Traffic Authority Meeting 9/19/24

Downtown Core Stop Sign Study

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

Figure 1. Study Area

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

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

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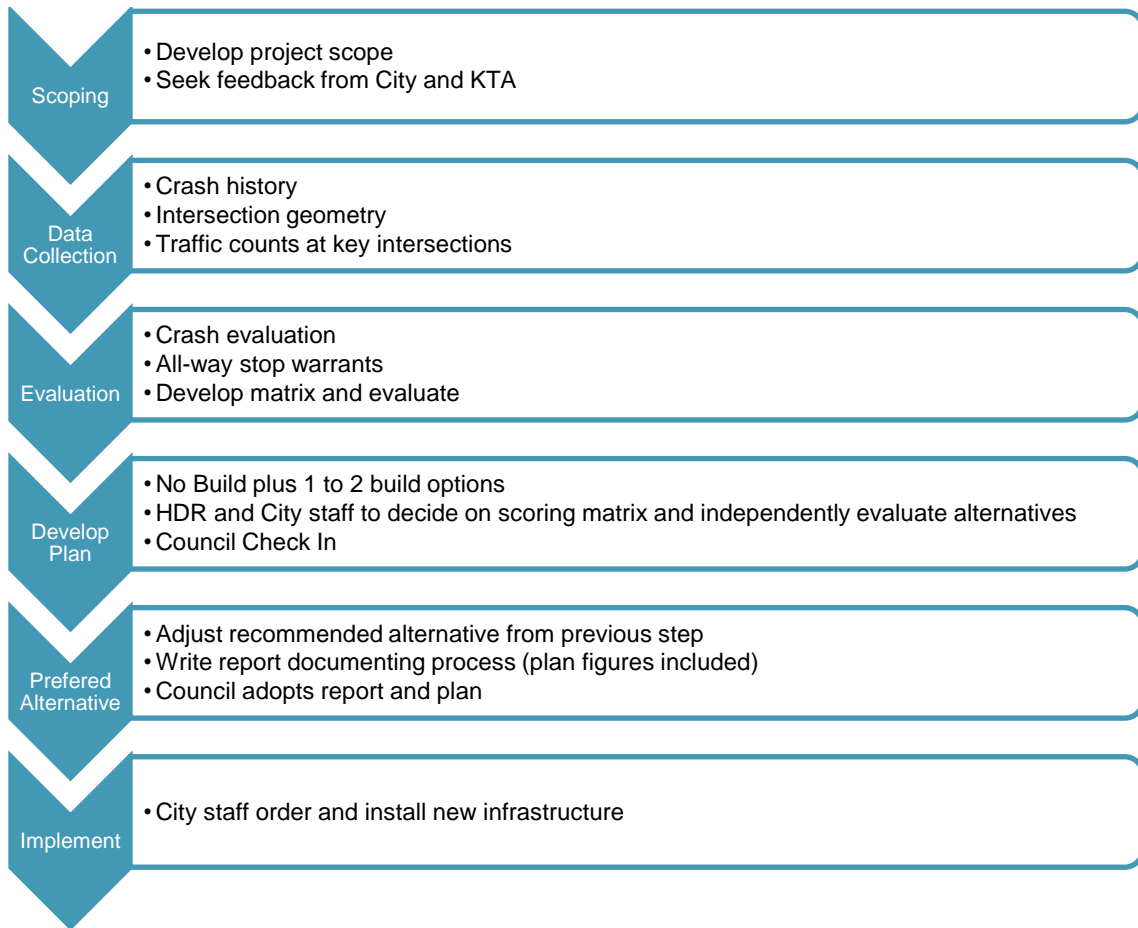- Report documenting process and recommendations.

| Scoping | • Develop project scope
• Seek feedback from City and KTA |

| Data Collection | • Crash history
• Intersection geometry
• Traffic counts at key intersections |

| Evaluation | • Crash evaluation
• All-way stop warrants
• Develop matrix and evaluate |

| Develop Plan | • No Build plus 1 to 2 build options
• HDR and City staff to decide on scoring matrix and independently evaluate alternatives
• Council Check In |

| Prefered Alternative | • Adjust recommended alternative from previous step
• Write report documenting process (plan figures included)
• Council adopts report and plan |

| Implement | • City staff order and install new infrastructure |

Figure 2. Project Outline

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

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