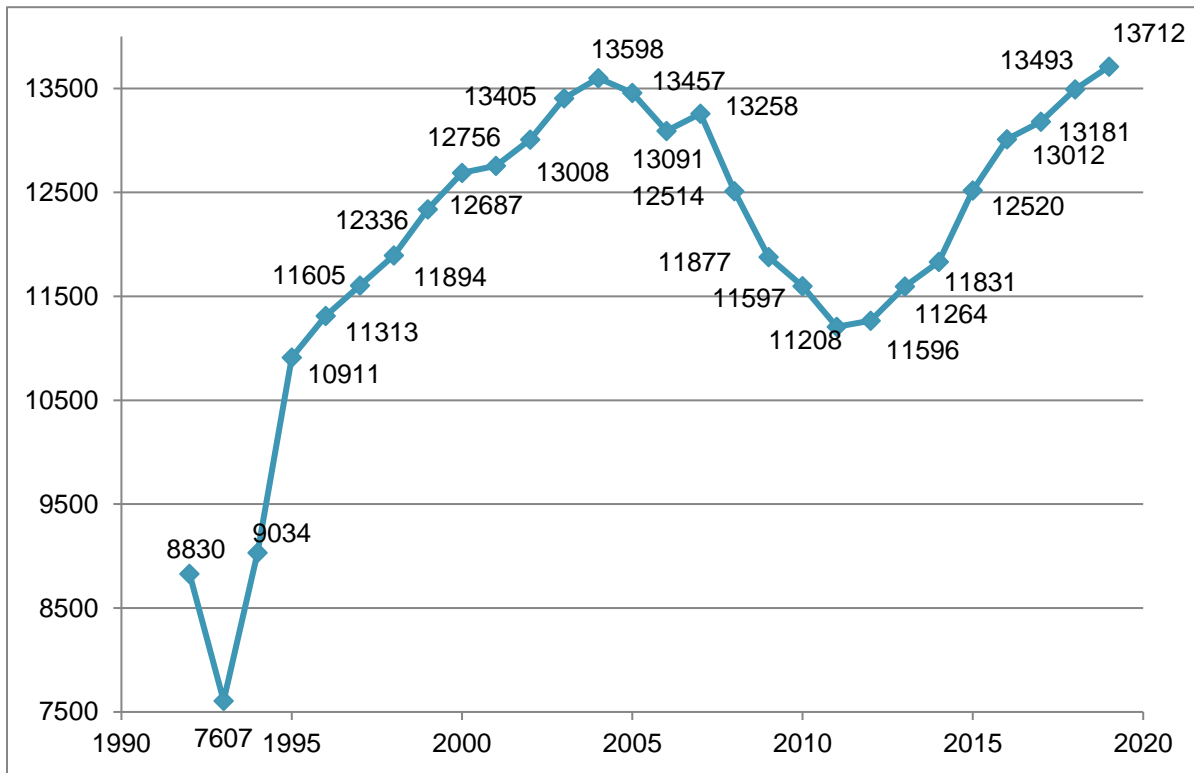


Figure 11. ATR #68 Historic AADT

Both locations show similar patterns of steady rapid growth until the early 2000’s, followed by a steep decline that coincides with the Great Recession. Traffic volumes started to increase again around 2012 and have steadily increased each year to where they are now, approaching the highest volumes since before the Great Recession. Annual growth rates have varied widely from positive to negative year to year, but historically the volumes at ATR #28 have grown at 0.9 percent per year and the volumes at ATR #68 have grown at 1.4 percent per year.

The growth rate of 1.4 percent was used in 2018 to estimate 2040 volumes at the key intersections analyzed under existing conditions and identify future needed improvements. This growth rate is comparable to the population annual growth rate of 1.33 percent identified in Section 2.2.

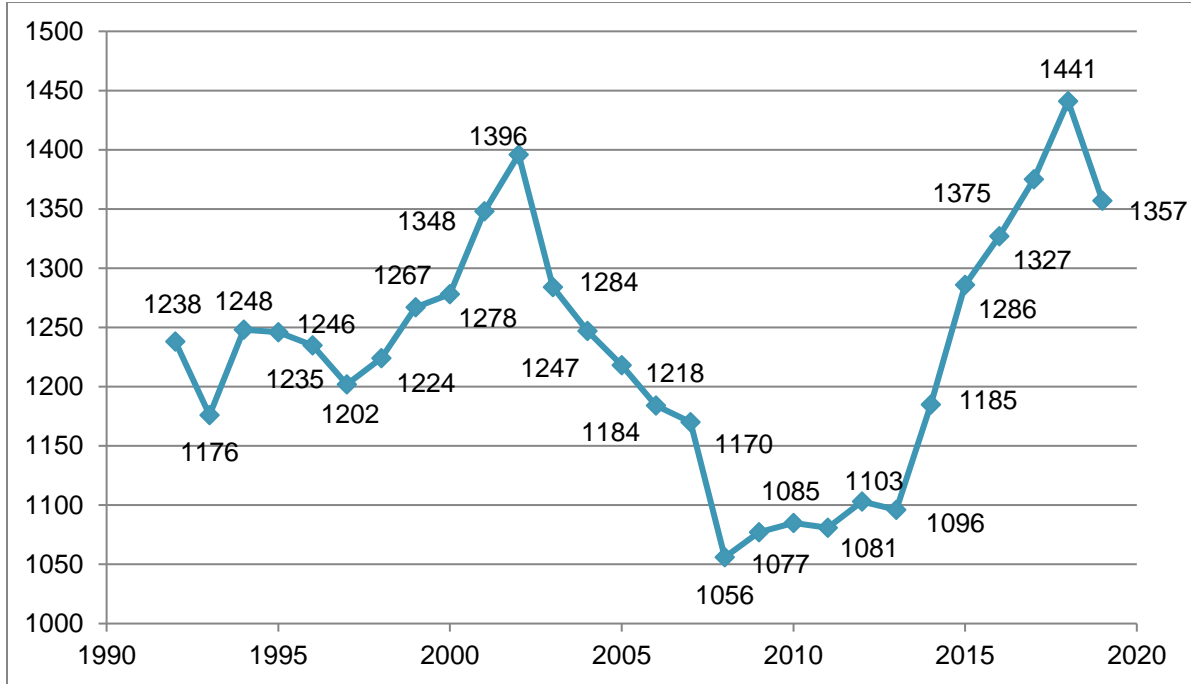


Figure 12. ATR #28 Historic AADT

If the growth and development in Ketchum occurs at a faster pace than the estimated historical traffic growth rates, traffic volumes will follow and increase quickly, and the identified needs and improvements in this Plan may be needed earlier than anticipated. This Plan should be updated to identify and provide those needed improvements as the growth occurs.

5.2 Future Employment

No significant changes are expected for the demographics of Ketchum. Future employment distribution is assumed to remain similar to the existing conditions. Examples of significant changes could include a new large employment entity or an employment entity leaving the area. None of these changes are expected to take place in the near future.

5.3 Future Land Use

The *Ketchum Comprehensive Plan* identifies "...a land use pattern that represents the sustainable use of land, energy and other resources by encouraging orderly, contiguous growth that maximizes efficiency and respects the "small town" community character." It places more emphasis on infill, redevelopment, and mixed-use development patterns than developing open land.

Ketchum's future land use vision includes six concepts that address the relationship between land use and mobility, open lands, infrastructure, and other future needs:

- Planning for the Areas of City Impact
- A Focus on Downtown and Smaller Commercial Centers
- Infill and Redevelopment to Accommodate Growth



- Land Use Linked with the Transportation System
- Opportunities for Commercial Development, Tourism, and Jobs
- Protection of Natural Features, Open Space, and Rural Character at the Community Edges

A copy of the future land use map is presented in **Figure 13**. This map follows the concepts above and provides for economic growth and transportation enhancements to support all modes and expand transit, walking, and biking opportunities.

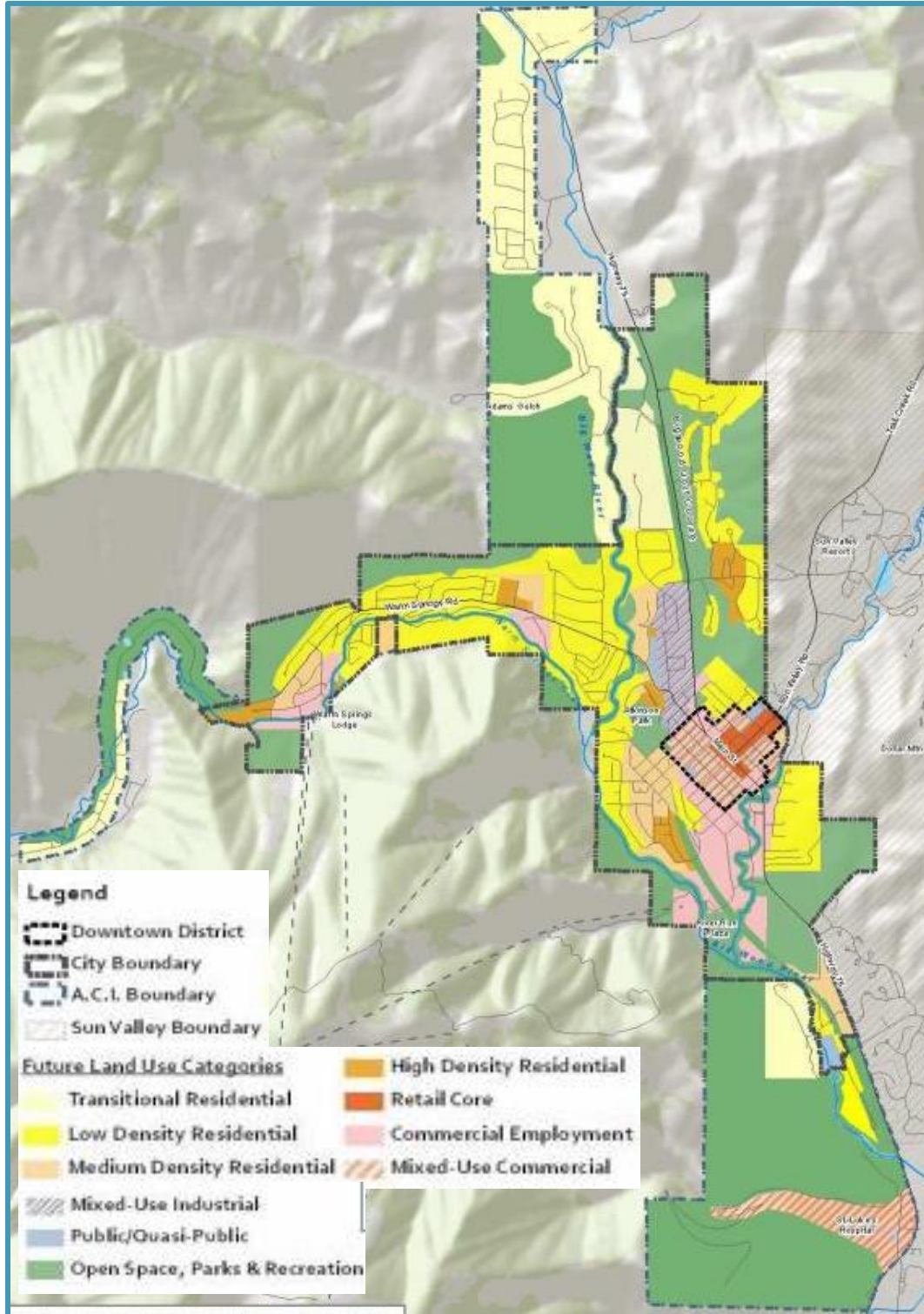


Figure 13. Future Land Use

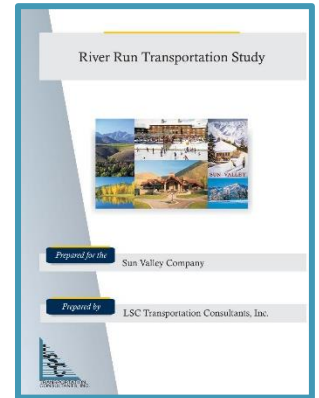
Source: <https://ketchumidaho.org/planning-buildings/baae/comprehensive-plan>



5.4 Potential Impacts of Future Development

An existing *River Run Annexation and Development Agreement* (2009) identifies a potential development along Serenade Lane west of SH-75 that will include lodging and residential land uses along with a skier parking structure. The Ketchum Boutique Hotel is proposed for development at the southwest corner of Main Street and River Street. It is proposed to be a 100-room hotel with access to River Street only.

The *River Run Transportation Study* (2009) identified needed improvements with the potential development. The following recommendations for improvements were identified:

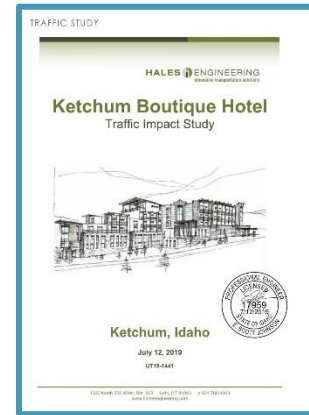


- Construct a dual-lane roundabout at the Serenade Lane and Main Street intersection to improve operations and serve demand from the development.
- Add separate left and right turn lanes on the 3rd Avenue approach to the intersection with Serenade Lane and update to either all-way stop or single-lane roundabout, depending on ROW availability.
- Eliminated split phasing at the Main Street signalized intersections with 1st Street, Sun Valley Road, and 5th Street. This would require a reconfiguration of the Main Street lanes to provide separate left turn lanes.
- Potentially add dedicated left and right turn lanes to the 2nd Street intersection with Main Street, although this will not relieve the LOS F for left-turning vehicles. More likely, these drivers will reroute to either the 1st Street or Sun Valley Road intersections with Main Street to use the signals to turn left.
- This development will increase traffic on 2nd and 3rd Avenue and, while still within the carrying capacity of the roadways, some traffic calming features are recommended. These would not divert traffic but slow travel speeds to make these roads continue to work well for pedestrians and bicyclists. Some options for traffic calming were given, and Ketchum should work with the development to identify the best features for these streets and implement them.
- Bicycle lanes are recommended along 2nd Avenue and Serenade Lane between the development and SH-75.
- Pedestrian features recommended include sidewalks along at least one side of 2nd Avenue, 3rd Avenue, Serenade Lane, and Ranch Road north of the 3rd Avenue intersection. Specific improvements should be coordinated with Ketchum based on several factors and constraints.



The proposed *Ketchum Boutique Hotel Traffic Impact Study* (2019) was reviewed and the following recommendations for improvements were identified:

- Restrict east and westbound left turning movements at the River Street and Main Street intersection.
- Add a right turn acceleration lane for eastbound right turning vehicles at the Serenade Lane and Main Street intersection.
- Conduct a corridor study to analyze Main Street and determine if a reduction from a four-lane cross section to a three-lane cross section and/or a coordinated signal system would be beneficial.



Ketchum should coordinate with these developments to partner on implementing the appropriate recommended improvements consistent with and in addition to those identified in this Plan, if needed. It is recommended that the *River Run Transportation Study* be updated with the latest site plan, trip generation calculations, and needed improvements to the transportation network.

5.5 Forecast Operations

5.5.1 Key Intersections

The same intersection stop and signal control was assumed to remain in place for the 2040 analysis to estimate how the key intersections may operate with no additional improvements. These results are based on estimating the 2040 July travel demand forecasts.

Figure 14 presents the estimated LOS for the a.m. and p.m. peak hours at each key intersection with estimated 2040 volumes. **Table 5** presents the estimated LOS as well as the average delay at each intersection that determined the LOS. During the a.m. peak hour, each intersection is estimated to have at least one movement that operates at LOS C or worse. The only intersection estimated to have LOS F movements is at River Street with the left turns onto SH-75 having long delays.

The queues on Main Street for vehicles waiting to turn left at the intersections of 1st Street and Sun Valley Street are long and are estimated to extend most of the length of the block to adjacent intersections. The vehicles waiting to turn left from 1st Street and Sun Valley Road to travel south on Main Street are estimated to have queue lengths of almost 100 feet.

During the p.m. peak hour, most intersections are estimated to operate at LOS C or worse. Two movements are estimated to have demand that exceeds capacity: the southbound left turn at the Sun Valley Road and Spruce Avenue intersection, and the southbound left turn at Main Street and River Street. The left turn movements at the intersections of Sun Valley Road and Spruce Avenue and Main Street and River Street experience LOS F and may have queue lengths over 100 feet.

The queue for westbound left turning vehicles on Sun Valley Road to turn onto East Avenue at the all-way stop is estimated to extend almost to Walnut Avenue. The queue for eastbound left



turning vehicles on Sun Valley Road to turn onto East Avenue is estimated to extend 100 feet. The left turning vehicles queued on Sun Valley Road to turn south onto Main Street are estimated to extend past the Leadville Avenue intersection.

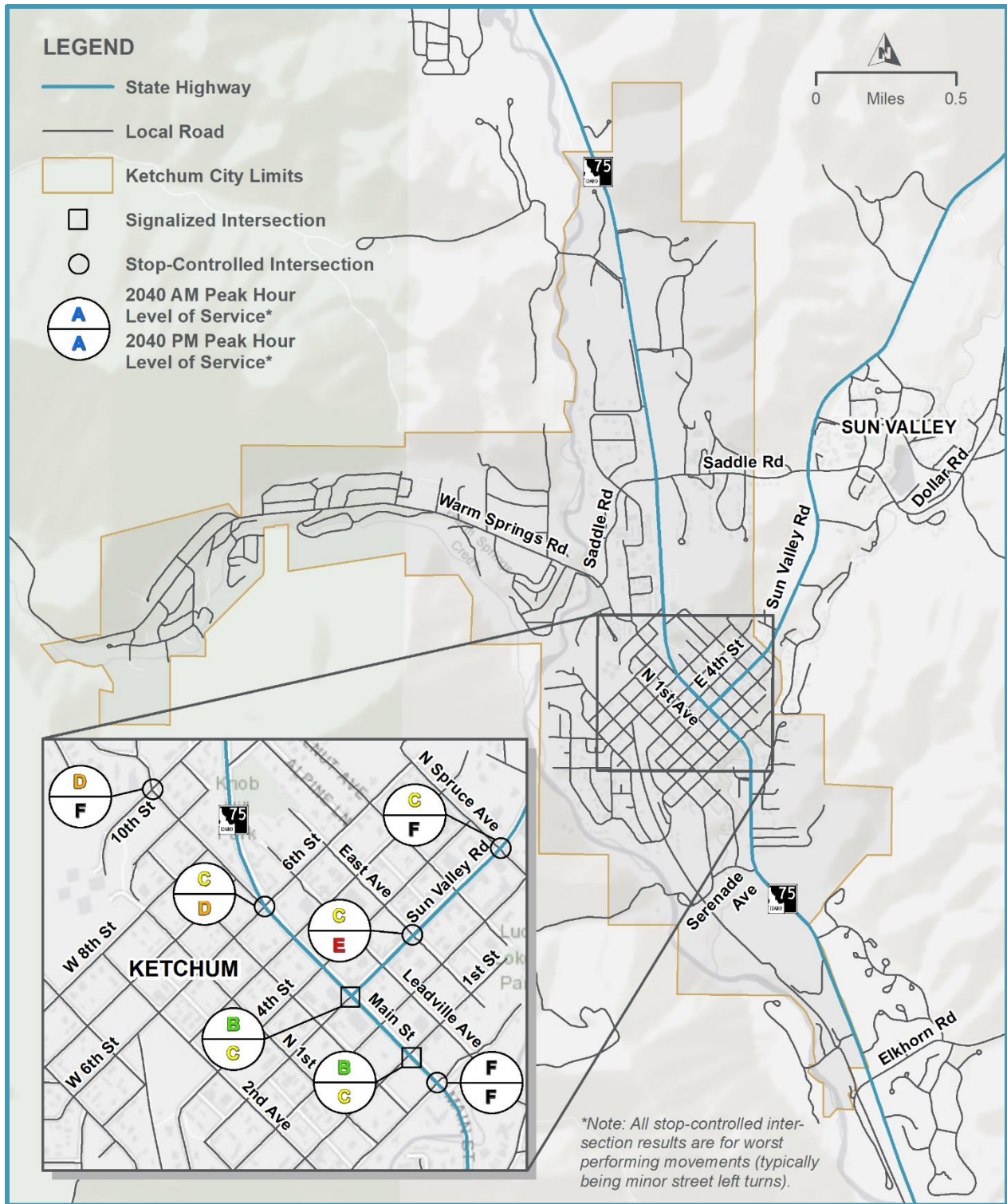


Figure 14. Future Conditions LOS

Table 5. 2040 No Build Key Intersection LOS and Average Delay

| Intersection | Control | 2040 No-Build | | | |
|---------------------------------|---------|---------------|-----------------------|--------------|-----------------------|
| | | AM Peak Hour | | PM Peak Hour | |
| | | LOS | Average Delay (s/veh) | LOS | Average Delay (s/veh) |
| 10th Street / Warm Springs Road | Stop | D | 28.5 | F | 55.7 |
| 6th Street / Main Street | Stop | C | 16.3 | D | 25.0 |
| Sun Valley Road / Main Street | Signal | B | 13.4 | C | 23.9 |
| 1st Street / Main Street | Signal | B | 11.5 | C | 21.6 |
| River Street / Main Street | Stop | F | 112.2 | F | 400+ |
| Sun Valley Road / East Avenue | Stop | C | 17.3 | E | 46.9 |
| Sun Valley Road / Spruce Avenue | Stop | C | 24.6 | F | 310.4 |

The conflicts between pedestrians will only increase at the Main Street, East Avenue, and 1st Avenue intersections with increased traffic volumes. These long crossings take an extended amount of time and require drivers to see and yield to pedestrians. Ketchum has recently discussed updating the pedestrian crossing and signal indications at the Main Street intersections with 1st Street, Sun Valley Road, and 5th Street with ITD. An option to provide a pedestrian scramble at each intersection is being reviewed, which allows pedestrians to cross the intersection any direction they like in a separate reserved signal. This gives priority to the pedestrians and provides them with more flexibility.



Example of pedestrian scramble recently installed in Boise, Idaho

5.5.2 Main Street and Warm Springs Road/6th Street Intersection

This intersection has a unique configuration with the primary conflict occurring between vehicles traveling on Main Street and wanting to turn left onto Warm Springs. In the a.m. peak hour count, the volumes waiting to make this turn were equal to those traveling north on Main Street, while the opposing southbound movement involved a lower volume of vehicles. In the p.m. peak hour, the southbound movement is the largest while the northbound left turn movement onto Warm Springs Road is almost as large. The operational analyses for this intersection show it operates adequately, but the unique geometry and observations lead to the conclusion that vehicles attempting to turn from Main Street to Warm Springs Road often have to wait for a gap. A queue can develop behind them for a significant distance, causing delay and congestion south of the Main Street and 6th Street intersection. The operations at this intersection would



benefit from a reconfiguration, if possible, and should be reviewed in the future. The pedestrian facilities at this intersection could use an upgrade with a refuge update, including truncated domes, and improved direct pedestrian ramps with truncated domes to provide a better connection to the new sidewalk along Warm Springs Road.

5.5.3 Warm Springs Road intersections with 10th Street and Lewis Street

Warm Springs Road is an important collector for Ketchum, connecting recreation and residences to Downtown. It carries high volumes of traffic from Main Street to northwest of Lewis Street. The intersection at 10th Street was one of the key intersections analyzed. With stop control as currently installed, the left turns from 10th Street are estimated to fail in the future. This failure is tied to long delays as the left turning drivers wait for acceptable gaps to turn on Warm Springs Road. Several alternative improvements have been recommended for these intersections, from multi-way stop control and traffic signals in the *Ketchum Transportation Study* (2004) to conventional or mini roundabouts in the *Ketchum: Through the Looking Glass: A Walkability Assessment* (2018). A “dog bone” or “peanut” roundabout has been discussed several times as well. **Figure 15** and **Figure 16** present two concept level alternatives: a signal lane roundabout at the 10th Street intersection and a dog bone concept that combines both the 10th Street and Lewis Street intersections. Estimated ROW impacts are also shown in each figure.

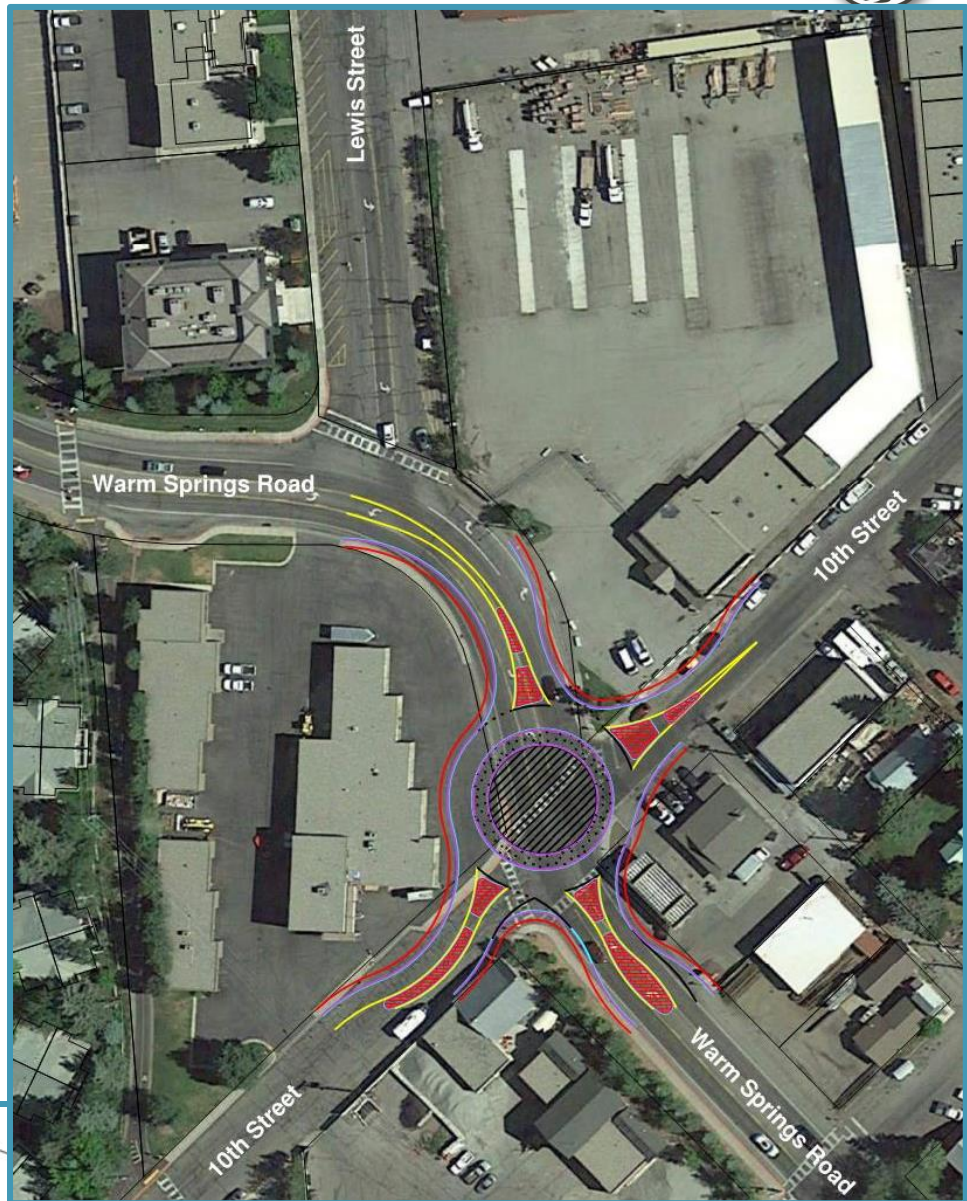


Figure 15. Warm Springs Road and 10th Street Single Lane Roundabout Concept

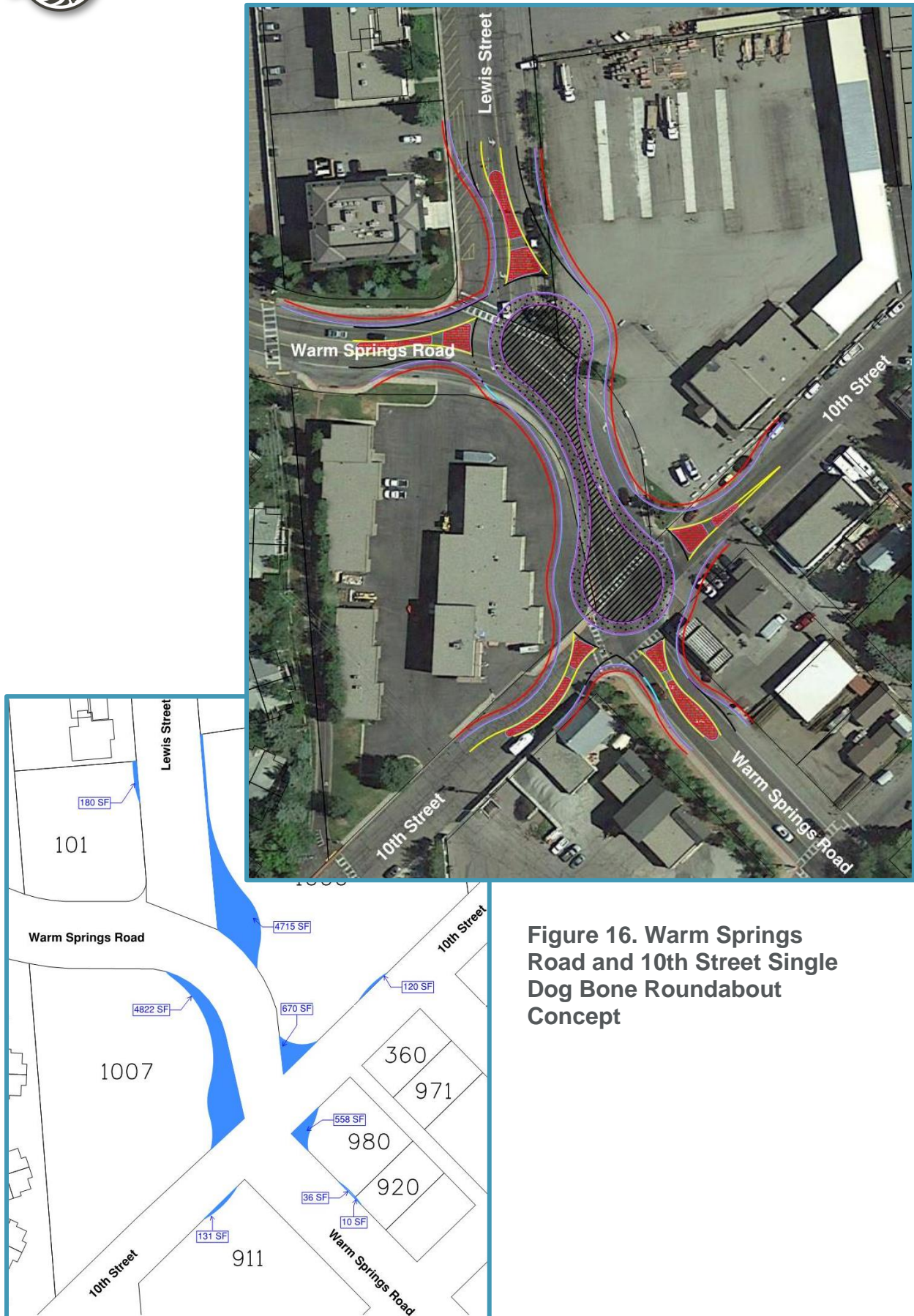


Figure 16. Warm Springs Road and 10th Street Single Dog Bone Roundabout Concept



Table 6 presents a comparison of the existing two-way stop control, potential multi-stop control, the concept level roundabout, and the concept level dog bone roundabout alternatives.

Table 6. Warm Springs Road, 10th Street, and Lewis Street Concept Comparison

| Alternative | Two-Way Stop Control | Multi-Way Stop Control | Roundabout | Dog bone Roundabout |
|---|--------------------------|------------------------------------|--------------------|---------------------|
| 2040 Estimated p.m. Peak Hour LOS & Delay (s) | | | | |
| Overall Intersection | C – 7.2 | F – 65.8 | A – 8.8 | B – 18.1 |
| Worst performing movement | SB Left Turn F - 55.7 | SB Through/Right Turn F – 109.0 | SB Leg B – 10.3 | EB Leg C – 29.3 |
| Average Queue Length (FT) | 128 | 500+ | 155 | 50 |
| Estimated ROW Required (SF) | 0 | 0 | 4,557 | 11,242 |
| Estimated Parking Spaces Removed | | | | |
| Private | 0 | 0 | 14 | 14 |
| On-Street | 0 | 0 | 13 | 24 |

The stop control alternatives are estimated to fail with significant queues on the approach legs. The roundabout and dog bone roundabout are both estimated to operate well with 2040 volumes and serve the demand.

Ketchum should conduct a concept study that looks at these and potentially other alternatives in more detail to investigate important features and constraints, including access, storm water drainage, utility needs and conflict, and ROW impacts and issues, among others.

5.5.4 Main Street Lane Reconfiguration and Signal Update

The *Ketchum Transportation Study*, the *Downtown Ketchum Master Plan*, and the *Blaine County Community Bicycle and Pedestrian Master Plan* all identify the opportunity to conduct a road diet lane reconfiguration to reduce the number of lanes on Main Street from a four-lane road section to a three-lane configuration, with a travel lane in each direction and a center median lane that can provide dedicated left turn pockets. An example from a FHWA informational guide is shown in **Figure 17**.

Four-lane undivided highways, like Main Street, often have increased crash numbers as traffic volumes rise. The competition between stopped drivers seeking to make left turning movements and drivers traveling at normal speeds to continue through become more pronounced with higher volumes, and congestion and conflicts increase. Additionally, with more pedestrians and bicyclists on the roads, communities desire more livable spaces, better pedestrian and bicycle facilities, and increased transit options, which are not easily accommodated by a four-lane undivided roadway.



The benefits from such a lane configuration are included in these documents and FHWA documentation to include:

- Improved crash safety by reducing vehicle-to-vehicle conflicts that contribute to rear-end, angle-turn, and sideswipe crashes by removing the four-lane undivided inside lanes serving both through and turning traffic. These crash types represent three of the top four most common crashes on state roads, including Main Street.
- Reduce differential speeds between through and turning vehicles, reducing crash severity and conflict.
- Separating left-turning traffic can reduce delays at signalized intersections.
- Cross street traffic can more comfortably enter Main Street because there are fewer lanes to cross.
- Install wider sidewalks and better streetscapes with opportunities for landscaping, shade and street furniture, as well as better protected crossings, such as at 6th Street (see **Figure 18**).
- Slower traffic and a pedestrian-priority can make crossing streets safer and easier.
- Changing from the four-lane to the three-lane configuration will make pedestrians in crosswalks more visible.
- Allow the installation of bulb outs at the crosswalks, reducing the distance pedestrians are exposed to traffic while crossing the street and making them more visible to drivers (see **Figure 19**).



Figure 17. Lane Reconfiguration Road Diet Example

Source: https://safety.fhwa.dot.gov/road_diets/



Figure 18. Pedestrian Crossing Road Diet Example

Source: http://pedbikesafe.org/PEDSAFE/countermasures_detail.cfm?CM_NUM=19



Figure 19. Bulb Out Example

Source: <https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>

Additionally, the traffic signals at 1st Street, Sun Valley Road, and 5th Street should be coordinated for more efficient movement of traffic, allowing separate left turn phasing. These improvements can also be coordinated with Ketchum’s desire for pedestrian scrambles at these signalized intersections.



Some potential drawback to the lane reconfiguration could include reduced capacity of the roadway for vehicular traffic, mail trucks and transit vehicles may stop traffic in the single through lane, on-street parking can be reduced, left turn lanes may be difficult to access during high demand periods, and it may create some issues with snow removal.

The lane reconfiguration should be studied and analyzed in detail with the benefits and drawbacks quantified. Ketchum should coordinate with ITD on conducting this study to determine if implementing a lane reconfiguration road diet is the right solution for downtown Ketchum. Main Street could be a good candidate for this type of treatment because typical volumes on the street fall into a range that a three-lane section can typically serve. However, the close spacing of traffic signals and peak summer traffic volume surges should be considered as they can impact how the facility may operate. Detailed modeling of the lane reconfiguration alternative should be conducted under several traffic scenarios to determine how Main Street may function with the variety of specific needs and constraints of this corridor.

FHWA's *Road Diet Informational Guide*

(https://safety.fhwa.dot.gov/road_diets/guidance/info_guide/) recommends considering a range of factors before committing to a road diet, including:

- Vehicle speed
- LOS
- Quality of Service
- Vehicle volume (ADT)
- The operation and volume of pedestrians, bicyclists, transit, and freight
- Peak hour and peak direction traffic flow
- Vehicle turning volumes and patterns
- Frequency of stopping and slow-moving vehicles
- Presence of parallel roadways

5.6 Electric Vehicles

The City of Ketchum has three public charging station ports located at the Ore Wagon Museum at 500 East Avenue. The current ports are level 2 charging ports and offer free charges for electric vehicles. As more and more electric vehicles join the fleet nationwide and in Ketchum, additional charging services may be provided. The city should continue to review, discuss, and plan for how electric vehicle support can be expanded as part of future city parking studies.

5.7 Neighborhood Traffic Calming

The City of Ketchum has received several requests for neighborhood traffic calming help. The City will formalize a neighborhood traffic calming program to allow citizens to submit requests regarding traffic calming concerns and allow the City to respond and evaluate engineering and enforcement solutions to address those concerns.



6 Asset Management

An asset management plan is a tactical plan for managing infrastructure and other assets to maintain an agreed standard of service over the life cycle of the asset. Ketchum implements specific asset management plans for key assets, including pavement and signage for public streets, using the iWorQ software. iWorQ is a web-based platform that provides a mapping application with tools for inventory, data collection, inspection, and data management. Ketchum should continue to use the Pavement Management and Sign Management programs in iWorQ to track and maintain their infrastructure.

6.1 Pavement Management

Ketchum maintains the existing roadway pavement and the pathway pavement for the Wood River Trail, including the trail along Saddle Road, and the cycle track parallel to Warm Springs Road within the city limits. There is a multi-year maintenance schedule in place which can be enhanced with the use of iWorQ software to allow Ketchum staff to better evaluate roadway pavement to determine existing condition, predict future deterioration, and determine what is needed to maintain or improve pavements cost effectively. This will allow a more robust management plan to be developed and identify the most cost-effective maintenance activities to preserve the existing pavement surface.

6.2 Sign Management

A sign management system can also be implemented within the iWorQ software for Ketchum as a cost-effective tool inventory to preserve and improve the street sign network. This software will provide a detailed inventory of Ketchum's sign network, including existing condition and treatment methods in a GIS electronic map. It will also provide a needs assessment process to keep signs in compliance with the Manual on Uniform Traffic Control Devices (MUTCD) requirements for conditions and retroreflectivity. MUTCD standards require public agencies to have a sign management plan to ensure signs meet minimum retroreflectivity requirements for traffic signs on public roads. Retroreflectivity can be measured with a retroreflectometer, which can cost anywhere between \$10,000 and \$22,000, depending on features included, such as GPS and barcode readers. It is recommended that Ketchum invest in the appropriate reflectometer to aid in developing and maintaining their sign asset management system.

7 Recommendations

Following the analysis and evaluation of existing and forecast conditions, the review of Ketchum's visions and goals, and coordination with Ketchum and the KTA, several capital improvements projects were developed. This document and the Capital Improvement Plan are strategic in nature to allow the City to develop prioritized projects each year based on need, funding, and adjacent projects that can be partnered with.

7.1 Capital Improvement Plan

Table 7 presents the capital improvement plan (CIP) with planning level cost estimates in 2020 dollars. A more detailed list is shared in **Appendix A**.

Figure 20 presents the proposed bicycle and multi-use facility projects in the CIP along with many activity generators in map form. **Figure 21** presents the proposed pedestrian facility projects in the CIP and **Figure 22** presents the proposed roadway and intersection projects.

Table 7. Capital Improvement Plan

| ID | Project Name | Description | Estimated Cost |
|--------------------------|--|--|------------------|
| Bicycle/Multi-use | | | |
| A1 | Bike Wayfinding Plan | Conduct a study to support the proposed sharrow installation and connection with other bike facilities to determine wayfinding sign placement and coordination with current Ketchum wayfinding system. | \$10,000 |
| A2 | 2 nd Avenue Sharrows/Protected Bike Lanes | Install sharrow bike markings and signing along 2 nd Avenue from Serenade Lane to 1 st Street and protected bike lanes from 1 st Street to 6 th Street. | \$86,000 |
| A3 | Gem Street & Leadville Sharrows | Install sharrow bike markings and signing along Gem Street from SH-75 to Leadville and on Leadville Avenue from Gem Street to 6 th Street. | \$15,000 |
| A4 | Alpine Lane & 9 th Street Sharrows | Install sharrow bike markings and signing along Alpine Lane from 1 st Street to 9 th Street and on 9 th Street to SH-75. | \$15,000 |
| A5 | 1 st Street Sharrows | Install sharrow bike markings and signing along 1 st Street from 2 nd Avenue to Alpine Lane. | \$13,000 |
| A6 | 6 th Street Sharrows | Install sharrow bike markings and signing along 6 th Street from 2 nd Avenue to Washington Avenue and Main Street to Alpine Lane. | \$13,000 |
| A7 | SH-75 Pathway | Install a separated 12' wide paved pathway parallel to SH-75 from 9 th street (Knob Hill) to Saddle Road. | \$296,000 |
| Total | | | \$448,000 |
| Pedestrian | | | |
| B1 | Main Street and 1 st Street | Add bulb outs on Main Street approaches and rebuild pedestrian ramps. | \$120,000 |
| B2 | Main Street and Sun Valley Road | Provide high visibility crosswalks and update pedestrian crossing signals to automatically provide a WALK signal when crossing side streets parallel to SH-75. | \$130,000 |
| B4 | Main Street and 5 th Street | | \$120,000 |
| B3 | Main Street and 4 th Street | Provide high visibility crosswalks and update pedestrian crossing to a pedestrian hybrid beacon (high intensity activated crosswalk [HAWK]) with curb side push buttons for cyclists. The existing RRFB equipment may be repurposed to replace the existing beacons at the Wood River Trail/Warm Springs Road crossing. | \$200,000 |
| B5 | Main Street and 6 th Street | Upgrade median to be wider and include detectable warnings on each side for ADA compliance. Provide high visibility crosswalk and upgrade pedestrian ramps with the crossings on Main Street and 6 th Street to provide accessible route to Warm Springs Road sidewalks. | \$60,000 |



| ID | Project Name | Description | Estimated Cost |
|--------------------------------------|--|---|--------------------|
| C1 | 1 st Avenue and 1 st Street | Add bulb outs on 1 st Avenue approaches and rebuild pedestrian ramps. | \$130,000 |
| C2 | 1 st Avenue and Sun Valley Road | | \$110,000 |
| C3 | 1 st Avenue and 4 th Street | | \$140,000 |
| C4 | 1 st Avenue and 5 th Street | | \$140,000 |
| D1 | East Avenue and 2 nd Street | Add bulb outs on East Avenue approaches and rebuild pedestrian ramps. | \$120,000 |
| D2 | East Avenue and Sun Valley Road | | \$130,000 |
| D3 | East Avenue and 5 th Street | | \$130,000 |
| E1 | Warm Springs Road and Saddle Road | Tighten vehicle turning radii with curbing to reduce pedestrian crossing distance and speed of turning vehicles, and update pedestrian ramps. | \$170,000 |
| S1 | Downtown Core Sidewalk Infill | Connect existing sidewalks in Downtown Core. Lump sum to allow Ketchum to be flexible in choosing locations. | \$2,000,000 |
| S2 | Warm Springs Road Sidewalk | Extend sidewalk on west side of road from bus stop to bike path across from YMCA. Includes stormwater upgrades with new curb and gutter. | \$210,000 |
| S3 | 4 th Street Sidewalks | Widen existing sidewalk to current standards between Washington Avenue and 2 nd Avenue. | \$370,000 |
| S4 | Main Street Signal Pedestrian Upgrades | Install pedestrian improvements including new signal hardware to allow pedestrian scramble at each signalized intersection. | \$500,000 |
| Total | | | \$4,780,000 |
| Roadway/Intersection Projects | | | |
| F1 | 4 th Street Evaluation | Evaluate and develop alternative designs for the segment from Main Street to East Avenue | \$100,000 |
| F2 | Warm Springs Road / 10 th Street / Lewis Street Intersection Improvements Concept Study | Conduct an alternatives analysis of various intersection improvements at Warm Springs Road, 10 th Street and Lewis Street, including a roundabout at 10 th , dog bone roundabout or double roundabout at 10 th and Lewis, mini roundabouts at each intersection, or other options. | \$75,000 |
| F3 | Warm Springs Road / 10 th Street / Lewis Street Intersection Construction | Design and construct the preferred intersection improvements identified in the Concept Study. | \$2,000,000 |
| F4 | Main Street Lane Reconfiguration Study | Conduct a lane reconfiguration study to investigate changing the four-lane Main Street into a three-lane section with one travel lane in each direction and a center median to allow dedicated left turn lanes at public street intersections. | \$100,000 |
| F5 | Implement Paid Parking Downtown | Parking Management | TBD |
| Total | | | \$2,275,000 |



One goal of this plan is to implement a bike network through the Downtown Core connecting to the pathways outside of the core. A network of sharrows on lower volume streets (Projects A1-A6) along with protected bike lanes in 2nd Avenue from 1st Street to 6th Street is proposed. The proposed network connects to the Wood River Trail, the Warm Springs Cycle Track, the Sun Valley Trail, and downtown destinations. A plan to supplement the current Ketchum wayfinding system is needed to include the sharrows system. These projects follow suggestions in the *Downtown Ketchum Master Plan* and the *Blaine County Community Bicycle and Pedestrian Master Plan*. The design and installation of these sharrows should follow the recommendations outlined in the *Blaine County Community Bicycle and Pedestrian Master Plan*.

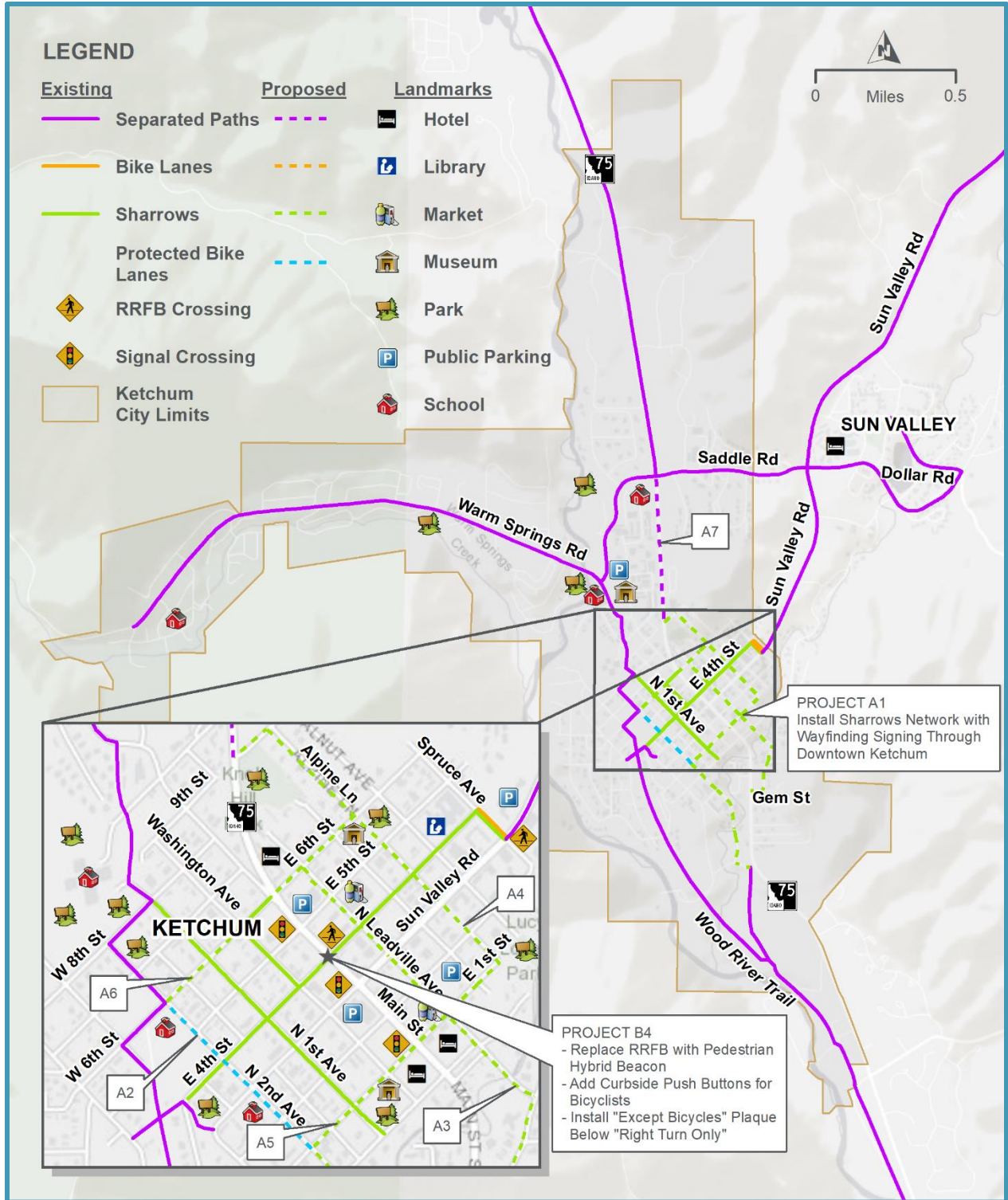


Figure 20. Capital Improvement Plan Map – Bicycle/Multi-Use Path Projects

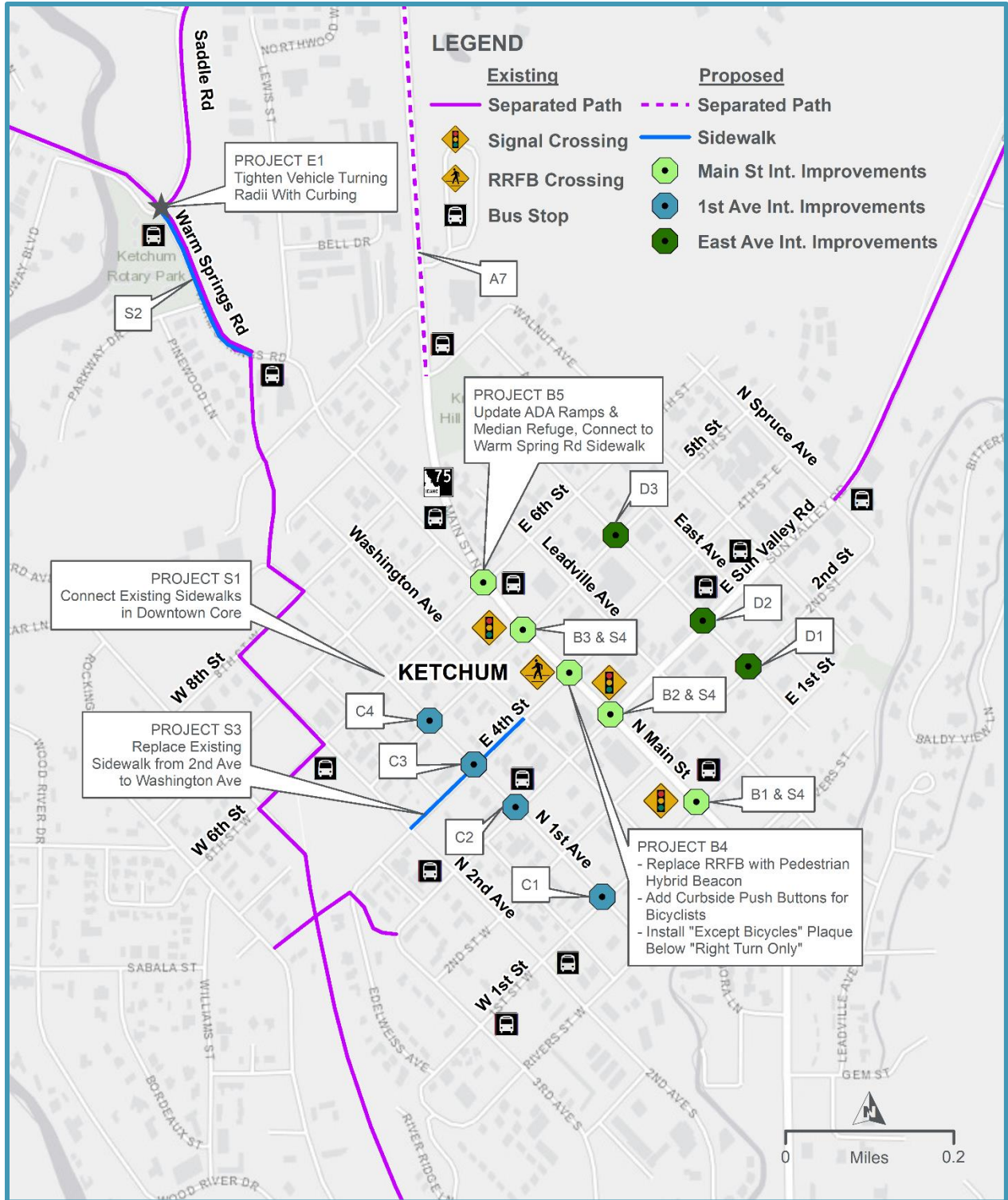


Figure 21. Capital Improvement Plan Map – Pedestrian Projects

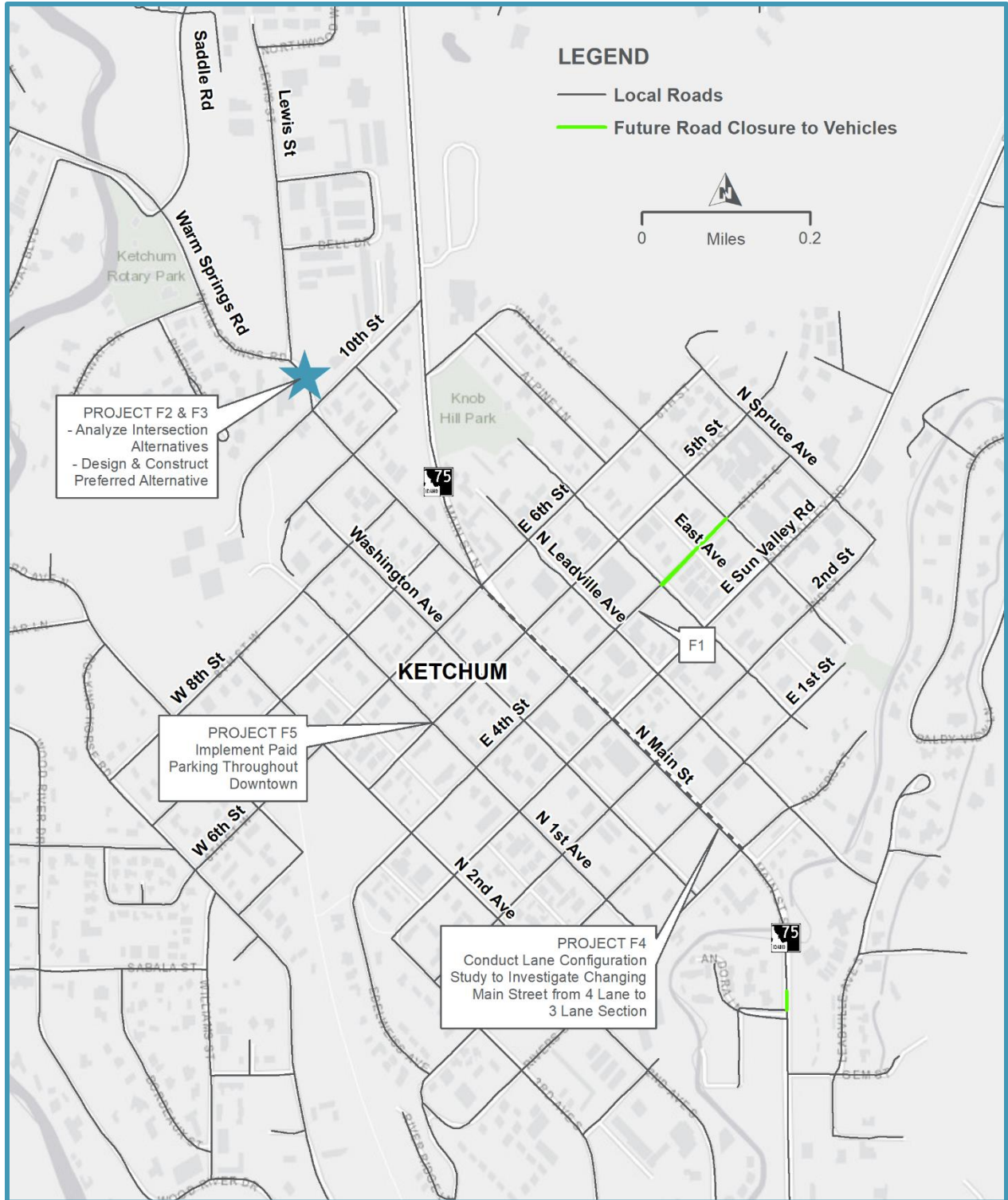


Figure 22. Capital Improvement Plan Map – Roadway/Intersection Projects



Project A7 proposes installing a 12' wide separated pathway parallel to SH-75 from the Knob Hill Area to connect with the Wood River Trail at Saddle Road. This would provide connections to the proposed sharrows at 9th Street, following a suggestion from the *Blaine County Community Bicycle and Pedestrian Master Plan*. This project will need to be coordinated with ITD.

The bulb outs, pedestrian facility updates, and signal updates along Main Street (Projects B1-B5) should be coordinated with ITD to improve the crossing experience and safety for pedestrians. Bulb outs should be designed to coordinate with Ketchum's desired pedestrian scramble signal phasing and other pedestrian improvements (Project S4) at the signalized intersections along Main Street that Ketchum and ITD have begun discussing. Project F5, Implement Paid Parking Downtown, will continue to be investigated and the path forward identified. The City of Ketchum will continue to investigate alternatives to achieve their goals for parking downtown.

The pedestrian hybrid beacon installation at the 4th Street crossing will provide a more positive warning to drivers for pedestrians and bicyclists crossing Main Street. Ketchum and ITD have discussed this replacement. The existing RRFB equipment can be repurposed to replace the existing beacons at the Wood River Trail/Warm Springs Road crossing. This crossing currently has the push buttons on the opposite side of the pathway from where pedestrians and cyclists stop at the crossing. This would be a short-term solution to improve the crossing for all users.

The pedestrian improvements at the 6th Street crossing will provide more refuge for pedestrians as they cross Main Street and meet ADA standards for access to other pedestrian facilities.

The bulb outs and updated pedestrian ramps at key intersections along 1st Avenue west of Main Street (Projects C1-C4) and East Avenue east of Main Street (Projects D1-D3) will reduce the crossing distance for pedestrians and make them more visible to drivers as they wait to cross. These bulb outs will only be installed on the street listed, as they all have 100-foot-wide ROW and on-street parking that the bulb outs can be coordinated with and should not negatively impact snow removal operations.

Project E1 was a recommendation from the *Ketchum: Through the Looking Glass: A Walkability Assessment* to improve the Warm Springs Road and Saddle Road intersection to reduce the speed of turning vehicles and the crossing distance for pedestrians.

Projects S1 through S3 will provide new sidewalks in the Downtown Core as needed to connect or replace existing sidewalks that do not meet the needs of the walking public or current standards. The specific projects for Warm Springs Road and 4th Street should be implemented as soon as practical. The lump-sum Project S1 allows the city to be flexible in identifying areas of needed improvement or replacement.

The projects listed in **Table 7** should continue to be evaluated and scheduled as appropriate to address the needs and goals of Ketchum. Project F5, Implement Paid Parking Downtown, has been discussed for several years. Identifying the right structure, turnover rates desired, and locations is important to make it a successful program. Project F1, 4th Street evaluation, should develop alternative designs to promote active transportation modes and should be reviewed with the public and nearby stakeholders. An agreed upon alternative to implement these



changes to promote pedestrian streetscape and bicycle passage should be designed and installed.

Ketchum should conduct a concept study to thoroughly review the potential Warm Springs Road/10th Street/Lewis Street intersection concept alternatives presented in **Figure 15** and **Figure 16** and potentially other alternatives in more detail. Improvements are needed to serve future travel demand; this factor and other important features and constraints, including access, storm water drainage, utility needs and conflict, and ROW impacts and issues, should be evaluated to identify the best solution for improving these intersections for all modes of transportation. Once this solution is identified and approved by Ketchum, the project can move into construction.

The Main Street Lane Reconfiguration Study, Future Project F4, should follow the suggestions and FHWA criteria described in Section 5.5.5 of this Plan and the FHWA’s *Road Diet Informational Guide*. This will potentially be a big change to downtown Ketchum and will require support and coordination with ITD as well as other communities and users within Blaine County.

7.2 Routine Annual Roadway Maintenance

Table 8 presents Ketchum’s currently planned roadway maintenance projects.

Table 8. Roadway Maintenance, Rehabilitation, and Reconstruction Plan

| | Project Name | Description | Estimated Cost |
|---|------------------------------------|--|----------------------|
| Maintenance | | | |
| M1 | Sidewalk and Curb & Gutter Repairs | Annual repairs to city sidewalk and curb and gutter | \$1,000,000 annually |
| M2 | 4 th Street Pavers | Replace pavers along 4 th Street for smooth surface | \$2,000,000 |
| PM1 | Pavement Marking Maintenance | Refresh pavement margins on all Ketchum owned streets (parking, crosswalks, etc.) Crosswalks and "shark teeth" on Main Street and Sun Valley Road west of Main Street | \$50,000 annually |
| CH1 | Asphalt Maintenance | Chip seal Ketchum owned streets following planned multi-year chip-seal cycle | \$250,000 annually |
| Total | | | \$3,300,000 |
| Road Rehabilitation and Reconstruction | | | |
| M3 | Mill and Overlay East Avenue | | \$600,000 |
| M4 | Mill and Overlay East Avenue | | \$80,000 |
| Total | | | \$680,000 |

7.2.1 Crack Sealing and Patching

Crack sealing and patching are routine maintenance actions that help prolong the life and quality of pavement. Ketchum seals cracks and patches low spots and potholes with asphalt prior to chip sealing. Annually, Ketchum uses about 1.2 tons of crack seal and 2 tons of asphalt for patching prior to chip sealing.



7.2.2 Chip Seal Cycle

Ketchum has a multi-year chip seal schedule for the next nine years as shown in **Figure 23**, including the pathways within the city limits. A detailed list of potential scheduled projects is presented in **Appendix B**. As Ketchum develops a chip seal cycle as part of their pavement management system using iWorQ, the entire street network in the city can ideally receive a chip seal within eight years. Roads should receive rehabilitative maintenance with overlay or Cement Recycled Asphalt Base Stabilization (CRABS) or be reconstructed prior to receiving a chip seal if in poor condition. The locations and dates shown in **Figure 23** are approximate and a general guide to maintenance work. Specific needs and projects will be evaluated and maintenance performed based on existing pavement conditions.

7.2.3 Sidewalk and Curb and Gutter Repair

Ketchum budgets for annual repairs for sidewalk, curb, and gutter to keep them in good repair for pedestrians and to convey stormwater to the correct treatment locations. In addition, the pavers along 4th Street are chipping and failing, creating a rough surface. These will be replaced.

7.2.4 Pavement Marking Maintenance

Ketchum annually refreshes the pavement markings on city streets as well as the crosswalks and "shark teeth" on Main Street and Sun Valley Road west of Main Street.

7.3 Road Rehabilitation and Reconstruction

Ketchum has plans for two mill and overlay projects, one on East Avenue and one on Walnut Avenue. These are shown in **Figure 23**.

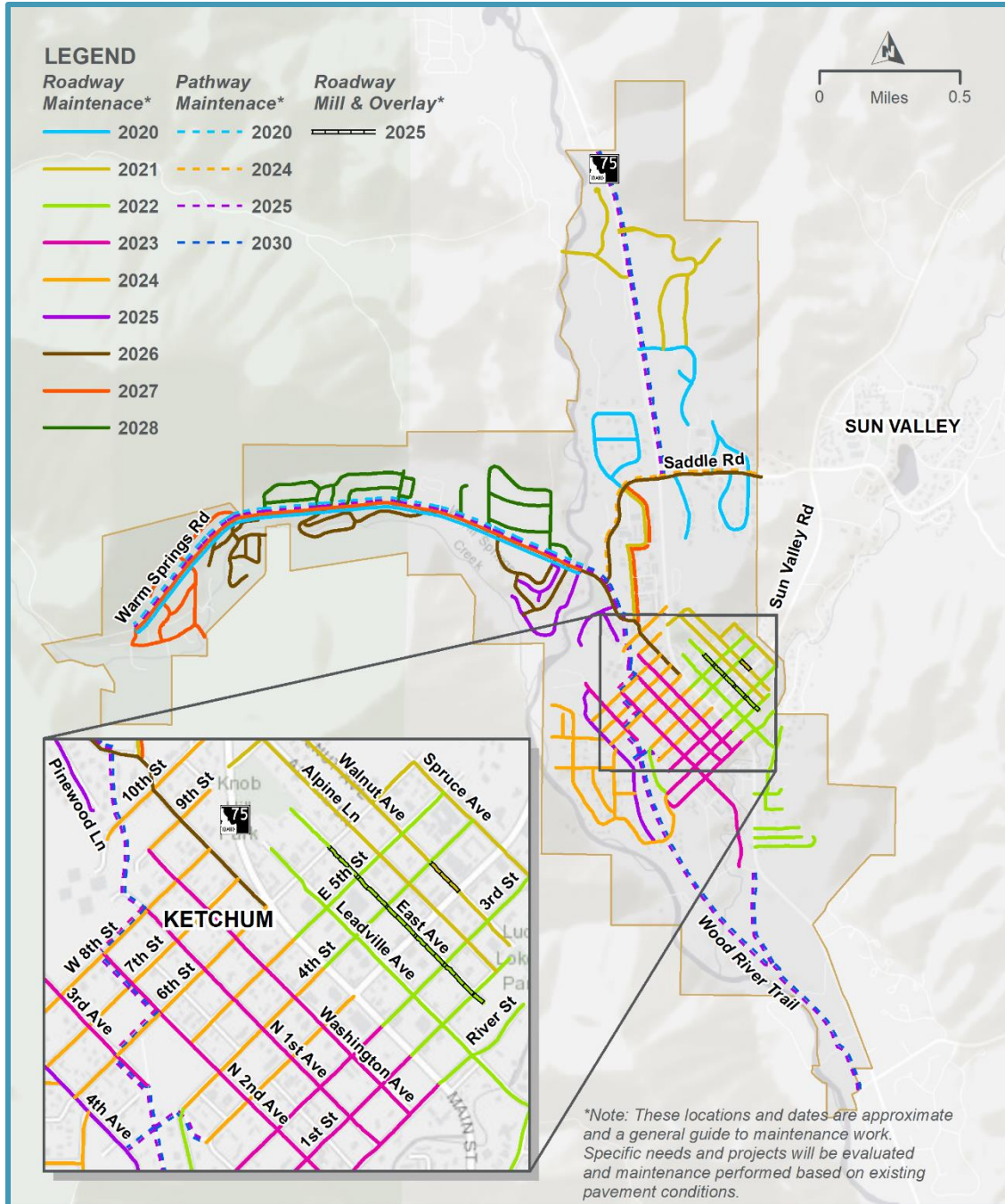


Figure 23. Road Rehabilitation and Reconstruction Projects



8 Funding

There are several funding opportunities for Ketchum transportation projects, including local, state, and federal sources. These also include grants and matching funds available through state agencies such as the Idaho Commerce and Labor Department and Economic Development, ITD, LHTAC, and Idaho Parks & Recreation. Most funding agencies require Ketchum to identify projects and list them in their CIP to be eligible.

8.1 Local Funding

8.1.1 General Fund

Ketchum receives taxpayer dollars and deposits them in the General Fund, along with other funds received. The Mayor and City Council can allocate the funds to programs and services in any area as needed. General fund dollars are used to support Ketchum services including police, fire, and parks, and can be used in planning, community development, and administrative support services.

8.1.2 Idaho Users Revenue Fund

These funds are collected by the state through motor fuel taxes and license fees and are distributed annually to all governmental units responsible for roadway maintenance in the State of Idaho. Distributions are based on a formula that includes population and number of roadway miles in the jurisdiction. This is the primary source for ongoing roadway maintenance and rehabilitation in many local communities.

8.1.3 Vehicle Registration Fees

Vehicle registration fees, which ITD collects on behalf of counties and highway districts, are distributed to each organization to fund transportation improvement projects.

8.1.4 Property Taxes

Property taxes are the main source of funds for local governments to raise money to provide services. These funds are often dedicated for services as well as infrastructure needs.

8.1.5 Sales Tax

A sales tax option to fund public transportation is available in Idaho for resort communities, which can relieve some of the financial burden on the local population.

8.1.6 Impact Fees

Impact fees are imposed by a local government on new or proposed development projects to pay for all or a portion of the costs of providing public services to the development. Ketchum has set impact fee rates for new developments to help pay for needed infrastructure and services, including fire, wastewater, streets, parks, police, and water. Impact fees do not often pay for the full cost of improving the transportation system, but they can be combined with other sources to fund projects.



8.1.7 Local Improvement Districts

As federal and state assistance declines, local sources of funding will become more important. A local improvement district (LID) is one avenue for the public to share the cost of transportation infrastructure improvements and other types of public utility improvements, such as sewer and water lines. Property owners agree to form LIDs when the benefits from the improvements outweigh the costs. Oftentimes, property owners in a LID pay an amount proportional to the benefits they receive for the property that is owned. Bonds are sold to cover improvement costs, and payments are made through property assessments with a long-term payment plan, up to 20 years, and relatively low interest rates. The project costs are divided between each of the property owners in the district based on lot front footage, area of lot, benefits derived, or a combination thereof.

In 2006, Ketchum formed the Ketchum Urban Renewal Agency (KURA) to provide improvements supporting downtown revitalization, community housing, and public and private investments. It is an independent organization with its own budget, by-laws and Board of Commissioners. Its activity and investment decisions are guided by an *Urban Renewal Plan* (2006) adopted by the City Council in 2006 and amended in 2010. KURA funding has been used in the past to develop the *Downtown Ketchum Master Plan* (2006), the updated *Urban Renewal Plan* (2010), and the Fourth Street Heritage Corridor. More information is available at the following website: <https://ketchumura.org/kura>.

8.2 State and Federal Funding

There are several funding possibilities available from the state and federal government, including some possible funds available through agencies such as the Idaho Commerce and Labor Department and Economic Development, ITD, LHTAC, and Idaho Parks & Recreation. Most of these funding agencies require Ketchum to identify projects and list them in their CIP to be eligible for funding, along with requiring the city to provide a percentage of local funds to match the total funding.

8.2.1 LHTAC

In order to assist communities throughout the state in completing their transportation projects, LHTAC, a division of ITD, offers several assistance programs to qualifying agencies. The following is a brief summary of those programs and their qualification criteria. Details and applications can be found at the following website: <https://lhtac.org/programs/>

8.2.1.1 SURFACE TRANSPORTATION PROGRAM (STP) LOCAL RURAL

STP Local Rural funds are available for projects in rural areas and in cities with populations less than 5,000. It is awarded through the local federal-aid incentive program administered by LHTAC and can be used for new construction, reconstruction, or rehabilitation of roadways classified by FHWA as arterials or rural major collectors with a small percentage allowed for minor collectors. This program requires a 7.34 percent match in local funds.



8.2.1.2 LOCAL RURAL HIGHWAY INVESTMENT PROGRAM (LHRIP)

The Idaho Transportation Board, in conjunction with ITD and LHTAC, has developed this program to assist small cities, counties, and highway districts to improve the investment in their roadway infrastructure. The program is funded by an exchange of federal-aid rural funds for ITD state funds. At the request of the Idaho Transportation Board, LHTAC has agreed to administer this program and account for the expenditures of the funds based on criteria established by the Idaho Transportation Board and LHTAC. The program has four categories of grants:

- **Construction Projects** include any type of local road or bridge project to improve the condition, safety, or service life of that local road or bridge, from maintenance up to and including reconstruction. This type of project grant is limited to a maximum of \$100,000. Projects must include road and roadway work. Projects exclusively for pedestrian or drainage improvements are not eligible. A one-year hiatus will be applied to those Local Highway Jurisdictions who received LRHIP Construction project awards the previous year.
- **Federal-aid Match Construction Projects** include any type of local road or bridge project that has federal-aid (or other federal funds) to improve the condition, safety, or service life of that road or bridge. To apply for this project, Ketchum must already be awarded the federal-aid project. It should be included in the Idaho Transportation Investment Program (or similar program) and must be scheduled for construction within the next two years (from the grant fiscal year). This type of project has a maximum grant amount of \$100,000. Annually, a total of \$200,000 is reserved for this type of project and award is based on need.
- **Transportation Plans** funds are to be used to hire a licensed consulting engineer or transportation planner to complete a new Transportation Plan or update an original Transportation Plan that is over 10 years old. An original Transportation Plan is limited to a \$50,000 award and an update is limited to a maximum of a \$30,000 award. Plans must include an asset management plan (iWorQ or approved alternative), if one is not in place.
- **Sign Projects** include sign replacement and upgrade projects to bring warning and regulatory signs, signposts, and pavement markings up to Manual on Uniform Traffic Control Devices (MUTCD) standards. This type of project grant is limited to a maximum of \$30,000.

Emergency Funds are available through a separate application for emergencies that occur. The amount reserved annually to fund these projects is \$400,000 and individual grants are limited to \$100,000.



8.2.1.3 LOCAL HIGHWAY SAFETY IMPROVEMENT PROGRAM (LHSIP)

The Highway Safety Improvement Program (HSIP) is a federally funded program aimed at eliminating Fatal and Serious Injury (Type A) crashes on the roadway system. Local highway jurisdictions (LHJ) can receive approximately \$8.9M of the state HSIP funds through the LHSIP, administered through LHTAC. Eligibility for the LHSIP is based on LHJs having at least one Serious Injury (Type A) or Fatal crash over the last five years. Qualifying LHJs are identified by LHTAC and notified each fall to begin the application process. This federally funded program requires a local match, not to exceed 7.34 percent. Projects are ranked according to individual cost-benefit ratios. Projects are funded first based on their cost-benefit ratio within their ITD District, and then by their overall cost-benefit ratio throughout the state. Final project selection is by the Idaho Transportation Board.

8.2.1.4 FEDERAL LANDS ACCESS PROGRAM (FLAP)

The Federal Lands Access Program (FLAP) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. The program is administered by the FHWA Western Federal Lands Highway division. It is directed towards public highways, roads, bridges, trails, and transit systems that are under state, county, town, township, tribal, municipal, or local government jurisdiction or maintenance, and provide access to federal lands.

See their website for the most current eligible project types and program status:

<https://flh.fhwa.dot.gov/programs/flap/>

8.2.2 ITD

ITD offers several assistance programs to qualifying agencies. The following is a brief summary of those programs and their qualification criteria. Details and applications can be found at the following website: <https://itd.idaho.gov/alt-programs/>

8.2.2.1 TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

The purpose of the TAP, formerly known as Community Choices for Idaho, is to provide for a variety of alternative transportation projects to address the needs of non-motorized users and to advance ITD's strategic goals of Mobility, Safety and Economic Opportunity while maximizing the use of federal funds. The program will provide an annual mechanism to solicit locally identified projects and leverage potential federal funding opportunities for sponsored projects.

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and safe routes to school educational projects.



8.2.2.2 ADA CURB RAMP PROGRAM

The Idaho Americans with Disabilities Act (ADA) Curb Ramp Program is a state-administered program that provides funding for projects to address curb ramps on the state highway system. The goal of the program is to provide accessible facilities for pedestrians with disabilities while allowing local jurisdiction flexibility in meeting the required standards. ITD is allocating \$500,000 of state funds annually for this program. Applicants can qualify for up to \$60,000 in state funding to construct new or alter existing curb ramps on the state highway system to meet the requirements of the ADA. Funds can only be used for construction purposes. This program provides local communities more control over the design of pedestrian facilities in their communities, the time of construction, and makes better economical use of state funds while addressing accessibility on the state highway system.

8.2.3 Idaho Department of Parks and Recreation

8.2.3.1 THE RECREATIONAL TRAILS PROGRAM (RTP)

The Recreational Trails Program of 1998 establishes a program for allocating funds to the States for recreational trails and trail-related projects. Projects must be from trail plans included, or referenced, in a Statewide Comprehensive Outdoor Recreation Plan required by the Land and Water Conservation Fund Act (Section 1302 (a)(b)). The typical grant funding level for the program is approximately \$1.5 million annually.

Permissible uses of the funds are: maintenance and restoration of existing recreational trails; development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails; purchase and lease of recreational trail construction and maintenance equipment; and construction of new recreational trails (with restrictions for new trails on Federal lands). The Idaho Department of Parks and Recreation (IDPR) is responsible for the administration of the Recreational Trails Program in the State of Idaho.

At least 30 percent of funds received annually by the State must be reserved for uses relating to motorized recreation, at least 30 percent must be reserved for non-motorized recreation, and the remaining 40 percent must give preference to projects that provide for innovative recreational trails corridor sharing by motorized and non-motorized use. More information is available at this website: <https://parksandrecreation.idaho.gov/recreational-trails-program-rtp>

8.2.3.2 THE RECREATIONAL ROAD & BRIDGE FUND

The 1993 session of the Idaho legislature passed HB 185 which authorized the IDPR to administer 0.44 percent of State gas tax revenues to “be used solely to develop, construct, maintain and repair roads, bridges and parking areas within and leading to parks and recreation areas of the state.” The typical grant funding level for the program is approximately \$300,000 annually. Currently all road and bridge applications are reviewed by IDPR staff and recommendations are presented to the Idaho Park and Recreation Board for final approval.

More information is available at this website: <https://parksandrecreation.idaho.gov/recreational-road-bridge-fund>



A

Capital Improvement Plan

| Final Capital Improvement Plan | | | | | | | |
|--------------------------------|--|--|--|---------------------------|--|------------|----------------|
| Project ID | Project Name | Description | ROW & Roadway Width | Justification | Notes | Timeframe | Estimated Cost |
| Bicycle/Multi-use | | | | | | | |
| A1 | Bike Wayfinding Plan | Conduct a study to support the proposed sharrow installation and connection with other bike facilities to determine wayfinding sign placement and coordination with current City wayfinding system | N/A | Bicycle Mobility & Safety | Coordinate with recent wayfinding signing through downtown | Short-term | \$10,000 |
| A2 | 2nd Avenue Sharrows/Protected Bike Lanes | Install sharrow bike markings and signing along 2nd Avenue from Serenade Lane to 1st Street and protected bike lanes from 1st Street to 6th Street | ROW - 44' from Serenade Lane to Trail Creek 60' from Trail Creek to Cottonwood Street 80' from Cottonwood Street to 6th Street Roadway - 24' from Serenade Lane to curb & gutter 26' from begin curb & gutter to curve 36' from curve to Cottonwood Street 60' from Cottonwood Street to River Street 45' from River Street to 1st Street 60' from 1st Street to 2nd Street 65' from 2nd Street to 6th Street On-street parking from Cottonwood Street to 6th Street | Bicycle Mobility & Safety | Connect to pathway at Serenade Lane, pathway at 6th Street, sharrows at 4th Street, and proposed sharrows at 1st Street and 6th Street | Short-term | \$86,000 |
| A3 | Gem Street & Leadville Avenue Sharrows | Install sharrow bike markings and signing along Gem Street from SH-75 to Leadville and on Leadville Avenue from Gem Street to 6th Street | ROW - 30' on Gem Street and Leadville Avenue from Gem Street to driveway 45' from driveway to Lava Street 60' from Lava Street to 6th Street Roadway - 20' on Gem Street Leadville Avenue - 25' from Gem Street to Onyx Street 30' from Onyx Street to River Street 45' from River Street to 6th Street On-street parking on both sides of street from River Street to 6th Street | Bicycle Mobility & Safety | Connects to sharrows at 4th Street and proposed sharrows at 1st Street and 6th Street | Short-term | \$15,000 |
| A4 | Alpine Lane & 9th Street Sharrows | Install sharrow bike markings and signing along Alpine Lane from 1st Street to 9th Street and on 9th Street to SH-75 | ROW - 30' from 1st Street to 9th Street Roadway - 25' from 1st Street to 6th Street 20' from 5th Street to 9th Street | Bicycle Mobility & Safety | Connects to sharrows at 4th Street, proposed sharrows at 1st Street and 6th Street, and proposed pathway on SH-75 | Short-term | \$15,000 |
| A5 | 1st Street Sharrows | Install sharrow bike markings and signing along 1st Street from 2nd Avenue to Alpine Lane | ROW - 60' from 2nd Avenue to Alpine Lane 45' from 2nd Avenue to East Avenue 25' from East Avenue to Alpine Lane On-street parking on both sides of street from 2nd Avenue to Alpine Lane | Bicycle Mobility & Safety | Connects to sharrows at 1st Avenue and proposed sharrows at 2nd Avenue, Leadville Avenue, and Alpine Lane | Short-term | \$13,000 |
| A6 | 6th Street Sharrows | Install sharrow bike markings and signing along 6th Street from 2nd Avenue to Washington Avenue and Main Street to Alpine Lane | ROW - 60' from 2nd Avenue to Alpine Lane 45' from 2nd Avenue to 1st Avenue 35' from 1st Avenue to Washington Avenue 32' from Main Street to Alpine Lane On-street parking on both sides of street from 2nd Avenue to 1st Avenue On-street parking on north side of street from 1st Avenue to Washington Avenue No on-street parking between Main Street and Leadville Avenue On-street parking on both sides of street from Leadville Avenue to Alpine Lane | Bicycle Mobility & Safety | Connects to pathway at 2nd Avenue, sharrows at 1st Avenue and Washington Avenue, the southbound bike lane on Warm Springs Road, and proposed sharrows at 2nd Avenue, Leadville Avenue, and Alpine Lane | Short-term | \$13,000 |

| Final Capital Improvement Plan | | | | | | | |
|--------------------------------|---------------------------------|---|---|---------------------------|---|------------|------------------|
| Project ID | Project Name | Description | ROW & Roadway Width | Justification | Notes | Timeframe | Estimated Cost |
| A7 | SH-75 Pathway | Install a separated paved pathway parallel to SH-75 from 9th Street (Knob Hill) to Saddle Road. Provide a 12' wide pathway | ROW - 100' from 6th Street to Saddle Road | Bicycle Mobility & Safety | Coordinate with ITD Connect to proposed sharrows on 9th Street and existing pathway at Saddle Road | Short-term | \$296,000 |
| TOTAL | | | | | | | \$448,000 |
| Pedestrian | | | | | | | |
| B1 | Main Street and 1st Street | 1. Add bulb outs on Main Street approaches & rebuild pedestrian ramps 2. Provide high visibility crosswalks and update pedestrian crossing signals to automatically provide a WALK signal rather than requiring pedestrian to push the button when crossing side streets parallel to SH-75 | ROW - 80' on Main Street and 60' on 1st Street | Pedestrian Safety | Coordinate with ITD | Short-term | \$120,000 |
| B2 | Main Street and Sun Valley Road | 1. Add bulb outs on Main Street approaches & rebuild pedestrian ramps 2. Provide high visibility crosswalks and update pedestrian crossing signals to automatically provide a WALK signal rather than requiring pedestrian to push the button when crossing side streets parallel to SH-75 | ROW - 80' on Main Street and 60' on Sun Valley Road | Pedestrian Safety | Coordinate with ITD | Short-term | \$130,000 |
| B3 | Main Street and 4th Street | Provide high visibility crosswalks and update pedestrian crossing to a pedestrian hybrid beacon (high intensity activated crosswalk [HAWK]) with curbside push buttons for cyclists. The existing RRFB equipment may be repurposed to replace the existing beacons at the Wood River Trail/Warm Springs Road crossing. | ROW - 80' on Main Street and 60' on 4th Street | Pedestrian & Bike Safety | Coordinate with ITD | Short-term | \$200,000 |
| B4 | Main Street and 5th Street | 1. Add bulb outs on Main Street approaches & rebuild pedestrian ramps 2. Provide high visibility crosswalks and update pedestrian crossing signals to automatically provide a WALK signal rather than requiring pedestrian to push the button when crossing side streets parallel to SH-75 | ROW - 80' on Main Street and 60' on 5th Street | Pedestrian Safety | Coordinate with ITD | Short-term | \$120,000 |
| B5 | Main Street and 6th Street | 1. Upgrade median to be wider and include detectable warnings on each side for ADA compliance. 2. Provide high visibility crosswalks and upgrade pedestrian ramps with the crossings on Main Street and 6th Street to provide accessible route to new Warm Springs Road sidewalks. | ROW - 80' on Main Street and 60' on 6th Street | Pedestrian Safety | Coordinate with ITD Potential negative impacts to snow plow operations | Short-term | \$60,000 |

| Final Capital Improvement Plan | | | | | | | |
|--------------------------------|--|---|--|-------------------------------|---|--------------------|--------------------|
| Project ID | Project Name | Description | ROW & Roadway Width | Justification | Notes | Timeframe | Estimated Cost |
| C1 | 1st Avenue and 1st Street | Add bulb outs on 1st Avenue approaches & rebuild pedestrian ramps | ROW - 100' on 1st Avenue and 60' on 1st Street | Pedestrian Safety | | Short-term | \$130,000 |
| C2 | 1st Avenue and Sun Valley Road | Add bulb outs on 1st Avenue approaches (existing in NW corner) & rebuild pedestrian ramps | ROW - 100' on 1st Avenue and 60' on Sun Valley Road | Pedestrian Safety | | Short-term | \$110,000 |
| C3 | 1st Avenue and 4th Street | Add bulb outs on 1st Avenue approaches & rebuild pedestrian ramps | ROW - 100' on 1st Avenue and 60' on 4th Street | Pedestrian Safety | | Short-term | \$140,000 |
| C4 | 1st Avenue and 5th Street | Add bulb outs on 1st Avenue approaches & rebuild pedestrian ramps | ROW - 100' on 1st Avenue and 60' on 5th Street | Pedestrian Safety | | Short-term | \$140,000 |
| D1 | East Avenue and 2nd Street | Add bulb outs on East Avenue approaches & rebuild pedestrian ramps | ROW - 100' on East Avenue and 60' on 2nd Street | Pedestrian Safety | | Short-term | \$120,000 |
| D2 | East Avenue and Sun Valley Road | Add bulb outs on East Avenue approaches & rebuild pedestrian ramps | ROW - 100' on East Avenue and 60' on Sun Valley Road | Pedestrian Safety | Coordinate with ITD | Short-term | \$130,000 |
| D3 | East Avenue and 5th Street | Add bulb outs on East Avenue approaches & rebuild pedestrian ramps | ROW - 100' on East Avenue and 60' on 5th Street | Pedestrian Safety | | Short-term | \$130,000 |
| E1 | Warm Springs Road and Saddle Road | Tighten vehicle turning radii with curbing to reduce pedestrian crossing distance and reduce speed of turning vehicles Update pedestrian ramps | ROW - 100' on Saddle Road and 80' on Warm Springs Road | Pedestrian Safety | | Short-term | \$170,000 |
| S1 | Downtown Core Sidewalk infill | Connect existing sidewalks in downtown core | N/A | Pedestrian Safety | This is a lump sum that allows the City to be flexible in implementing improvements | Short-term | \$2,000,000 |
| S2 | Warm Springs Road Sidewalk | Extend sidewalk on west side of road from bus stop to bike path across from YMCA Includes stormwater upgrades with new curb and gutter | ROW - 80' on Warm Springs Road | Pedestrian Safety | | Short-term | \$210,000 |
| S3 | 4th Street Sidewalk | Widen existing sidewalk to current standards between Washington Avenue and 2nd Avenue. | ROW - 60' on 4th Street | Pedestrian Safety | | Short-term | \$370,000 |
| S4 | Main Street Signal Pedestrian Upgrades | Install pedestrian improvements including new signal hardware to allow pedestrian scramble at each signalized intersection | N/A | Pedestrian Safety | Coordinate with ITD | Short-term | \$500,000 |
| TOTAL | | | | | | | \$4,780,000 |
| Roaway/Intersection Projects | | | | | | | |
| F1 | 4th Street Evaluation | Close the segment from Main Street to East Avenue to motor vehicles | N/A | Pedestrian Enhancement | | Future Development | \$100,000 |
| F2 | Warm Springs Road and 10th Street and Lewis Street Intersection Improvements Concept Study | Conduct an alternatives analysis of various intersection improvements at Warm Springs Road and 10th Street and Lewis Street, including a roundabout at 10th, dog bone roundabout or double roundabout at 10th and Lewis, or mini-roundabouts at each intersection | N/A | Traffic Congestion Mitigation | | Future Development | \$75,000 |

| Final Capital Improvement Plan | | | | | | | |
|--|--|--|---|-------------------------------|--|--------------------|--------------------|
| Project ID | Project Name | Description | ROW & Roadway Width | Justification | Notes | Timeframe | Estimated Cost |
| F3 | Warm Springs Road and 10th Street and Lewis Street Intersection Construction | Design and construct the preferred intersection improvements identified in the Concept Study | ROW - 80' on Warm Springs Road, 60' on 10th Street, and 80' on Lewis Street | Traffic Congestion Mitigation | | Future Development | \$2,000,000 |
| F4 | Main Street Lane Reconfiguration Study | Conduct a lane reconfiguration study to investigate changing the 4-lane Main Street into a 3-lane section with one travel lane in each direction and a center median to allow dedicated left turn lanes at public street intersections | ROW - 80' on Main Street | Traffic Congestion Mitigation | Coordinate with ITD Bulb outs and other improvements included in projects B1 through B5 will work with the lane reconfiguration alternatives | Future Development | \$100,000 |
| F5 | Implement Paid Parking | | N/A | Parking Management | | Future Development | TBD |
| TOTAL | | | | | | | \$2,275,000 |
| Road Rehabilitation and Reconstruction | | | | | | | |
| M3 | Mill and Overlay East Avenue | Mill and Overlay East Avenue | N/A | Safety | | 2025 | \$600,000 |
| M4 | Mill and Overlay Walnut Avenue | Mill and Overlay Walnut Avenue | N/A | Safety | | 2025 | \$80,000 |
| TOTAL | | | | | | | \$680,000 |
| Maintenance | | | | | | | |
| M1 | Sidewalk Curb and Gutter Repairs | City wide repairs annually | N/A | Pedestrian Safety | | Annual Work | \$1,000,000 |
| M2 | 4th Street Pavers | Replace pavers for smooth surface | N/A | Pedestrian Safety | | 2020-2025 | \$2,000,000 |
| PM1 | Pavement Marking Maintenance | All City owned streets (parking, crosswalks, etc.) Crosswalks and "shark teeth" on Main Street (SH-75) and Sun Valley Road west of Main Street (SH-75 Spur) | N/A | Safety | | Annual Work | \$50,000 |
| CH1 | Asphalt Maintenance | Chip seal City owned streets | N/A | Safety | Follow planned multi-year chip-seal cycle | 2020-2023 | \$250,000 |
| TOTAL | | | | | | | \$3,300,000 |



B

Multi-year Chip Seal Schedule

| Asphalt Maintenance Schedule | | | | | | | |
|---------------------------------|-------|---------------|-------|-------------------------------|--------|------------------------------------|-------|
| <u>2020</u> | | <u>2021</u> | | <u>2022</u> | | <u>2023</u> | |
| | | N Bigwood | 10.5 | East Ave | 25 | Washington | 20 |
| Warm Springs RD Bridge to W end | 53 | Lewis | 15 | Leadville | 8 | First Ave | 32 |
| Northwood Sub | 24.3 | Northwood | 10 | River | 2 | Second Ave | 25 |
| Stirrup | 6 | S. Bigwood | 9 | First St | 5.4 | Third Ave | 13 |
| Spur | 8 | Stoneridge | 7.6 | Second St | 6.4 | River St | 2 |
| Valleywood | 2 | Telemark | 3 | Fourth St | 11 | First St | 6.6 |
| Latigo | 3.5 | Adams Gulch | 6 | Edelweiss | 7.7 | Second St | 6.6 |
| Clubhouse | 15.3 | River Rock | 5 | Fifth St | 8.7 | | 105.2 |
| Sawtooth Lane | 3 | Spruce | 7 | Leadville | 13 | | |
| | 115.1 | Sixth St | 5.5 | Onyx | 3.3 | | |
| | | Alpine Lane | 3 | Gem | 2 | | |
| | | Walnut-9th | 22 | Jade | 1 | | |
| | | | 103.6 | Emerald | 2 | | |
| | | | | Topaz | 3 | | |
| | | | | Garnet | 3 | | |
| | | | | | 101.50 | | |
| | | | | | | | |
| | | | | | | | |
| <u>2024</u> | | <u>2025</u> | | <u>2026</u> | | <u>2027</u> | |
| | | Bird Dr | 10 | | | Warm Springs RD bridge to west end | 53 |
| Sun Valley RD | 7 | Fourth Ave | 9 | Warm Springs RD-6th to bridge | 24 | Lewis | 15 |
| Fourth St | 10 | Rocking Horse | 4.2 | Saddle | 24 | Northwood | 10 |
| Fifth St | 7 | Parkway | 4.2 | College | 2 | Howard | 4 |
| Sixth St | 12 | Pinewood | 2 | Exhibition | 9.8 | Ritchie | 4 |
| Seventh St | 9.4 | Sunnyside | 2.2 | River Run | 9 | Jane | 5 |
| Eighth St | 9.6 | Broadway | 12 | Irene | 8 | Gates | 0.5 |
| Ninth St & Leadville | 7 | Holiday | 1.5 | Bald Mountain | 16 | Picabo | 9 |
| 10th All | 8 | Corrock | 5.5 | Cedar | 2.3 | Skiway | 6 |
| Buss Elle | 3.8 | | 50.6 | Fir | 2.4 | Sage | 12.4 |
| Badger | 1 | | | Pine | 2.4 | | 118.9 |
| Sabala | 3.8 | | | Shady Lane | 1.8 | | |
| Bordeaux | 3.8 | | | Georgia | 7 | | |
| Rember | 2 | | | Aspen | 8 | | |
| Williams | 6.8 | | | | 116.7 | | |
| Wood River Dr | 26 | | | | | | |
| | 117.2 | | | | | | |
| | | | | | | | |
| <u>2028</u> | | | | | | | |
| Simpson | 4.7 | | | | | | |
| Turf | 2 | | | | | | |
| Huffman | 6.4 | | | | | | |
| Hillside | 11 | | | | | | |
| Belmont | 5.7 | | | | | | |
| Short Swing | 3.7 | | | | | | |
| Wanderers | 3 | | | | | | |
| Flower | 1 | | | | | | |
| Penny | 5.3 | | | | | | |
| Dollar | 5.3 | | | | | | |
| Ramona | 2.2 | | | | | | |
| Canyon Run | 17 | | | | | | |
| | 103.8 | | | | | | |

Pathway Asphalt Maintenance Schedule

| <u>2020</u> | <u>2021</u> | <u>2022</u> | <u>2023</u> | <u>2024</u> |
|--|-------------|-------------|-------------|---------------------|
| Warm Springs Rd Bike Path | | | | Saddle Rd Bike Path |
| | | | | |
| | | | | |
| <u>2025</u> | <u>2026</u> | <u>2027</u> | <u>2028</u> | <u>2029</u> |
| Warm Springs Rd Bike Path Blaine County Bike Path | | | | |
| | | | | |
| | | | | |
| <u>2030</u> | | | | |
| Blaine County Bike Path | | | | |