



CITY OF KETCHUM, IDAHO

SPECIAL JOINT MEETING OF THE KETCHUM CITY COUNCIL AND THE KETCHUM
URBAN RENEWAL AGENCY

Monday, November 13, 2023, 4:00 PM
191 5th Street West, Ketchum, Idaho 83340

AGENDA

PUBLIC PARTICIPATION INFORMATION

Public information on this meeting is posted outside City Hall.

We welcome you to watch Council Meetings via live stream.

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

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

- Join us via Zoom (*please mute your device until called upon*)

Join the Webinar: <https://ketchumidaho-org.zoom.us/j/81343435491>

Webinar ID:813 4343 5491

- Address the Council in person at City Hall.
- Submit your comments in writing at participate@ketchumidaho.org (*by noon the day of the meeting*)

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

CALL TO ORDER: By Mayor Neil Bradshaw and Board Chair Susan Scovell

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

COMMUNICATIONS FROM MAYOR AND COUNCILORS and BOARD of COMMISSIONERS:

1. Public comments submitted

PUBLIC HEARING:

2. Joint meeting between City Council and Ketchum Urban Renewal Agency to review and discuss concept design for Main Street Rehabilitation Project - Executive Director Suzanne Frick & City Administrator Jade Riley

ADJOURNMENT:

To: Ketchum City Council
Ketchum Urban Renewal Agency

cc. Mountain Express-Letter to the Editor.

Dear City Officials,

I applaud the City and KURA for proactively addressing the main street redesign. I like the 30% conceptual design but would like to offer some suggestions that might benefit the pedestrian, bicycle, and vehicular traffic through Main Street.

I believe that a 5-lane design is mandatory for any intersection between River Street and 6th Street that would allow any left turns. I also believe that 2nd & 4th Street should be converted to a One-Way Street (for at least 1 block) departing from Main Street and heading One Way in their respective directions. The elimination of the opposing traffic lane will allow diagonal parking in addition to wider sidewalks on these side streets.

I would like to eliminate more parking on Main Street and replace it with larger sidewalks and specific "Bike Parking Areas" complete with secure racks, and protection from traffic. Instead of Bulb Outs, how about Bulb In's where there would be room for 1 or 2 cars to briefly stop for taxis, Uber & Door Dash, and a larger sidewalk encompassing the rest of the block? Jade Riley spoke of something about the curb appeal perception to motorists driving through town. Let me tell you, having an easy place to park and leave my car for several hours to walk around town and hang out on the active sidewalks is a lot more enticing to me than trying to park a Mini Cooper, let alone a Suburban, on Main.

Pedestrians and bikes crossing Main will be aided by the stop lights at 1st, 3rd, & 5th. High speed HAWK lights could be installed at 2nd, 4th, and 6th. All crossings at River St. would be prohibited.

Second Street could mirror 4th as a major pedestrian & bike artery to both the East and West. Of course, following 2nd to the West for 3 blocks could lead visitors and residents alike to a large parking structure that could be acquired and built by the municipality if they had the foresight and drive. Same goes with the community housing development on the Simplot property at the bottom of 4th, 5th, & 6th.

North/South vehicular traffic must progress through town much quicker. The sub 3-minute crossing statistic from 6th to River Street is laughable and pathetic. Eliminating left turns and adding specific turn lanes will be a good start. Installing quicker reacting Hawk lights that could possibly be tied into related stop lights would allow pedestrians to cross more efficiently and eliminate the vehicular stop and go.

Now about the Bulb Outs. I understand they increase pedestrian safety however, it appears that our society has devolved from it's ability to safely use them. I'm talking about the

inattentive pedestrian who likes to hang 10 toes on the edge of the curb while staring at their phone. If the city decides to pursue the curb out design, I urge them to employ some dress up cowboys to stand at the intersections and move them little-doggies along with a bullwhip. Actually, I see the need for the Cowboys & Whips in numerous situations throughout my hometown.

Thank you for considering my suggestions. I urge you to incorporate them into the permanent design.

Jed Sidwell

Blaine County-South of the Dump.

From: [Baird Gourlay](#)
To: [Participate](#)
Subject: Project Main St
Date: Saturday, November 11, 2023 9:25:51 AM

Really good first design. I have two concerns.

1. I own PK's on Leadville. We have had issues with the trees that are planted in front, primarily from the branches being too low and the trunks being too close to the street. So they scratched cars, prevented car door from being able to open. Created pedestrian issues, etc. Please make sure they are big enough and planted far enough from the street to prevent these issues.
2. I'm super concerned about 6th and Main and WS rd. The current design is unacceptable. Consider you're a first time visitor driving north at night, when it's raining or snowing, heading toward Galena, you're in the left lane, which seems fine and the correct way to drive, not seeing the paint on the rd, and all of a sudden a car is in your lane heading south and trying to turn onto 6th. OUCH. My solution:
NO LEFT TURN on to 6th from Hiway 75 coming from the North...it really simplifies the issue and I think if you did a survey, you'd find that very few people turn left at this location.

From: [Joel Jarolimek](#)
To: [Participate](#)
Subject: Main Street
Date: Friday, November 10, 2023 12:17:04 PM

I like the 2 lanes each way on Main Street and the plans that have been drawn so far. Big jam ups I notice are left turns at the Wood River Drive and 5th Street intersections. May be addressed with the traffic lights? Especially bad at 5th street heading north.

Sent from my iPad



City of Ketchum

CITY COUNCIL MEETING AGENDA MEMO

Meeting Date: November 13, 2023 Staff Member/Dept: Jade Riley/City Administrator
Suzanne Frick/KURA Executive Director

Agenda Item: Joint meeting between City Council and Urban Renewal Agency to review and discuss concept design for Main Street Rehabilitation Project

Recommended Motion/Action:

There is no recommended motion. Staff will review the attached presentation consisting of:

- 30% design highlights
- Community feedback, to-date
- Preliminary budget

Staff is requested direction on the following:

- Are there any concerns with the proposed design scope?
- Does the Council and Commission support the draft budget as presented?
- KURA funding participation in the project?

Policy Analysis and Background:

- The city retained HDR engineering to complete an improvement analysis for Main Street (Highway 75) related to both traffic operations as well as pedestrian facilities. The Council approved the final report on 12/5/22. (Visit www.projectketchum.org for full report.)
- The Idaho Department of Transportation (ITD) originally scheduled the rebuild of Main Street in 2026. The project would have occurred during the same time as the Highway 75 improvements (Elkhorn to River Street). The current roadway is well beyond its useful life with significant ruts and potholing.
- The city approached ITD to advance the Main Street project to 2024 to address both the unsafe current condition, as well as avoid the conflict with the south of town project. ITD felt more comfortable with the city serving as the project manager to meet the desired scheduled. On August 21, the City Council approved a Memorandum of Understanding with ITD that outlined coordination and cost share responsibilities.

Sustainability Impact:

The draft design envisions pedestrian improvements and increased tree canopy

Financial Impact:

None OR Adequate funds exist in account:	The city currently has \$222,00 allocated for design. ITD has contributed \$500,000 towards design and \$6.5m for construction.
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Attachments:

1. Staff presentation
2. Project display boards: www.projectketchum.org



project main street





Agenda

Staff presentation:

- 30% design highlights
- Community feedback, to-date
- Preliminary budget

Discussion/direction from Council and Commission

- Design scope
- Budget

Schedule/next steps



Project Schedule

2023					2024											
Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec

◆

Preliminary Design
30% Drawings

Detailed Design
90% Drawings



Public Meetings:
November
2023



Public Meetings:
January
(streetscapes) &
February
(90% design)
2024



Bid period

Construction

Sidewalks
➔
Roadway
?

Don't miss out on our presentation of the preliminary draft design for the Main Street Reconstruction Project. Your input matters!

Wednesday | Nov. 8 | 5:30 p.m.
Limelight Hotel - Silver Creek Room
No Host Bar

Thursday | Nov. 9 | 11:30 a.m.
Ketchum City Hall

If you cannot attend, view the November 9th meeting online at travell.com/mainstm

To RSVP, please email:
participate@ketchumidaho.org
Refreshments will be provided

Tonight – Monday, November 13

Project Scope



River Street

10th Street

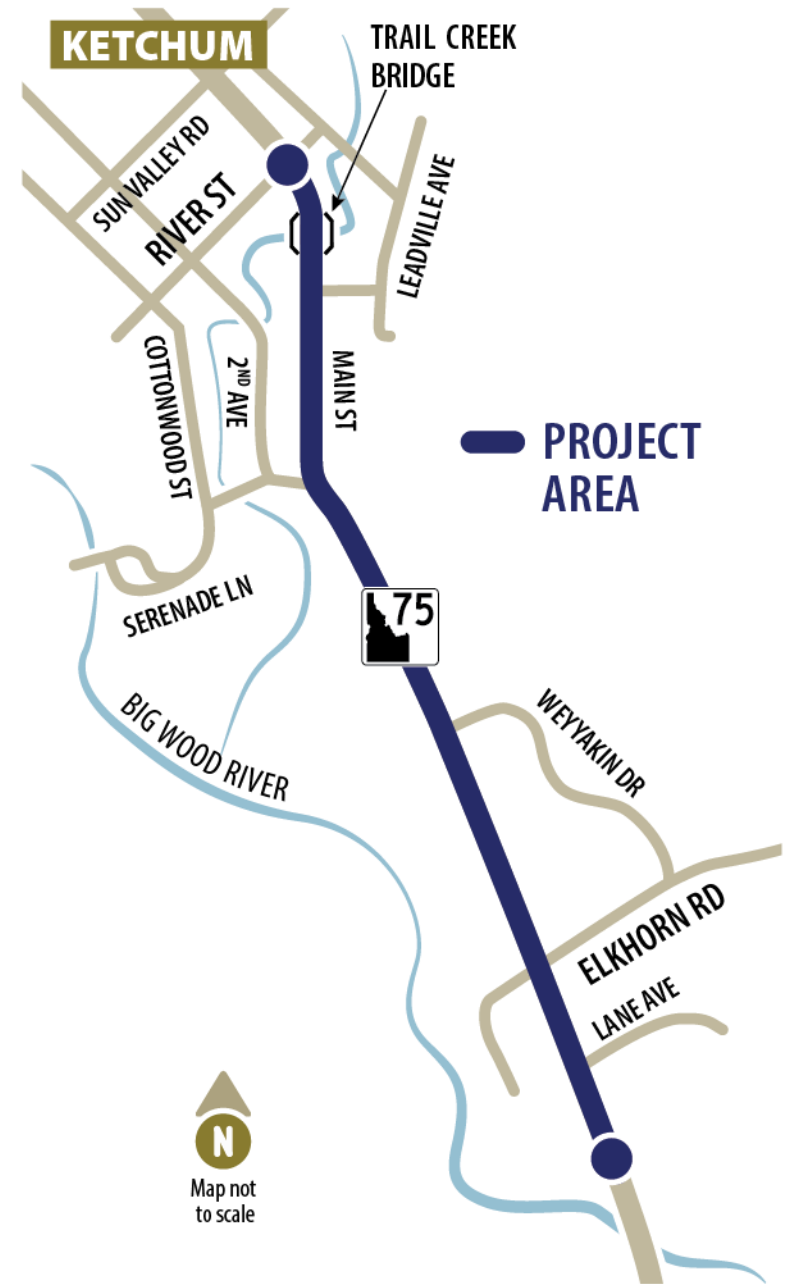


Elkhorn to River Street – 2025 / 2026

- Full rebuild and expanding the roadway
- New sidewalk between Serenade and River Street
- New intersection at Serenade (traffic light)
- 2025 – East side
2026 – West side



[Link on projectketchum.org](http://projectketchum.org)





Main Street Timing Options

ITD's Plan – 2026, during the south-of-town project

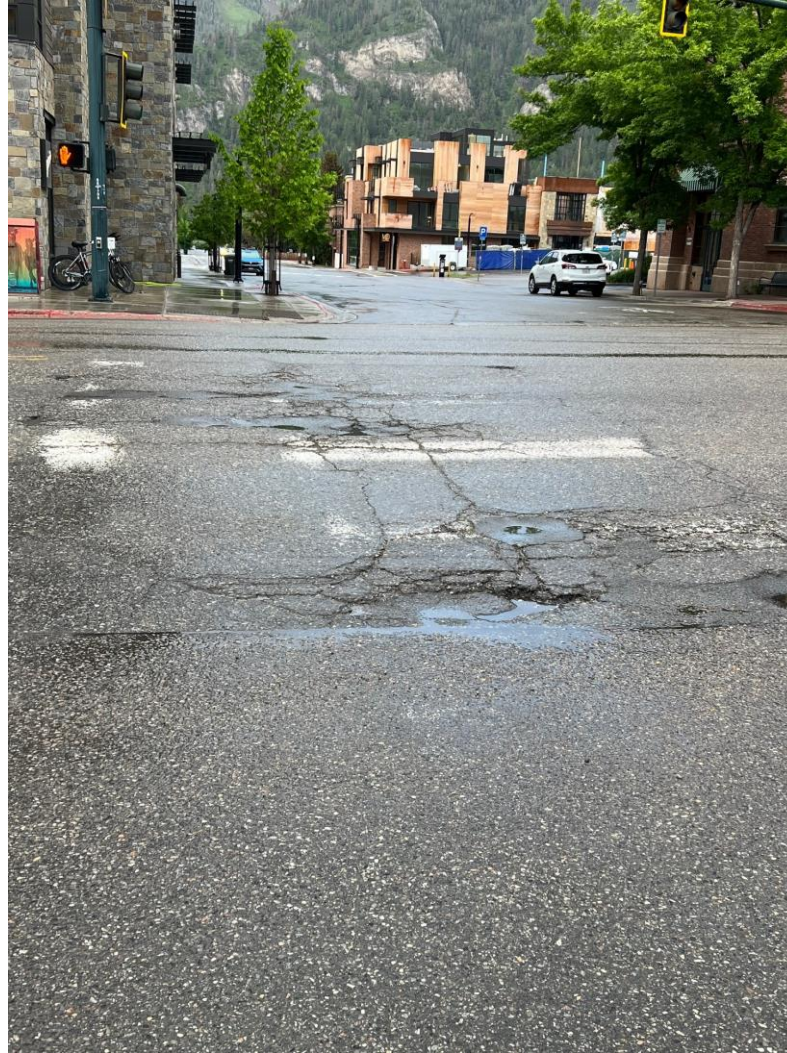
To avoid the conflict, we could:

- Ask ITD to defer to 2027
- City assume project management and executes in 2024

Listening sessions in Spring of 2023 with business owners and residents revealed support for the **2024 option**.



Current Roadway Conditions





Project Goals

Rebuild the roadway – for the next 20-30 years

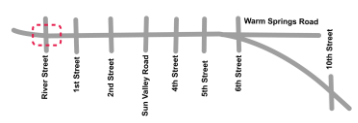
- Rebuild is more work than Hailey's, less work than Sun Valley Road

Improve efficiency during morning and evening 'rush hour(s)'

- Current pm travel time (6th to River): **2.7** minutes
- Future (2042 no changes): **5.1** minutes
- Sun Valley Road intersection reconfiguration with added left turn lanes
- Upgrading signal equipment to decrease unused 'green' time
- Address the issue of left turns

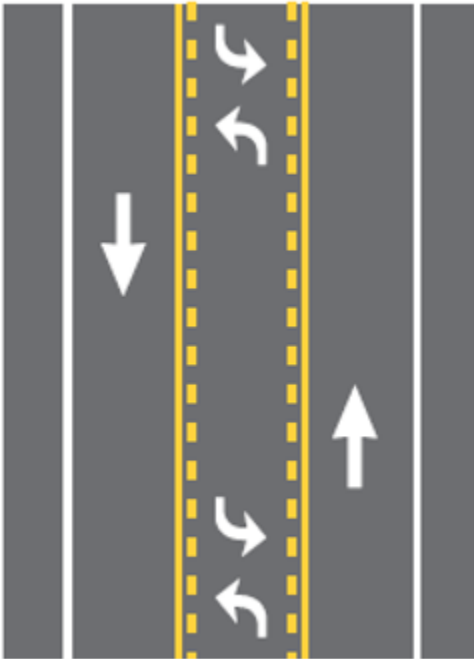
Improve ADA/pedestrian realm – safety and user experience

- Install bulbouts to decrease pedestrian crossing distance
- Raised intersection at Sun Valley Road
- Safety at crosswalks
- Improve tree canopy to create shade and safety barriers for pedestrians

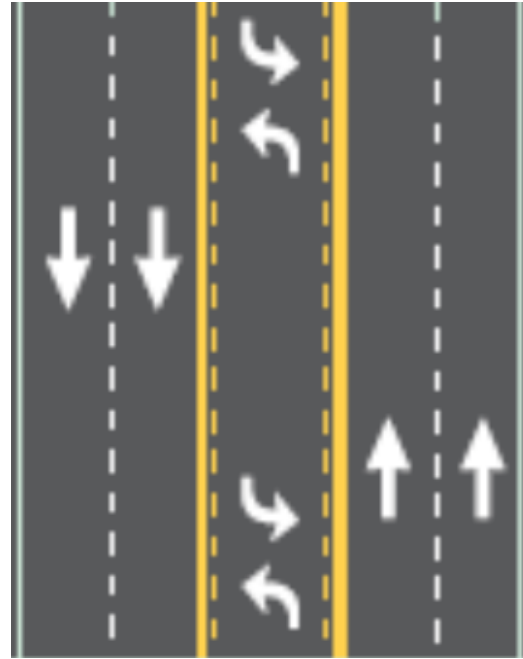


Options

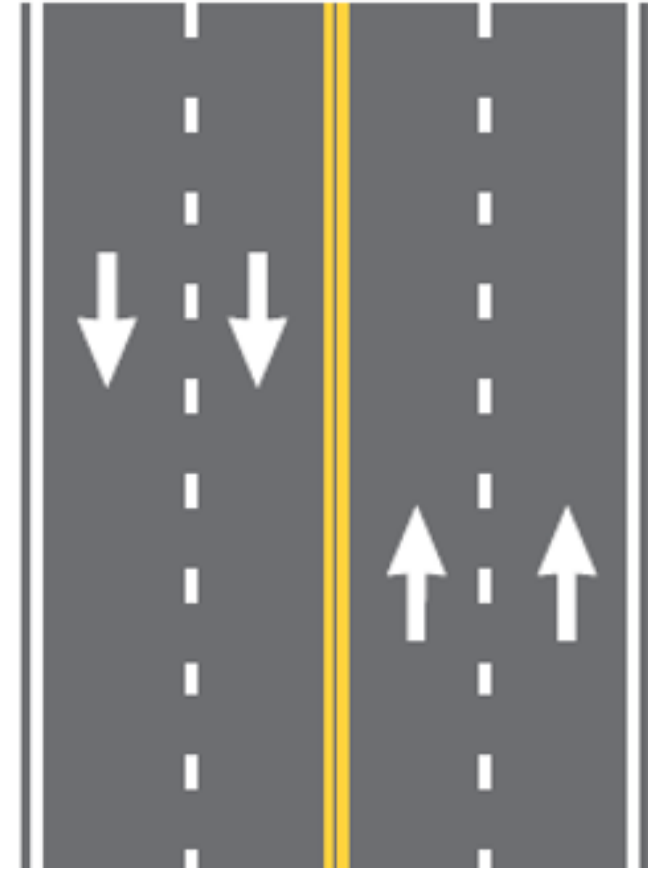
Council evaluated all options in 2022.



3 Lanes



5 Lanes



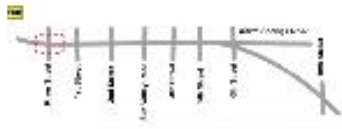
4 Lanes (current configuration)



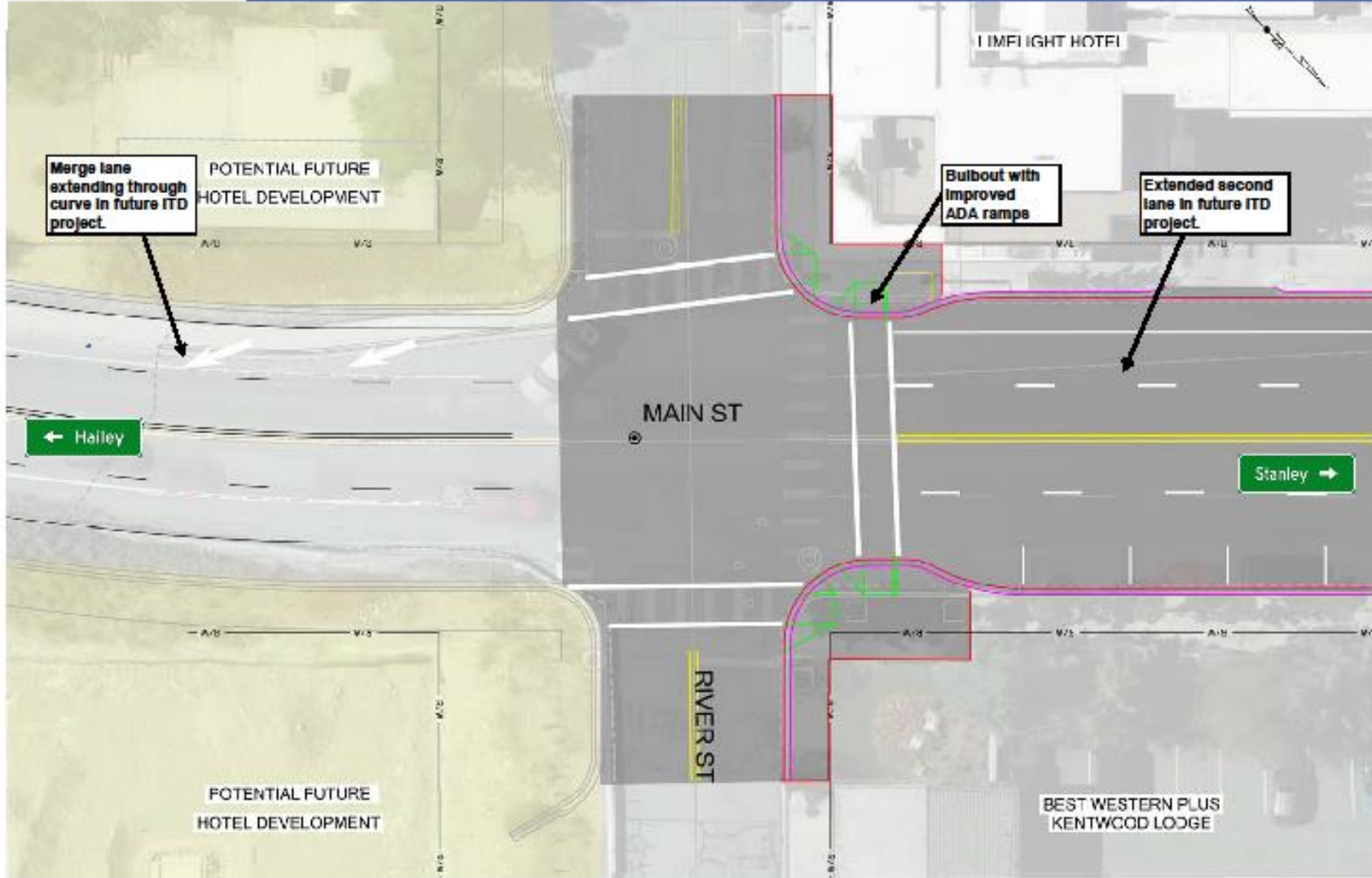


Design Highlights

- Bulbouts at all intersections
- New Sun Valley Road/Main Street dedicated turn lanes
- New 1st Street (side street) and 5th Street (side street) dedicated turn lanes
- Improving connectivity on 2nd Street and 5th Street
- Improving safety at 6th Street intersection
- Improving connectivity North of town (6th to Saddle)
- New streetscapes where possible



River Street and Main Street

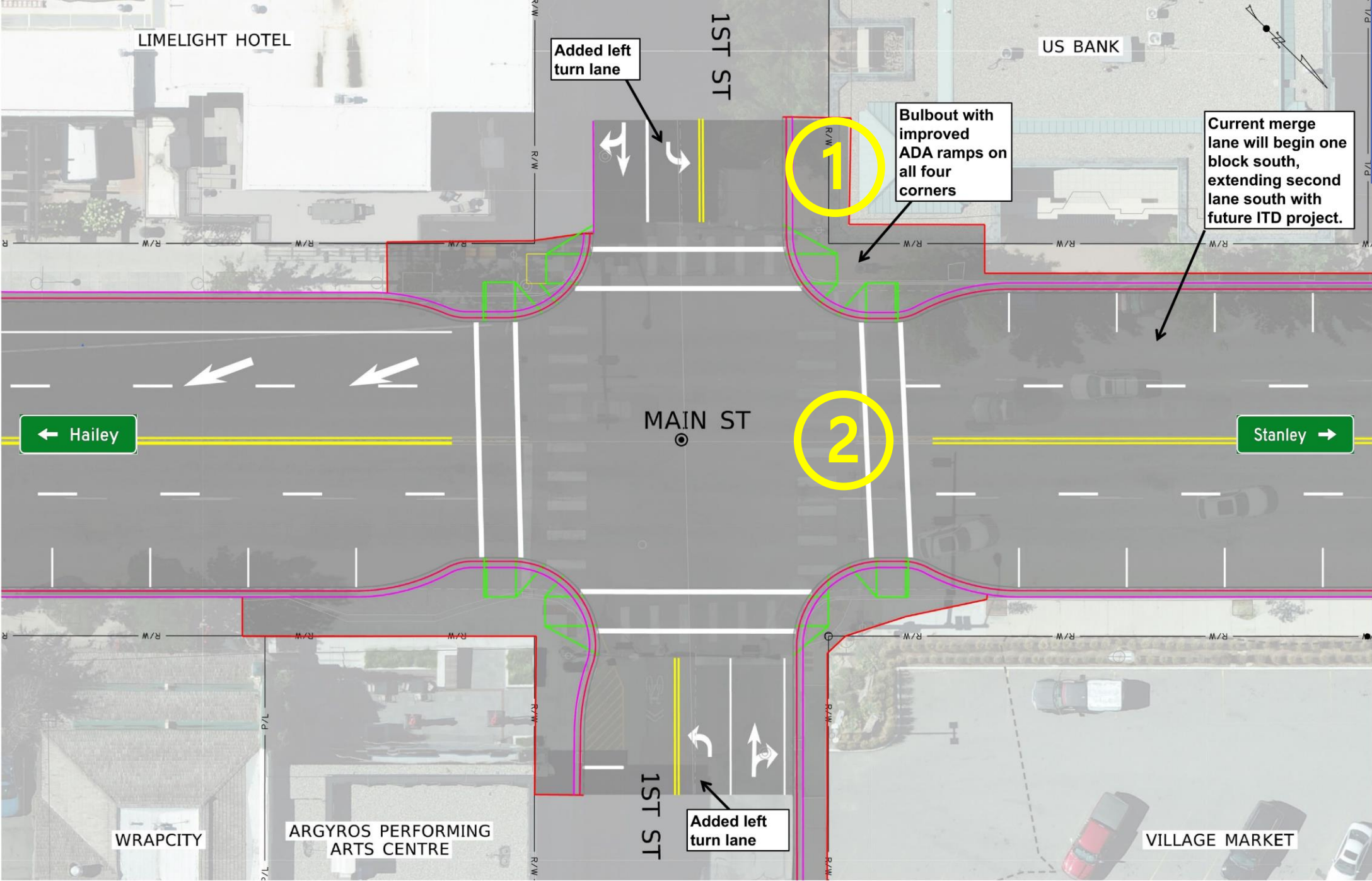


- potential improvements**
- Added bulbouts with improved ADA ramps
 - Reduced pedestrian crossing by 10 ft or more
 - Sidewalk improvements for poor condition
 - Curb and gutter replacement
 - Improvements to pedestrian realm



1st Street Intersection

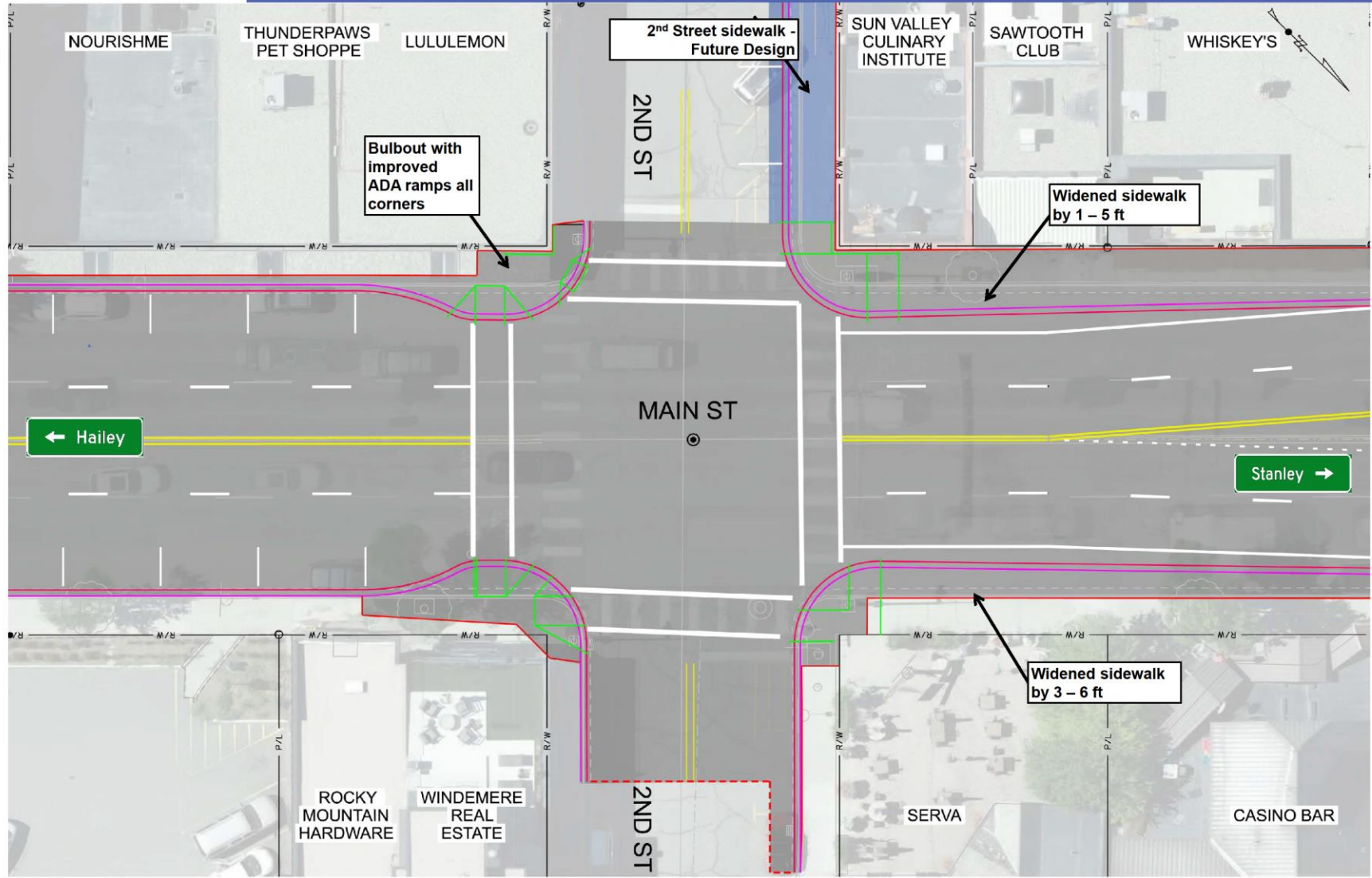
Potential Improvements



- Added bulbouts with improved ADA ramps
- Reduced pedestrian crossing by 10 ft or more
- Sidewalk improvements for poor condition
- Curb and gutter replacement
- Improvements to pedestrian realm



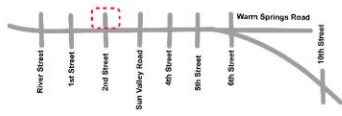
2nd Street and Main Street



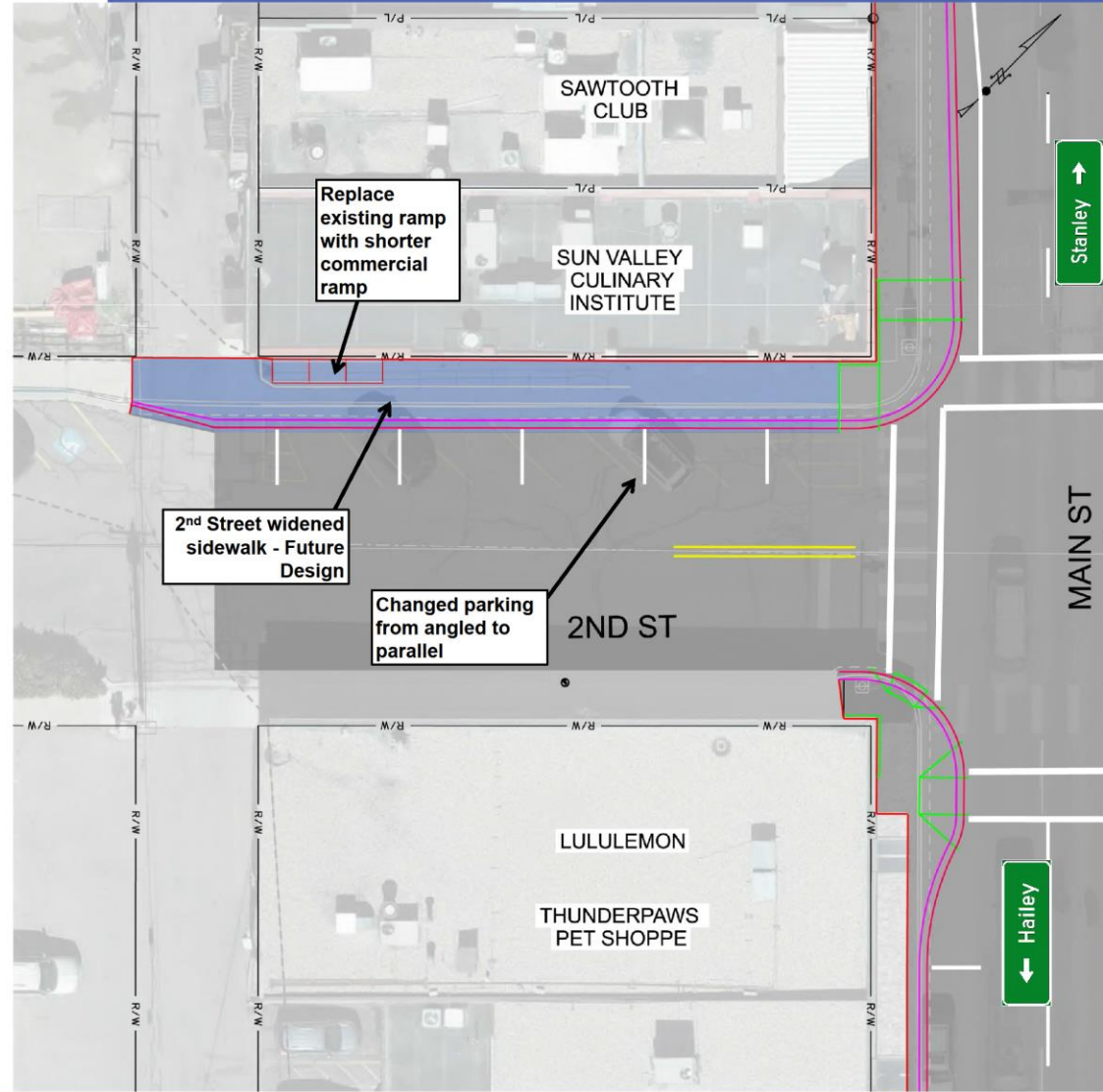
potential improvements

- Added bulbouts with improved ADA ramps
- Reduced pedestrian crossing by 9 ft or more
- Added sidewalk width
- Sidewalk improvements for poor condition
- Improvements to pedestrian realm
- On-street parking eliminated from 2nd to 4th Streets to add left turn lane (remaining portion added to sidewalks)





2nd Street and Main Street



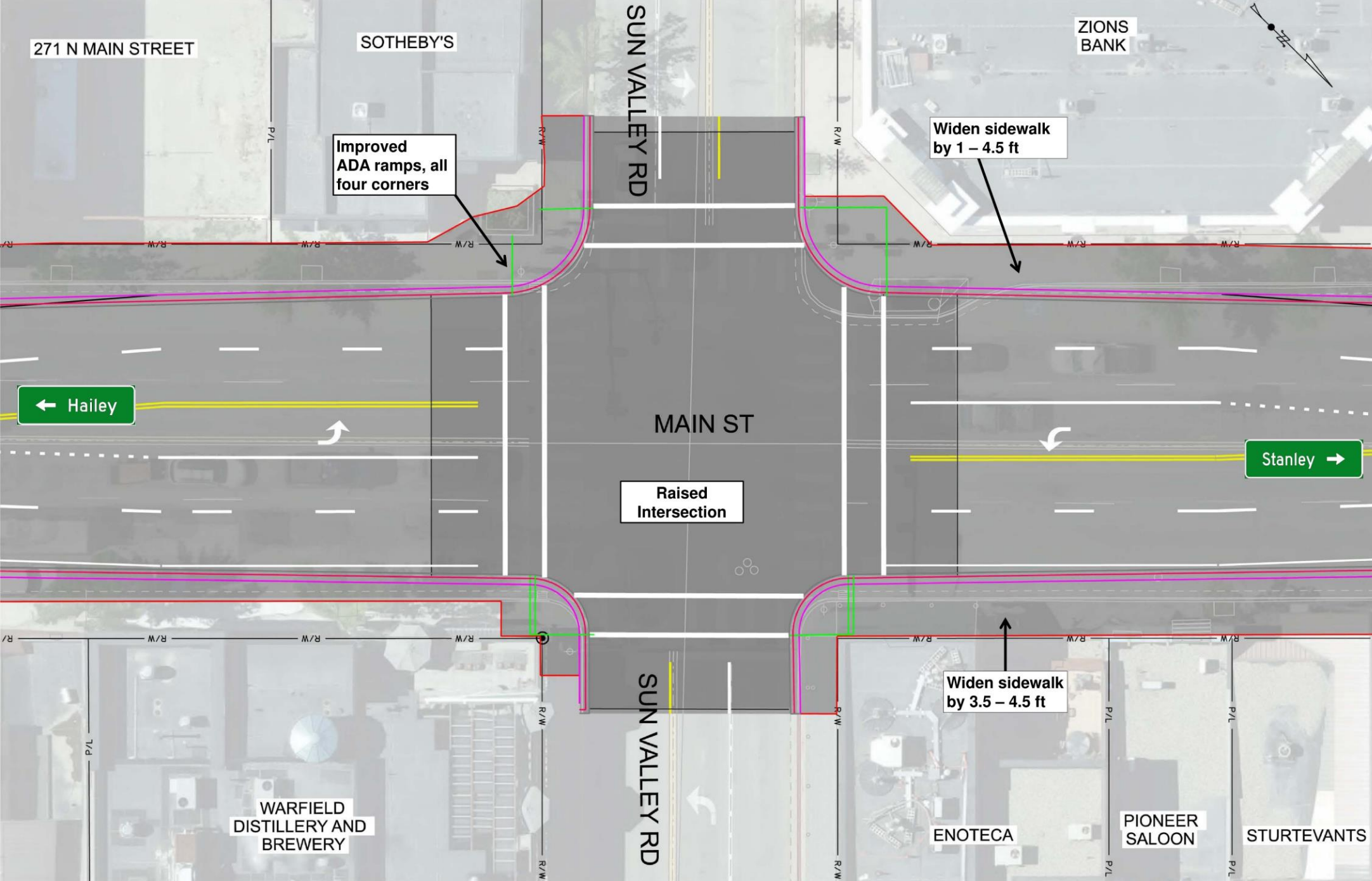
potential improvements

- Added sidewalk width
- Sidewalk improvements for poor condition
- Improvements to pedestrian realm
- Remove exiting ramp with new, shorter commercial ramp and landing
- On-street parking changed from angled to parallel parking, eliminating 2 stalls



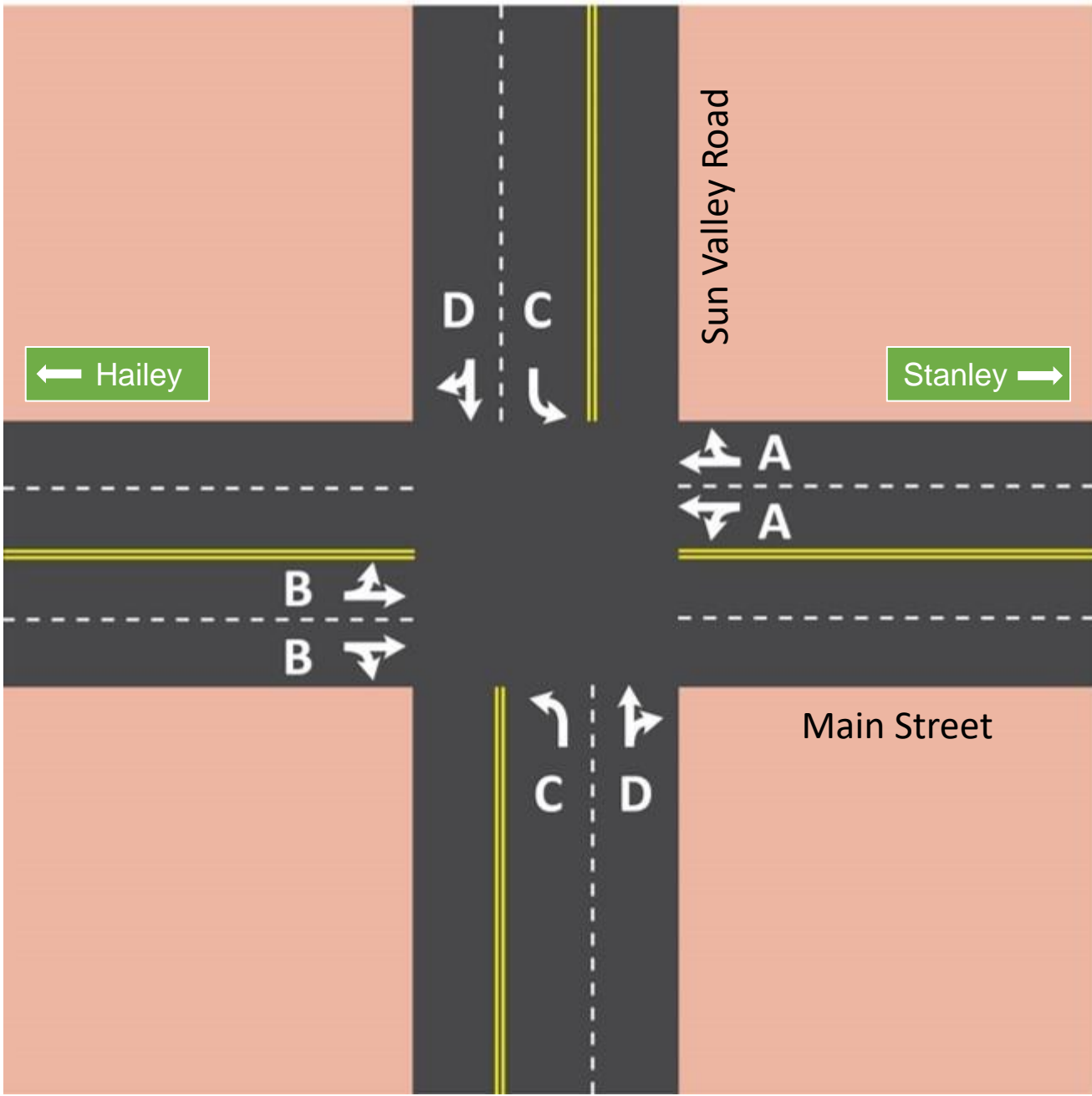
SV Road Intersection

Potential Improvements



- Raised intersection with improved ADA ramps
- Reduced pedestrian crossing by 2 ft
- Added sidewalk width
- Sidewalk improvements for poor condition
- Improvements to pedestrian realm

Sun Valley Road Intersection – Current Traffic Movements



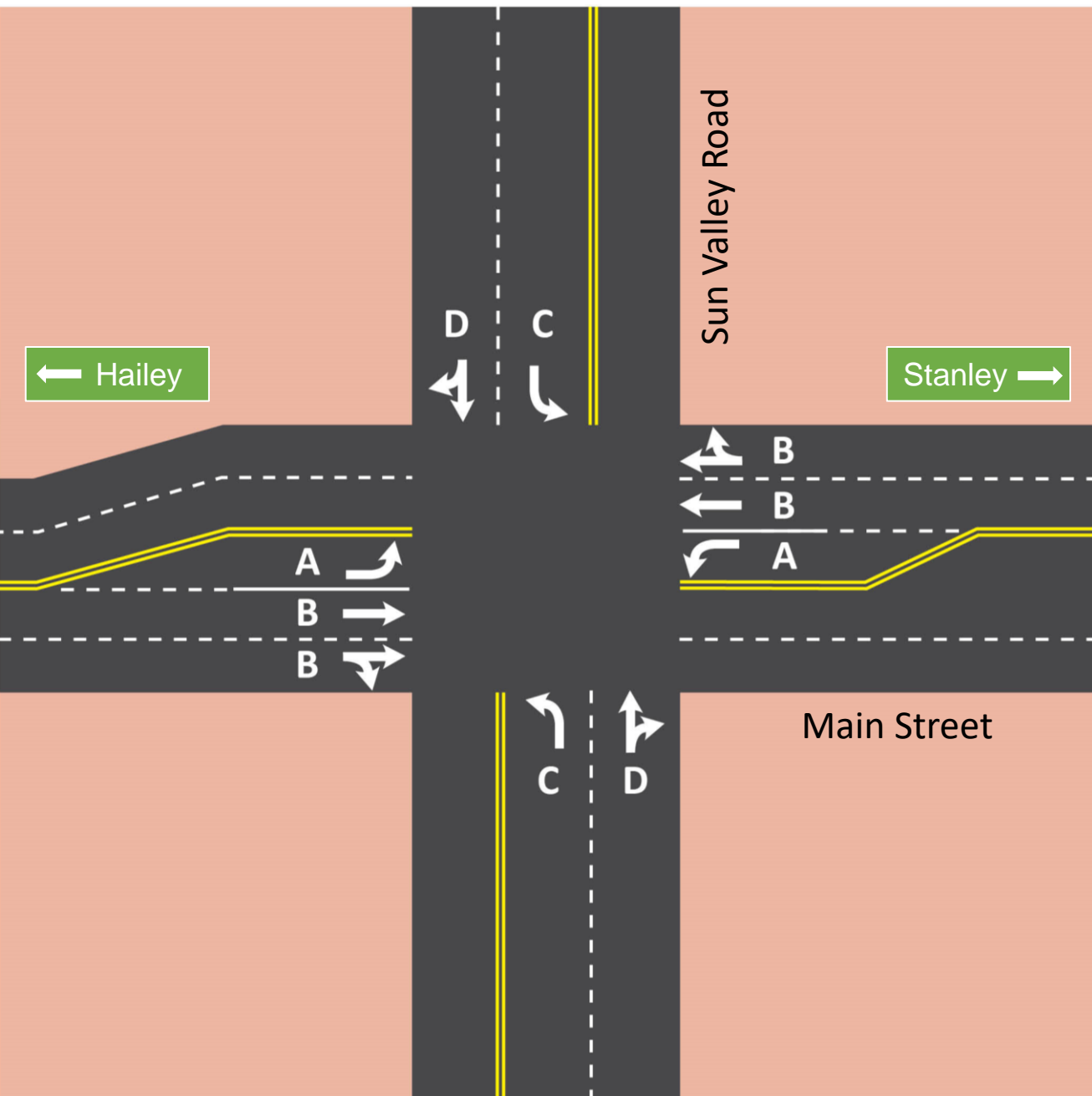
A – MAIN ST south-bound traffic moves, all other lanes stopped

B – MAIN ST north-bound traffic moves, all other lanes stopped

C – SUN VALLEY RD left-turn traffic moves, all other lanes stopped

D – SUN VALLEY RD through/right-turn traffic moves, all other lanes stopped

Sun Valley Road Intersection – Proposed Traffic Movements



- A – MAIN ST left-turn traffic moves, all other lanes stopped**
- B – MAIN ST through/right-turn traffic moves, all other lanes stopped**
- C – SUN VALLEY RD left-turn traffic moves, all other lanes stopped**
- D – SUN VALLEY RD through/right-turn traffic moves, all other lanes stopped**

Travel Time (6th to River in the Evening Rush Hour):

Current: **2.7** mins

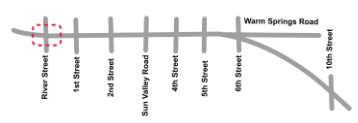
- Southbound decreases: **30** secs
- Northbound decreases: **42** secs

Future (2042 No Changes): **5.1** mins

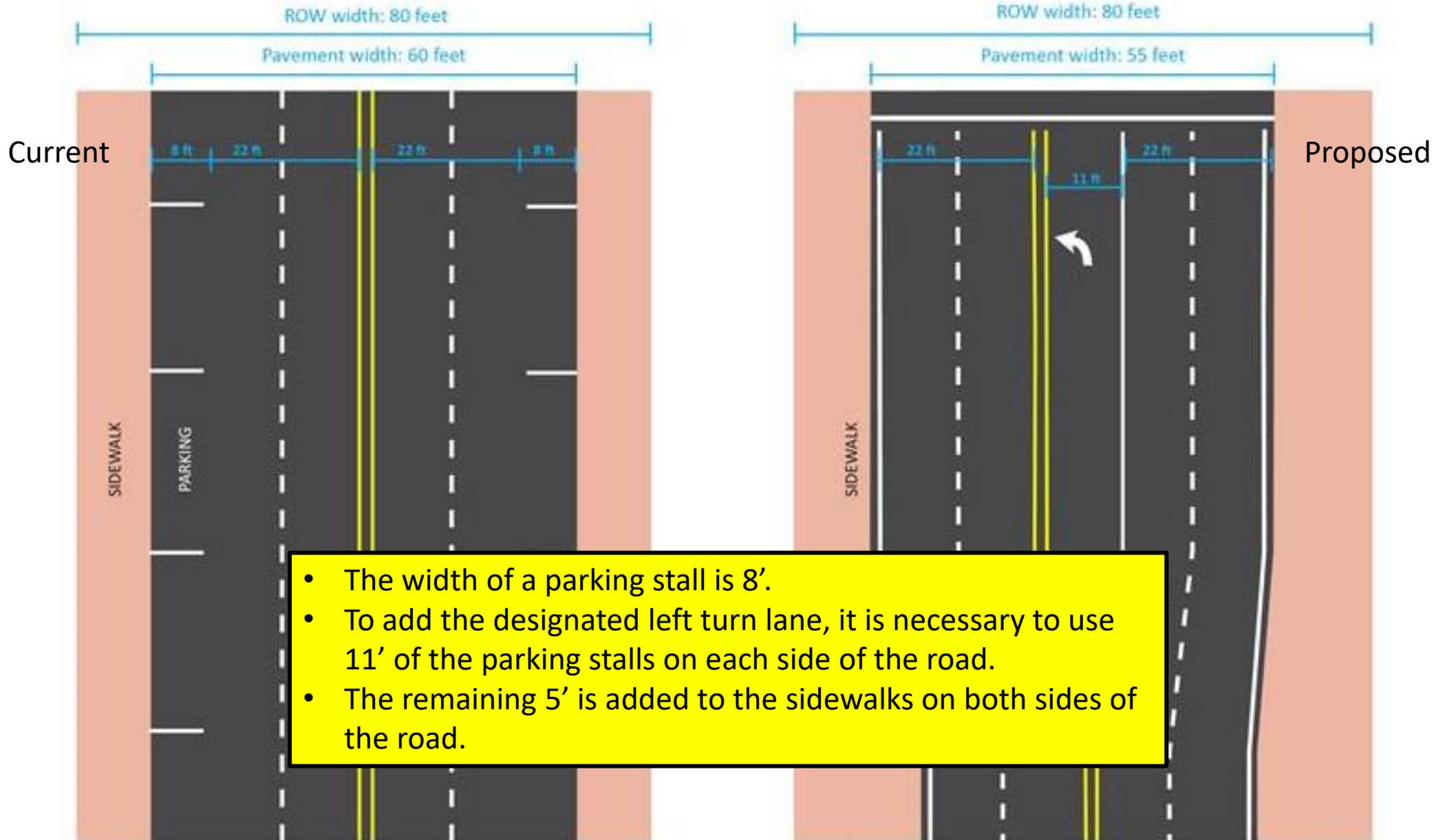
Future (2042 new Left Turn Lane): **2.2** mins

Other benefits:

1. Easier to sync up the signals.
2. Better two-way progression during peak periods
(*Not stopping one direction of traffic while the other direction goes.*)
3. More crossing opportunities for pedestrians
4. Reduced vehicle queue lengths



Sun Valley Road Intersection



Sun Valley Road Intersection Improvements



Main Street

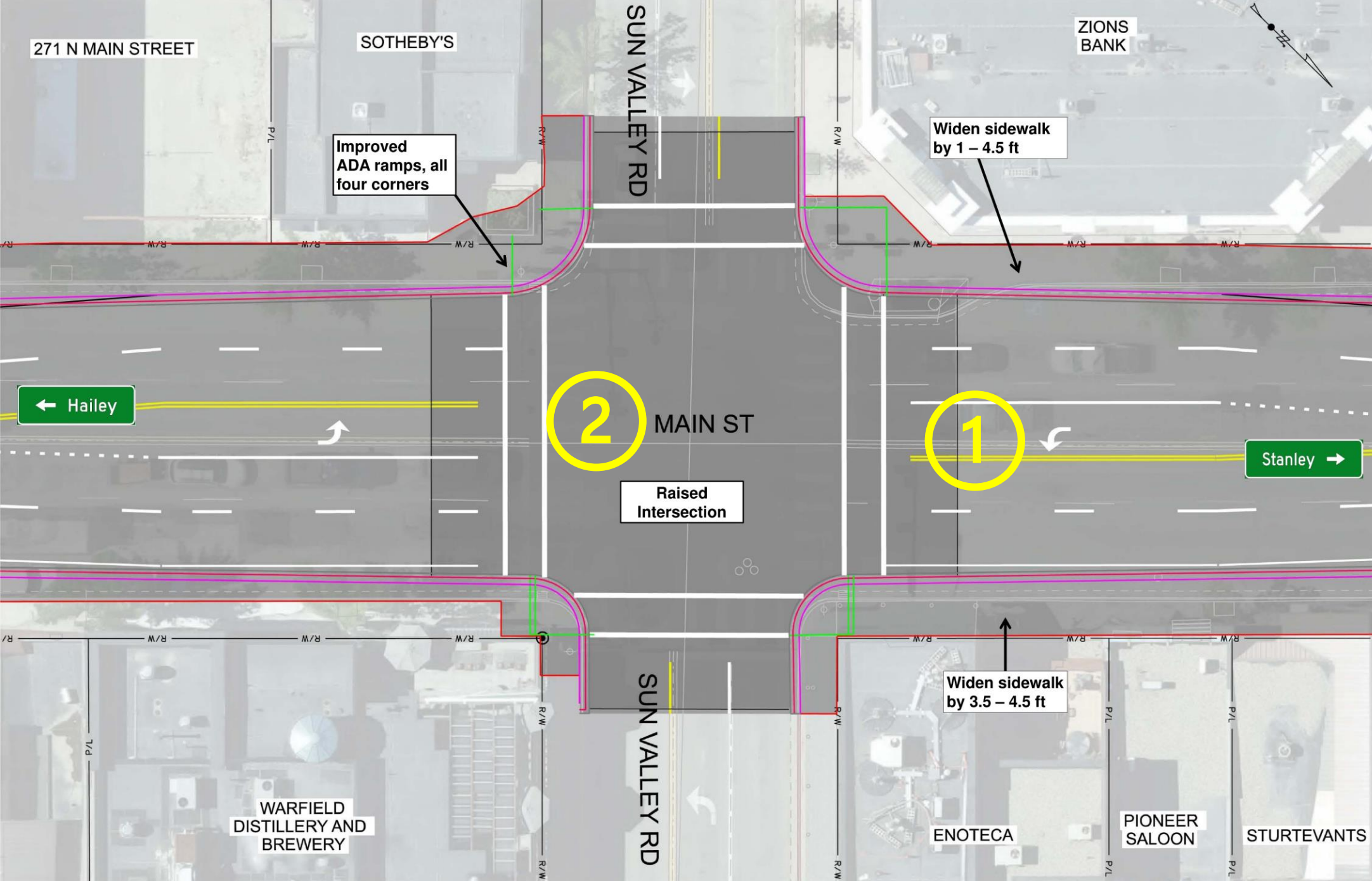
Sun Valley Road

Grade change from street to raised intersection

Road surface flush with sidewalk on all corners

SV Road Intersection

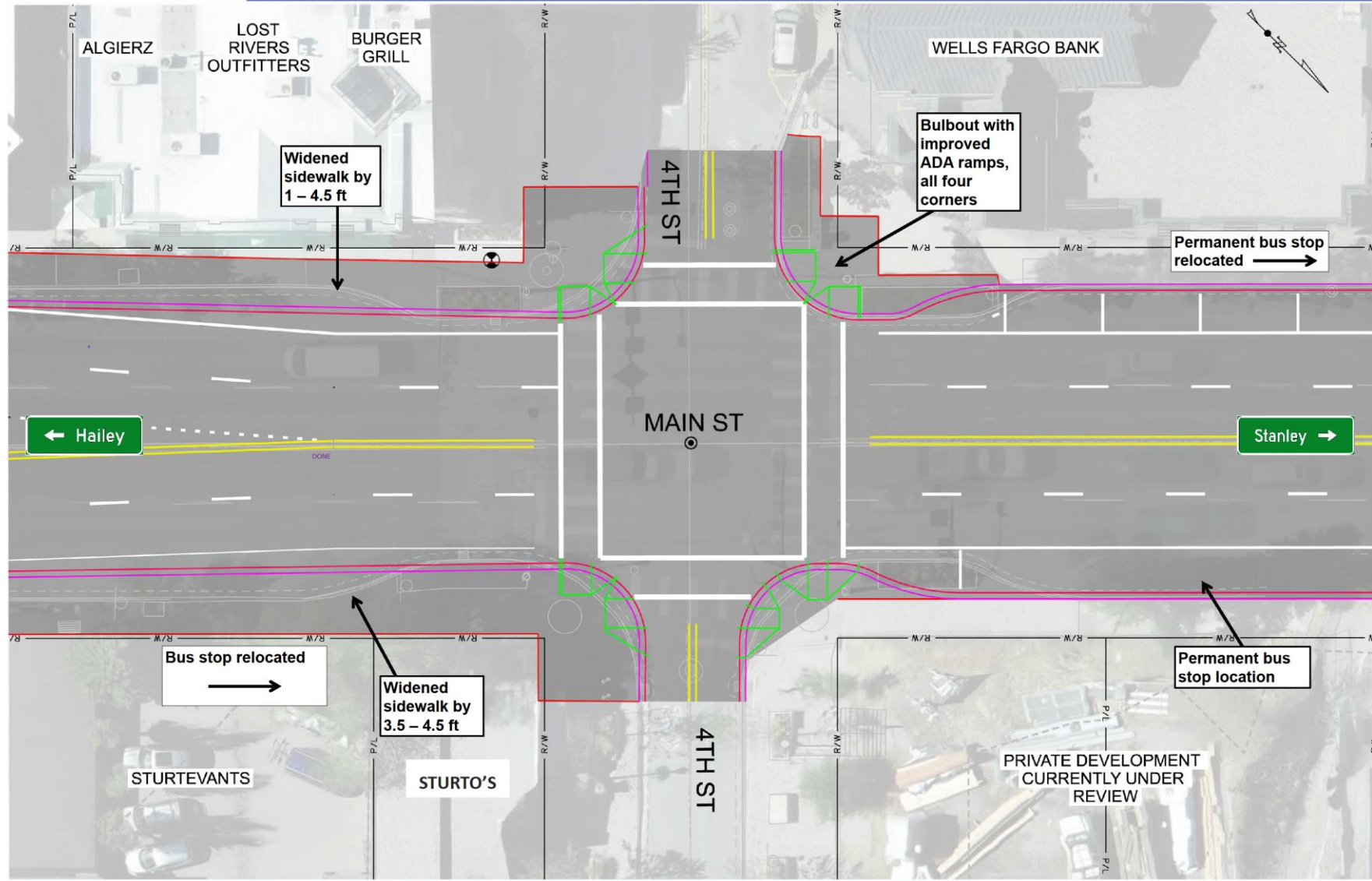
Potential Improvements

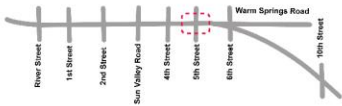


- Raised intersection with improved ADA ramps
- Reduced pedestrian crossing by 2 ft
- Added sidewalk width
- Sidewalk improvements for poor condition
- Improvements to pedestrian realm

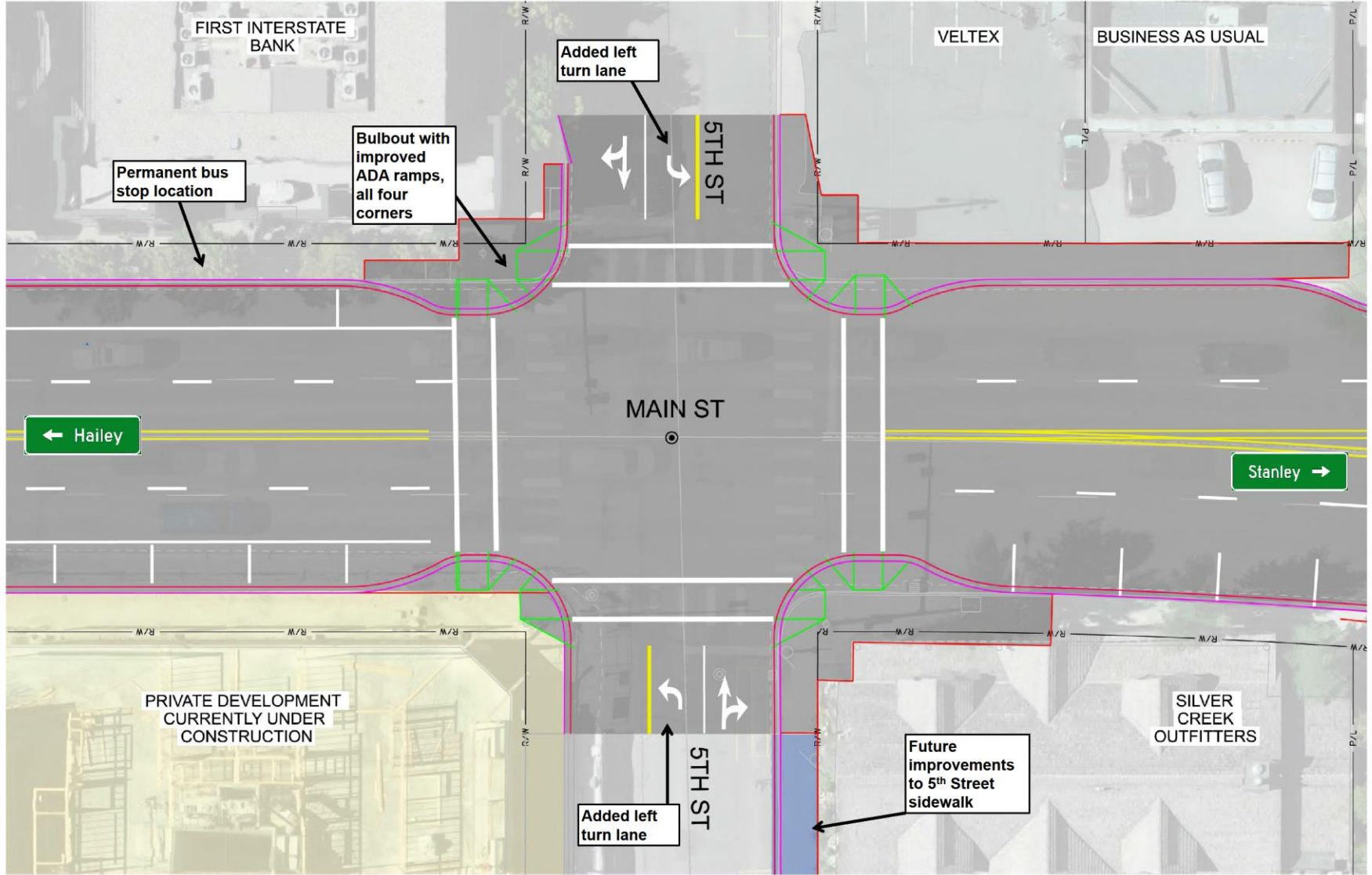


4th Street and Main Street





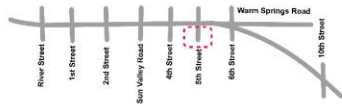
5th Street and Main Street



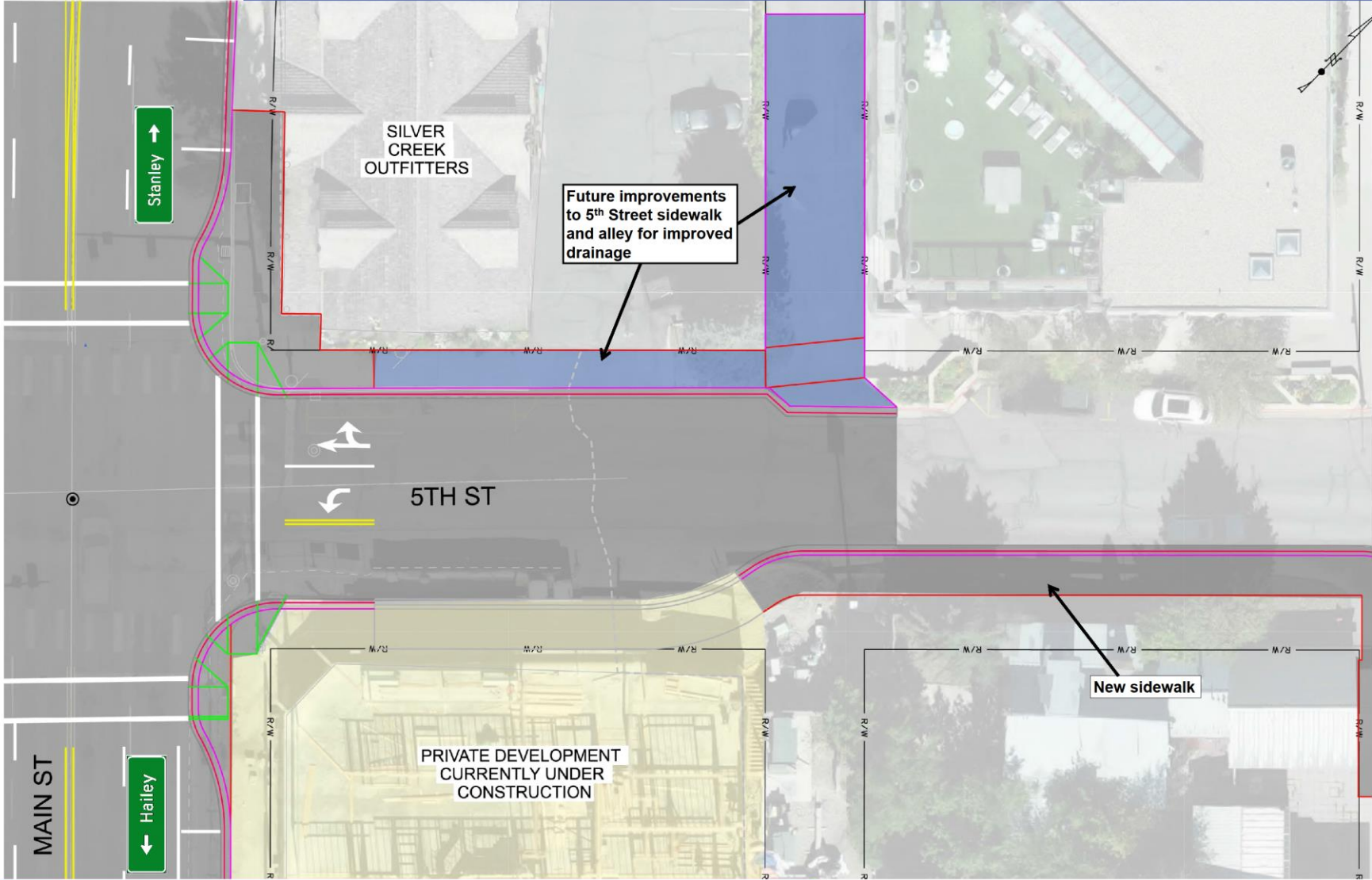
potential improvements

- Added bulbouts with improved ADA ramps
- Reduced pedestrian crossing by 12 ft or more
- Sidewalk improvements for poor condition
- Improve drainage at Silver Creek Outfitters
- Improvements to pedestrian realm
- On-street parking eliminated along 5th St for added left turn lane





5th Street and Main Street



potential improvements

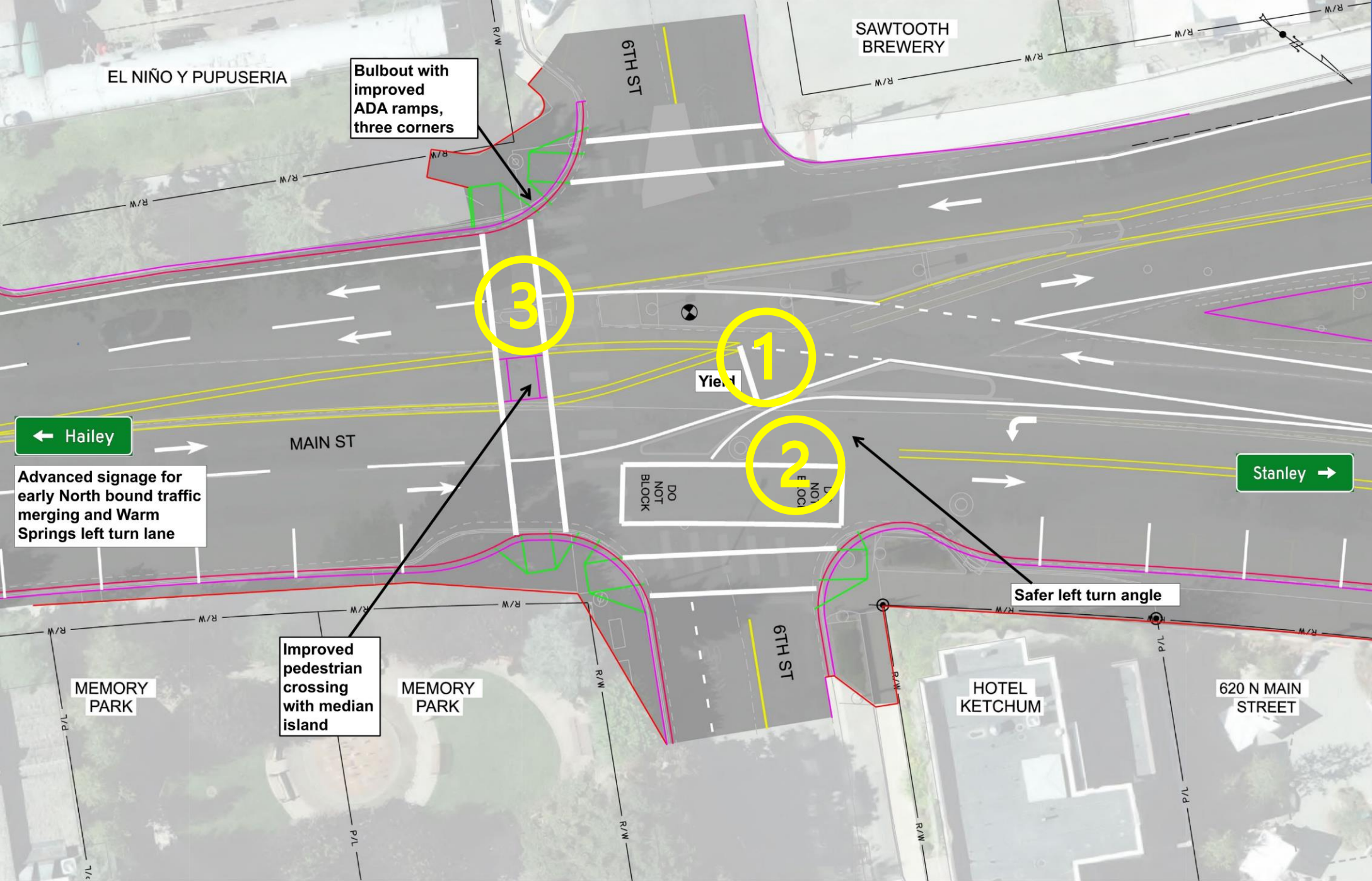
- Sidewalk improvements for poor condition
- Improve drainage issues at existing corner
- Improvements to pedestrian realm
- Future improvement for drainage at alley



6th Street Intersection

Potential Improvements

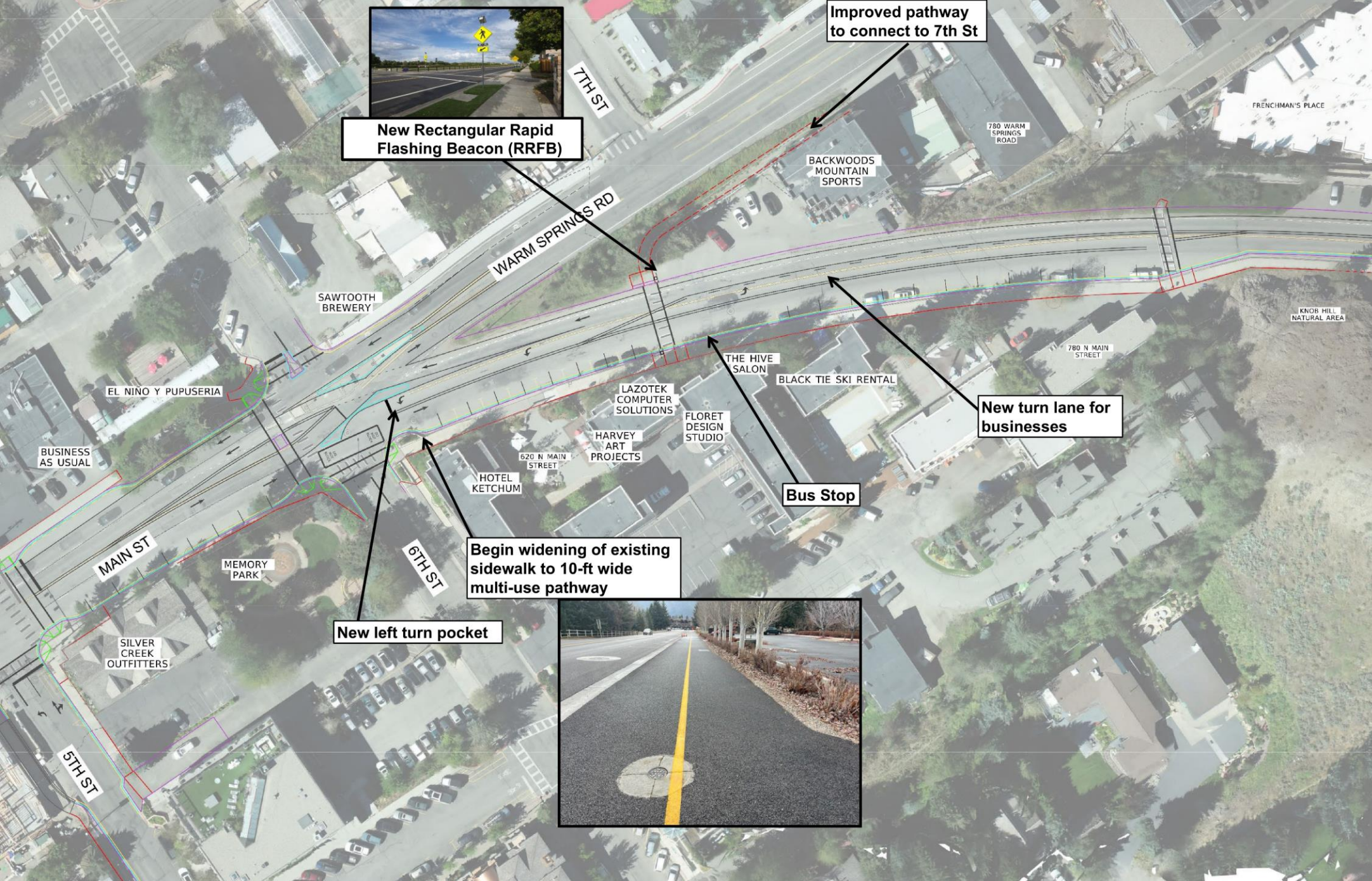
- Safer pedestrian movements and refuge
- Eliminating crash conflict points
- Efficient traffic flow
- Reducing driver confusion



6th Street to Knob Hill

Potential Improvements

- Improved pathway to 7th Street
- RRFB installed
- Begin widening of (east side) sidewalk for future connection to multi-use pathway
- New turn lane for businesses



New Rectangular Rapid Flashing Beacon (RRFB)

Improved pathway to connect to 7th St

New turn lane for businesses

Bus Stop

Begin widening of existing sidewalk to 10-ft wide multi-use pathway

New left turn pocket

Knob Hill to 10th Street

Potential Improvements



Added crosswalk with ADA ramps and new Rectangular Rapid Flashing Beacon (RRFB)

Future sidewalk to complete connection down 10th St

Improved bulbout and crosswalk

Added left turn lane

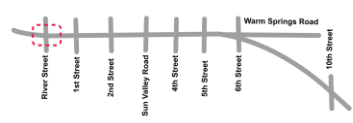
End widening of existing sidewalk to 10-ft wide multi-use pathway

New 10-ft multi-use pathway

Bus Stop

New 10-ft separated pathway that connects to Saddle Road, similar to Sun Valley Road, under review

- Efficient traffic flow with added left turn lane
- New pedestrian pathways
- RRFB installed



Streetscape Enhancements



Sidewalks, Street Trees, and Furnishing Enhancements



Sidewalks, Street Trees, and Furnishing Enhancements





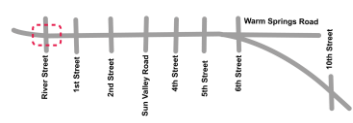
Sidewalks, Street Trees, and Furnishing Enhancements

Existing Condition



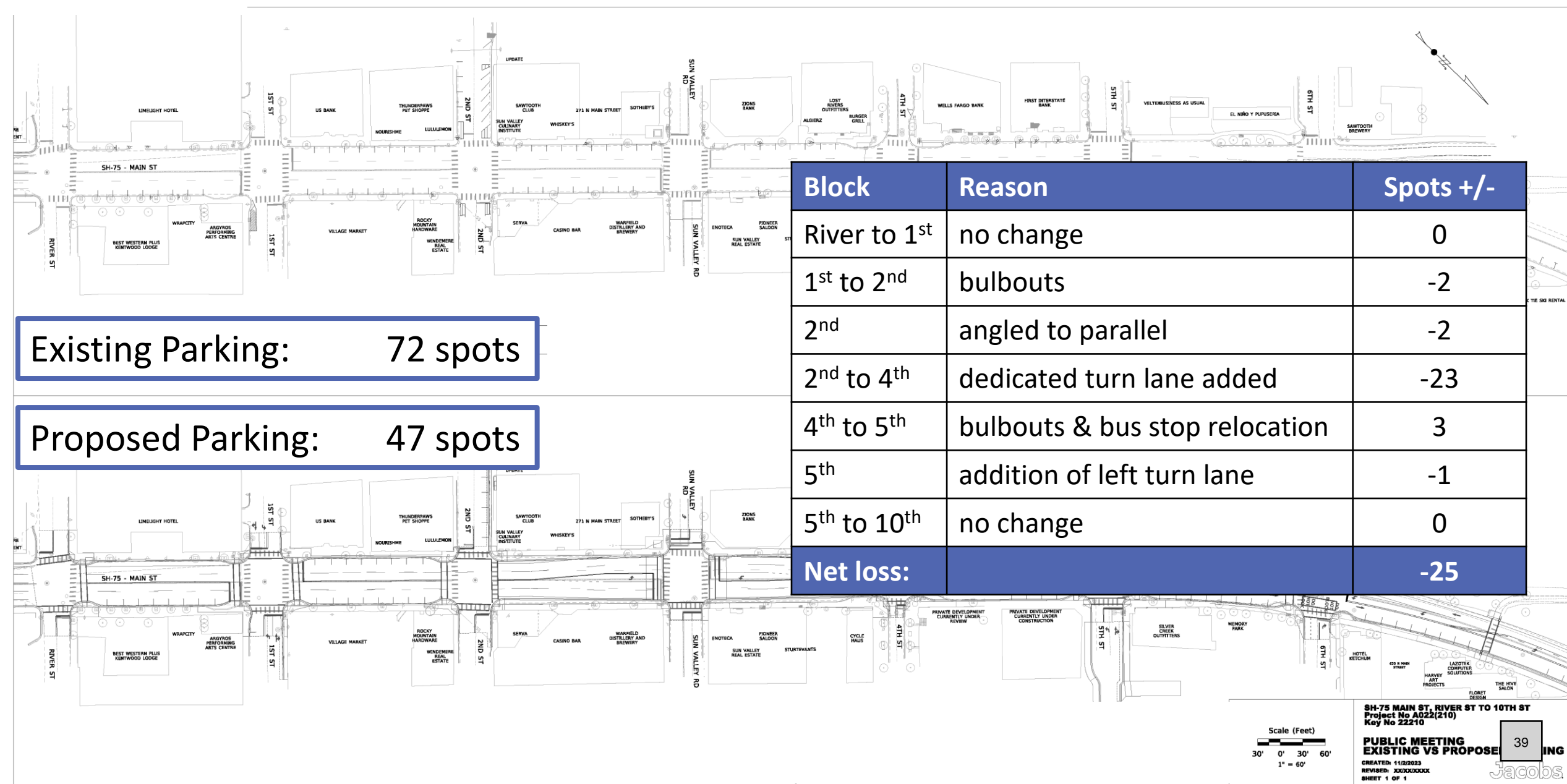
Potential Streetscape Enhancements





Parking

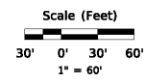
Parking



Existing Parking: 72 spots

Proposed Parking: 47 spots

Block	Reason	Spots +/-
River to 1 st	no change	0
1 st to 2 nd	bulbouts	-2
2 nd	angled to parallel	-2
2 nd to 4 th	dedicated turn lane added	-23
4 th to 5 th	bulbouts & bus stop relocation	3
5 th	addition of left turn lane	-1
5 th to 10 th	no change	0
Net loss:		-25





Parking

- Parking Action Plan
- Focus groups on October 4 & 5, with more to come
- Best practices:
 - Real time utilization data (LPR technology)
 - Downtown managed via four quadrants
 - Mix of visitor/customer and all-day parking (employees)
 - Goal is to make sure we do not have greater than 85% occupancy/block



Parking – Comparable Cities

Town	Ketchum	Breckenridge	Jackson	Park City	Whitefish
Resident population	3,588	5,024	10,849	8,457 (1,200)	8,492
Paid on-street	N	Y	N	Y	N
Park & Rides/Off-street lots	146	1,500	384	900	0
Parking structures	0	959	281	601	221
Total # on-street spaces	1,996	585	1,078	800	1192
Grand Total Spaces	2,142	3,043	1,742	2,300	1,412

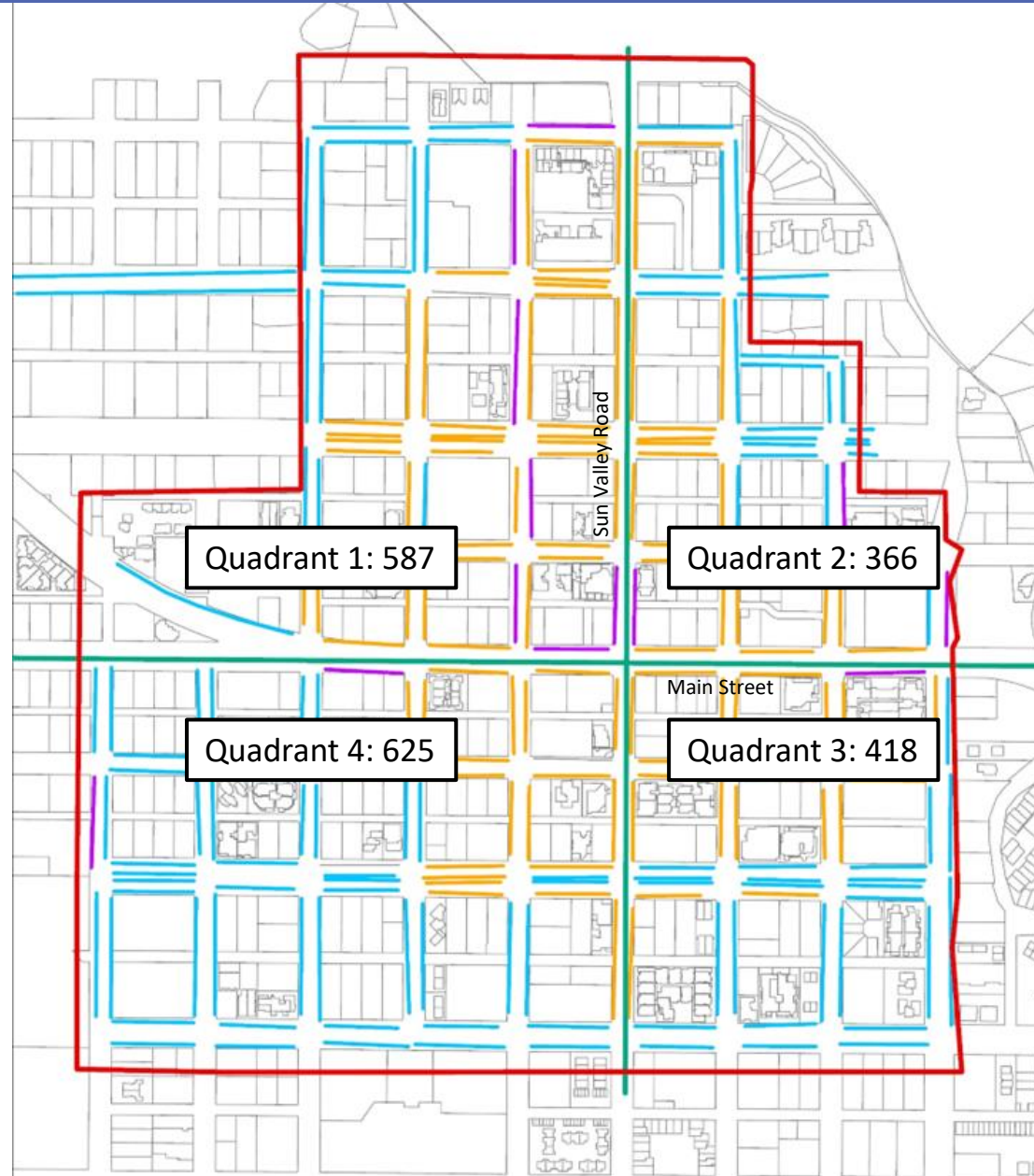
Parking



Fourth Street Lot	56
Washington Ave Lot	64
Leadville Lot	26

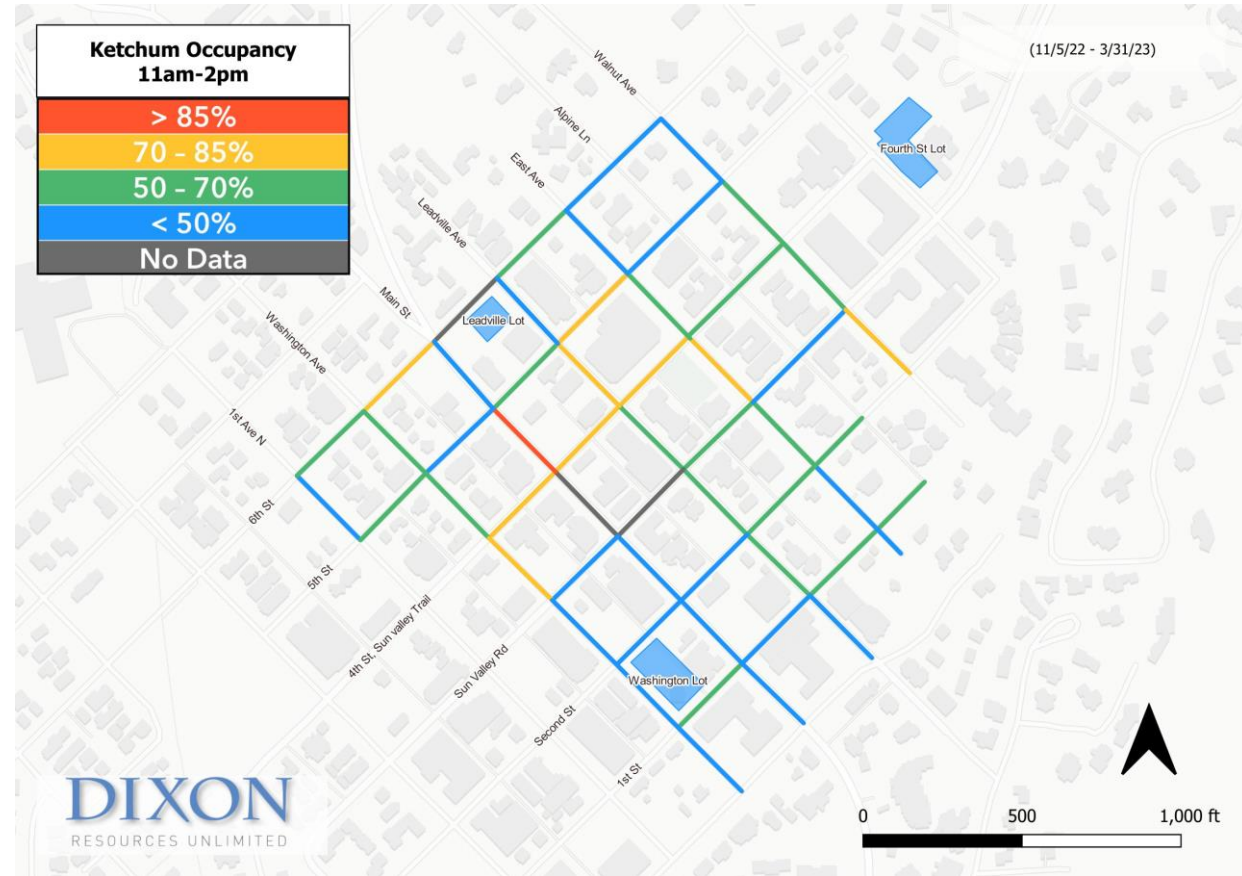
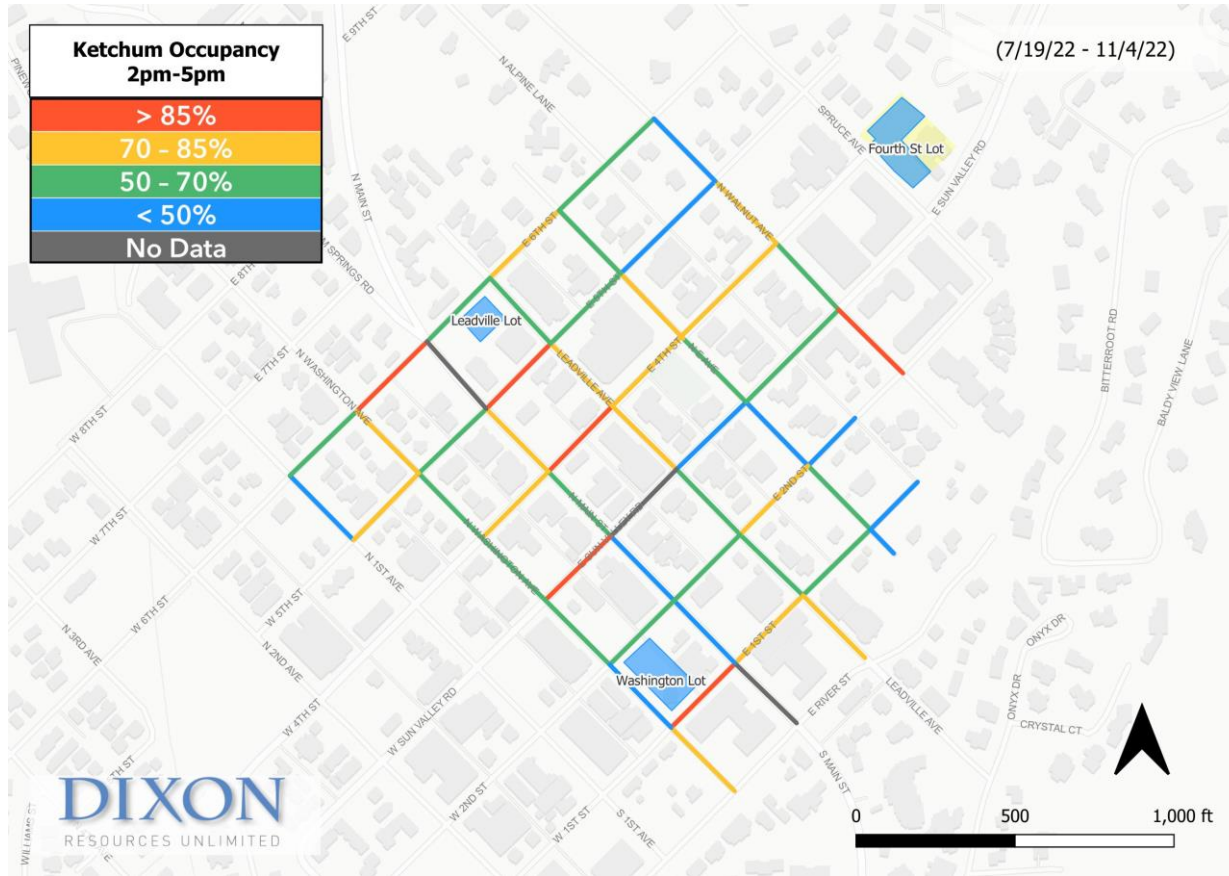
Miscellaneous = ADA, loading zones, City vehicle parking, and others which don't fall under a clear restricted or unrestricted category

Grand total:
1,996 on-street spaces
146 lot spaces



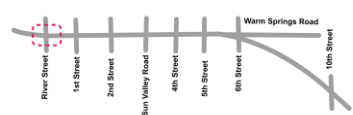
- Non-time restricted ▬
- Time restricted ▬
- No parking ▬

Parking Occupancy





Logistics

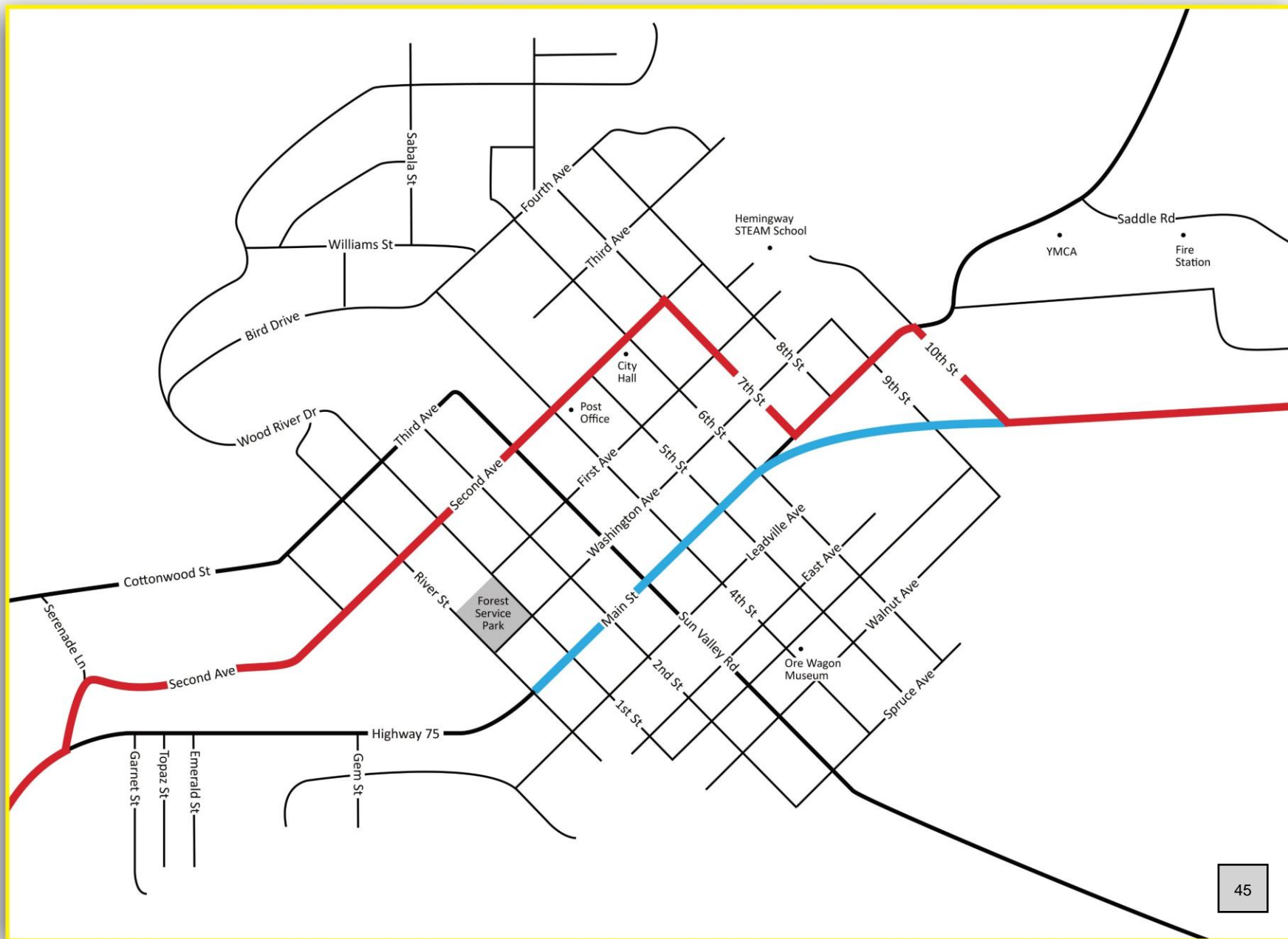


Project's bid will:

- Allow for max work flexibility (nights/weekends)
- Require pedestrian & delivery access to businesses

Closures:

- Could range from one-lane to multi-block
- Local traffic
- Through-traffic



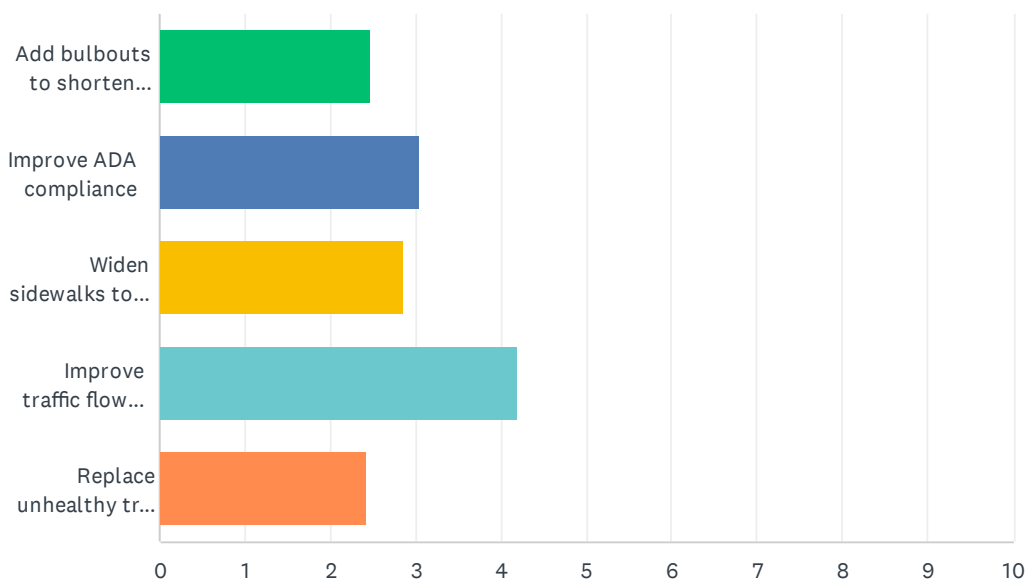


Preliminary Community Feedback

*To be distributed via memo on
Monday, November 13 by 12pm
and added here.*

Q1 Please prioritize the project's goals below from most to least important.

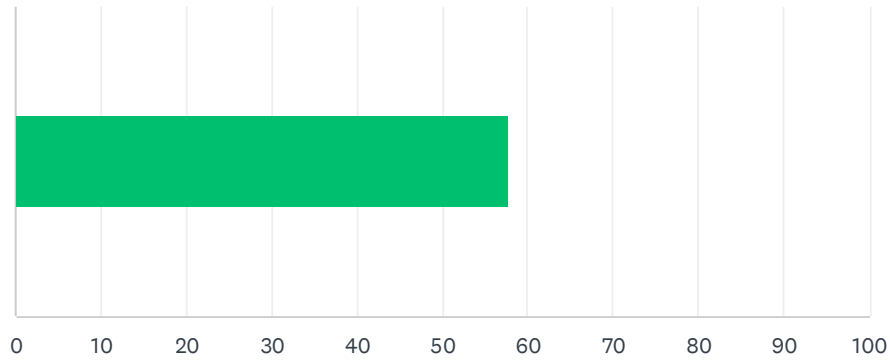
Answered: 128 Skipped: 1



	1	2	3	4	5	TOTAL	SCORE
Add bulbouts to shorten pedestrian crossing distance	11.72% 15	12.50% 16	20.31% 26	23.44% 30	32.03% 41	128	2.48
Improve ADA compliance	10.94% 14	31.25% 40	25.00% 32	16.41% 21	16.41% 21	128	3.04
Widen sidewalks to improve pedestrian access to businesses	8.59% 11	24.22% 31	23.44% 30	31.25% 40	12.50% 16	128	2.85
Improve traffic flow, particularly during the AM/PM rush hours	66.41% 85	11.72% 15	4.69% 6	8.59% 11	8.59% 11	128	4.19
Replace unhealthy trees & improve streetscape amenities (benches, trash cans, etc.)	2.34% 3	20.31% 26	26.56% 34	20.31% 26	30.47% 39	128	2.44

Q2 Do you agree that the project is going in the right direction?

Answered: 129 Skipped: 0



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	58	7,457	129
Total Respondents: 129			

#		DATE
1	32	11/13/2023 11:34 AM
2	73	11/13/2023 11:33 AM
3	100	11/13/2023 11:24 AM
4	47	11/13/2023 11:14 AM
5	80	11/13/2023 10:57 AM
6	68	11/13/2023 10:38 AM
7	68	11/13/2023 10:21 AM
8	49	11/13/2023 9:56 AM
9	93	11/13/2023 9:50 AM
10	100	11/13/2023 9:42 AM
11	53	11/13/2023 9:36 AM
12	100	11/13/2023 9:35 AM
13	3	11/13/2023 9:17 AM
14	82	11/13/2023 9:09 AM
15	10	11/13/2023 9:04 AM
16	51	11/13/2023 9:03 AM
17	100	11/13/2023 8:48 AM
18	69	11/13/2023 8:33 AM
19	0	11/13/2023 8:23 AM
20	68	11/13/2023 8:21 AM

Project Main Street | 30% Design Review

21	85	11/13/2023 8:19 AM
22	52	11/13/2023 8:14 AM
23	53	11/13/2023 8:14 AM
24	68	11/13/2023 8:05 AM
25	40	11/13/2023 7:56 AM
26	46	11/13/2023 7:47 AM
27	7	11/13/2023 7:42 AM
28	51	11/13/2023 7:38 AM
29	84	11/13/2023 7:37 AM
30	31	11/13/2023 7:32 AM
31	15	11/13/2023 7:22 AM
32	94	11/13/2023 7:22 AM
33	71	11/13/2023 7:20 AM
34	40	11/13/2023 7:18 AM
35	49	11/13/2023 6:52 AM
36	87	11/12/2023 5:20 PM
37	69	11/12/2023 3:20 PM
38	23	11/11/2023 7:44 PM
39	46	11/11/2023 5:40 PM
40	0	11/11/2023 3:24 PM
41	32	11/11/2023 1:46 PM
42	83	11/11/2023 12:40 PM
43	98	11/11/2023 12:07 PM
44	99	11/11/2023 12:06 PM
45	52	11/11/2023 10:16 AM
46	100	11/11/2023 10:10 AM
47	53	11/11/2023 8:46 AM
48	14	11/11/2023 8:34 AM
49	98	11/10/2023 7:34 PM
50	53	11/10/2023 4:40 PM
51	97	11/10/2023 1:54 PM
52	82	11/10/2023 1:46 PM
53	24	11/10/2023 1:45 PM
54	78	11/10/2023 1:17 PM
55	51	11/10/2023 1:13 PM
56	69	11/10/2023 1:13 PM
57	68	11/10/2023 1:02 PM
58	99	11/10/2023 11:12 AM

Project Main Street | 30% Design Review

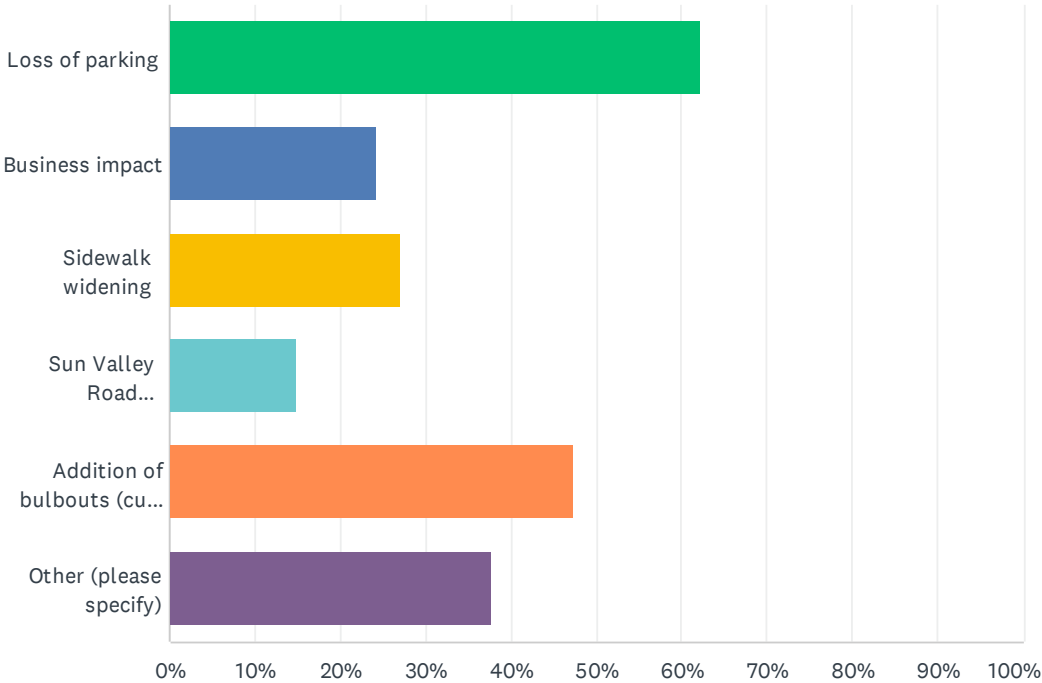
59	52	11/10/2023 11:11 AM
60	0	11/10/2023 10:15 AM
61	100	11/10/2023 9:44 AM
62	98	11/10/2023 9:21 AM
63	19	11/10/2023 9:10 AM
64	68	11/10/2023 9:04 AM
65	49	11/10/2023 8:59 AM
66	0	11/10/2023 8:34 AM
67	93	11/10/2023 8:22 AM
68	68	11/10/2023 8:09 AM
69	93	11/10/2023 7:53 AM
70	1	11/10/2023 7:48 AM
71	26	11/10/2023 7:45 AM
72	94	11/10/2023 7:32 AM
73	52	11/10/2023 7:29 AM
74	70	11/10/2023 7:17 AM
75	31	11/10/2023 7:03 AM
76	100	11/10/2023 6:47 AM
77	23	11/10/2023 6:13 AM
78	17	11/10/2023 4:35 AM
79	96	11/9/2023 10:47 PM
80	55	11/9/2023 10:24 PM
81	50	11/9/2023 10:21 PM
82	31	11/9/2023 10:20 PM
83	49	11/9/2023 10:19 PM
84	73	11/9/2023 10:18 PM
85	72	11/9/2023 10:14 PM
86	39	11/9/2023 10:02 PM
87	18	11/9/2023 10:02 PM
88	48	11/9/2023 10:01 PM
89	57	11/9/2023 9:53 PM
90	70	11/9/2023 9:41 PM
91	29	11/9/2023 9:33 PM
92	100	11/9/2023 9:28 PM
93	15	11/9/2023 9:20 PM
94	68	11/9/2023 9:13 PM
95	49	11/9/2023 9:11 PM
96	74	11/9/2023 6:29 PM

Project Main Street | 30% Design Review

97	100	11/9/2023 5:47 PM
98	59	11/9/2023 5:34 PM
99	64	11/9/2023 5:22 PM
100	50	11/9/2023 4:33 PM
101	96	11/9/2023 4:04 PM
102	98	11/9/2023 4:02 PM
103	85	11/9/2023 3:19 PM
104	71	11/9/2023 2:08 PM
105	75	11/9/2023 12:46 PM
106	76	11/9/2023 12:46 PM
107	100	11/9/2023 12:40 PM
108	75	11/9/2023 12:36 PM
109	98	11/9/2023 12:33 PM
110	51	11/9/2023 12:33 PM
111	97	11/9/2023 12:32 PM
112	98	11/9/2023 12:31 PM
113	51	11/9/2023 11:45 AM
114	100	11/9/2023 11:33 AM
115	3	11/9/2023 9:17 AM
116	0	11/9/2023 8:15 AM
117	37	11/9/2023 7:53 AM
118	45	11/9/2023 7:05 AM
119	46	11/8/2023 9:05 PM
120	50	11/8/2023 8:52 PM
121	27	11/8/2023 8:27 PM
122	37	11/8/2023 8:09 PM
123	50	11/8/2023 7:59 PM
124	23	11/8/2023 7:36 PM
125	48	11/8/2023 6:17 PM
126	7	11/8/2023 6:03 PM
127	33	11/8/2023 6:01 PM
128	50	11/8/2023 5:56 PM
129	3	11/8/2023 5:37 PM

Q3 If you disagree, which aspect(s) of the project concerns you?

Answered: 74 Skipped: 55



ANSWER CHOICES	RESPONSES	
Loss of parking	62.16%	46
Business impact	24.32%	18
Sidewalk widening	27.03%	20
Sun Valley Road intersection's addition of dedicated turn lanes	14.86%	11
Addition of bulbouts (curb extensions)	47.30%	35
Other (please specify)	37.84%	28
Total Respondents: 74		

#	OTHER (PLEASE SPECIFY)	DATE
1	It is important to synchronize the traffic lights in town as well as the proposed traffic light at Serenade south of town.	11/13/2023 11:34 AM
2	Dedicated Employee parking 5 blocks away from main street accessible via public transit	11/13/2023 11:24 AM
3	Narrowing of traffic lanes	11/13/2023 9:56 AM
4	Prioritize people's safety first, cars last.	11/13/2023 9:17 AM
5	None	11/13/2023 8:21 AM
6	Right on red still endangers pedestrians. There should be a 4 way red light, no turns allowed and pedestrian crossing, both perpendicular and diagonal	11/13/2023 8:14 AM

Project Main Street | 30% Design Review

7	Dedicated turn lanes/signals are needed for turning N/S from Main Street at First Street and at Fifth Street	11/13/2023 8:05 AM
8	Just fix the asphalt	11/13/2023 7:42 AM
9	No dedicated bike lanes in this plan	11/13/2023 7:32 AM
10	The appearance of a freeway running through town.	11/13/2023 7:22 AM
11	I have found bulbouts to be more dangerous as cars and trucks have less space to negotiate turns	11/13/2023 7:22 AM
12	I don't believe that Bump outs should be all over the city. I have a great concern of the push to not have parking in the down town core for visitors and local shoppers. Two hour parking should remain. You can't go to the grocery store and run errands grab a coffee with a friend in less than two hours..or go have lunch, Shopping with an elderly person also takes time! There could be a need for 30min parking in front of banks esp when the banks have shut down their drive throughs.	11/12/2023 5:20 PM
13	don't like bulbouts for traffic or pedestrians	11/11/2023 12:07 PM
14	do we really need these bulbouts for pedestrians? more expense and a snowplow nuisance	11/11/2023 12:06 PM
15	6th street "intersection" safety and flow	11/11/2023 8:34 AM
16	Timeline of completion of the project	11/10/2023 1:17 PM
17	The added pedestrian crossing from Backwoods across the street. It seems redundant since not many people use the path around Backwoods.	11/10/2023 1:02 PM
18	Timing	11/10/2023 7:48 AM
19	Not prioritizing efficient vehicle flow over pedestrians and amenities	11/10/2023 7:45 AM
20	We need to maintain two lanes in each direction.	11/9/2023 10:02 PM
21	If you turn Main Street into 2 lanes it will create a terrible bottle neck at 8:30a.m. & 4:00 p.m. just like at the Golden Eagle bridge	11/9/2023 9:53 PM
22	You are over doing & blowing out of proportion what needs to be done making this project that doesn't serve the community. We are a small town. Safety is important, road surface is important but we do not need the Champs-Elysees!! Keep it simple.	11/9/2023 9:20 PM
23	I'd like to be sure that we are prepared for far more walking and biking for transportation. This seems better, but not really for bikes.	11/9/2023 6:29 PM
24	Need to remove more parking on Main Street.	11/9/2023 5:34 PM
25	Parking 25 spaces is a lot of parking. I understand the reasoning for it but there is going to be a grand total with the 1st and WA project, Bariteau project, Marriott project.. to almost 75-?? Spaces Lost. It keeps adding up and it is a concern. The Especially with a property that we have and we have parking for our business but then the public feels like they can park there because there's no parking on the street. We've asked many businesses not to have their clients or others passing our parking lot.	11/9/2023 12:36 PM
26	Curb extensions and sidewalk widening seem unnecessary	11/9/2023 11:45 AM
27	the proposed project is entirely too focused on the automobile and does not grab the opportunity to enhance pedestrian usage, if the three lane option would be demanded by the city we would be able to keep all the Main Street parking, have much wider sidewalks with amenities, have dedicated turn lanes, and facilitate large vehicle right turning movements	11/9/2023 9:17 AM
28	Increasing traffic lanes and infrastructure increases traffic. This is a bandaid solution.	11/8/2023 5:37 PM

Q4 Is there a particular intersection you have design concerns about?

Answered: 58 Skipped: 71

#	RESPONSES	DATE
1	Sun Valley Road and Main Street	11/13/2023 11:34 AM
2	Thank you for taking this project on. The loss of parking is of no concern whatsoever, prioritizing pedestrian safety and multimodal transportation is extremely important.	11/13/2023 11:33 AM
3	N Main/Warm Springs	11/13/2023 11:24 AM
4	Time these lights. Update the intersection so that pedestrians can cross more often. Every day I see jaywalkers because it takes over 2 minutes to wait for your turn to properly cross. It's too cold or too hot most of the year for people to stand on the corner. It's also very dangerous for pedestrians. Please! Normalize this intersection.	11/13/2023 10:38 AM
5	SV and Main--no bulbouts but make ADA compliant. Minimal if any sidewalk widening.	11/13/2023 10:21 AM
6	River Rd when the hotels go up.	11/13/2023 9:56 AM
7	Main & River at south end and at the Y at Warm Springs	11/13/2023 9:50 AM
8	I have concerns about all aspects of the project. Widening sidewalks, adding bulbouts will have negative impacts on the downtown area. The loss of parking spaces and road width are significant negatives.	11/13/2023 9:04 AM
9	Warm Springs and Main	11/13/2023 8:48 AM
10	No	11/13/2023 8:21 AM
11	corner of Main and SV road light needs to be timed with the pedestrian crosswalk and other lights north and south. Traffic does not move efficiently thru that intersection	11/13/2023 8:19 AM
12	Main and SUn Valley road	11/13/2023 8:14 AM
13	Dedicated turn lanes/signals are needed for turning N/S from Main Street at First Street and at Fifth Street to facilitate the movement of traffic through these areas.	11/13/2023 8:05 AM
14	The fork at north end	11/13/2023 7:32 AM
15	No	11/13/2023 7:22 AM
16	SV Rd and Main St.	11/13/2023 7:22 AM
17	I would not like a roundabout at the River Run intersection.	11/13/2023 7:20 AM
18	I am concerned about the intersection with the blinking light. It is very confusing and dangerous. It is the only intersection where I will not cross the road. Please take it out and keep Ketchum safe.	11/13/2023 7:18 AM
19	Looked at slide decks online and wonder why there would be phases? To wait would cost more \$. Why not move forward in one swoop and get the project done in pieces starting at one end of Main and progressing towards Warm Springs (or vice versa)	11/13/2023 6:52 AM
20	All of the intersections need to be reviewed on how traffic can move through and be safe for pedestrians. The crosswalk at the Warm Springs and 6th street needs a blinking pedestrian cross signal.	11/12/2023 5:20 PM
21	I hate the current bulbouts. Not happy with extra lane for warm springs road. Don't need wider sidewalks, need parking.	11/11/2023 7:44 PM
22	worry about bulbouts interaction with traffic, plows/snow, bicycles, etc. Saving 10 ft of crossing distance for extra maintenance and trouble doesn't seem worth it.	11/11/2023 5:40 PM
23	Sun Valley Road	11/11/2023 3:24 PM

Project Main Street | 30% Design Review

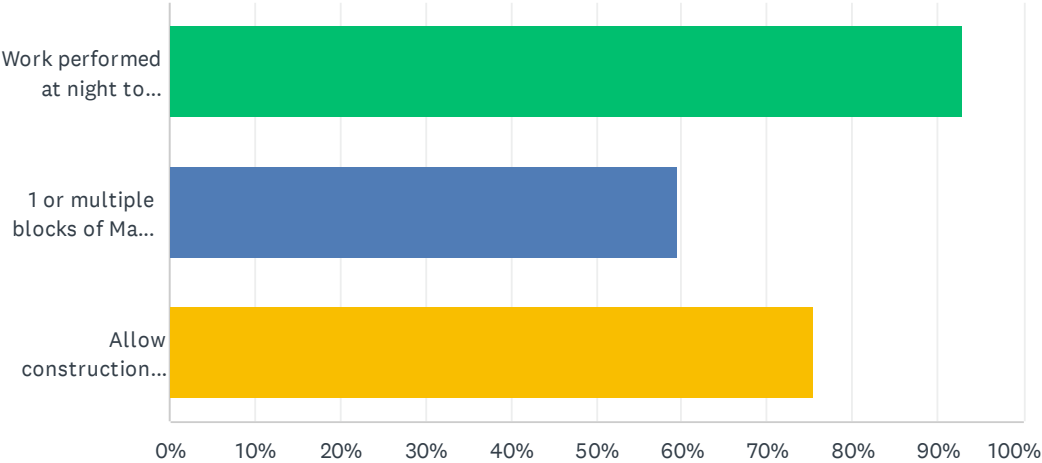
24	No	11/11/2023 12:40 PM
25	north main to Warm springs and bike lane begins to north	11/11/2023 12:07 PM
26	the criss-cross intersection, off of main down to warm springs rd. it's a odd, there IS definitely pedestrian traffic and something needs to be improved. it's dangerous for a pedestrian, and no, they're not going to walk to the next closest cross-walk to get across the street	11/11/2023 12:06 PM
27	Also, 10 street connection to Warm Springs intersection	11/11/2023 8:34 AM
28	How long the turn lane will be on main street at the Sun Valley rd light. From the plans it only looks to be about 3 cars long.	11/10/2023 1:46 PM
29	The only design I question is the improvement of the multi-use path up to the cemetery. That seems like a waste of money. I think a better use if money is how to work on communication for riders on how to safely cross Hwy 75 at Saddle and how they get back on to the bike path. I realize this is not Main Street.	11/10/2023 1:02 PM
30	No	11/10/2023 11:12 AM
31	The flashing crosswalk light is not effective at 5th st. Pedestrians do not wait after pressing the button. It seems the majority of the time, when the lights are flashing the pedestrians are long gone. Also turn off to warmsprings is not efficient nor safe.	11/10/2023 9:44 AM
32	Warm springs at main. N/S bound during high traffic volume. Serious bottleneck.	11/10/2023 9:21 AM
33	Sun valley road/main	11/10/2023 8:34 AM
34	All of them. We need better traffic flow, with synced lights	11/10/2023 7:48 AM
35	All on Main Street need to be synchronized so the increased traffic moves more efficiently. Allowing disruption of car synchronization by the pedestrians crosswalk is not working.	11/10/2023 7:45 AM
36	Main Street and warm springs/ 6th	11/10/2023 7:17 AM
37	Removal of parking	11/10/2023 7:03 AM
38	SV & Main. Summers I have waited for that light to change 3 X's just to continue south (I live at Saddle Road.	11/9/2023 9:53 PM
39	Main and sv road	11/9/2023 9:41 PM
40	The most unique intersection is at the Fork in the road. Nothing really was presented to improve the, just made it more confusing. Keep speed limits 20 mph from Serenade to 10th Street. Add stop sign at Fork for traffic coming from the north into town so they are more aware of the funky flow here.	11/9/2023 9:20 PM
41	How will bicyclists trigger signals upon arrival, especially when no other vehicles are present. Will the main and Sun Valley Road intersection have sensors that will be able to sense the arrival/presence of a bicyclist? Will 6th St. intersection have lights in pavement at pedestrian crossing, or is this not included to make traffic flow through town more efficiently?	11/9/2023 5:47 PM
42	River to 6th.	11/9/2023 5:34 PM
43	Sun Valley Rd & Main	11/9/2023 5:22 PM
44	No	11/9/2023 4:33 PM
45	Main Street & Sun Valley Road	11/9/2023 4:04 PM
46	Sv rd and 6th street	11/9/2023 4:02 PM
47	How does the intersection match up at the River and Main st to the next phase itd does from Elkhorn to River? No merging correct	11/9/2023 12:36 PM
48	Loss of parking on 2nd Street between alley and Main Street.	11/9/2023 12:33 PM
49	Sixth and main is difficult to navigate on a bike. Especially when going north and turning left down to warm springs. I know that in general we are encouraging bikes to use other roads and not main st. but this intersection is unavoidable when going from down town to warm springs, it would be nice to have a good bike route through and not force bikes to ride around to tenth st or cross to Washington and backtrack to warm springs.	11/9/2023 12:32 PM

Project Main Street | 30% Design Review

50	The biggest issue I face that was not addresses was the challenge of walking across main street. The Sun Valley intersection can take way too long, and the new "smart" light seems to add more congestion and confusion. Is there any possibility of a pedestrian bridge or tunnel? Traffic and timing of lights is a main issue as well.	11/9/2023 11:45 AM
51	Main and SV Rd the existing configuration makes it very difficult for large trucks and buses to make a right hand turn, adding a dedicated left turn lane will force vehicles making a right hand turn further to the right exacerbating the current situation, it will be nearly impossible for a tractor trailer rig to make the turn regarding question 5, I support a 24/7 schedule to complete the project in the least amount of time. the block by block approach used on the SV Road project was a disaster, do the entire project in one big push with a very large crew. this will drastically reduce the impact on our downtown business community. Add dedicated staffing to help pedestrians enter and exit Main St businesses safely durning this project.	11/9/2023 9:17 AM
52	SV Road most challenging. You're on the right track. Please remove pedestrian blinking red at 4th. Does not work as intended.	11/9/2023 8:15 AM
53	Please get rid of the pedestrian stop sign at 4th and main and lower speed Limit on warm springs road all the way to ski way to 25 mph	11/9/2023 7:05 AM
54	Main & SV Rd.	11/8/2023 9:05 PM
55	SV road/main intersection	11/8/2023 8:09 PM
56	I have no big concerns and appreciate the challenges with the Warm Springs intersection, especially for bikers. The changes you are proposing looks like it will help some, especially with the add of the sidewalk on the northeast side of the road.	11/8/2023 7:59 PM
57	6th street. Other options should have been considered in more detail and presented to the public. We just approved the roundabout at Lewis Street, so choosing what on paper is the best isn't always the solution. The issue with that intersection has mostly been with tourists not locals. We cannot expect someone visiting for a day/week to figure out the fork's redesign. For the loss of parking; there should be parking compensation done elsewhere. (And free not paid). This is done for wetlands, it should be done for parking.	11/8/2023 7:36 PM
58	Main St and Sun Valley Rd. A lot of pedestrians crossing at the wrong times and tourists being confused about traffic patterns.	11/8/2023 5:37 PM

Q5 In an effort to reduce the overall construction timeline, which of the following construction methods would you support?

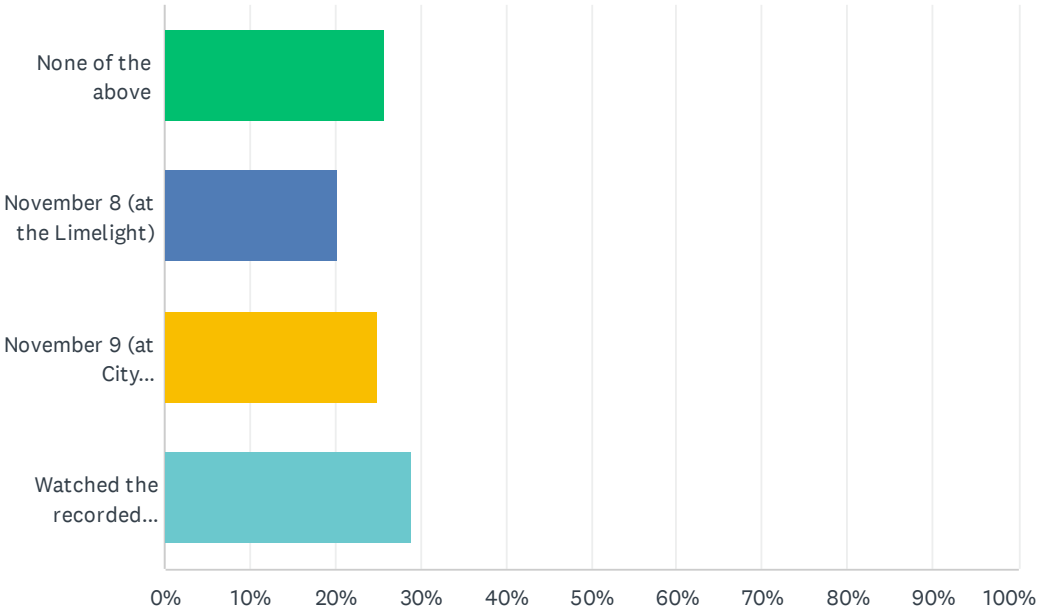
Answered: 126 Skipped: 3



ANSWER CHOICES	RESPONSES
Work performed at night to shorten construction duration.	92.86% 117
1 or multiple blocks of Main Street closed for roadway construction phase. Through traffic could use the parade route and cross traffic could be allowed at certain intersections.	59.52% 75
Allow construction during weekends.	75.40% 95
Total Respondents: 126	

Q6 Which presentation did you attend/view?

Answered: 128 Skipped: 1



ANSWER CHOICES	RESPONSES	
None of the above	25.78%	33
November 8 (at the Limelight)	20.31%	26
November 9 (at City Hall/watched the live webinar)	25.00%	32
Watched the recorded webinar	28.91%	37
TOTAL		128



Draft Budget

*To be distributed via memo on
Monday, November 13 by 12pm
and added here.*

Ketchum Main Street: Project Cost Summary

Date:	November 10, 2023	999 W. Main St
Project name:	Main Street	Suite 1200
Project no:	W3 Y1 8400	Boise, ID 83702
Attention:	Jade Riley/ City Administrator	United States
Company:	City of Ketchum	
Prepared by:	Betsy Roberts	
Copies to:	Ketchum Council KURA	

Jacobs has developed a summary of anticipated costs associated with the Ketchum Main Street project. This project is currently at the preliminary (30% design) phase which means the estimate typically still includes a contingency of up to 30% to account for limited design detail.

The Cooperative Agreement between the City of Ketchum and ITD establishes the responsibilities of both parties to jointly perform design and construction on SH75 between River Street and 10th Street through the City of Ketchum. In the agreement, the State will provide \$500,000 to the City for design fees and \$6.5M for construction. The allocated funds are generally intended to cover the work associated with the rehabilitation of Main Street through Ketchum, including items such as:

1. ITD Roadway Rehabilitation effort:

- Roadway rehabilitation including necessary base material and pavement
- Necessary utility adjustment and drainage improvements or adjustments (we are currently including curb/ gutter replacement as part of the drainage system)
- Improvement of all ADA ramps including the adjacent flatwork at all corners (this includes bulbouts)
- Upgraded traffic related elements:
 - o traffic signals and signal cabinets
 - o pavement marking and traffic signing
 - o intersection illumination

Project costs that will be borne by Ketchum include anything outside of the street and ADA ramp footprint. This has been split into two categories, the first being the Base improvements, which include necessary work to replace infrastructure in poor condition within the sidewalk area. The second category is the Streetscape, which generally includes those elements of improvement that create a sense of place and provide for pedestrian amenities.

2. Ketchum Base effort:

- Sidewalk along mid-block between bulbouts and ADA ramps
- Installation of pedestrian or bicycle improvements such as RRFBs
- Relocation of City utilities to accommodate sidewalk improvements

3. Ketchum Streetscape effort:

- Trees including replacement of existing and new with city standard Silva cell and grates and also includes irrigation and electrical receptacle updates (63% of Streetscape Costs)

Memorandum

- Decorative mid-block pedestrian lights with hanging baskets and associated electrical work (23% of Streetscape Costs)
- Streetscape plantings and planters and associated irrigation work (4% of Streetscape Costs)
- Street furnishings such as benches, trash receptacles and bike racks (5% of Streetscape Costs)
- Wayfinding and interpretive signage (5% of Streetscape Costs)

Per the Cooperative Agreement, the project spans the length of Main Street from River Street to 10th Street. For this reason, we include categories of work called Bid Alternates and Future Phases, identified below:

4. Bid Alternates effort:

- 2nd Street West of Main Street beyond the ITD right of way including sidewalk widening and service ramp improvements
- 5th Street East of Main Street including sidewalk and drainage improvements
- Knob Hill Path - Transformation of sidewalk from 6th Street to the cemetery from sidewalk to attached multiuse path

There are costs associated with the project that will be shared by all the various work efforts. These costs have been split out and allocated to each effort as best understood at this time. These costs are not pulled out separately in the table below but are incorporated into each cost category. The items to be split are shown under Shared Costs.

5. Future Phases effort:

- North of Town Path - Separated multiuse path from cemetery to Saddle Road

Costs associated with future phase efforts will also be shared by all various work efforts as detail in the Bid Alternates effort. Items to be split are detailed in Shared Costs below.

6. Shared Costs:

- Design
- Construction Management and Inspection
- Survey
- Construction Mobilization
- Materials Testing
- Construction Traffic Control
- Construction Contingency

Cost Estimating Notes

As noted at the beginning of this memo, this cost estimate is based on a Preliminary (30% design). This **allows for a 30% construction contingency**. In this case, that comes out to nearly \$2M. The Construction Traffic Control is also being held at a higher percentage of total construction cost than typical due to the nature of the project and the potential for a significant hourly flagging support. The Traffic Control cost is currently at nearly \$1M. It is important to be conservative with the construction cost, early in design. These numbers will become more accurate as the design progresses.

Below is a table summarizing the costs within those cost effort categories. Within the table, the costs have been assigned to the applicable funds.

Memorandum

<i>Funding & Cost Source</i>	<i>ITD</i>	<i>City of Ketchum</i>
DESIGN PHASE		
Available Design Funds	\$500,000	\$175,000
<i>Jacobs & GGLO Design Cost¹</i>	(\$325,000)	(\$175,000)
<i>Net Remaining</i>	<i>\$175,000</i>	<i>\$0</i>
CONSTRUCTION PHASE		
Available Construction Funds	\$6,500,000	\$1,325,000
<i>Jacobs and GGLO Construction Management¹</i>	(\$270,000)	(\$180,000)
<i>Cost Categories</i>		
1-ITD Roadway Rehabilitation	(\$4,890,000)	
2-Ketchum Sidewalk Base effort		(\$870,000 ³)
Construction Contingency (30%) ²	(\$2,000,000)	See note
<i>Design & Construction Net Remaining</i>	<i>(\$485,000)</i>	<i>\$275,000</i>
3-Ketchum Streetscape effort		
Includes Street Trees and sidewalk amenities		(\$1,080,000)
<i>Funding Deficit</i>		<i>(\$805,000)</i>
POTENTIAL PROJECT EXPENSE TOTAL:	\$7,485,000	\$2,130,000
4-Bid Alternates		
2 nd Street Sidewalk (Adjacent Cornerstone Building)		\$200,500
5 th Street A (Main St to Alley – Adjacent Silver Creek Outfitters)		\$207,000
5 th Street B (Alley to Leadville St)		\$250,000
Attached Multiuse path (6 th to 10 th)		\$478,000
<i>(Sum of 4) Subtotal Extras</i>		<i>(\$1,135,500)</i>
<i>Funding Deficit for Phase 3 and 4</i>		<i>(\$1,940,500)</i>
5-Future Phases		
Detached Multiuse path		\$500,000
GRAND TOTAL	\$7,485,000	\$3,765,500

¹ Shared cost split is 60% ITD and 40% Ketchum

² Final Design will have a 10% Construction Contingency

³ Ketchum Water Utility to fund \$250,000 (not included above) to relocate waterline

Note: All construction elements include 30% Construction Contingency, which comes to approximately \$2M. Additionally, nearly \$1M for Traffic Control at this time.



Discussion/Direction

Policy Question #1:

Are there any concerns with the proposed design scope?

Policy question #2:

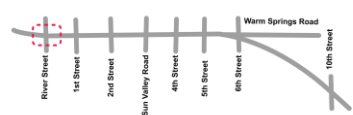
Does the Council and Commission support the draft budget as presented?



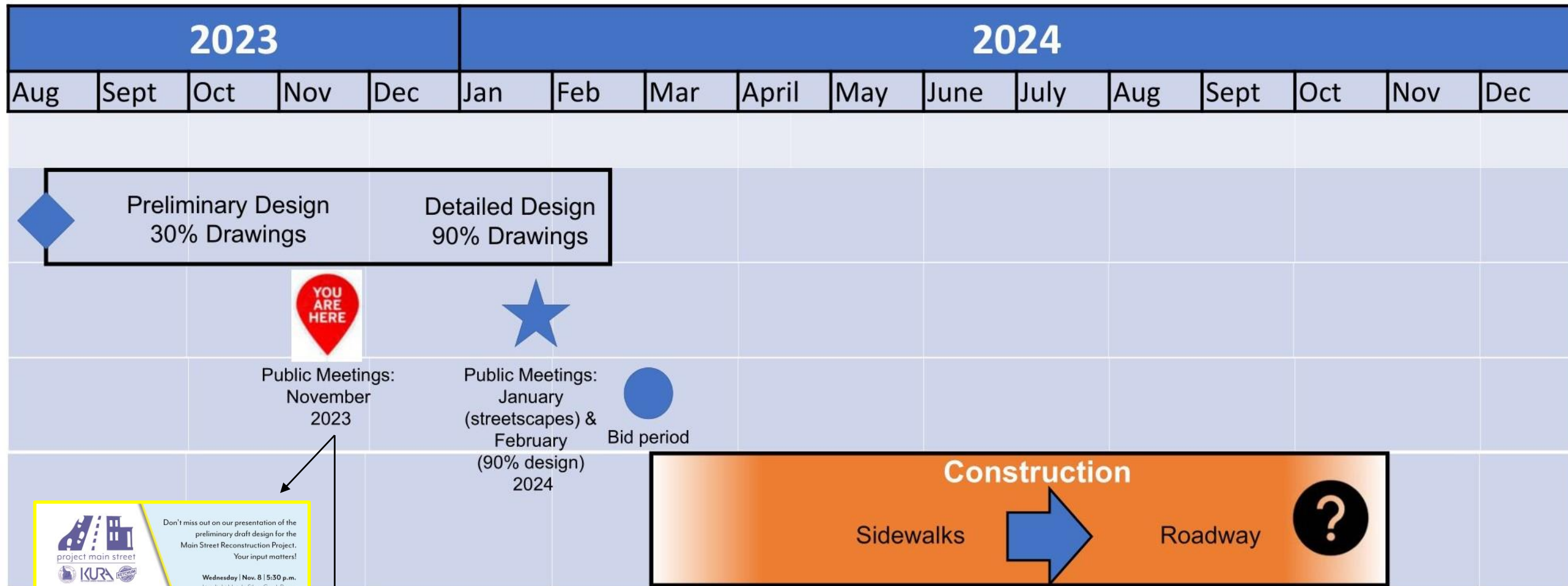
Next Steps

Next Steps:

- Revise scope and budget based on feedback
- Proceed with detailed design
- Public engagement meetings:
 - TBD – Streetscape and bike connectivity
 - February – 90% designs
 - March – Out to bid



Project Schedule





Don't miss out on our presentation of the preliminary draft design for the Main Street Reconstruction Project. Your input matters!

Wednesday | Nov. 8 | 5:30 p.m.
Limelight Hotel - Silver Creek Room
No Host Bar

Thursday | Nov. 9 | 11:30 a.m.
Ketchum City Hall

If you cannot attend, view the November 9th meeting online at [travell.com/main9th](https://www.ketchumidaho.org)

To RSVP, please email:
participate@ketchumidaho.org
Refreshments will be provided

Tonight – Monday, November 13