



City of Ketchum

CITY COUNCIL MEETING AGENDA MEMO

Meeting Date: Staff Member/Dept:

Agenda Item:

Recommended Motion:

"I move to approve City staff to solicit public feedback on the bike and pedestrian network options presented"

Reasons for Recommendation:

- Prior adopted master plans for the City of Ketchum consistently mention the lack of bicycle facilities and the need to create a safe and connected bicycle network through downtown
- *Cohesive Ketchum* states "A safe and comprehensive network of pedestrian and bicycle facilities that connects local and regional destinations."
- This Bike Network Study looks at ways to provide dedicated, protected bicycle facilities through Downtown that can accommodate a larger percentage of riders and create a truly connected, all-ages network.
- Areas and Concepts Explored:
 - Parking Impacts
 - 4th Street Corridor
 - Leadville Ave
 - Washington Ave
 - 2nd Ave
 - Neighborhood Connections

Policy Analysis and Background (non-consent items only):

Sustainability Impact:

Financial Impact:

None OR Adequate funds exist in account:

Attachments:

- | |
|--|
| 1. Downtown Ketchum Bike Network Study |
| |
| |

CITY OF KETCHUM

Downtown Ketchum Bike Network Study

November 19, 2025

Jacobs
GGLO

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PUBLIC INVOLVEMENT

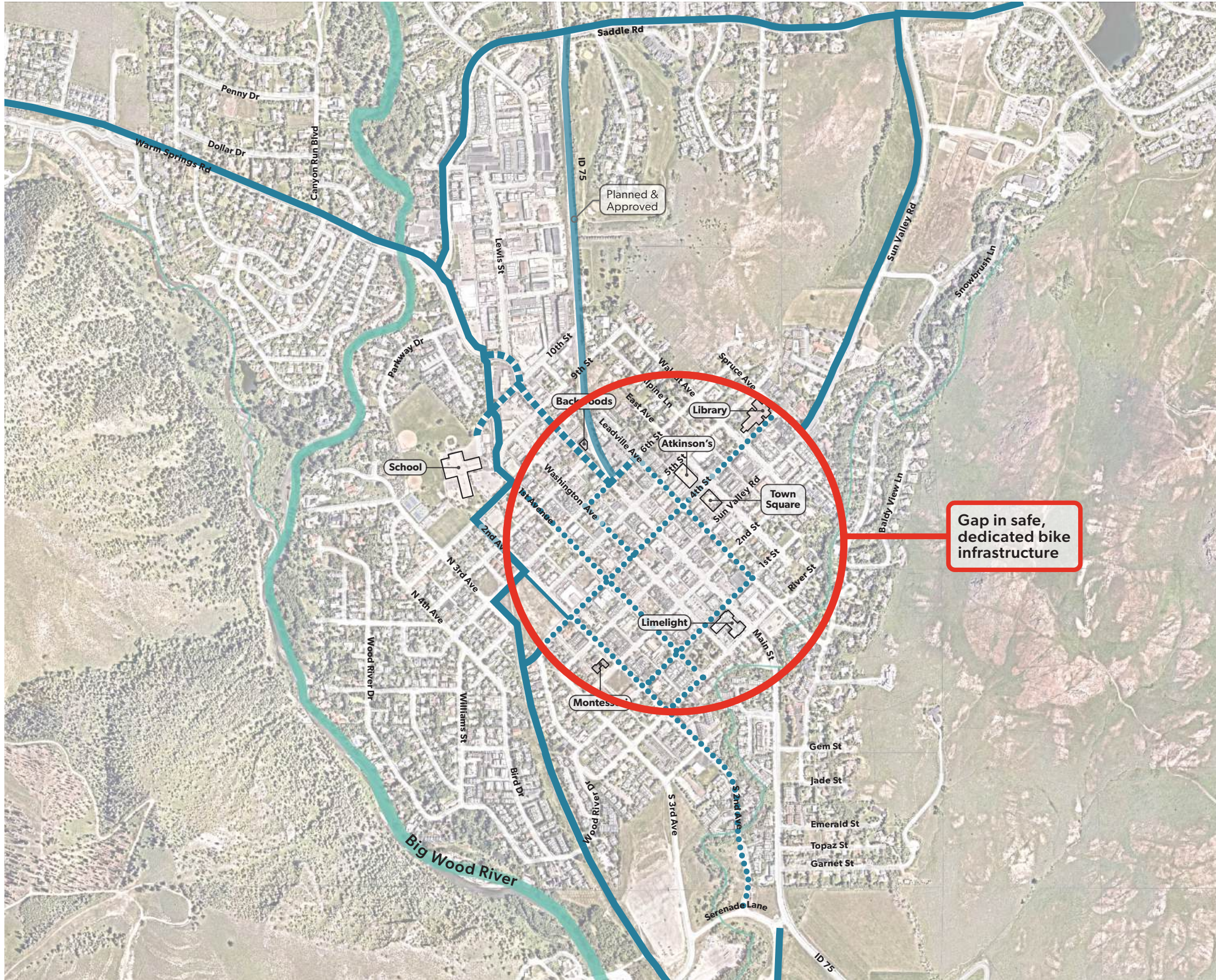
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Introduction





Existing Bike Network

LEGEND

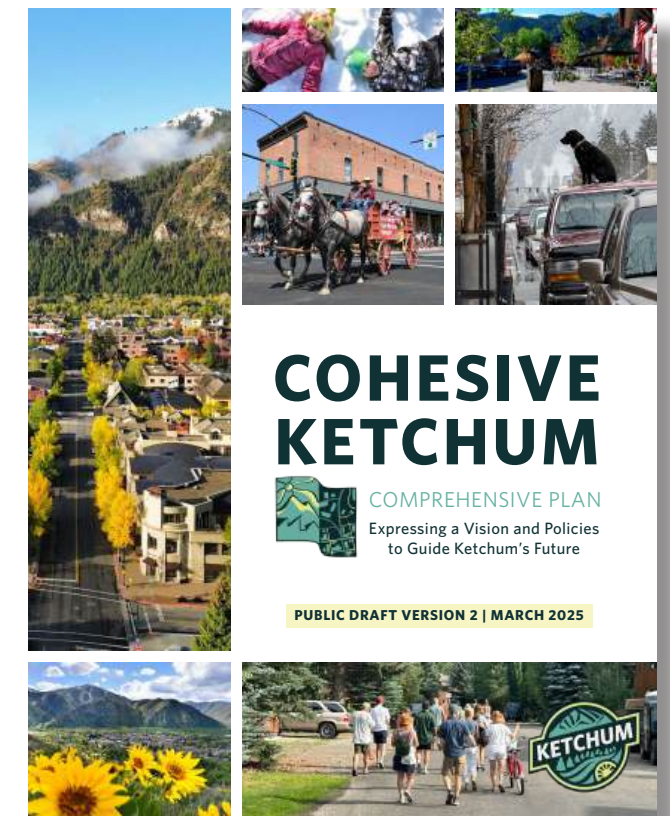
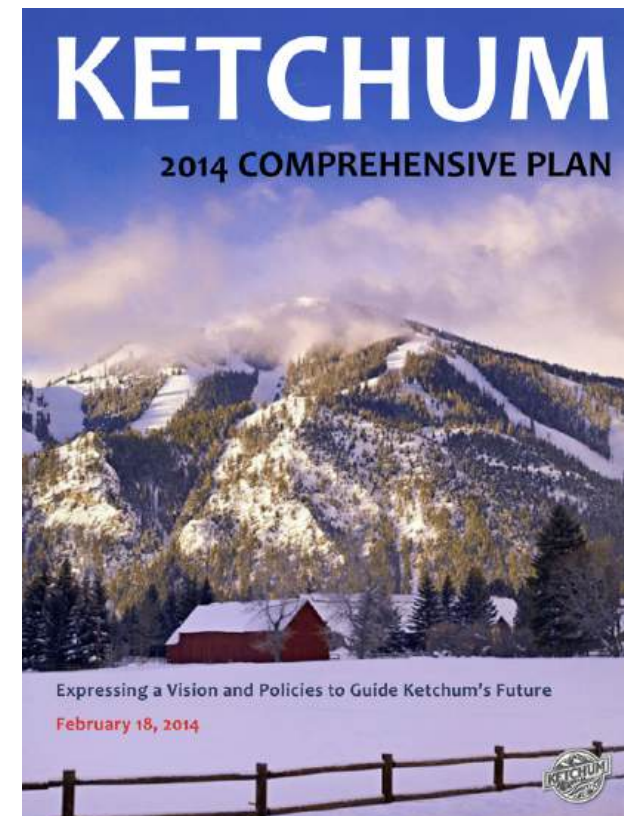
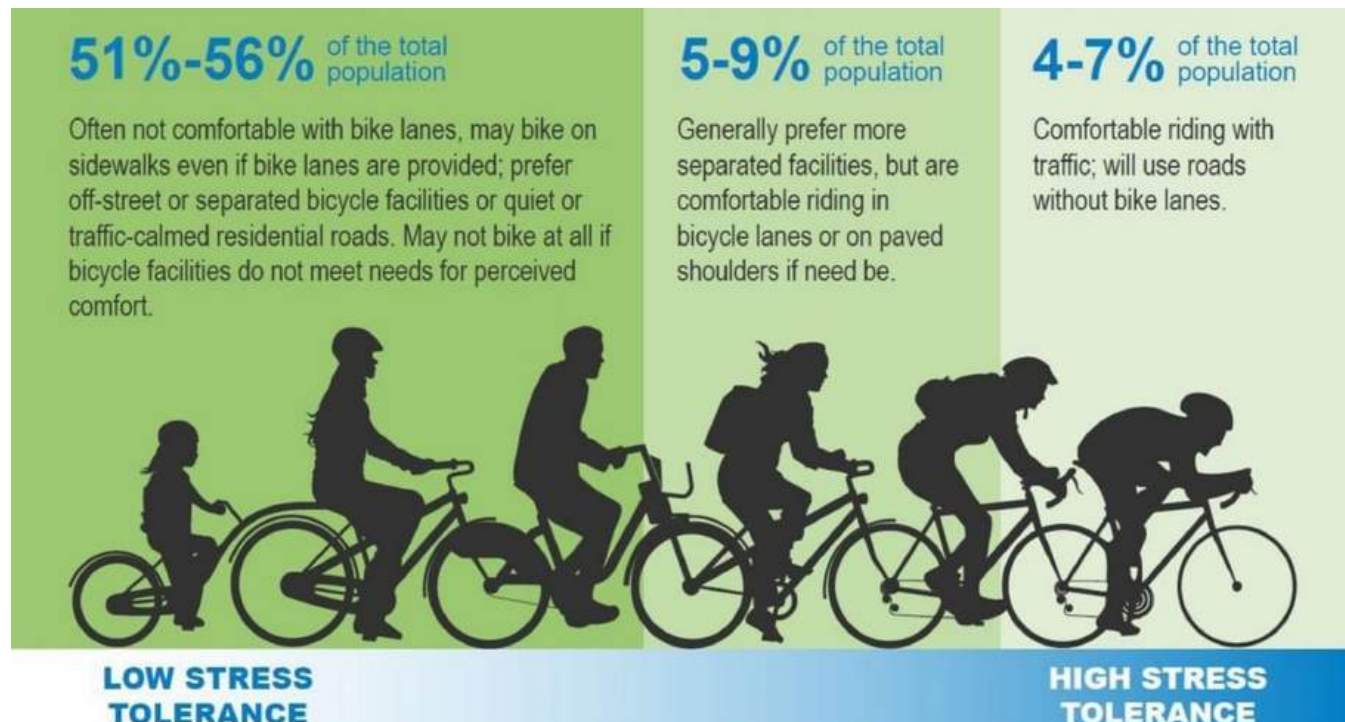
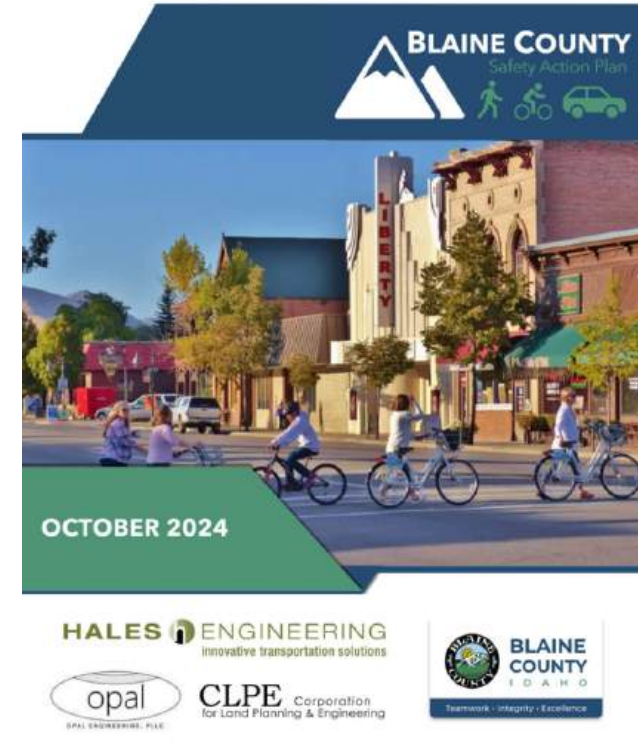
- EXISTING
- Protected Bike Path
 - Separated Bike Lane
 - Shared Travel Lane (Sharrows)

Project Background

Prior adopted master plans for the City of Ketchum consistently mention the lack of bicycle facilities and the need to create a safe and connected Bicycle network through downtown. A goal outlined in the "Connected Transportation Network" chapter of *Cohesive Ketchum* is "A safe and comprehensive network of pedestrian and bicycle facilities that connects local and regional destinations."

Many of the existing bicycle facilities in Downtown are sharrowed travel lanes that mix vehicle and bicycle traffic. As depicted in the graphic below, this type of shared facility only accommodates the top 4-7% of riders that feel comfortable riding with traffic in shared travel lanes.

This Bike Network Study looks at ways to provide dedicated, protected bicycle facilities through Downtown that can accommodate a larger percentage of riders and create a truly connected, all-ages network.



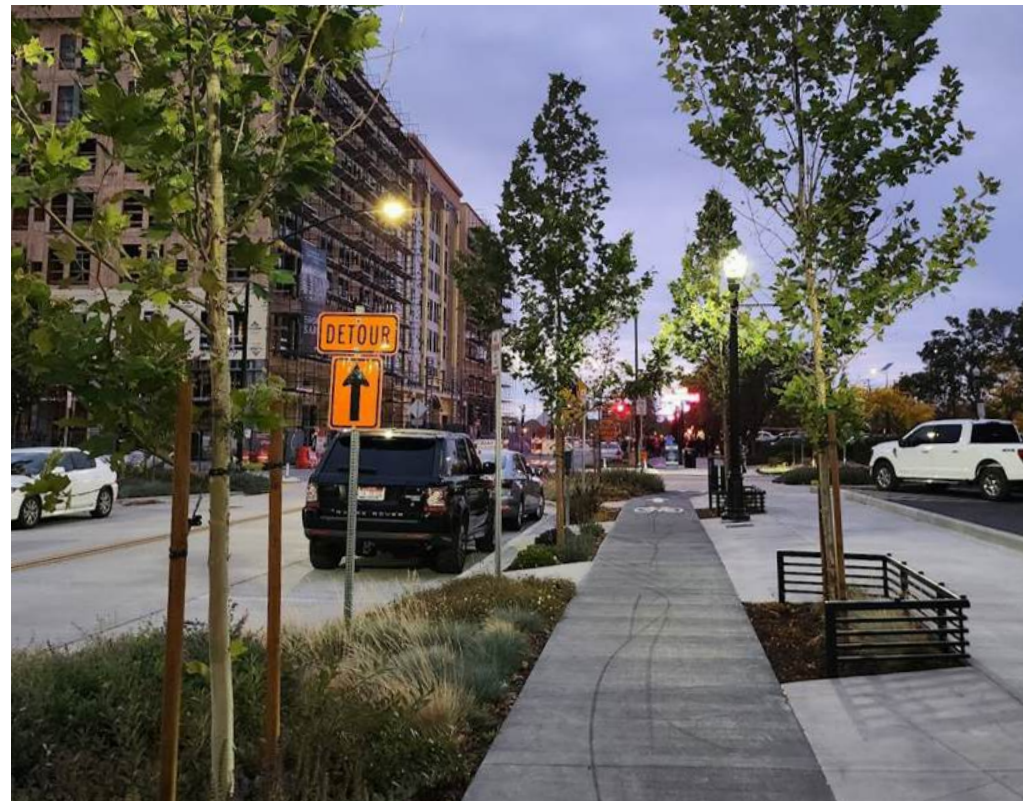


PROTECTED bike lane at sidewalk level River St | Hailey, ID



BUFFERED bike lane at street level Snow King Ave | Jackson, WY

Downtown Bike Lane Examples



PROTECTED bike lane at sidewalk level with native planting buffer Grove St | Boise, ID



PROTECTED bike lane at sidewalk level transitioning to street level at intersection Main St | Pullman, WA

Project Support

USER COMFORT & SAFETY

People feel safe riding in protected lanes and people traveling by car or foot also support building more protected lanes to separate bicycles and automobiles.

— Monsere, C., et al., 2014, *Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.*

This study found the following with respect to protected bike facilities:

Increased Ridership: Ridership increases significantly (72% on average) where there are protected facilities.

Feels Safer: Cyclists feel safer on protected facilities.

Is Safer: In 144 hours of video analyzed for safety, with 12,900 bicycles through the intersections, no collisions were observed.

Physical Barriers Increase Likelihood of Biking: People classified as “interested but concerned” in cycling had the highest perception of improved safety. This group, often the target of cycling-promotion efforts, indicated overwhelming support for separating bikes from cars. Of the “interested but concerned,” 85 percent of respondents indicated they would be more likely to cycle if a barrier separated cars and bikes.

Drivers’ Perception: Drivers thought traffic became more predictable and that fewer bicycles were mixed with motor-vehicle traffic. Most drivers said congestion and drive time

didn’t change; among those who did, more people thought it got worse than better. A large minority thought parking got worse, even at sites where the number of spots stayed the same or increased.

Overall Support: Overall, large majorities of all road users supported adding more protected lanes. Of people living near protected bike lanes, 76 percent support adding the lanes in additional locations, whether they use them or not.

Intuitive Infrastructure: Researchers found that people understand how to use the new protected lanes and what to do at intersections.

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Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S.

Christopher Monsere
Portland State University, monsere@pdx.edu

Jennifer Dill
Portland State University, jdill@pdx.edu

Nathan McNeil
Portland State University

Kelly J. Clifton
Portland State University

Nick Foster
Portland State University

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Citation Details
Monsere, Christopher, Jennifer Dill, Nathan McNeil, Kelly J. Clifton, Nick Foster, Tara Goddard, Mathew Berkow, Joe Gilpin, Kim Voros, Drusilla van Hengel, and Jamie Parks. Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S. NITC-RR-583. Portland, OR: Transportation Research and Education Center (TREC), 2014. <http://dx.doi.org/10.15760/trec.115>

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ECONOMIC IMPACTS

Economic impacts on local businesses of investments in bicycle and pedestrian infrastructure: a review of the evidence

— Jamey M. B. Volker & Susan Handy (2021), *Transport Reviews*

Local officials in North America frequently face opposition to new or expanded bicycle or pedestrian facilities. The most vocal opponents are usually motorists and local business owners who fear that the removal of or reductions in vehicular parking or travel lanes will reduce patronage from motorists and that any increased patronage from pedestrians or cyclists will not offset the lost revenues.

Taken together, the studies indicate that creating or improving active travel facilities generally has positive or non-significant economic impacts on retail and food service businesses abutting or within a short distance of the facilities, though bicycle facilities might have negative economic effects on auto-centric businesses.

The results are similar regardless of whether vehicular parking or travel lanes are removed or reduced to make room for the active travel facilities.

Transport Reviews

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Economic impacts on local businesses of investments in bicycle and pedestrian infrastructure: a review of the evidence

Jamey M. B. Volker & Susan Handy

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Safety & Crash Data

As presented by Josh Gibbons and Joseph Browning of Hales Engineering on June 3, 2024 at the Ketchum City Council Update for the Blaine County Safety Action Plan

Leadership Commitment & Goal Setting

- The County Board of Commissioners adopted a resolution stating a goal of zero roadway fatalities and serious injuries.
 - This is one criteria that allows the County and Cities to apply for federal funds to implement the projects proposed in this Safety Action Plan

Safety Analysis

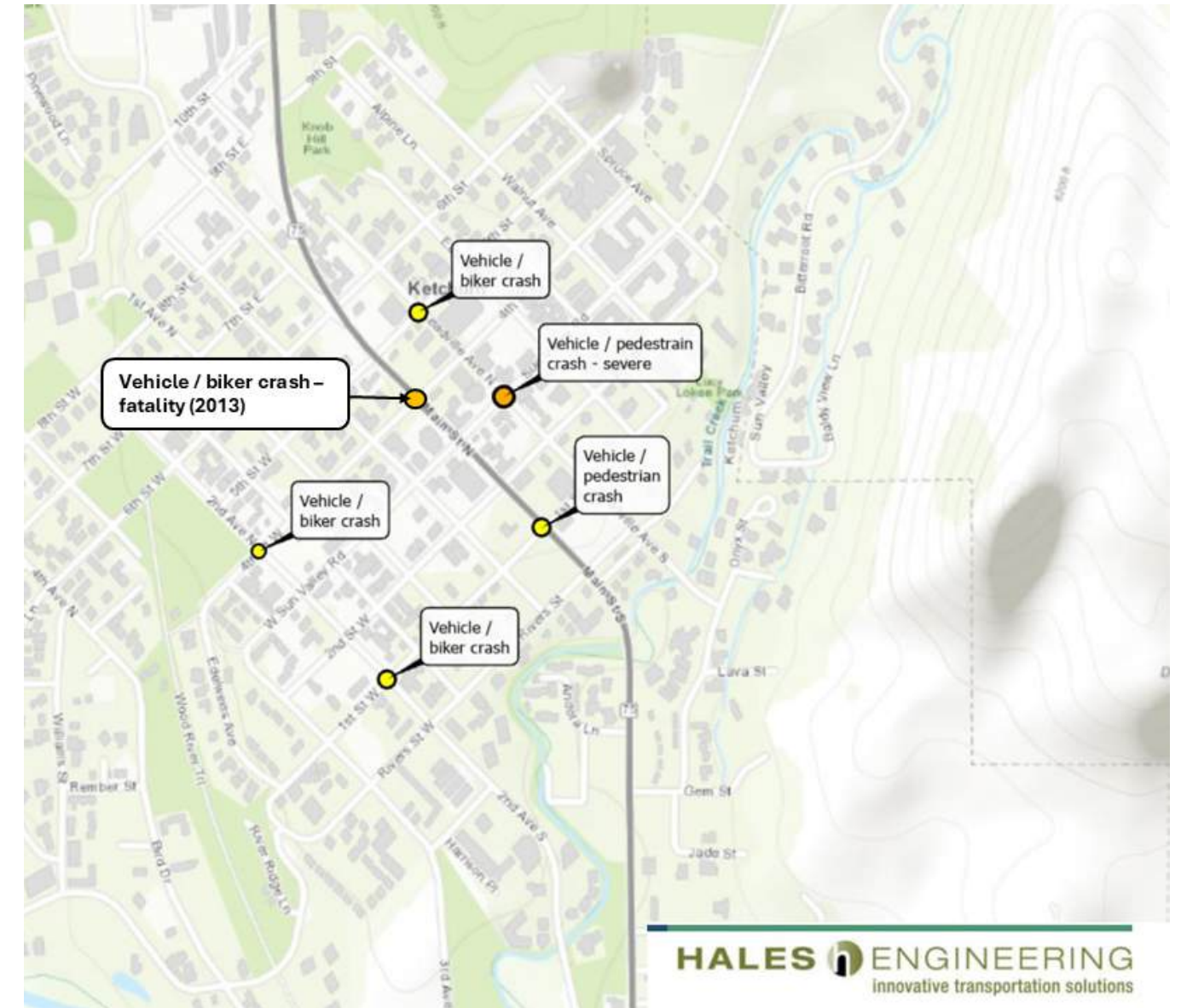
- City statistics (2018-2022):



Crashes per Year



Crash Locations (Downtown Focus)



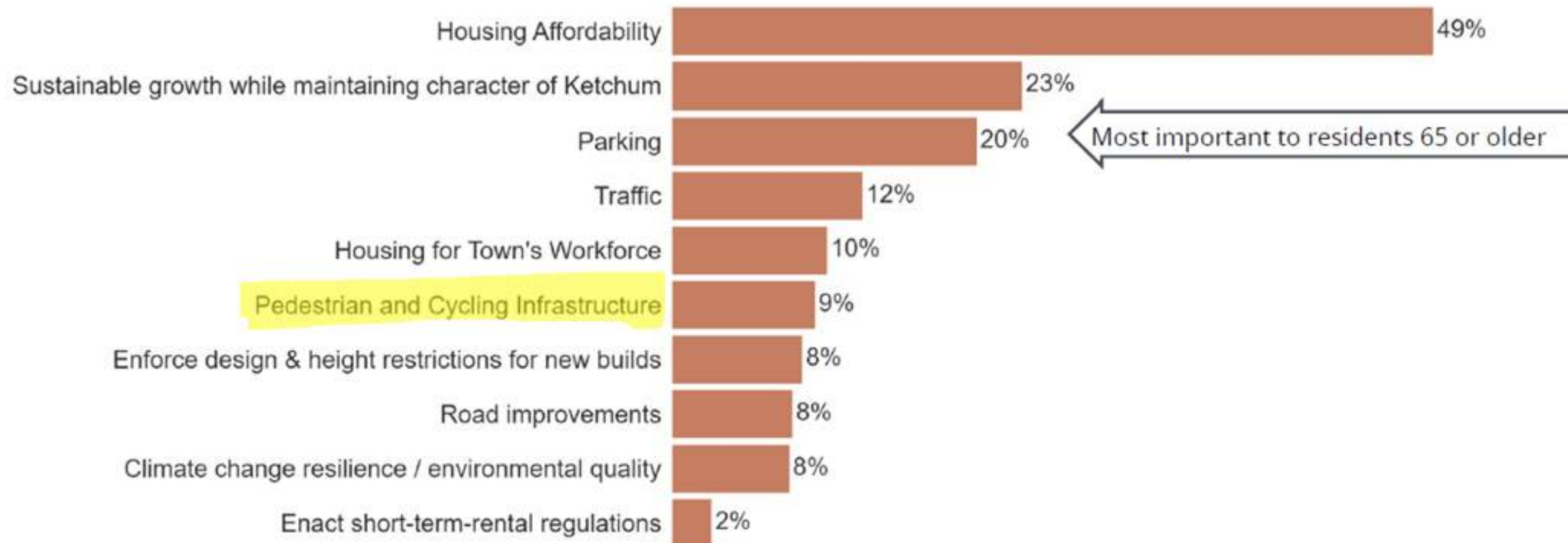
2024 Community Survey Findings



Most Important Issues Facing Ketchum Residents

#1 Issue: Affordability of housing - This is particularly important to residents under 45.
#2 Issue: Preserving the character of Ketchum - Many residents mentioned both housing affordability **AND** preservation of Ketchum's character as their top two concerns.

What are the two most important issues for the City of Ketchum to address over the next two years?
[Coded responses from open ended question]



Project Goal

Complete an all-ages bicycle network throughout Ketchum

Objectives

Define a family-friendly bike network through Downtown

Design an intuitive, safe, and enjoyable bike network that accommodates users of all ages and abilities

Connect bike network to the regional trail system

Enhance connectivity between Downtown Ketchum, the Sun Valley Trail, and the Wood River Trail

Connect bike network to downtown neighborhoods

Connect the current gaps between West Ketchum, the Gem Streets, and Warm Springs to Downtown

Provide low stress north/south alternative bike route to Main Street

Leverage the avenues with a focus on Washington Ave. and Leadville Ave

Create a consistent and quality bike network experience

Make the path appealing and attractive to users with plantings, trees, lighting, and site furnishings

Maintain existing parking

No net loss of parking in Downtown. In some cases, relocation of parking is acceptable if it remains within one block

Public Outreach



Public Outreach

DOWNTOWN BICYCLE COMMITTEE

For this study, the project team assembled a downtown bicycle committee comprised of downtown business owners, and resident cyclists representing a variety of ages and rider skill levels. The committee met three times over the course of the study to help determine goals and inform the development of the proposed network.

Bicycle Committee Initial Discussion: An initial kick-off discussion was held in Q2 2024.

Bicycle Committee Workshop 01: A workshop with members of the bike committee was held on December 18, 2024 to determine **goals & alternatives**.

Bicycle Committee Workshop 02: A workshop with members of the bike committee was held on January 14, 2025 to approve the **goals** and inform the **Draft Network Plan**. 38 people were in attendance. Results from a live survey conducted during the workshop are included in this chapter.

SUMMARY OF FEEDBACK

Target of no net loss of parking Downtown

May need to shift a few parking stalls within the same 1-2 block area (gain at 4th, reduction at Leadville)

4th Street = highest priority

Convert to 1-way west bound creating space to add 2-way bike path
– Potential for net gain in parking

Washington Avenue = next priority

Convert to 1-way south bound creating space to add 2-way bike path
– Study restriping for possibility to gain parking stalls

Leadville Avenue = next priority

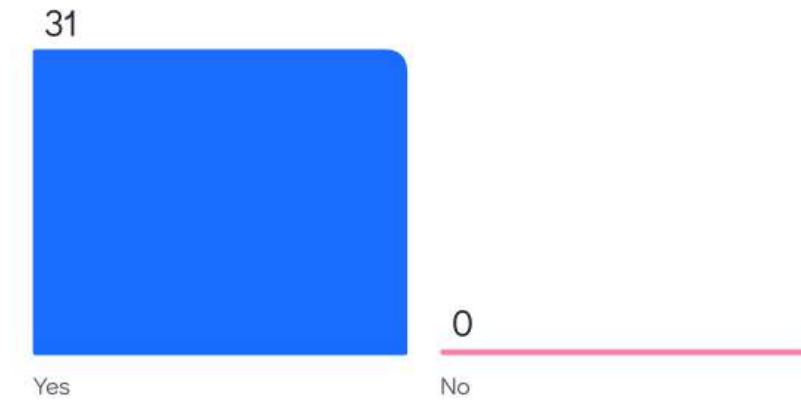
Convert to 1-way north bound creating space to add 2-way bike path
– Limited space between SV Road and 4th block may require some loss in parallel parking

Pilot program to test benefits of 1-way on 4th, Washington & Leadville before fully committing

Per feedback from Police & Fire, 4th, Washington & Leadville are problematic, effectively 1-way already

WORKSHOP 02 RESULTS

Do you understand the objectives?

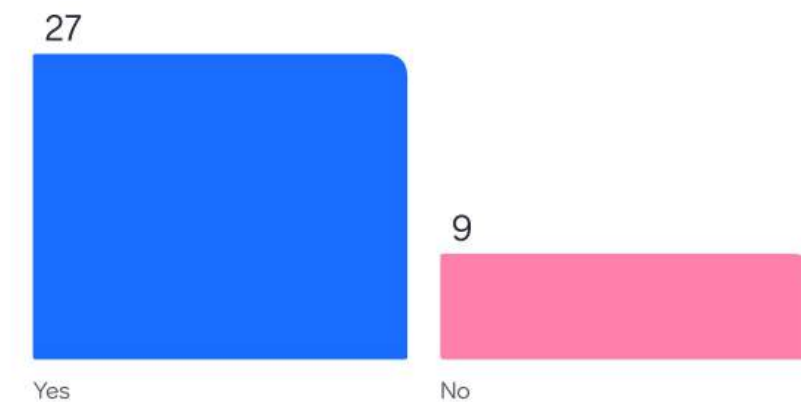


Mentimeter



Mentimeter

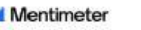
Do you support the objectives?





Anything missing?

No.	No	One way streets	Minimizing impacts on business
Impact on businesses	We need to participate and then weigh-in	No	Safety improvements to warm spring bike path



Anything missing?

Wayfinding Trail creek bridge continuity	Based on your survey 9% seems low. Aren't there bigger priorities?	Winter maintenance plan and budget Timeline for completion Safety regulations	Great objectives! If this moves forward, it sounds like there's an emphasis on improved safety.
Safe crossings on Main Street... not at sv road	Impact on 4th street	Yes! Can the City incorporate access to the transit system, alongside the regional trail system, as a project objective? This is key to long term impact/road safety goals	Warm springs safety improvements



Anything missing?

We don't know the full impacts yet so this is hard to answer.	Is there discussion about different streets being used in lieu of Washington and Leadville. Also closing off access to second from serenade and going up third?	Biking will help with businesses and will increase traffic more than adding parking spaces	Highlighting that there hasn't been any bike/ped infrastructure creation in 25-30 plus years.
I cant say I support it without knowing the details. Details do matter.	Understanding how we can bike in winter and part of slack	Parking and traffic planning with bike lanes How will traffic move? Today and ten years from now Peak and off peak	Ver y concerned about availability of parking for businesses along the impacted corridors



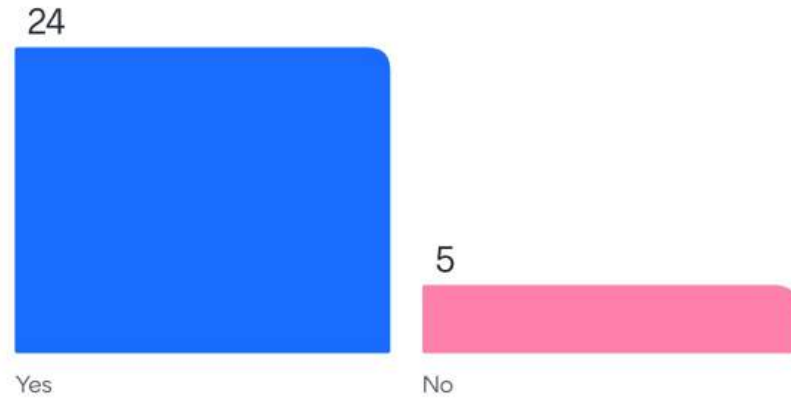
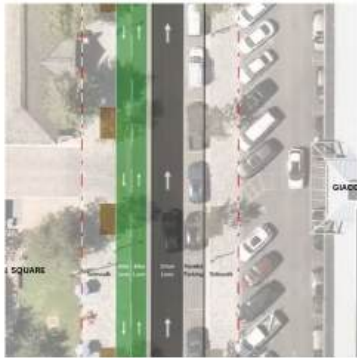
Anything missing?

I second the warm springs bike path safety concerns.	More info on one-way parking and its effects on business	What is the plan for 4th st crossing when hwy will be closed again	Warm springs bike path safety improvements
Education to adults and kids in the valley	What happens in the winter when it's too cold or icy to bike? How does impact the need for sidewalk repair currently	Realistically, what influence do the results from this meeting have on the council decision	What does moving parking around within a proximity mean? One block? Two blocks? Five blocks? Twenty feet? Sidewalks are dark and icy in the winter You can't move very far



Mentimeter

Do you support 4th Street as the east-west connection?



Mentimeter

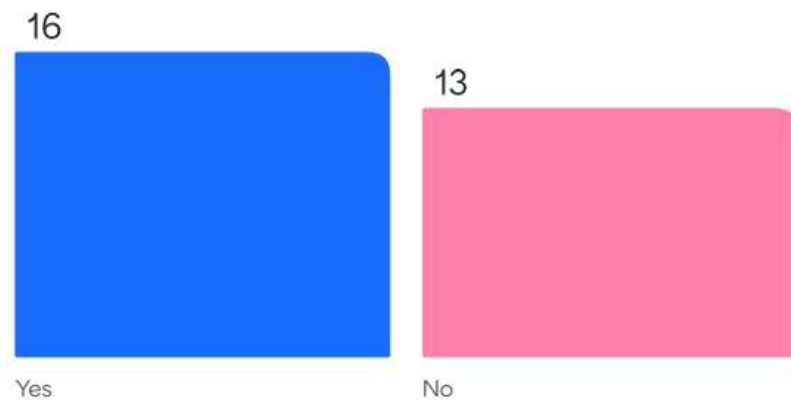
Did we miss anything on the neighborhood connections?

No.	No	Yes. What is the impact to Gem Streets?	No
Yes. Fond less traveled streets w fewer cars and businesses	No	no	No



Mentimeter

Do you support Leadville and Washington as the north-south connections?



Mentimeter

Did we miss anything on the neighborhood connections?

More details on the gem neighborhood	If children is our concern from Hemingway school to the library then let's focus on that.	Yes, use South Third instead of Washington and Leadville	I would look at non-business-occupied streets
Our businesses are not being considered.	Would be nice to get a pathway into the gem streets neighborhood	There may be value in talking with local law enforcement. They're more familiar with traffic flow and pedestrian traffic than most of the Community.	No





Did we miss anything on the neighborhood connections?

- Has the idea of closing 4th street to become a full bike lane east west been discussed
- There is a dire need for relatively minor improvements along the existing network and neighborhood connections.
- Gem Street neighborhood highway interface
- Only for winter bikers who get hosed by cars & plowing for cars that impacts the bikability for weeks with frozen ice chunks on the bike ways.
- We have had to deal with constructions for several years and now this.
- How about different north and south routes, one block to the east of Washington and one block east of Leadville.
- Safely crossing Main Street both East & West is going to be a challenge, especially for our youth.
- Making sure there are connections to/from school and bus stops

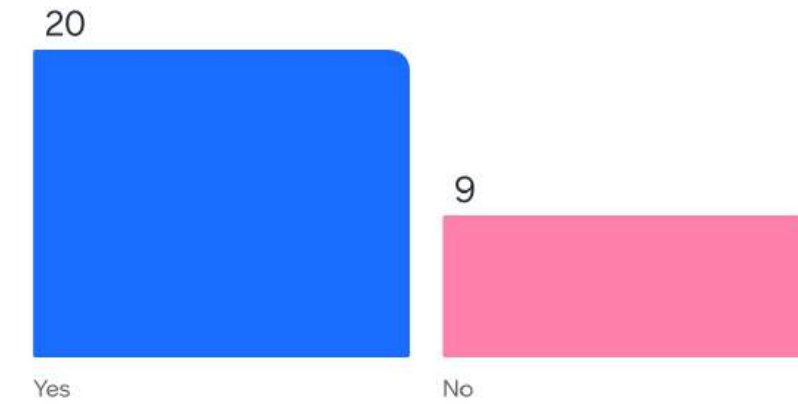


Did we miss anything on the neighborhood connections?

- Consider the fastest growing population is 65+. I'm not a senior citizen, but important to consider.



Would you support a time-limited PILOT to test the concept(s)?



Specialty Concepts

2nd Ave

Washington Ave

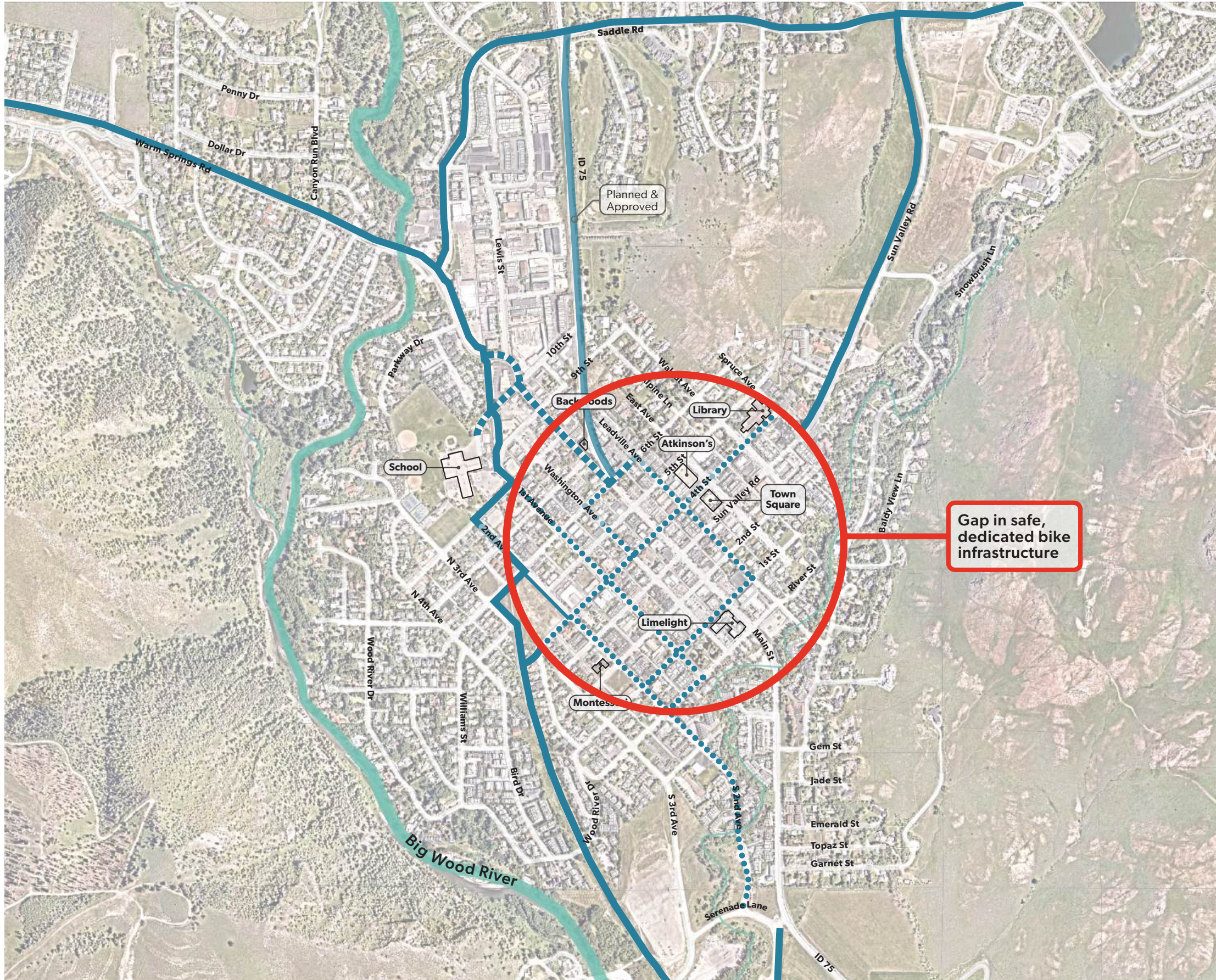
Leadville Ave

4th St



Draft Plans

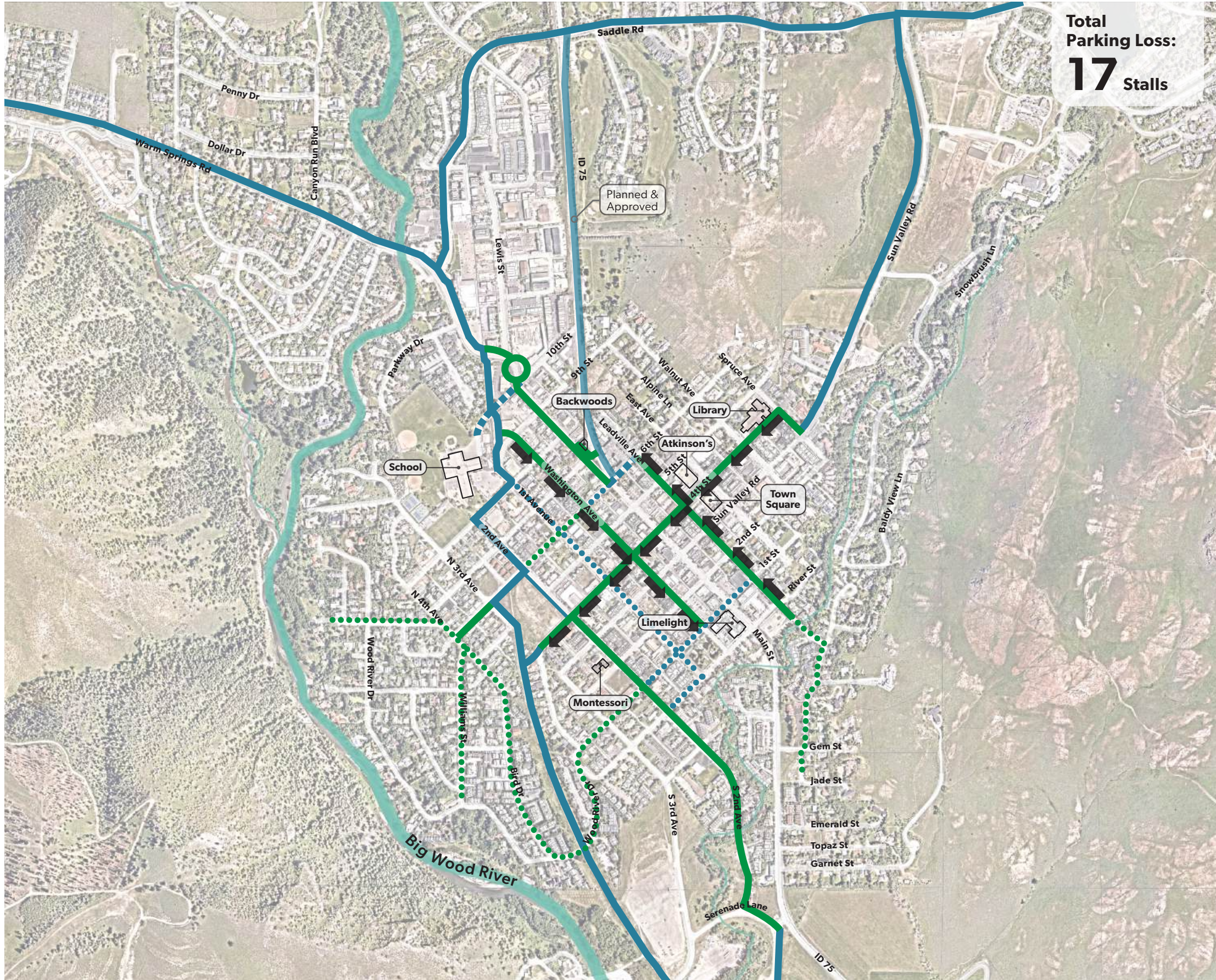
focus on **Overall Network**



Existing Bike Network

LEGEND

- EXISTING
- Protected Bike Path
 - Separated Bike Lane
 - Shared Travel Lane



Proposed Network Option A

Removes a vehicle lane to accommodate two-way cycletrack, but minimizes parking loss

Option A creates a complete network by converting three downtown streets (Washington, Leadville, and 4th St) into one-way streets for vehicular traffic, allowing the conversion of one of the vehicle lanes on each of these streets into a two-way bicycle path. This allows for the preservation of on-street parking and minimizes parking loss.

LEGEND

EXISTING

- Protected Bike Path
- Separated Bike Lane
- Shared Travel Lane

PROPOSED

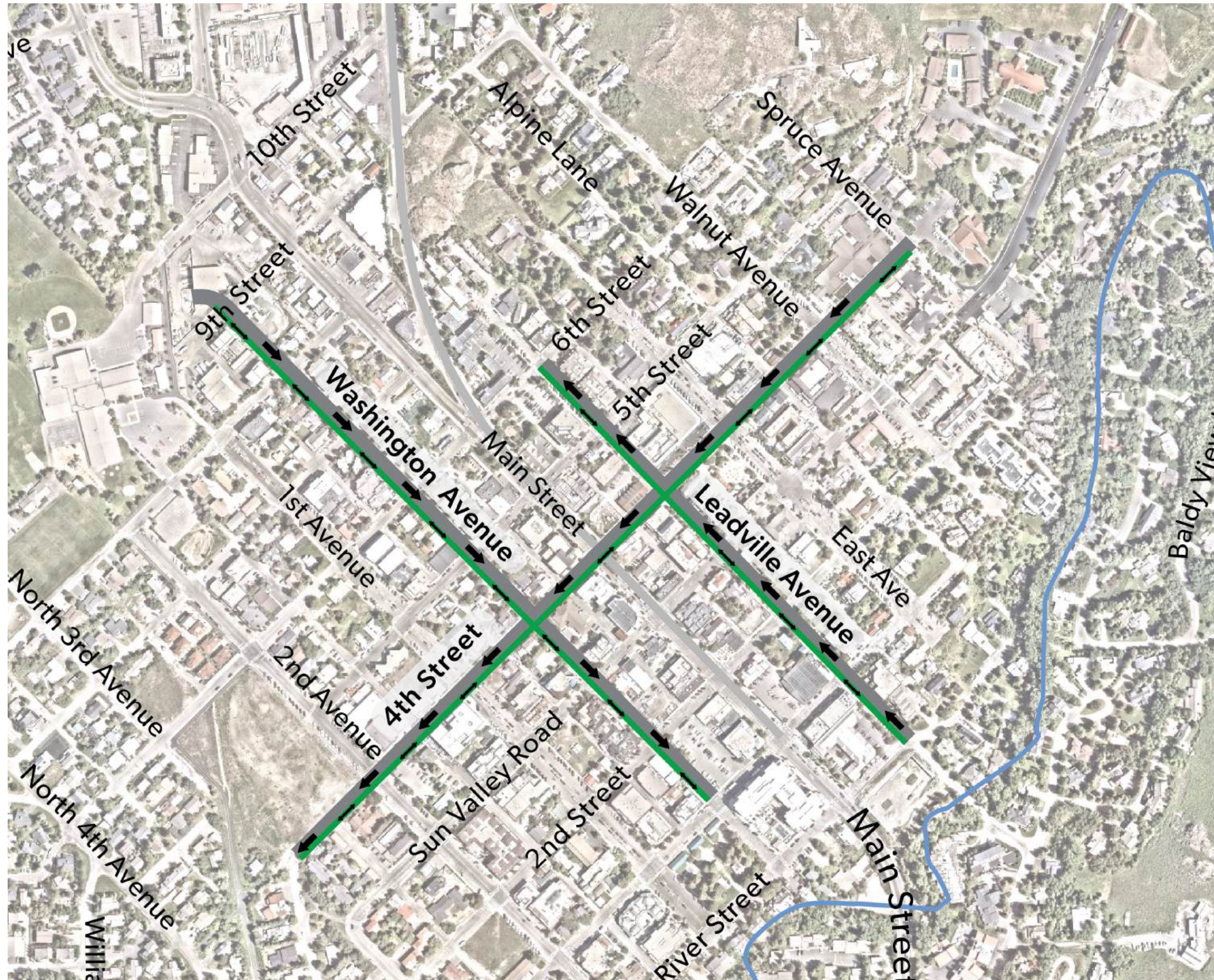
- Protected Bike Path
- Separated Bike Lane
- Shared Travel Lane
- Street with One-Way Vehicular Travel

PROS

- + Minimizes parking loss




CONS

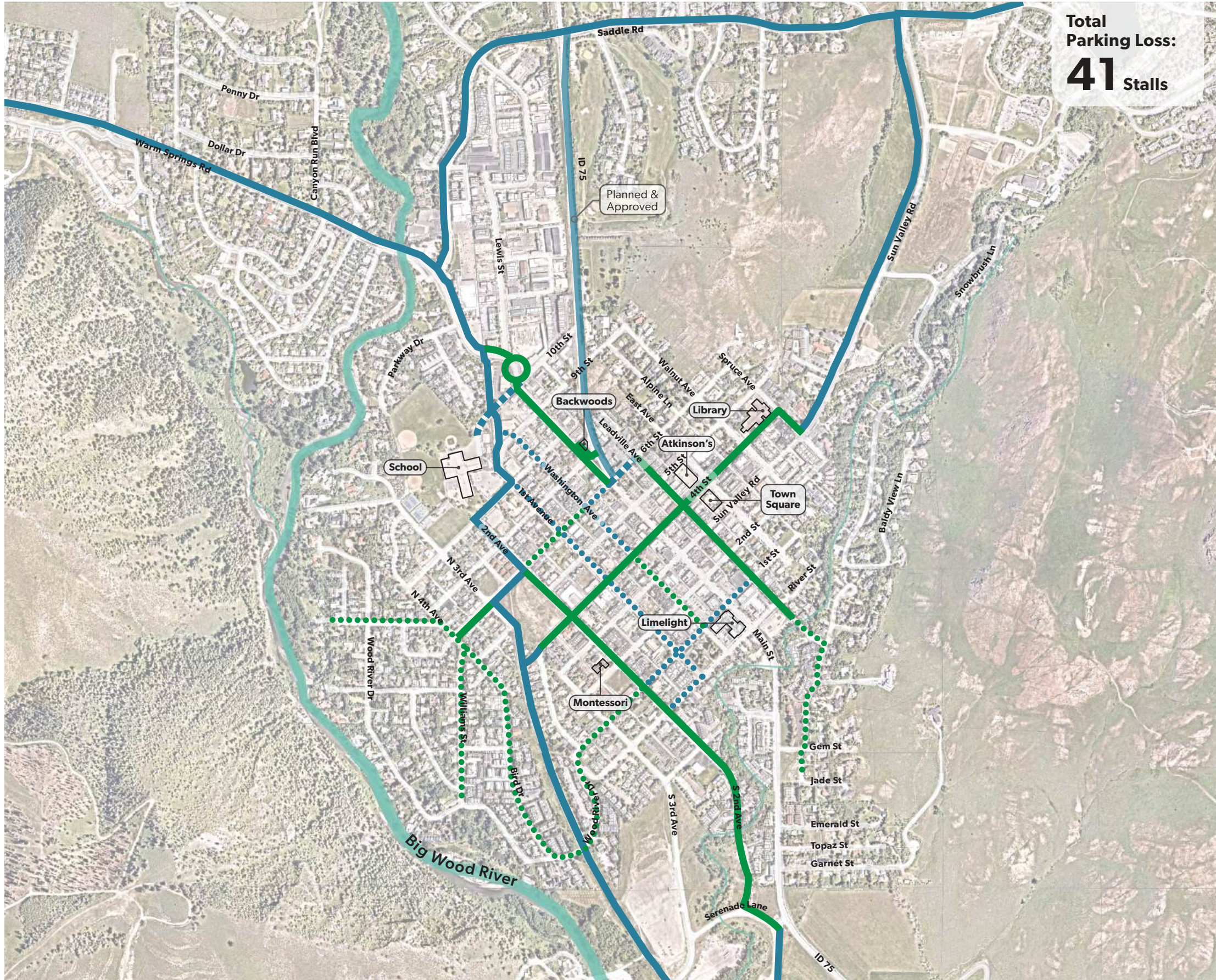
- Vehicular travel patterns on three Downtown streets altered to one-way



Proposed Network Option A Traffic Flow

LEGEND

-  Two-Way Bike Path
-  One-Way Street
-  Direction of Travel



Proposed Network Option B

Maintains vehicle travel lanes but removes some parking to accommodate two-way cycletrack

Rather than exchanging a vehicle lane, Option B creates a complete network by altering the parking lanes on three Downtown streets (2nd Ave, Leadville, and 4th St) into two-way bicycle paths. This allows for the preservation of two-way vehicular travel at the expense of on-street parking stalls.

LEGEND

EXISTING

- ▬ Protected Bike Path
- ▬ Separated Bike Lane
- Shared Travel Lane

PROPOSED

- ▬ Protected Bike Path
- ▬ Separated Bike Lane
- Shared Travel Lane

PROS

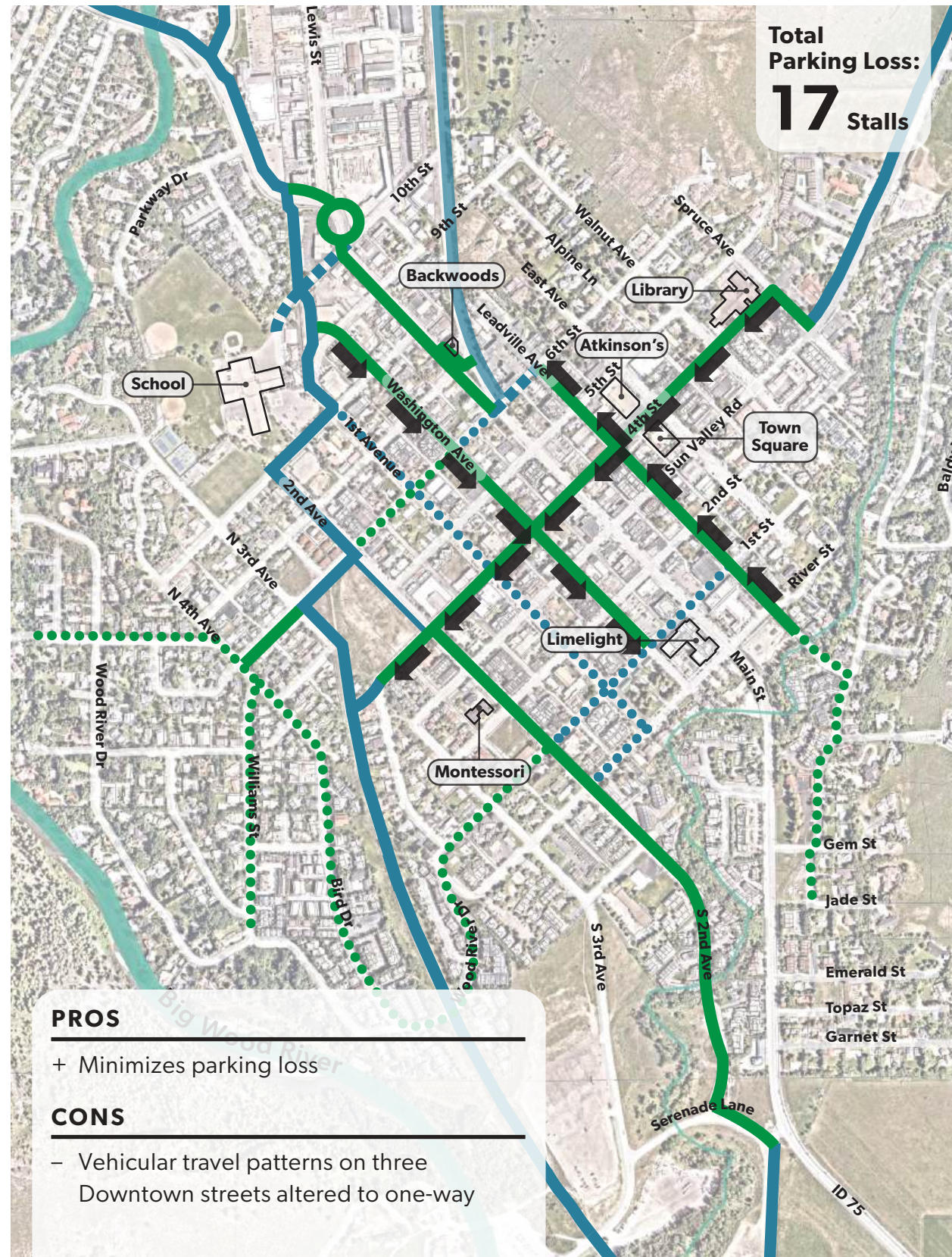
- + Maintains two-way vehicular travel on Downtown streets

CONS

- Results in greater loss of on-street parking

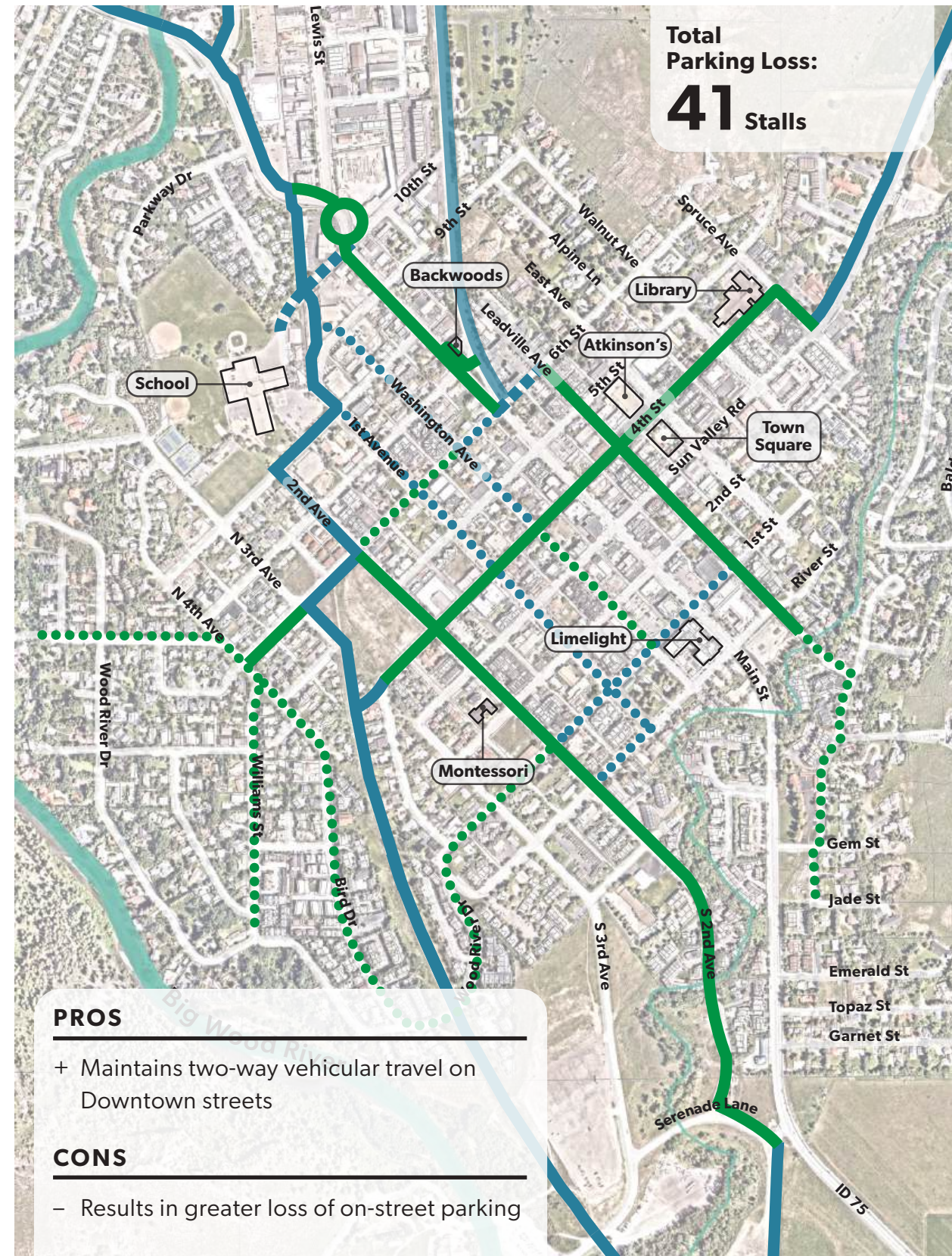
Option A

Removes a vehicle lane to accommodate two-way cycletrack, but minimizes parking loss



Option B

Maintains vehicle travel lanes but removes some parking to accommodate two-way cycletrack



Side-by-Side Comparison

LEGEND

EXISTING

- Protected Bike Path
- Separated Bike Lane
- Shared Travel Lane

PROPOSED

- Protected Bike Path
- Separated Bike Lane
- Shared Travel Lane
- Street with One-Way Vehicular Travel

Overall Network: Parking Impacts Summary

Street	Existing Public Parking	Parking Loss By Option	
		Option A	Option B
4th Street	66	0	0
Leadville Avenue	104	0	24
Washington Avenue	100+	0	0
2nd Avenue	171	17	17
Total	441	17	41

Parking loss for Option A occurs along 2nd Avenue primarily between the Trail Creek bridge and Cottonwood. There are likely ways to mitigate this loss that could be explored in a more detailed design phase.

Potential Phasing Plans

Option A

PHASE 1

- Neighborhood Connections
 - 6th Street Extension
 - Wood River Drive
 - Warm Springs Lewis Bike Improvements
- 2nd Avenue, Serenade to River

PHASE 2

- 4th Street
- 2nd Avenue, River to 4th

PHASE 3A

- Leadville Avenue

PHASE 3B

- Washington Avenue

PHASE 4

- Warm Springs (Roundabout North)

Option B

PHASE 1

- Neighborhood Connections
 - 6th Street Extension
 - Wood River Drive
 - Warm Springs Lewis Bike Improvements
- 2nd Avenue, Serenade to River

PHASE 2

- 4th Street
- 2nd Avenue, River to 8th

PHASE 3

- Leadville Avenue

PHASE 4

- Washington Avenue
- Warm Springs (Roundabout North)

Specialty Concepts

2nd Ave

Washington Ave

Leadville Ave

4th St



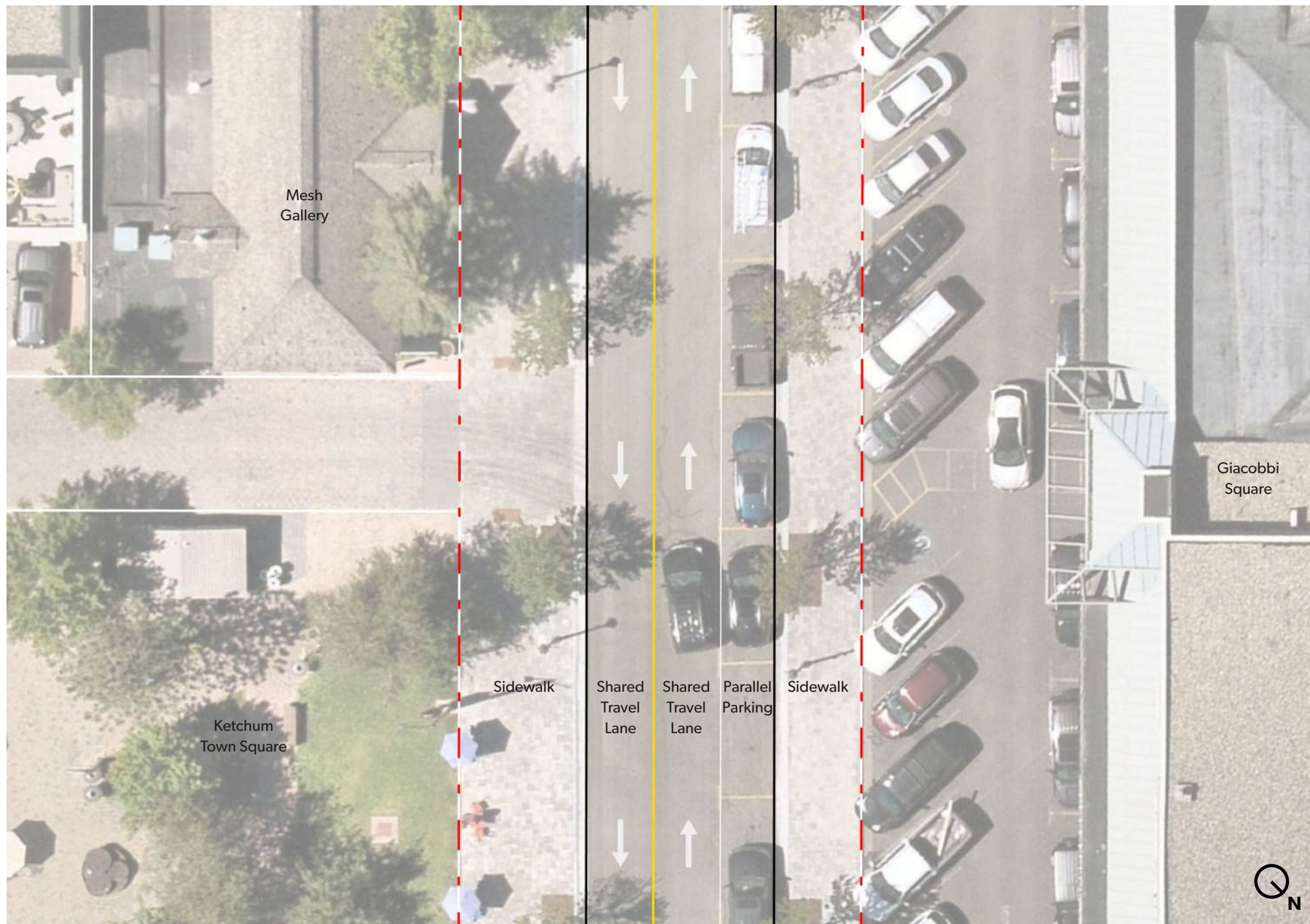
Draft Plans

focus on **4th Street**

4th Street

Existing Plan

Existing Shared Travel Lanes



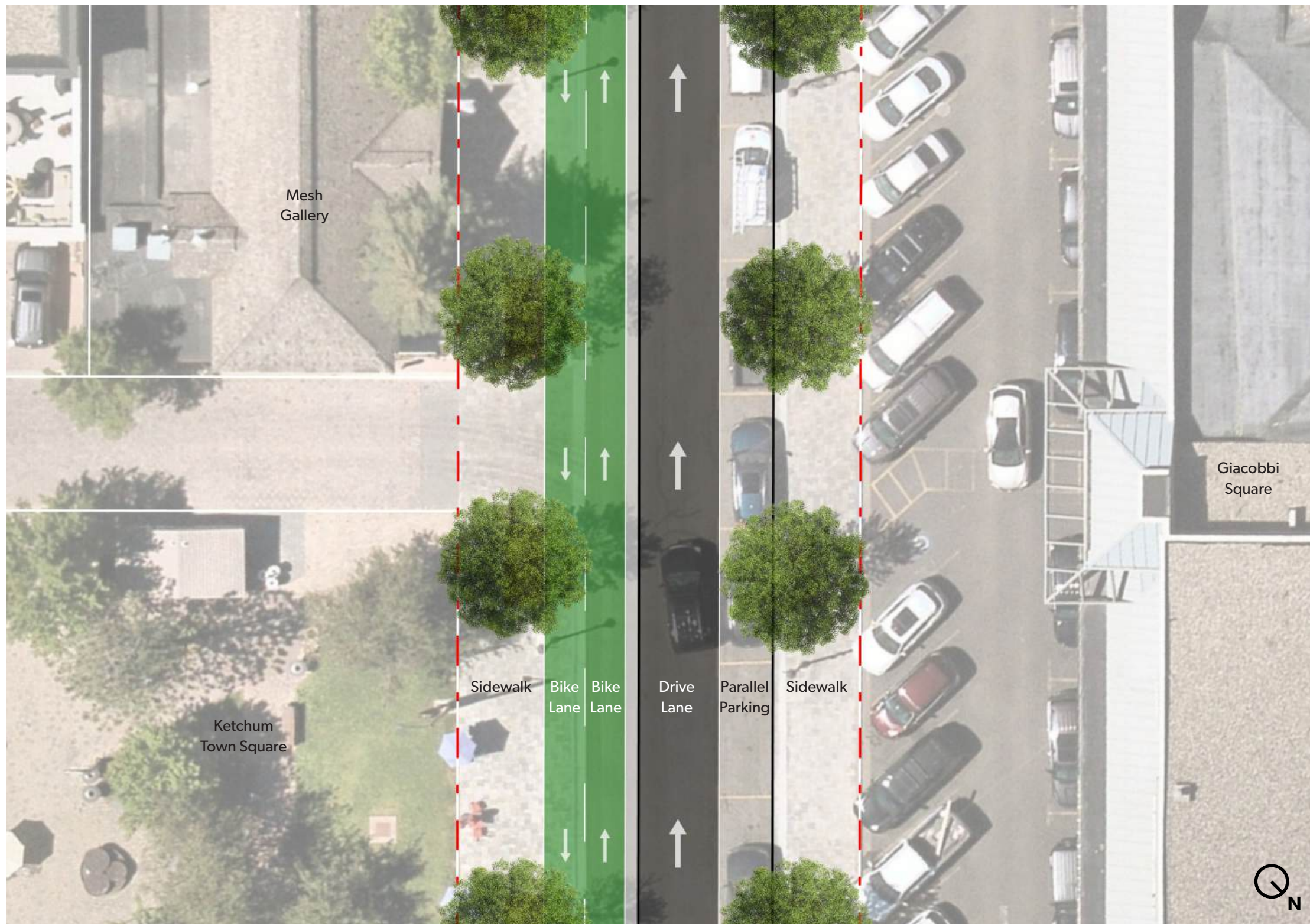
4th Street

Proposed Plan

Option A

One-Way Vehicular Travel, Two-Way Cycletrack

Indicates that this option applies to global network option A



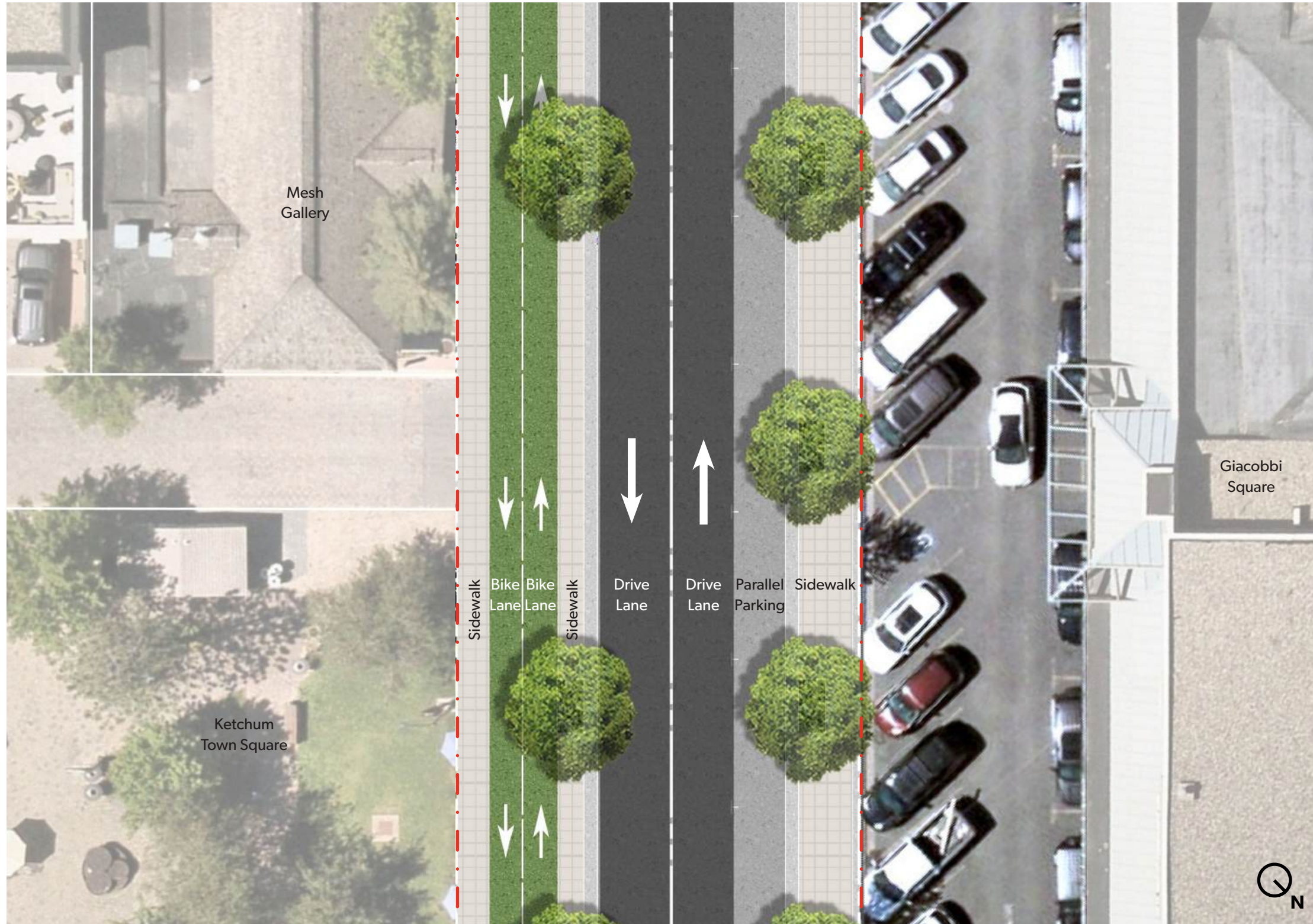
4th Street

Proposed Plan

Option B

Indicates that this option applies to global network option B

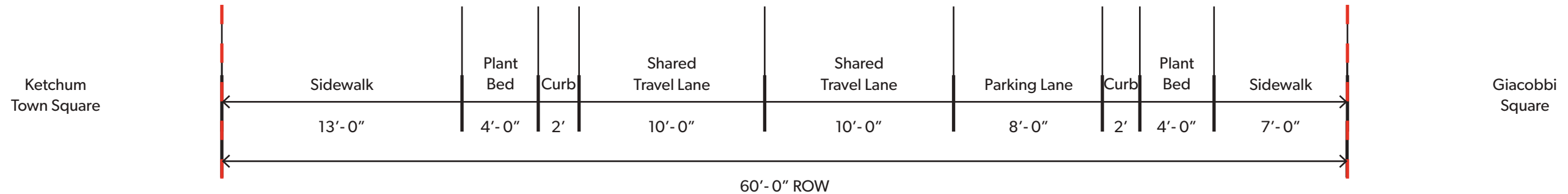
Two-Way Vehicular Travel, Two-Way Cycletrack



4th Street

Existing Section

Existing Shared Travel Lanes

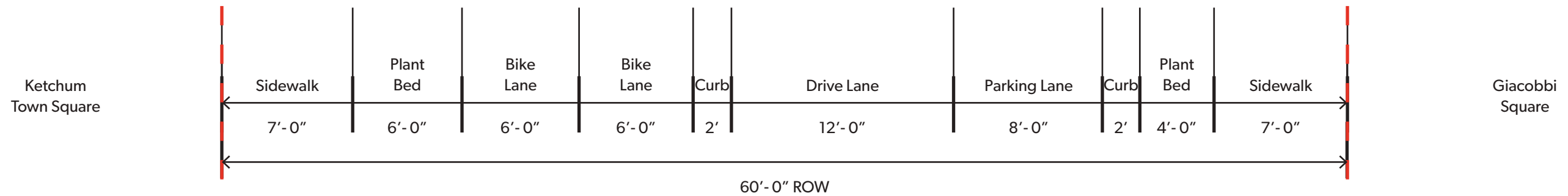


4th Street

Proposed Section

Option A

One-Way Vehicular Travel, Two-Way Cycletrack

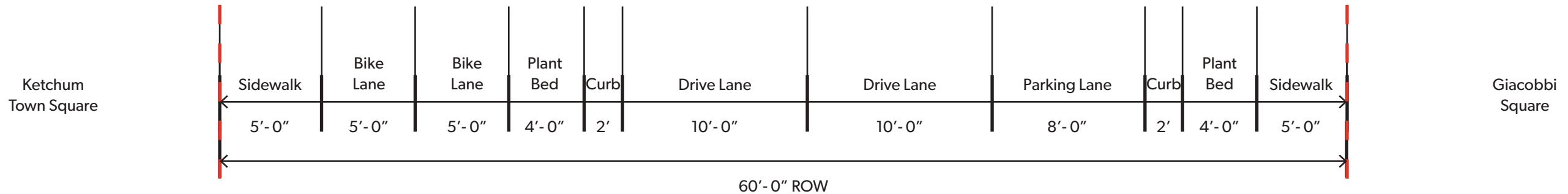


4th Street

Proposed Section

Option B

Two-Way Vehicular Travel, Two-Way Cycletrack



4th St: Parking Impacts

Block	Description	Existing Public Parking	Parking Loss By Option	
			Option A	Option B
1	4th St, Spruce to Walnut	11	4	4
2	4th St, Walnut to East	4	+11	+11
3	4th St, East to Leadville	7	0	0
4	4th St, Leadville to Main	3	0	0
5	4th St, Main to Washington	6	0	0
6	4th St, Washington to 1st Ave	12	4	4
7	4th St, 1st Ave to 2nd Ave	15	3	3
8	4th St, 2nd Ave to 3rd Ave	8	0	0
Total		66	0	0

On 4th Street from Walnut to East, there is an opportunity to gain approximately 11 parallel parking stalls with a reconfiguration of the right-of-way, resulting in no net loss of parking.

Specialty Concepts

2nd Ave

Washington Ave

Leadville Ave

4th St



Draft Plans

focus on **Leadville Avenue**

Leadville Ave BETWEEN 2ND ST & SUN VALLEY RD

Existing Plan

Existing Shared Travel Lanes



Leadville Ave BETWEEN 2ND ST & SUN VALLEY RD

Proposed Plan

Option A

One-Way Vehicular Travel, Two-Way Cycletrack



Leadville Ave BETWEEN 2ND ST & SUN VALLEY RD

Proposed Plan

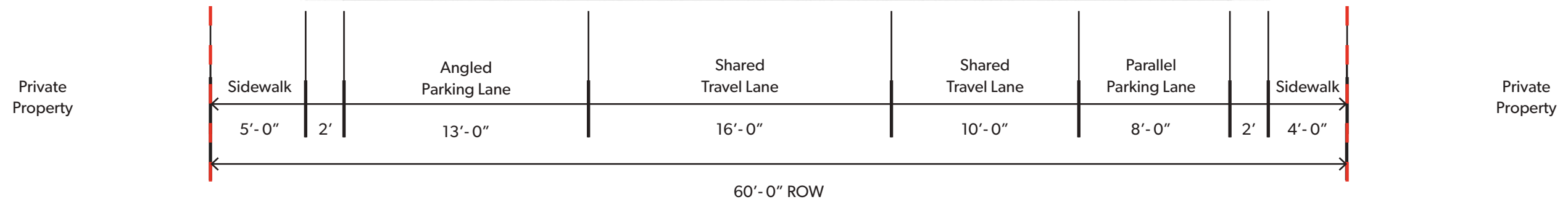
Option B

Two-Way Vehicular Travel, Two-Way Cycletrack



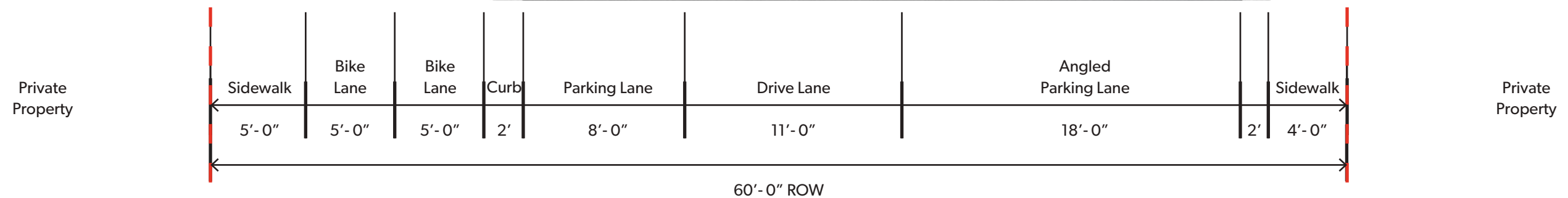
Leadville Ave BETWEEN 2ND ST & SUN VALLEY RD
Existing Section

Existing Shared Travel Lanes



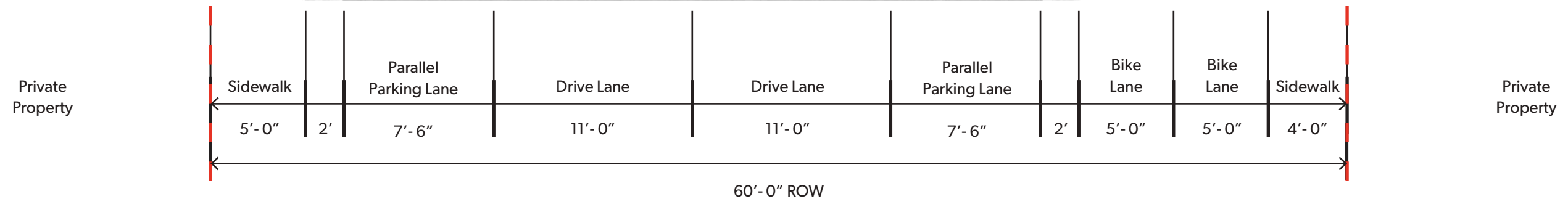
Leadville Ave BETWEEN 2ND ST & SUN VALLEY RD
Proposed Section

Option A
One-Way Vehicular Travel, Two-Way Cycletrack



Leadville Ave BETWEEN 2ND ST & SUN VALLEY RD
Proposed Section

Option B
Two-Way Vehicular Travel, Two-Way Cycletrack



Leadville Ave: Parking Impacts

Block	Description	Existing Public Parking	Parking Loss By Option	
			Option A	Option B
1	Leadville, River to 1st	20	0	5
2	Leadville, 1st to 2nd	10	0	1
3	Leadville, 2nd to 3rd	21	0	5
4	Leadville, 3rd to 4th	20	0	5
5	Leadville, 4th to 5th	16	0	4
6	Leadville, 5th to 6th	20	0	4
Total		104	0	24

Specialty Concepts

2nd Ave

Washington Ave

Leadville Ave

4th St



Draft Plans

focus on **Washington Avenue**

Washington Ave

Existing Plan

Option B

Existing Shared Travel Lanes

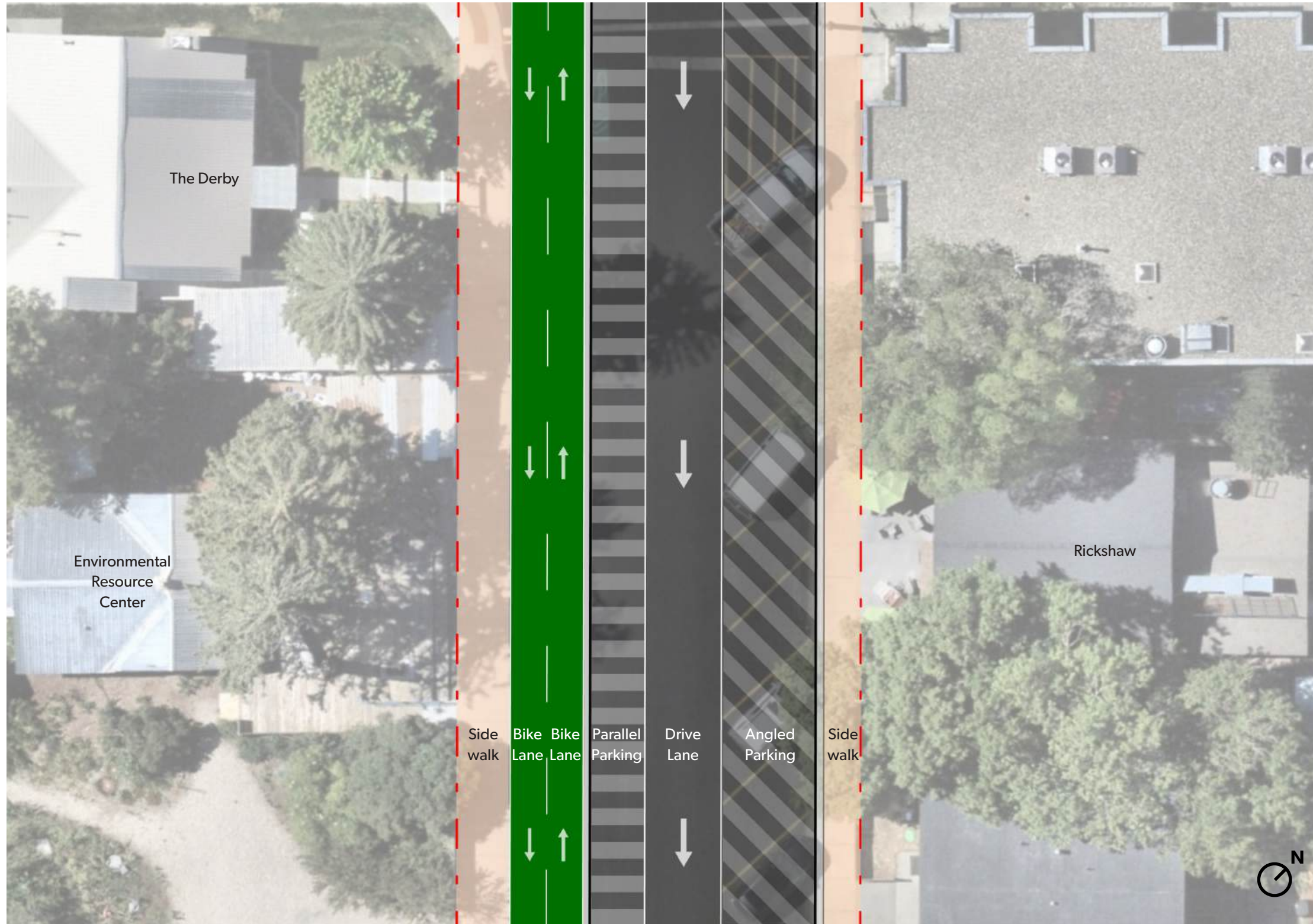


Washington Ave

Proposed Plan

Option A

One-Way Vehicular Travel, Two-Way Cycle Track

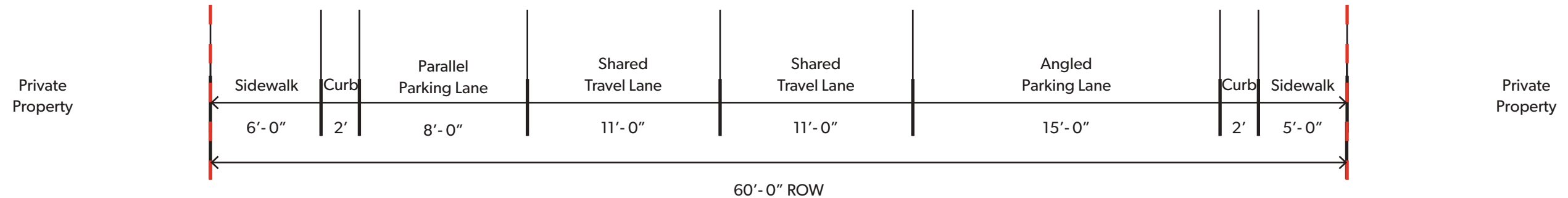


Washington Ave

Existing Section

Option B

Existing Shared Travel Lanes

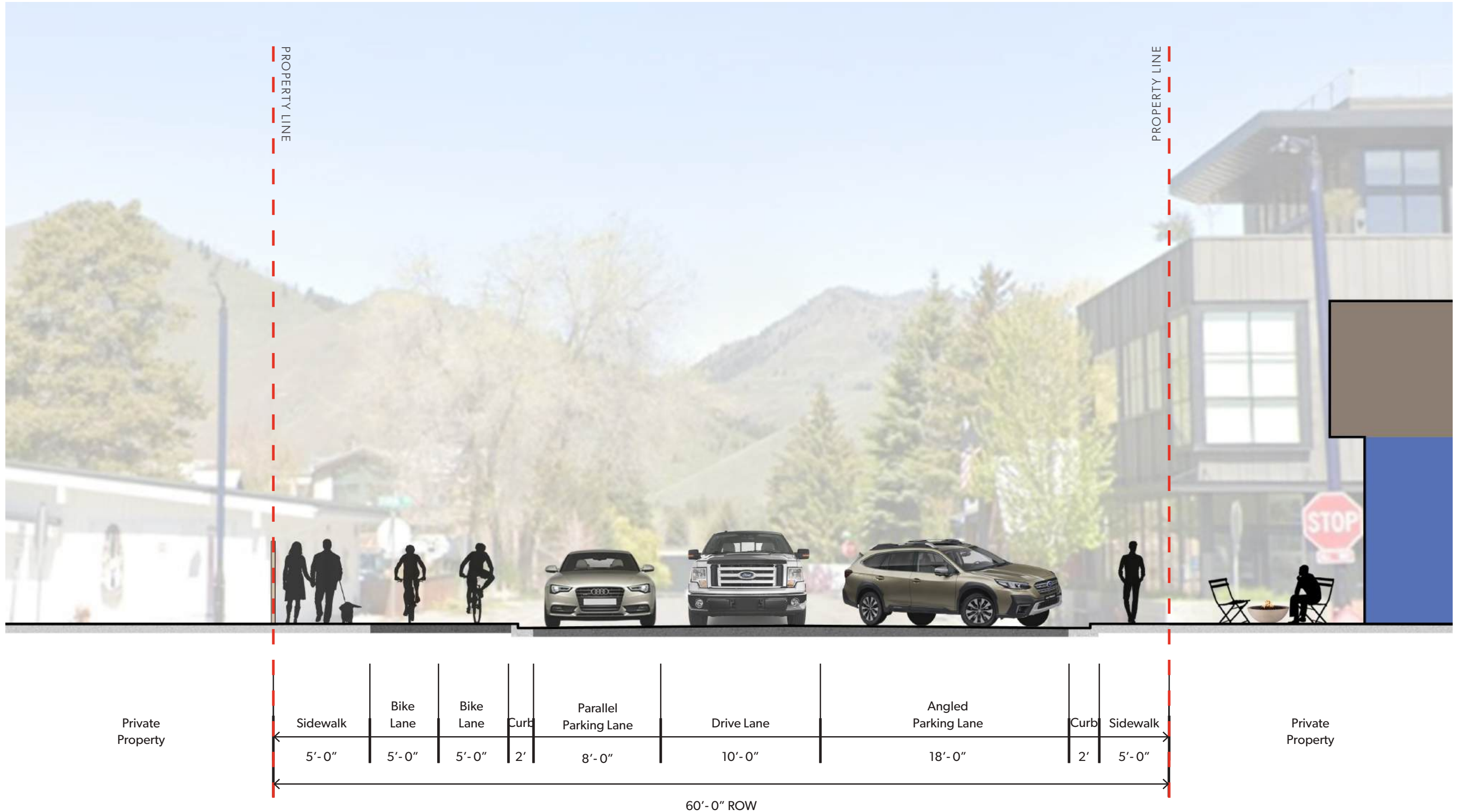


Washington Ave

Proposed Section

Option A

One-Way Vehicular Travel, Two-Way Cycle Track



Washington Ave: Parking Impacts

Block	Description	Existing Public Parking	Parking Loss By Option	
			Option A	Option B
1	Washington, 1st to 2nd	18	0	0
2	Washington, 2nd to 3rd	19	0	0
3	Washington, 3rd to 4th	16	0	0
4	Washington, 4th to 5th	18	0	0
5	Washington, 5th to 6th	16	0	0
6	Washington, 6th to 7th	13	0	0
7	Washington, 7th to 8th	Undefined	0	0
8	Washington, 8th to 9th	Undefined	0	0
Total		100+	0	0

Specialty Concepts

2nd Ave

Washington Ave

Leadville Ave

4th St

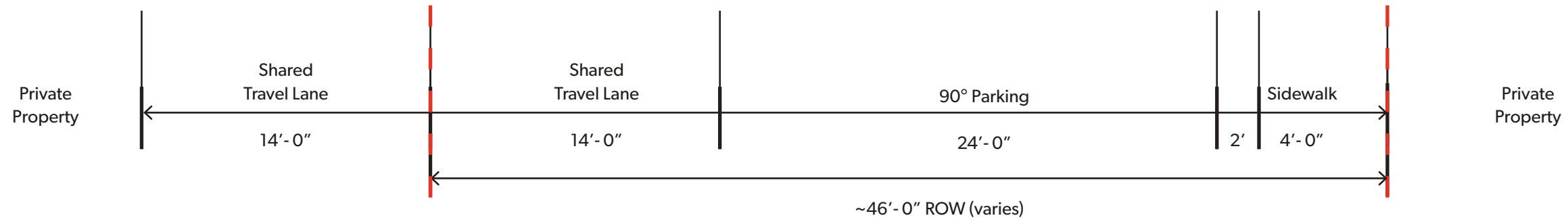


Draft Plans

focus on **2nd Avenue**

2nd Ave SOUTH OF TRAIL CREEK BRIDGE
Existing Section

Existing Shared Travel Lanes

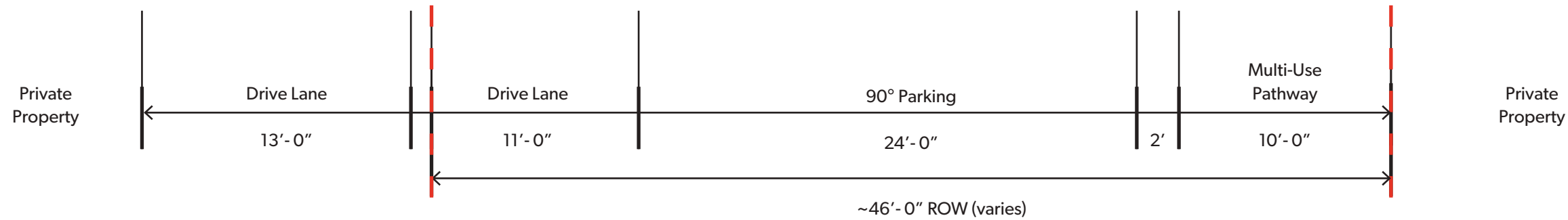


2nd Ave SOUTH OF TRAIL CREEK BRIDGE

Proposed Section

Indicates that this option applies to both global network options A and B

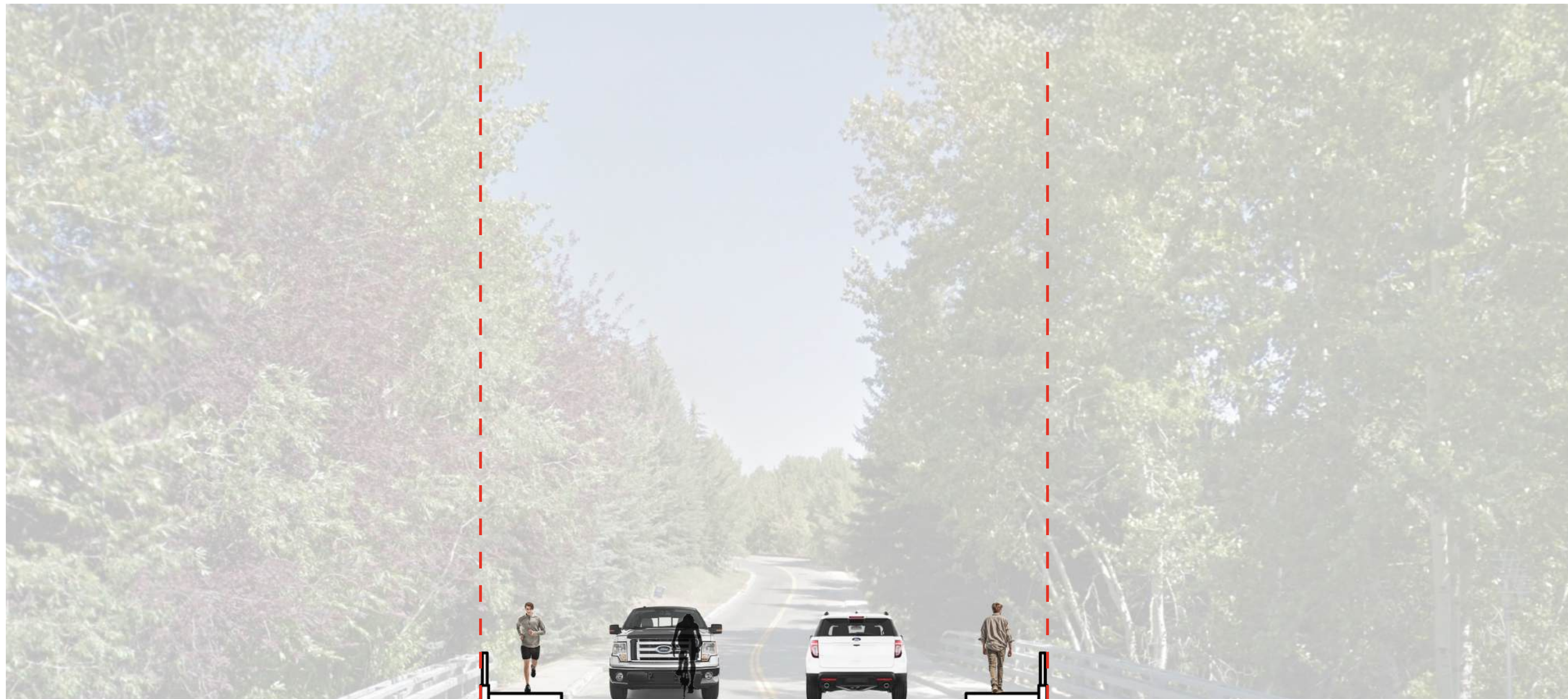
Option A+B
Multi-Use Pathway



2nd Ave AT TRAIL CREEK BRIDGE

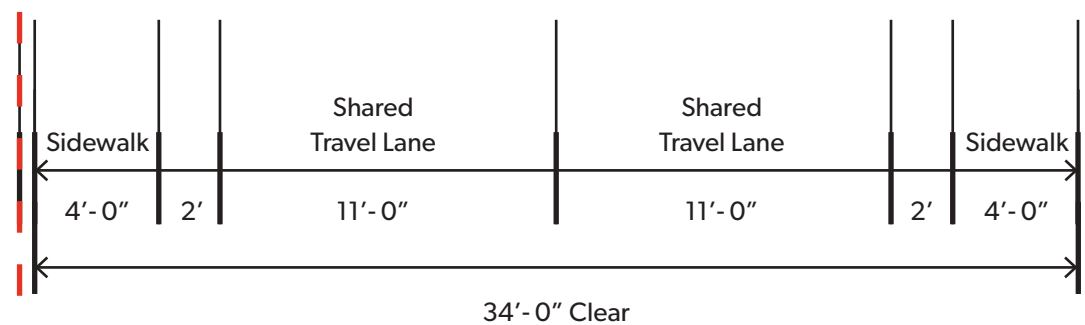
Existing Section

Existing Shared Travel Lanes



Private Property

Private Property

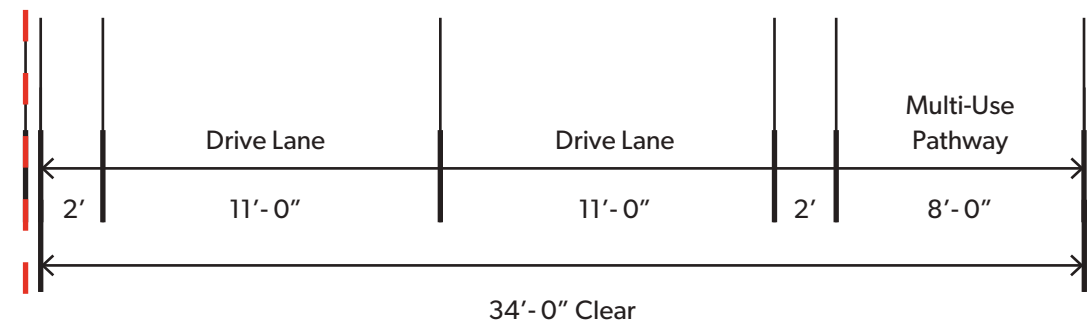


2nd Ave AT TRAIL CREEK BRIDGE
Proposed Section

Option A+B
Multi-Use Pathway



Private
Property

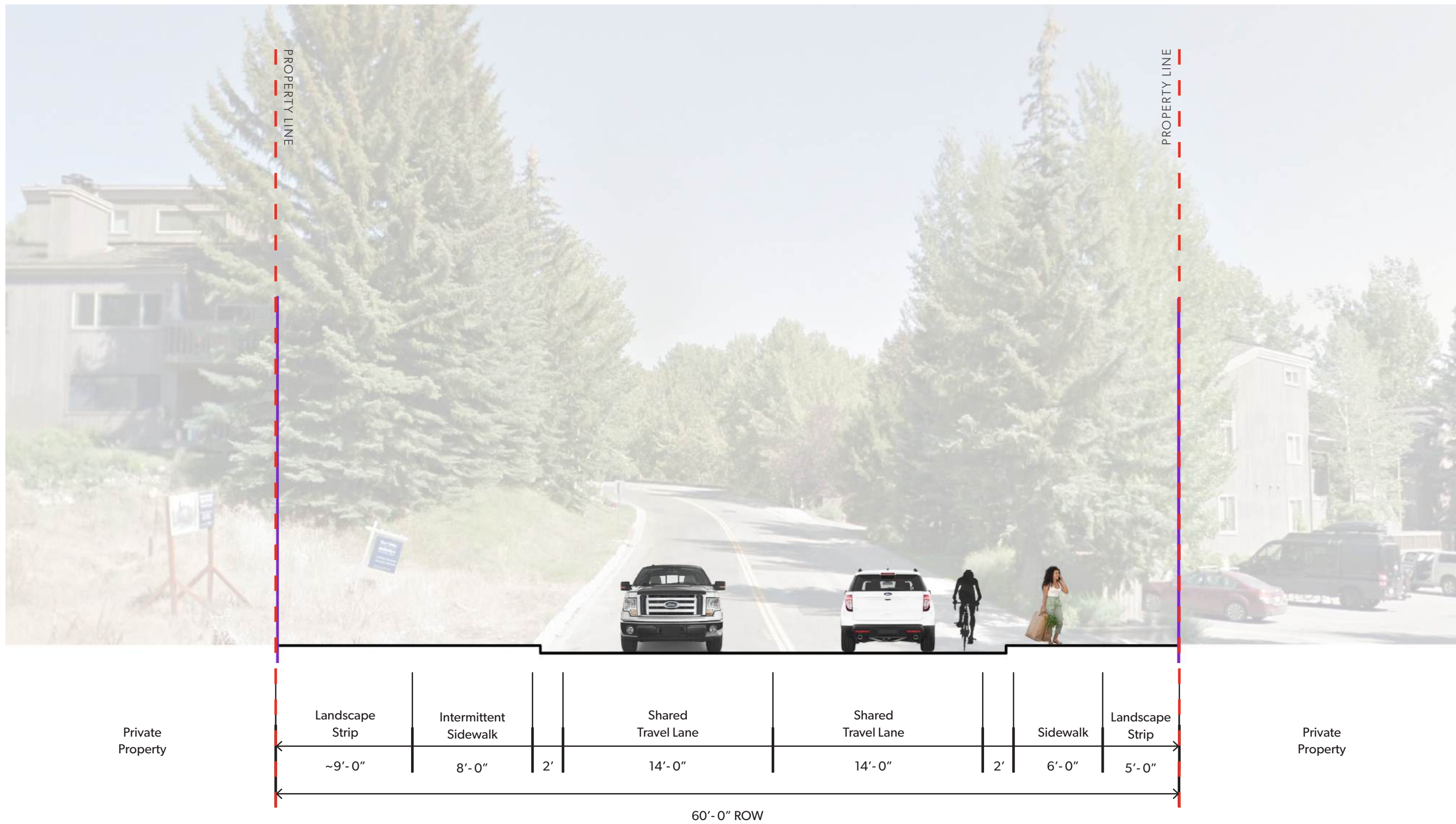


Private
Property

2nd Ave NORTH OF TRAIL CREEK BRIDGE

Existing Section

Existing Shared Travel Lanes

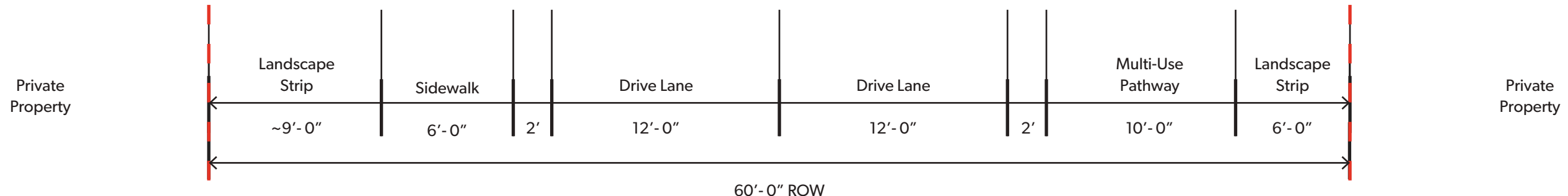


2nd Ave NORTH OF TRAIL CREEK BRIDGE

Proposed Section

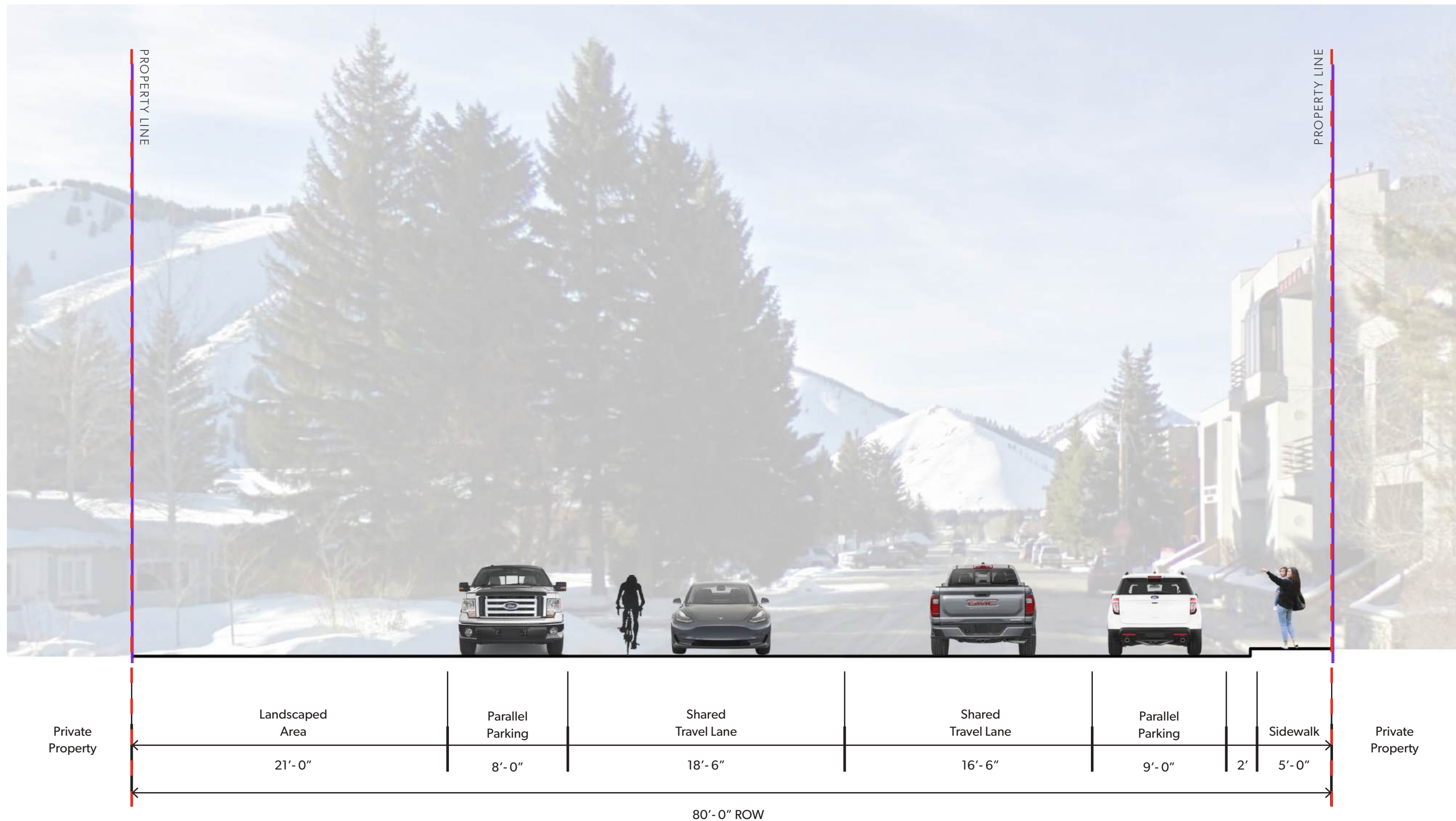
Option A+B

Multi-Use Pathway



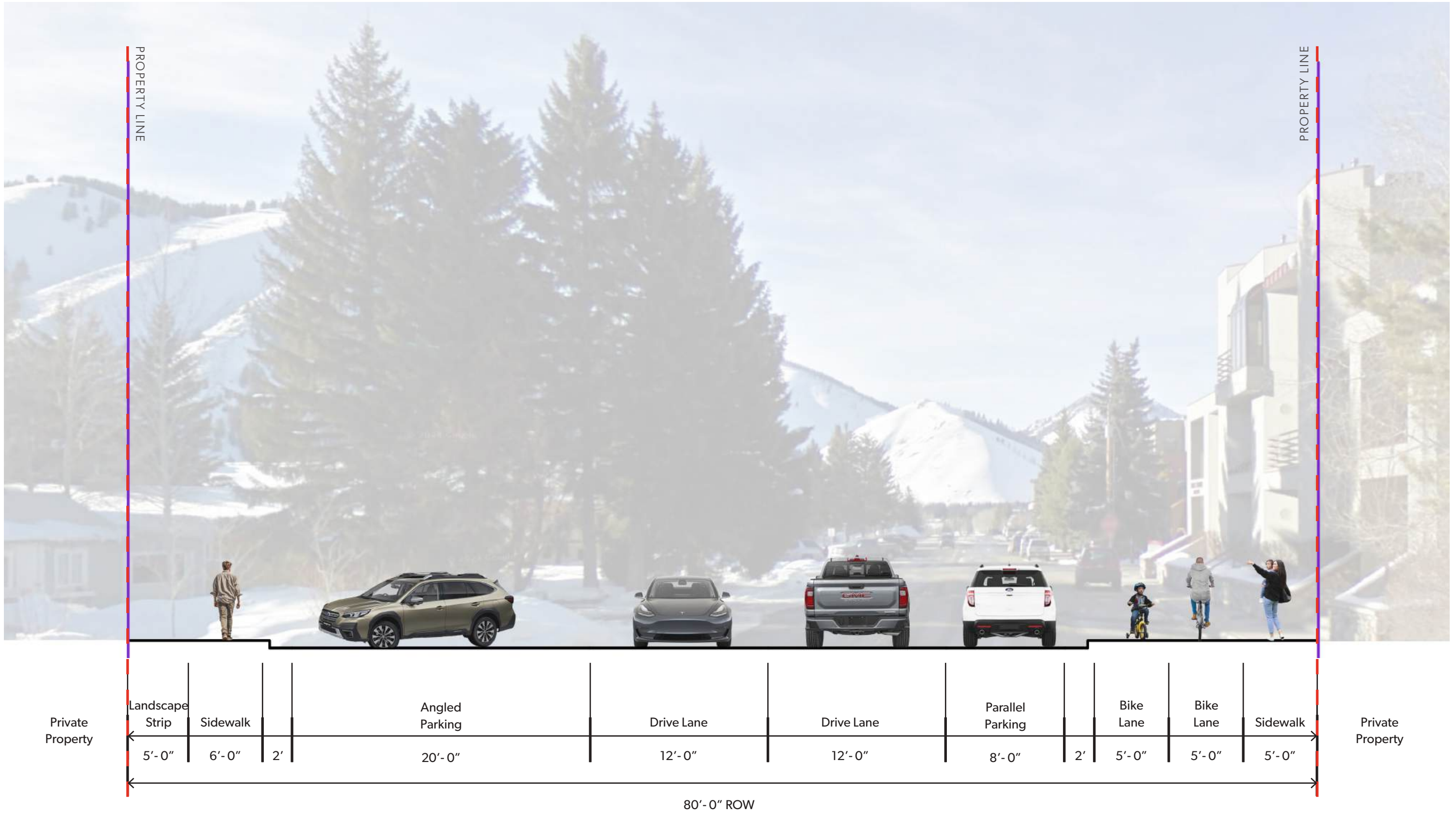
2nd Ave BETWEEN RIVER ST & 1ST ST
Existing Section

Existing Shared Travel Lanes



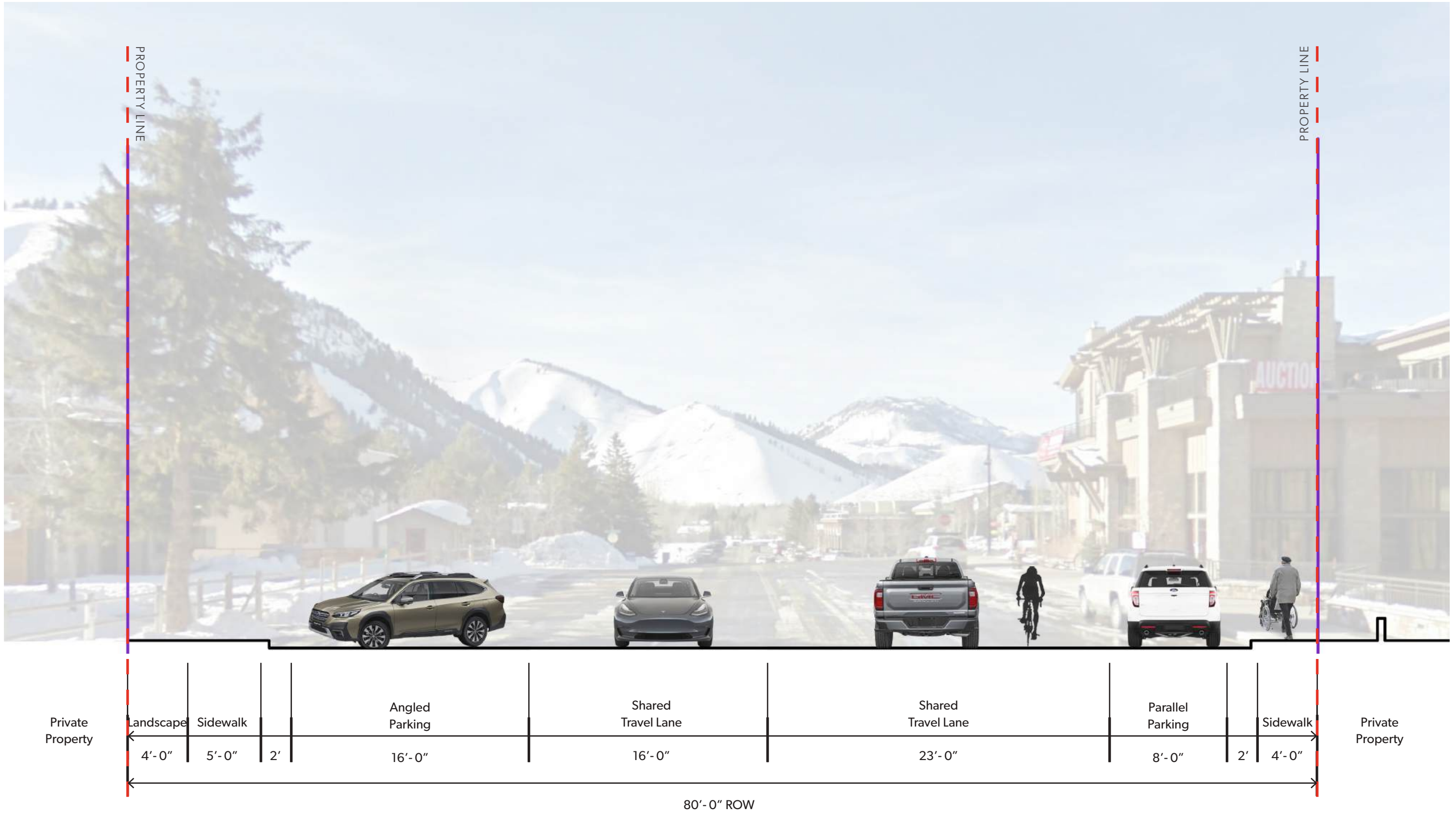
2nd Ave BETWEEN RIVER ST & 1ST ST
Proposed Section

Option A+B
Two-Way Cycletrack



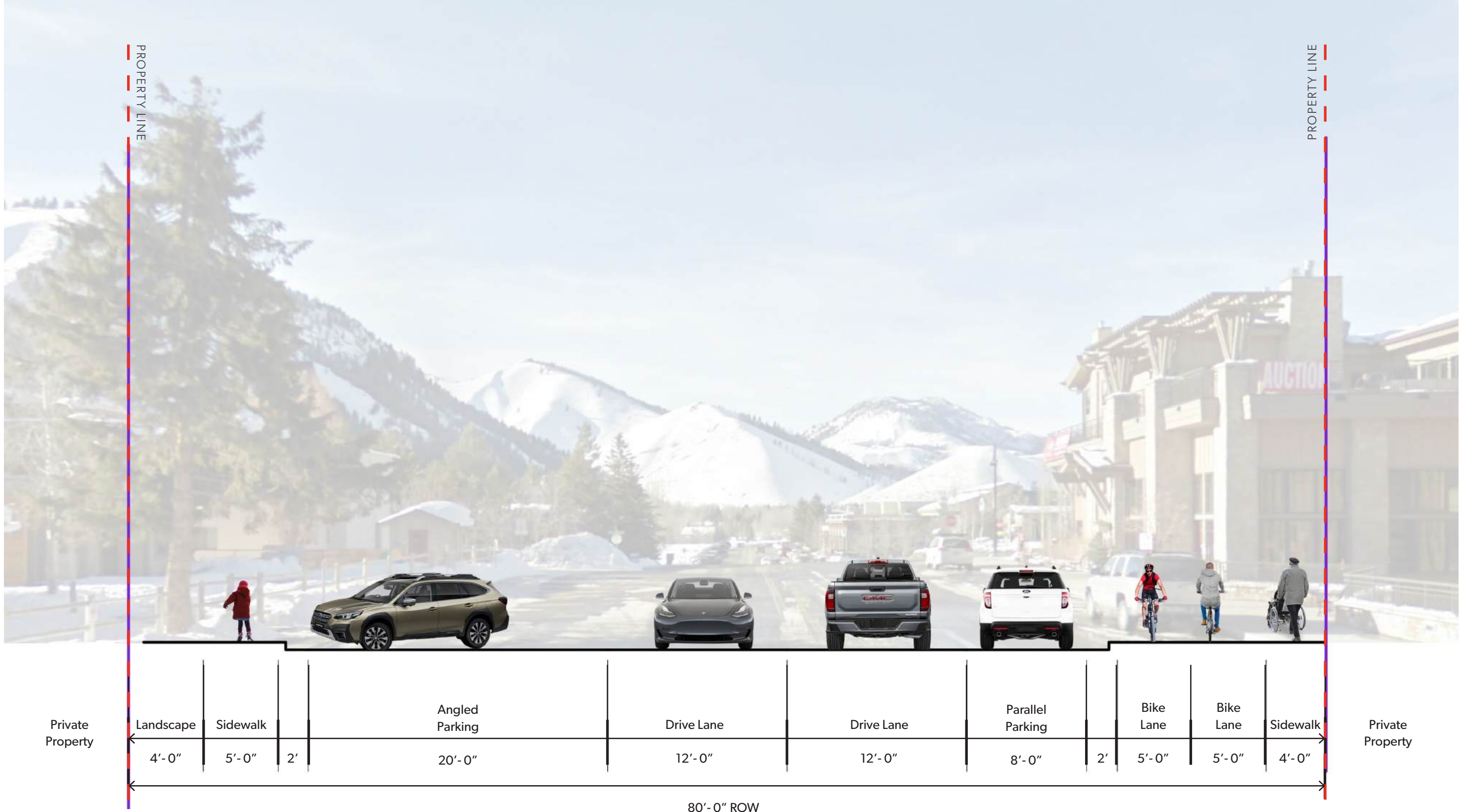
2nd Ave BETWEEN 1ST ST & SUN VALLEY RD
Existing Section

Existing Shared Travel Lanes



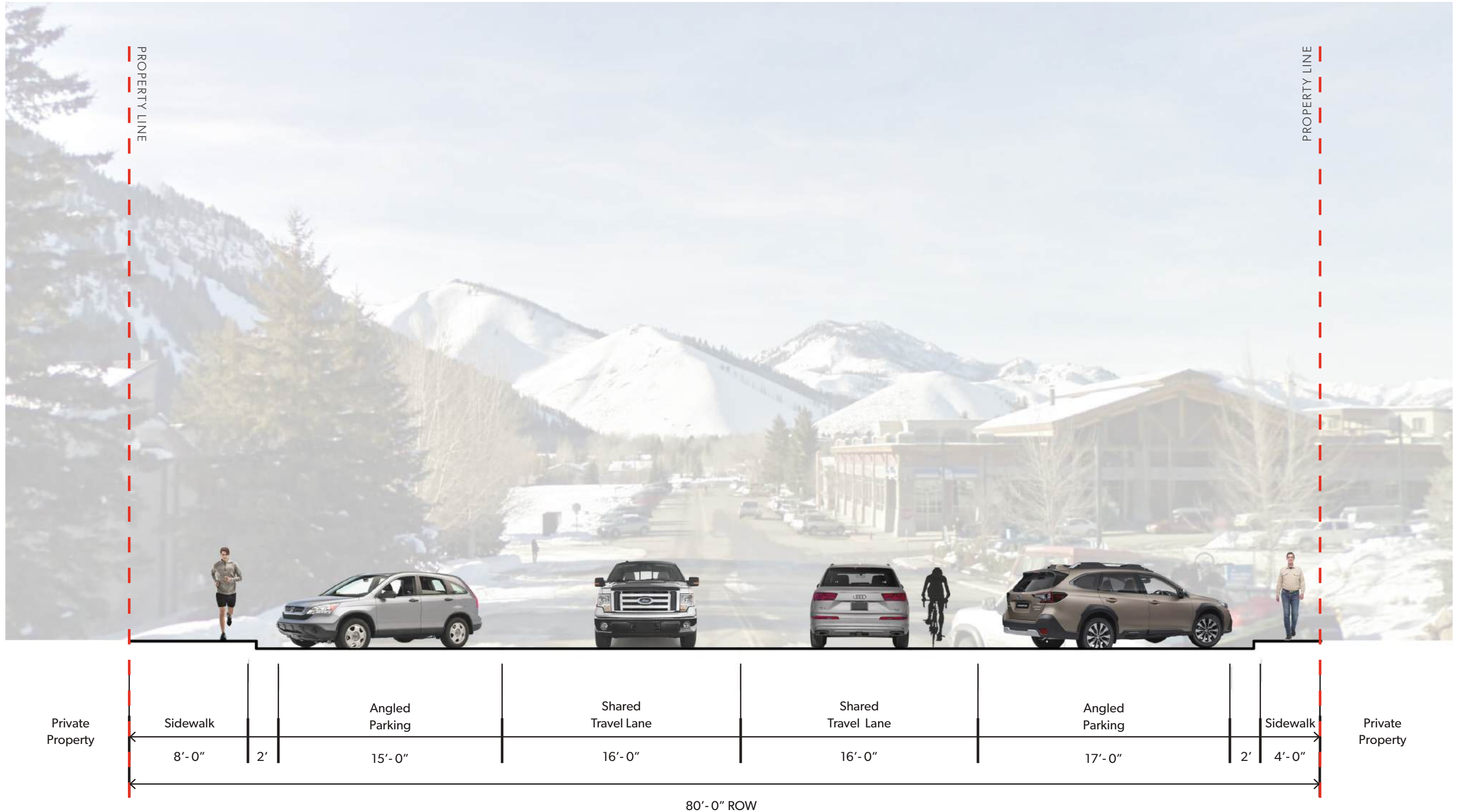
2nd Ave BETWEEN 1ST ST & SUN VALLEY RD
Proposed Section

Option A+B
Two-Way Cycletrack



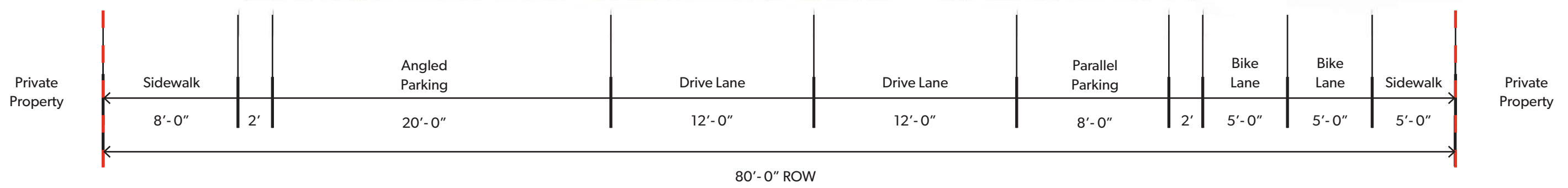
2nd Ave BETWEEN SUN VALLEY RD & 4TH ST
Existing Section

Existing Shared Travel Lanes



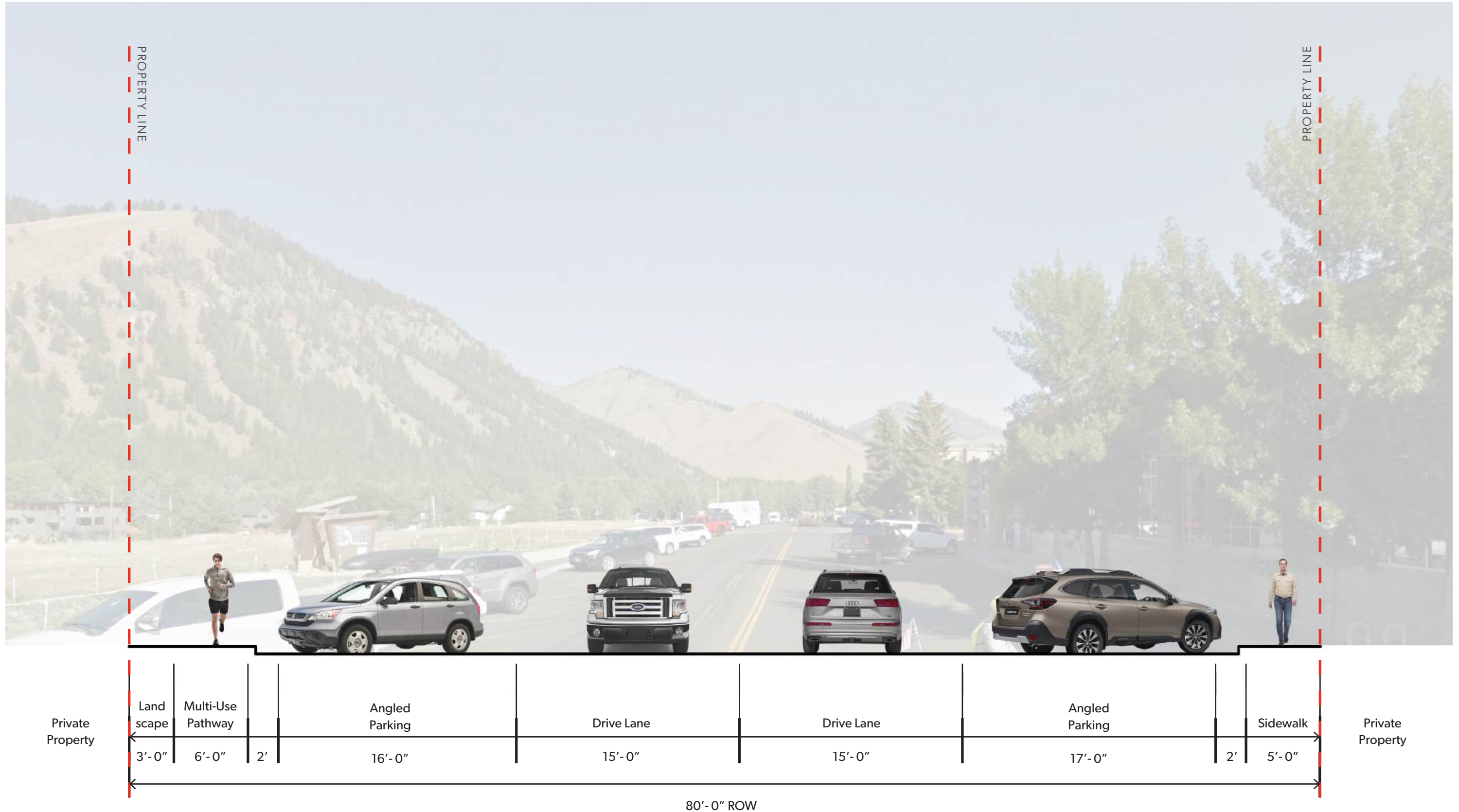
2nd Ave BETWEEN SUN VALLEY RD & 4TH ST
Proposed Section

Option A+B
Two-Way Cycle Track



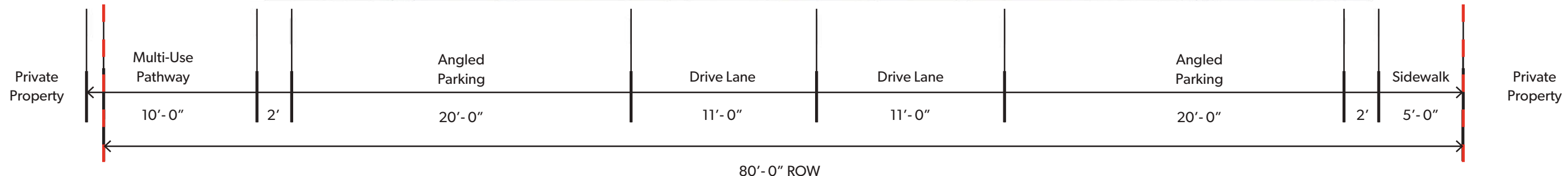
2nd Ave BETWEEN 4TH ST & 6TH ST
Existing Section

Existing 6' Multi-Use Pathway



2nd Ave BETWEEN 4TH ST & 6TH ST
Proposed Section

Option A+B
10' Multi-Use Pathway



2nd Ave: Parking Impacts

Block	Description	Existing Public Parking	Parking Loss By Option	
			Option A	Option B
1	2nd Ave, Serenade to Bridge	20	0	0
2	2nd Ave, Bridge to Cottonwood	32	13	13
3	2nd Ave, Cottonwood to River	15	0	0
4	2nd Ave, River to 1st St	16	0	0
5	2nd Ave, 1st St to 2nd St	21	0	0
6	2nd Ave, 2nd St to Sun Valley Rd	21	0	0
7	2nd Ave, Sun Valley Rd to 4th St	21	4	4
8	2nd Ave, 4th St to 5th St	26	0	0
9	2nd Ave, 5th St to 6th St	19	0	0
Total		171	17	17

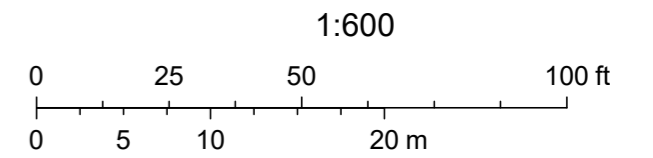
2nd Avenue from River to 1st currently has approximately 6 undefined gravel parallel parking stalls on the west side. This could be improved to approximately 10 paved angled parking stalls and would result in a gain of approximately 4 stalls.

4TH STREET BIKE NETWORK, ONE-WAY VEHICULAR TRAVEL



Bike Lane	Bike Lane	Curb	Drive Lane	Parking Lane	Curb
6'-0"	6'-0"	2'	12'-0"	8'-0"	2'

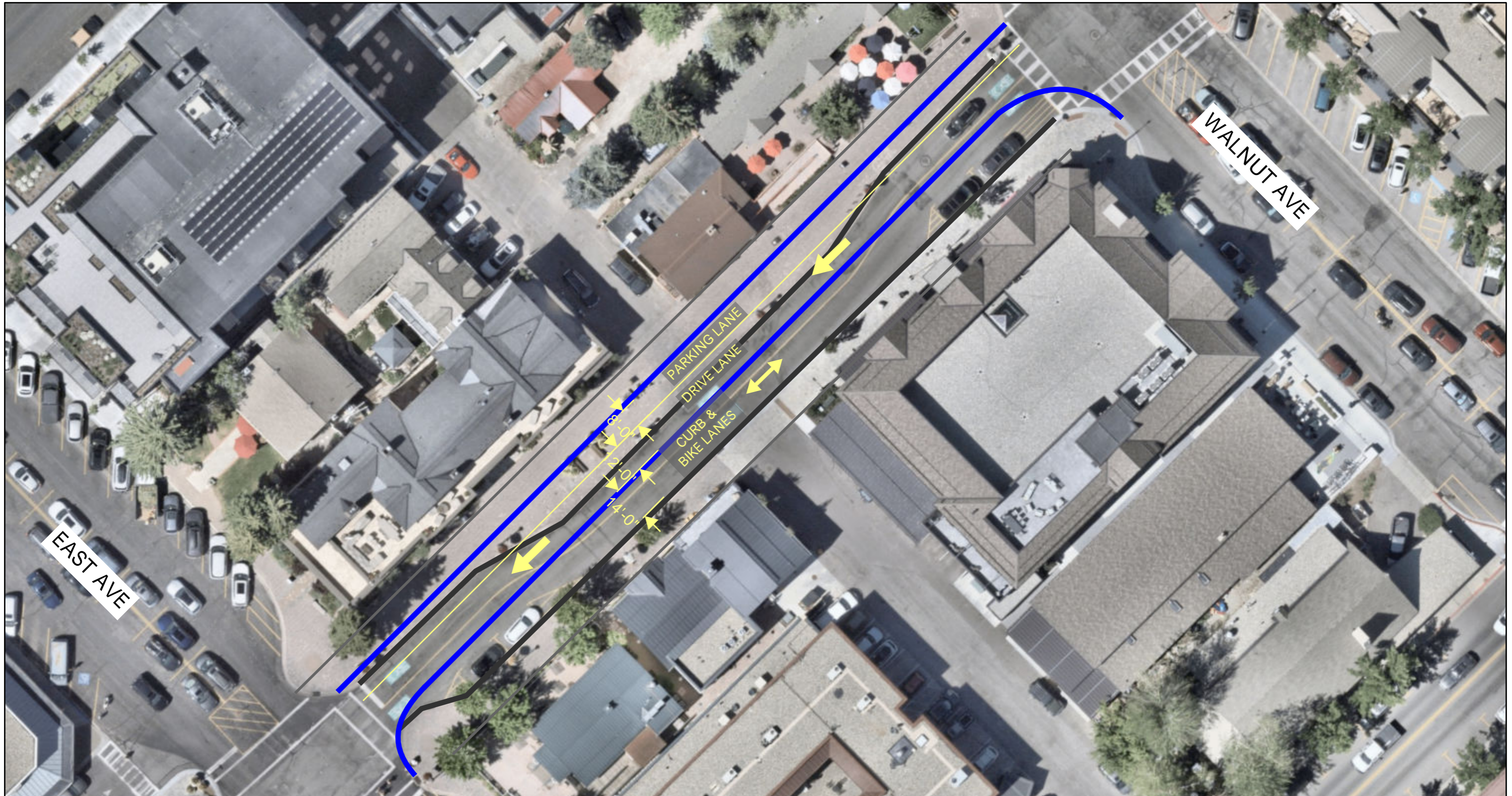
SPRUCE AVE TO WALNUT AVE



LEGEND:

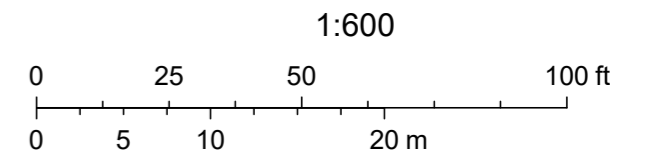
- EXISTING CURB LINE
- PROPOSED CURB LINE

4TH STREET BIKE NETWORK, ONE-WAY VEHICULAR TRAVEL



Bike Lane	Bike Lane	Curb	Drive Lane	Parking Lane	Curb
6'-0"	6'-0"	2'	12'-0"	8'-0"	2'

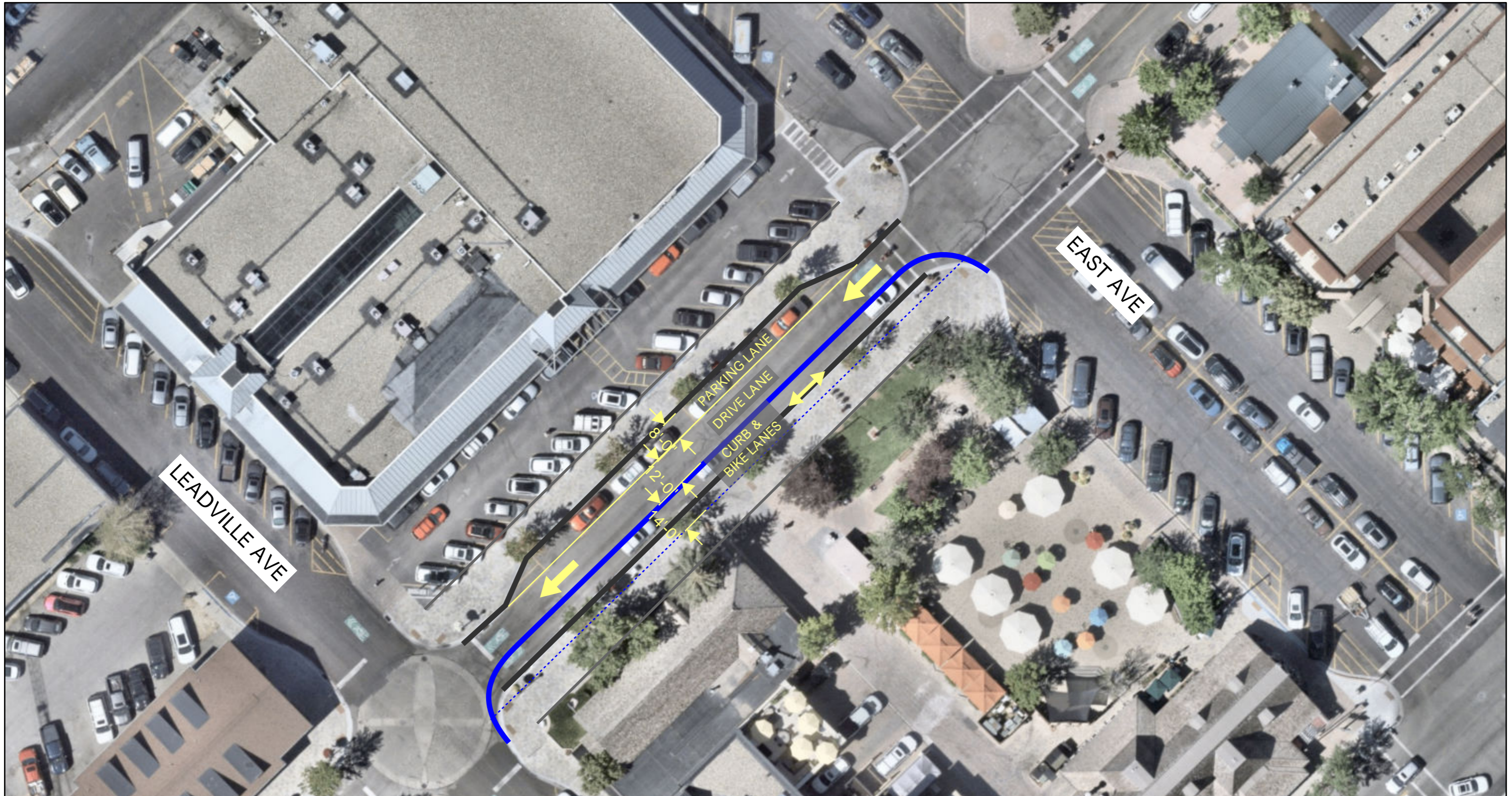
WALNUT AVE TO EAST AVE



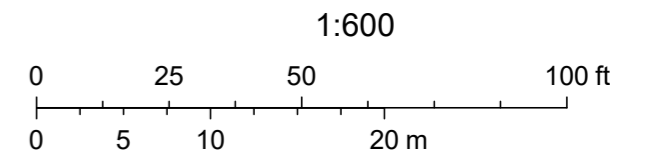
LEGEND:

- EXISTING CURB LINE
- PROPOSED CURB LINE

4TH STREET BIKE NETWORK, ONE-WAY VEHICULAR TRAVEL



EAST AVE TO LEADVILLE AVE



LEGEND:

- EXISTING CURB LINE
- PROPOSED CURB LINE

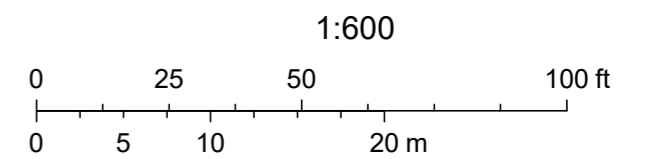
Bike Lane	Bike Lane	Curb	Drive Lane	Parking Lane	Curb
6'-0"	6'-0"	2'	12'-0"	8'-0"	2'

4TH STREET BIKE NETWORK, ONE-WAY VEHICULAR TRAVEL



Bike Lane	Bike Lane	Curb	Drive Lane	Parking Lane	Curb
6'-0"	6'-0"	2'	12'-0"	8'-0"	2'

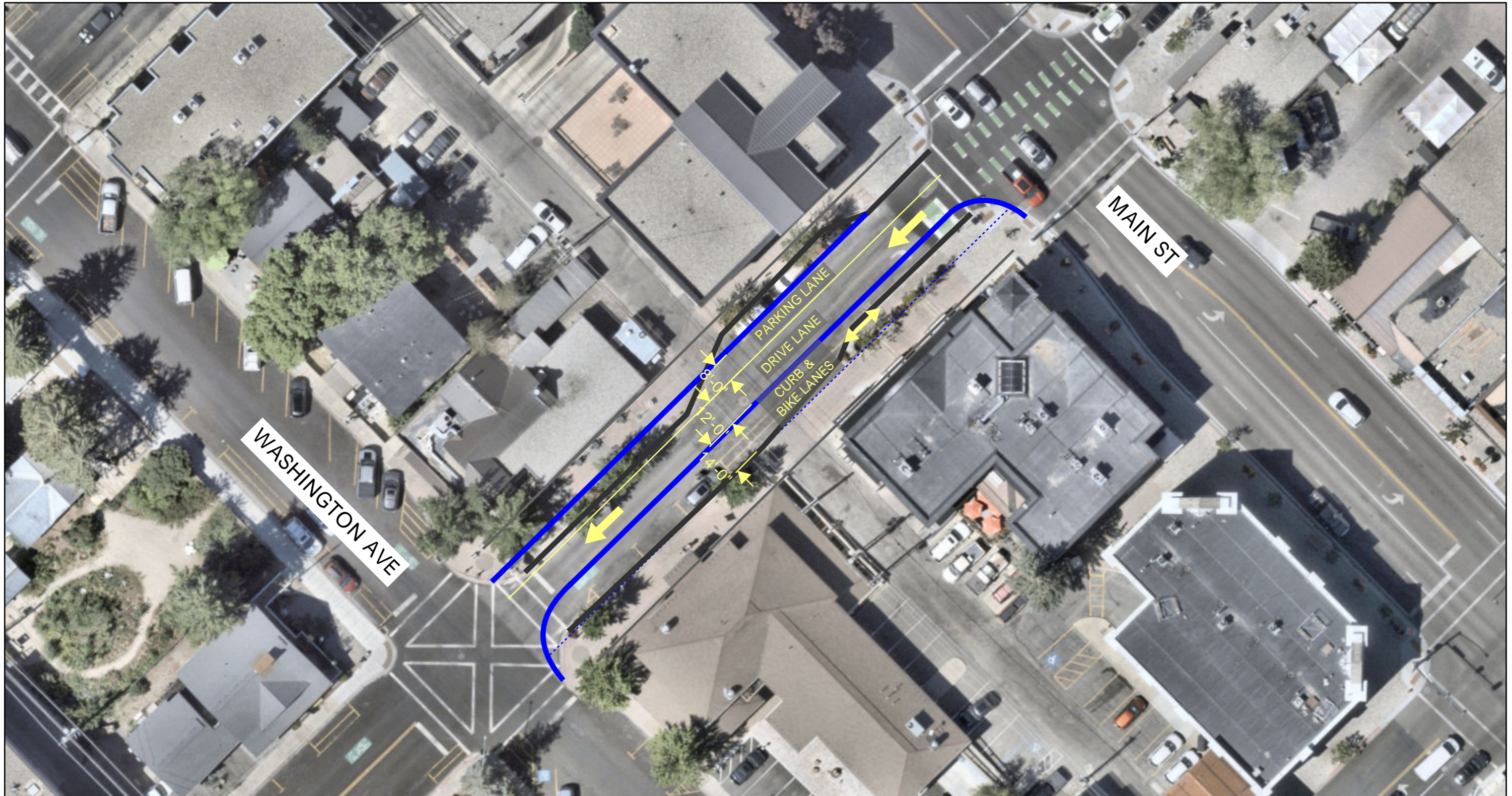
LEADVILLE AVE TO MAIN ST



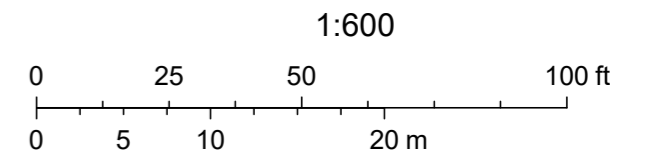
LEGEND:

- EXISTING CURB LINE
- PROPOSED CURB LINE

4TH STREET BIKE NETWORK, ONE-WAY VEHICULAR TRAVEL



MAIN ST TO WASHINGTON AVE

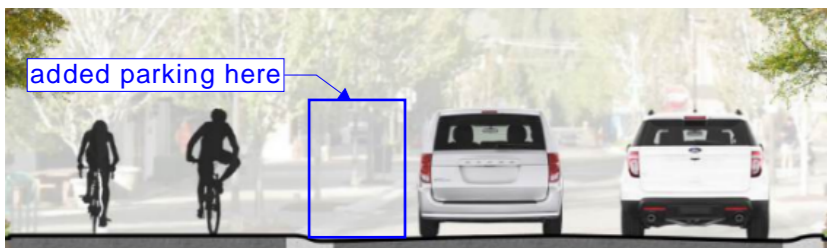


LEGEND:

- EXISTING CURB LINE
- PROPOSED CURB LINE

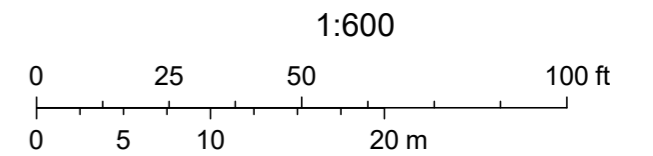
Bike Lane	Bike Lane	Curb	Drive Lane	Parking Lane	Curb
6'-0"	6'-0"	2'	12'-0"	8'-0"	2'

4TH STREET BIKE NETWORK, ONE-WAY VEHICULAR TRAVEL



Bike Lane	Bike Lane	Curb	Drive Lane	Parking Lane	Curb
6'-0"	6'-0"	2'	12'-0"	8'-0"	2'

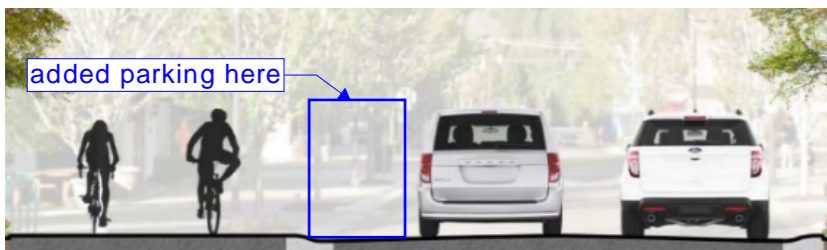
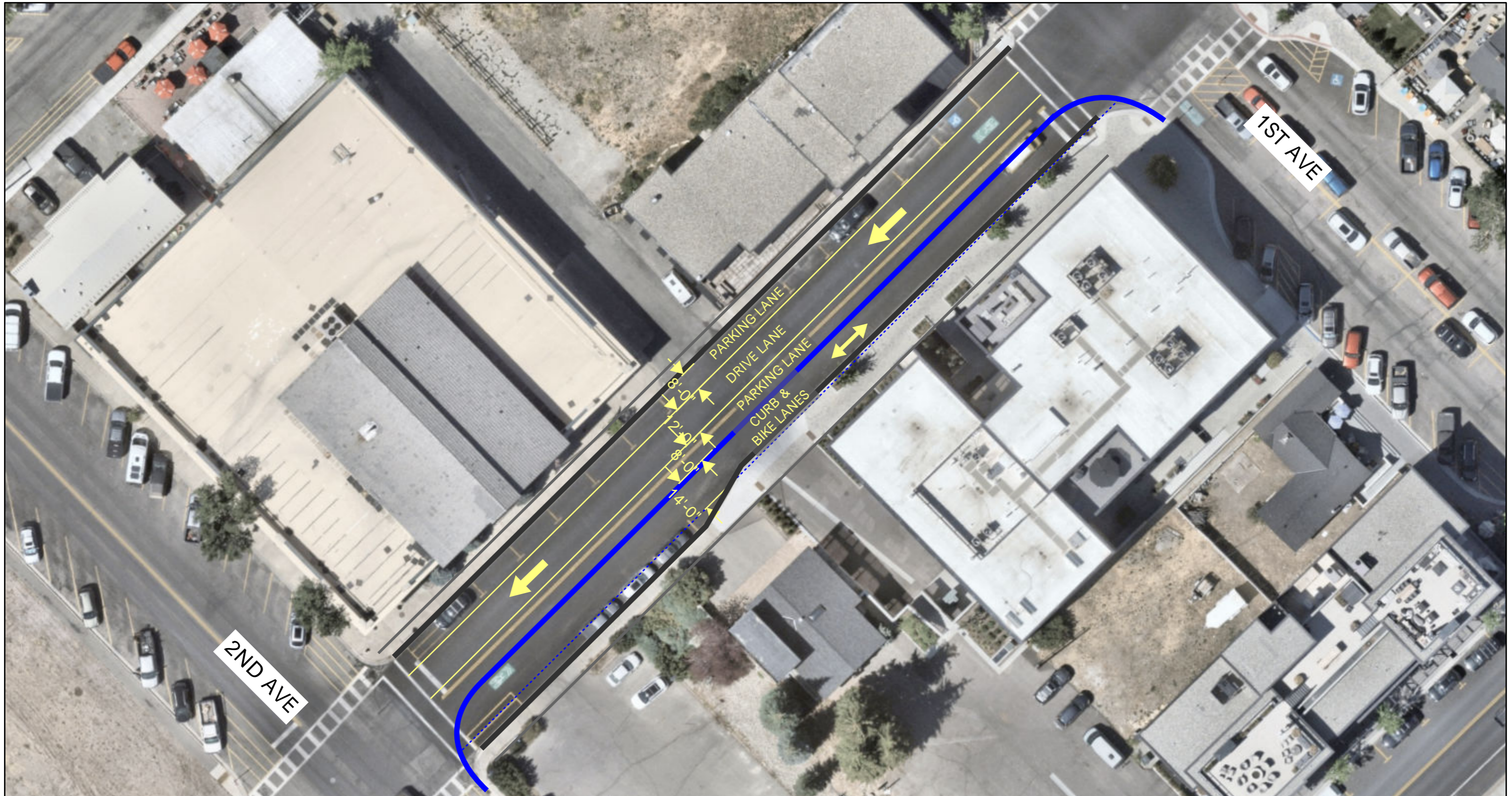
WASHINGTON AVE TO 1ST AVE



LEGEND:

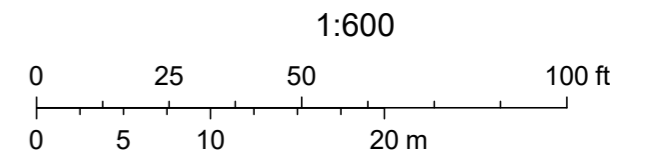
- EXISTING CURB LINE
- PROPOSED CURB LINE

4TH STREET BIKE NETWORK, ONE-WAY VEHICULAR TRAVEL



Bike Lane	Bike Lane	Curb	Drive Lane	Parking Lane	Curb
6'-0"	6'-0"	2'	12'-0"	8'-0"	2'

1ST AVE TO 2ND AVE



LEGEND:

- EXISTING CURB LINE
- PROPOSED CURB LINE

Specialty Concepts



Draft Plans

focus on **Specialty Concepts**

2nd Ave

Washington Ave

Leadville Ave

4th St

Specialty Concepts

- Backwoods Connection
- 4th Street as Festival Street
- Washington Ave as Cafe Street
- Specialty Alleys



focus on **Specialty Concepts**

Backwoods Connection

Overall Concept Plan



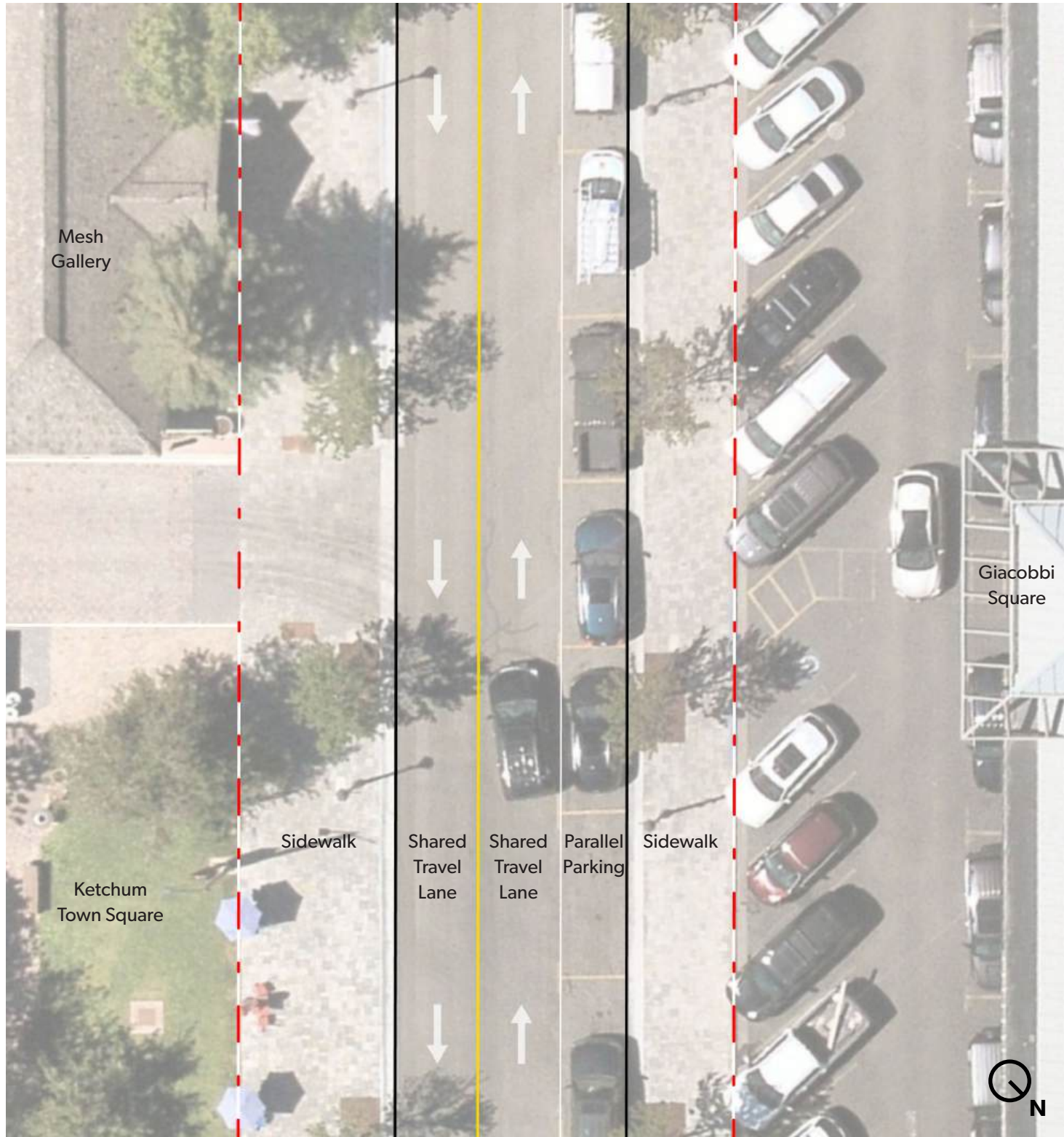
Backwoods Connection

Proposed Site Plan

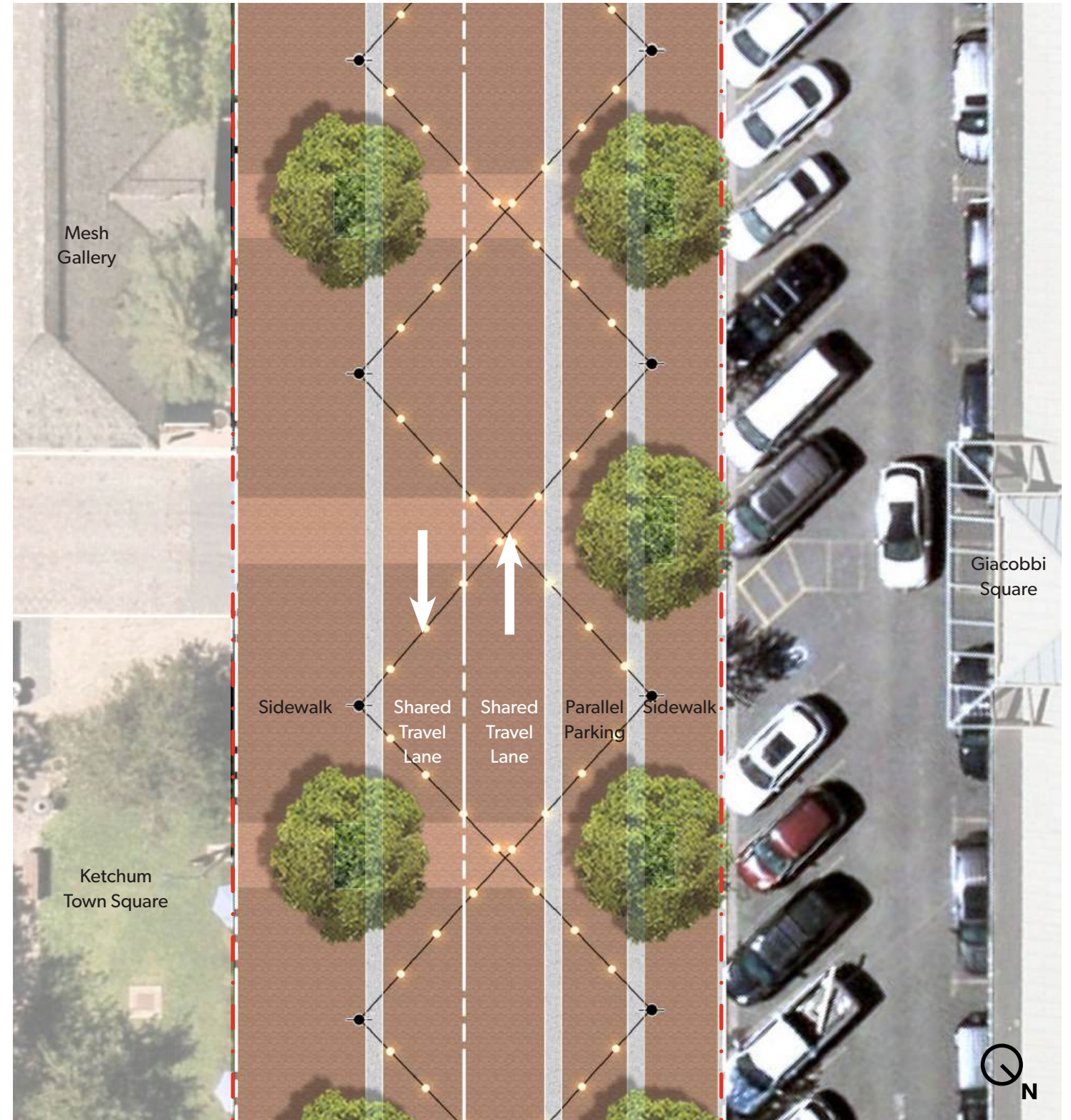


4th Street as Festival Street

Existing Plan

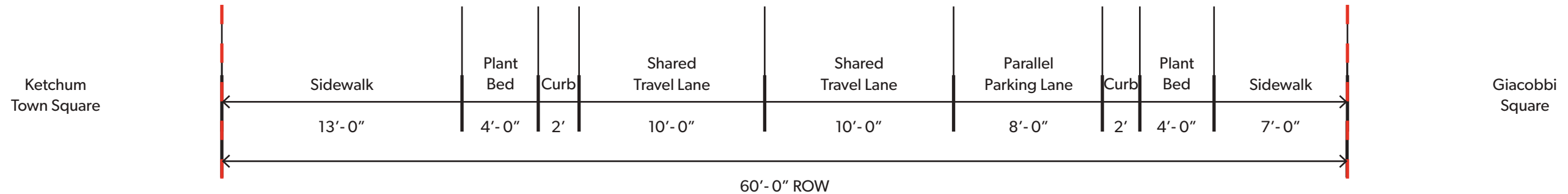


Proposed Plan



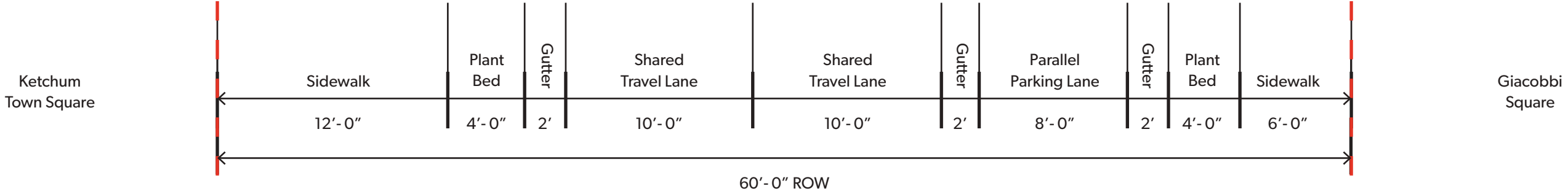
4th Street as Festival Street

Existing Section



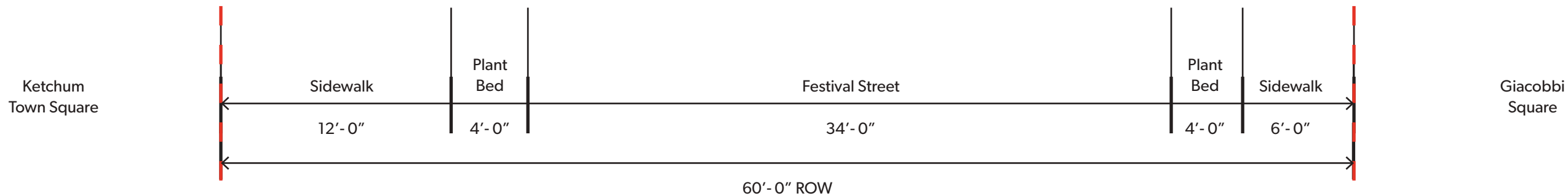
4th Street as Festival Street

Proposed Section — Traffic Mode



4th Street as Festival Street

Proposed Section — Festival Mode



4th Street as Festival Street

Existing Condition



4th Street as Festival Street

Proposed Condition — Traffic Mode



4th Street as Festival Street

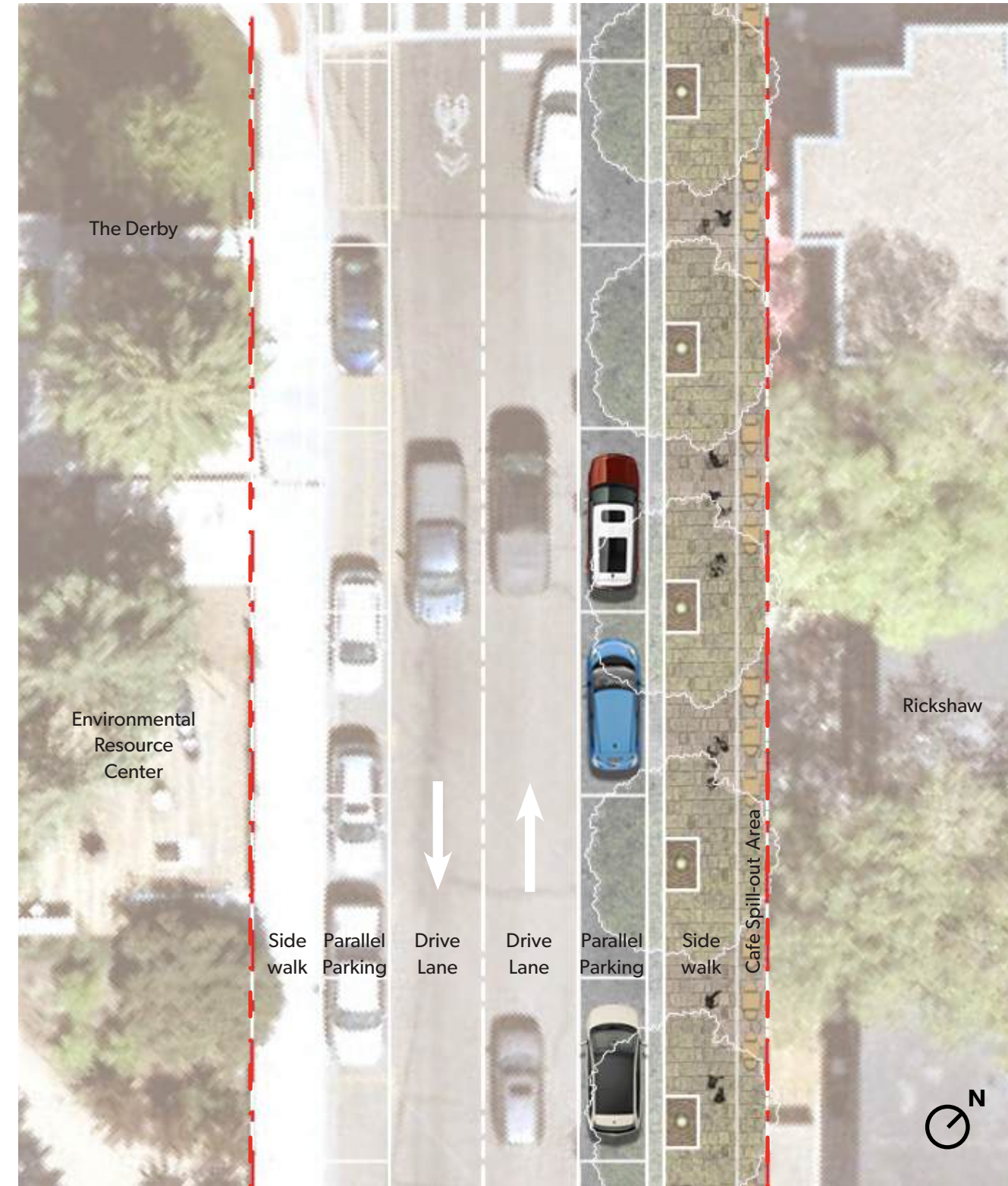
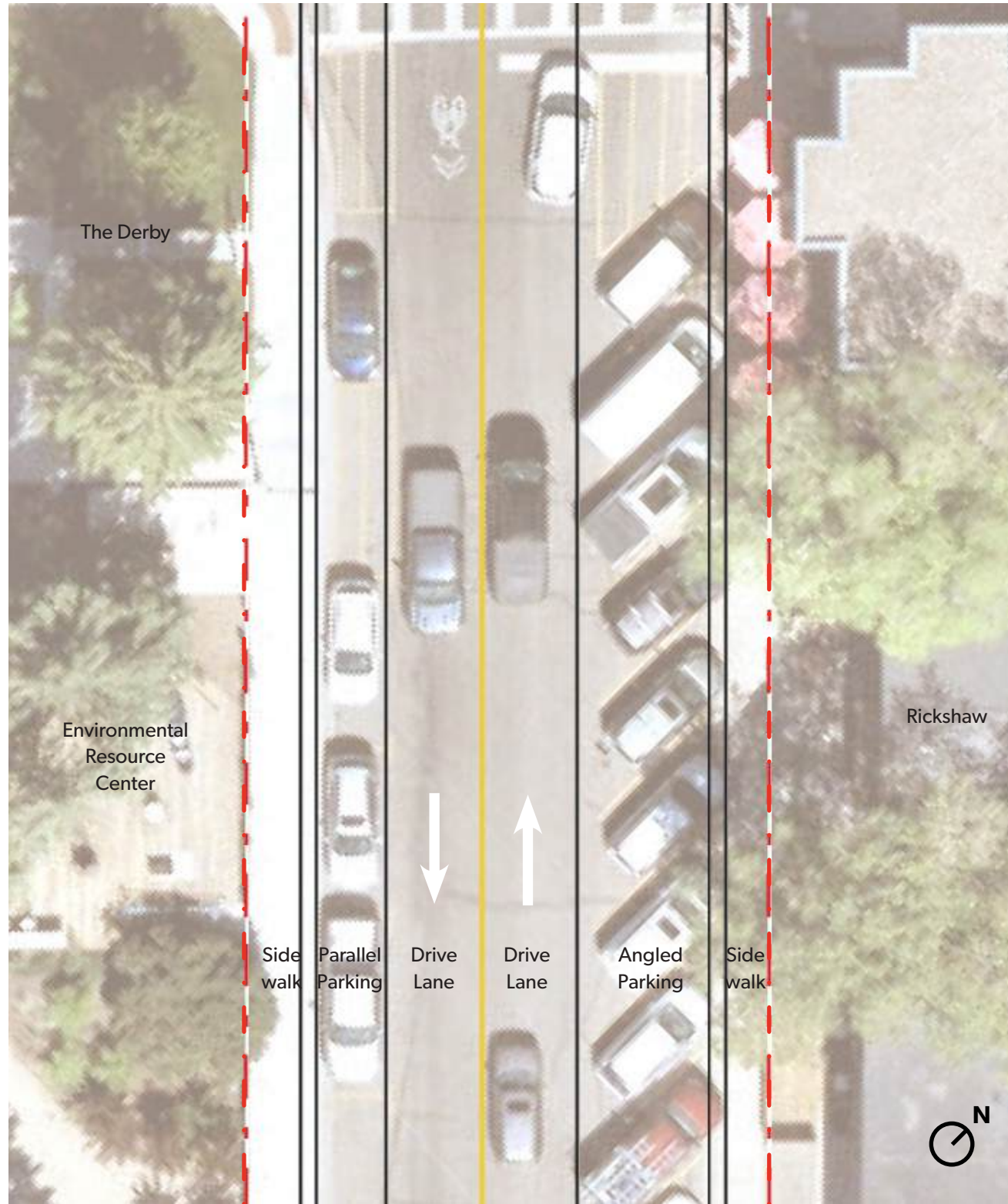
Proposed Condition — Festival Mode



Washington Ave as Cafe Street

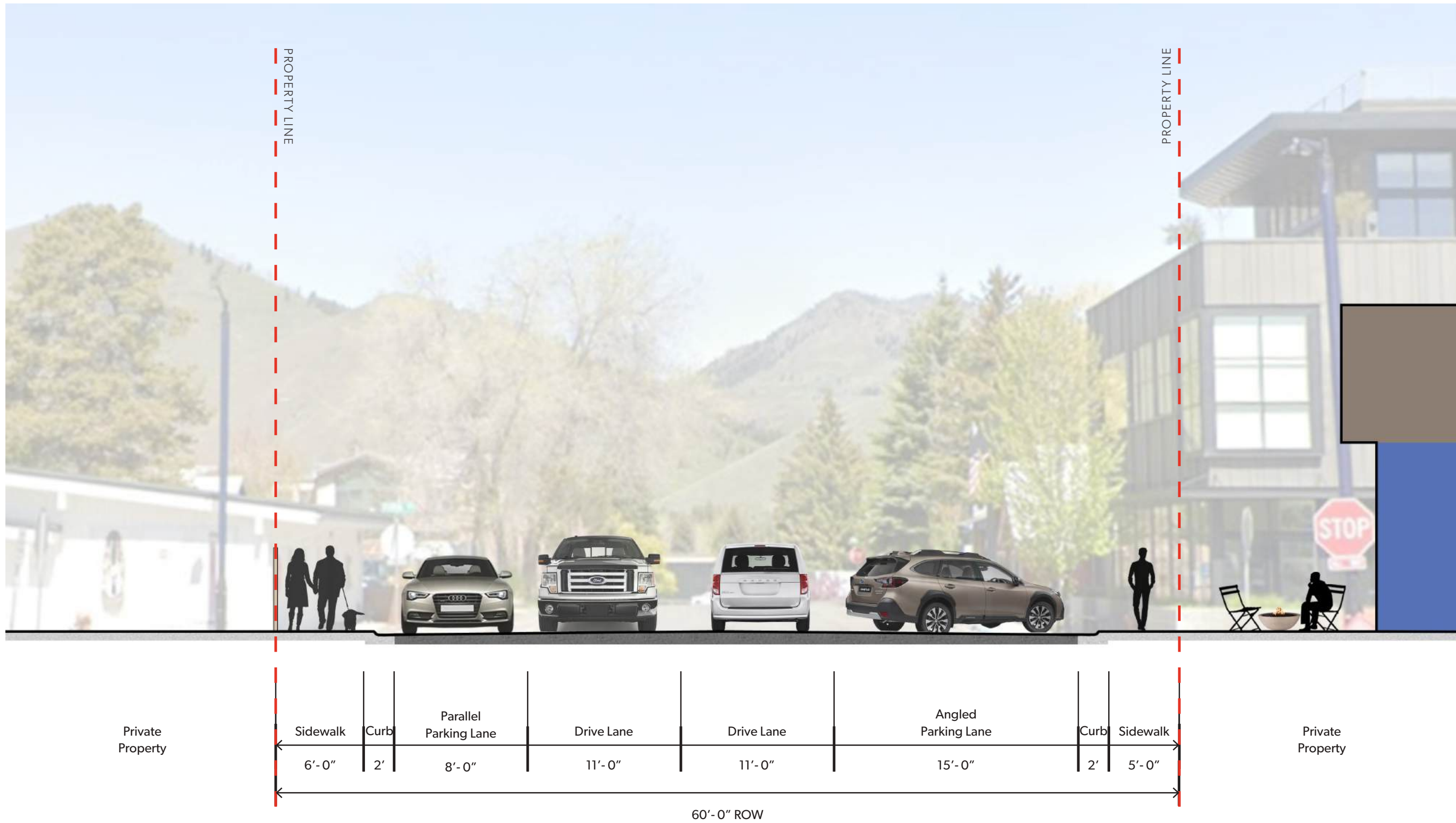
Existing Plan — Compatible with Option B (Sharrows)

Proposed Plan — Compatible with Option B (Sharrows)



Washington Ave as Cafe Street

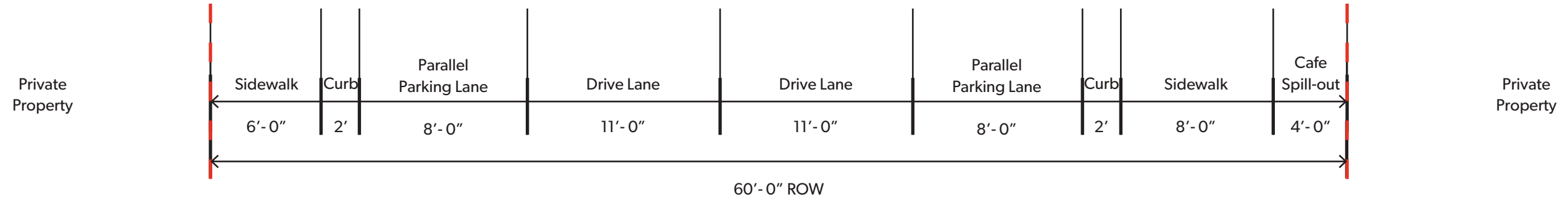
Existing Section — Compatible with Option B (Sharrows)



Washington Ave as Cafe Street

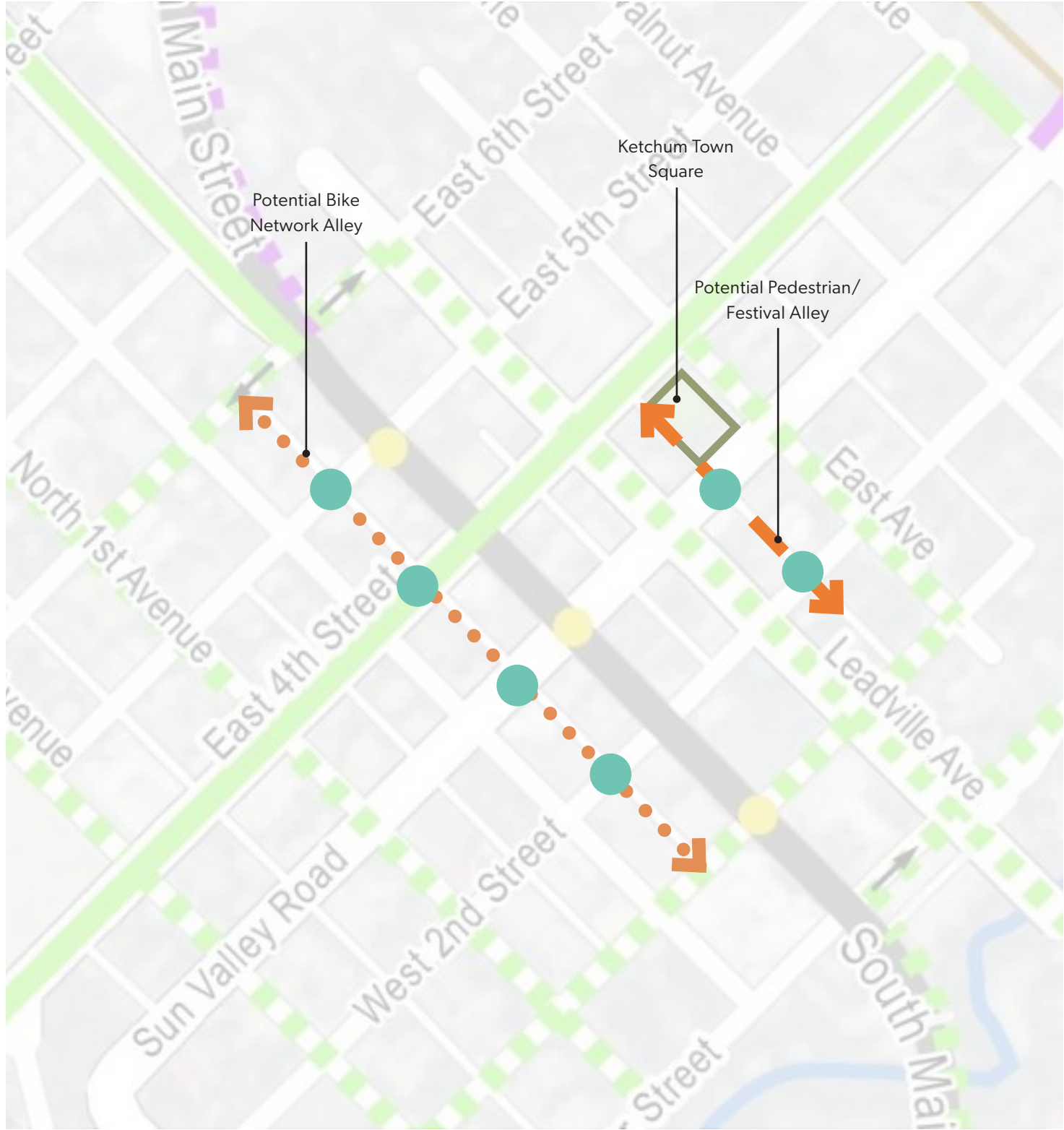
Proposed Section — Compatible with Option B (Sharrows)

Enhanced Sidewalks & Parallel Parking



Specialty Alleys

Overall Concept Plan



Existing Conditions Imagery

ALLEY SOUTH OF MAIN ST



ALLEY ADJACENT TO TOWN SQUARE



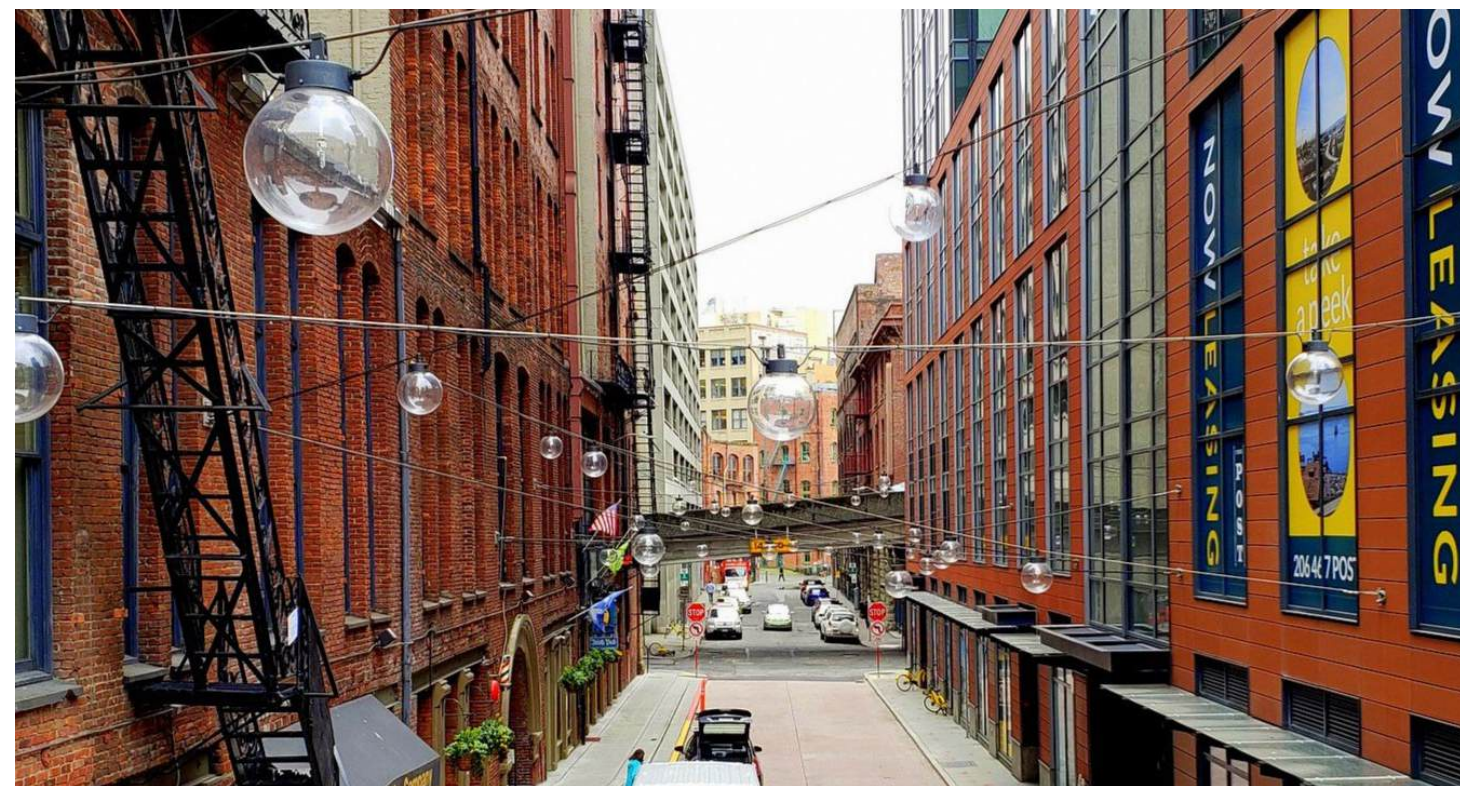
Specialty Alleys

Precedent Imagery — Dairy Blocks, Denver



Specialty Alleys

Precedent Imagery — Post Alley, Seattle



Downtown Ketchum
Bike Network Study

Jacobs
GGLO



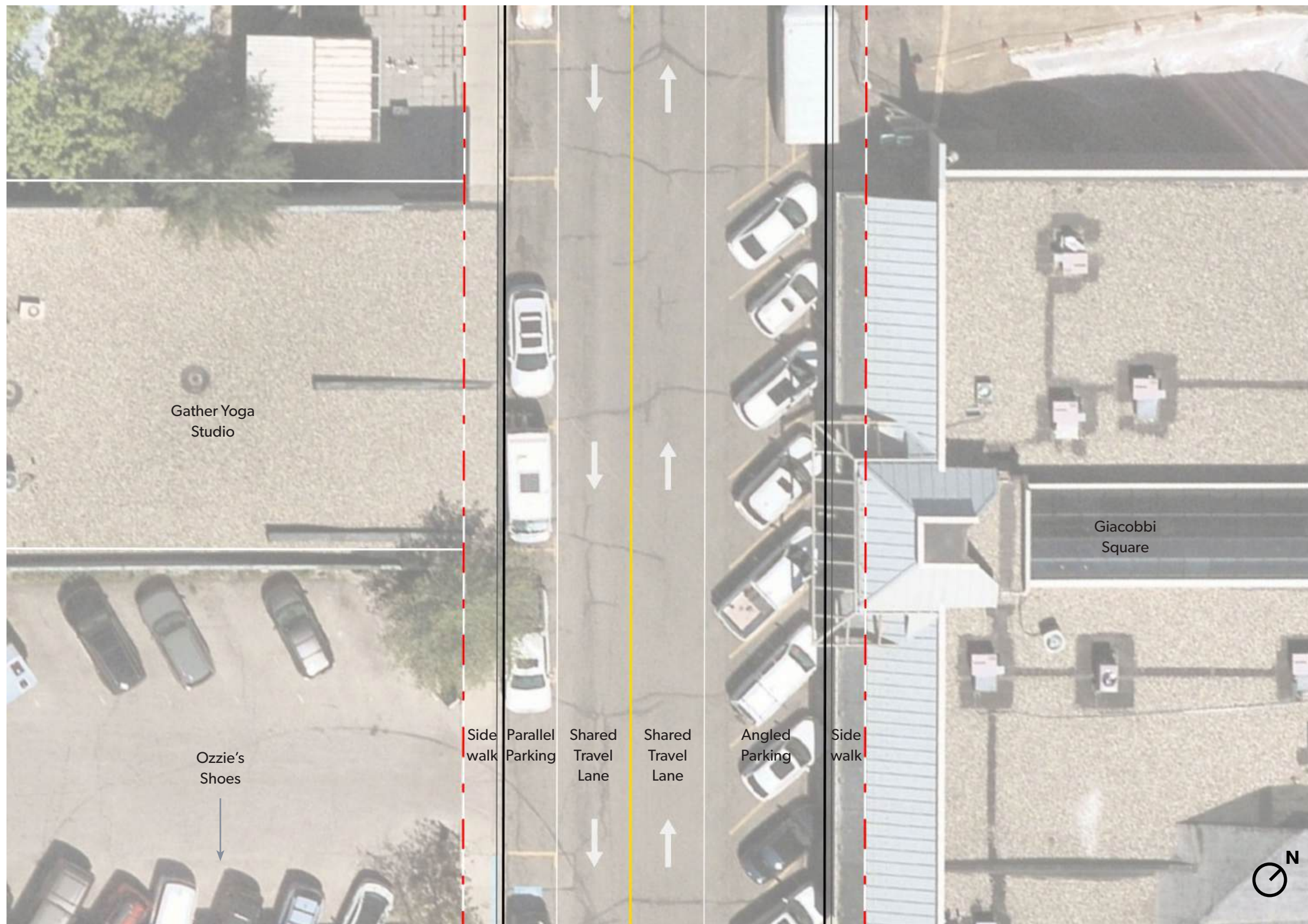
Appendix



Additional Process Work

Leadville Ave BETWEEN 4TH ST & 5TH ST

Existing Plan

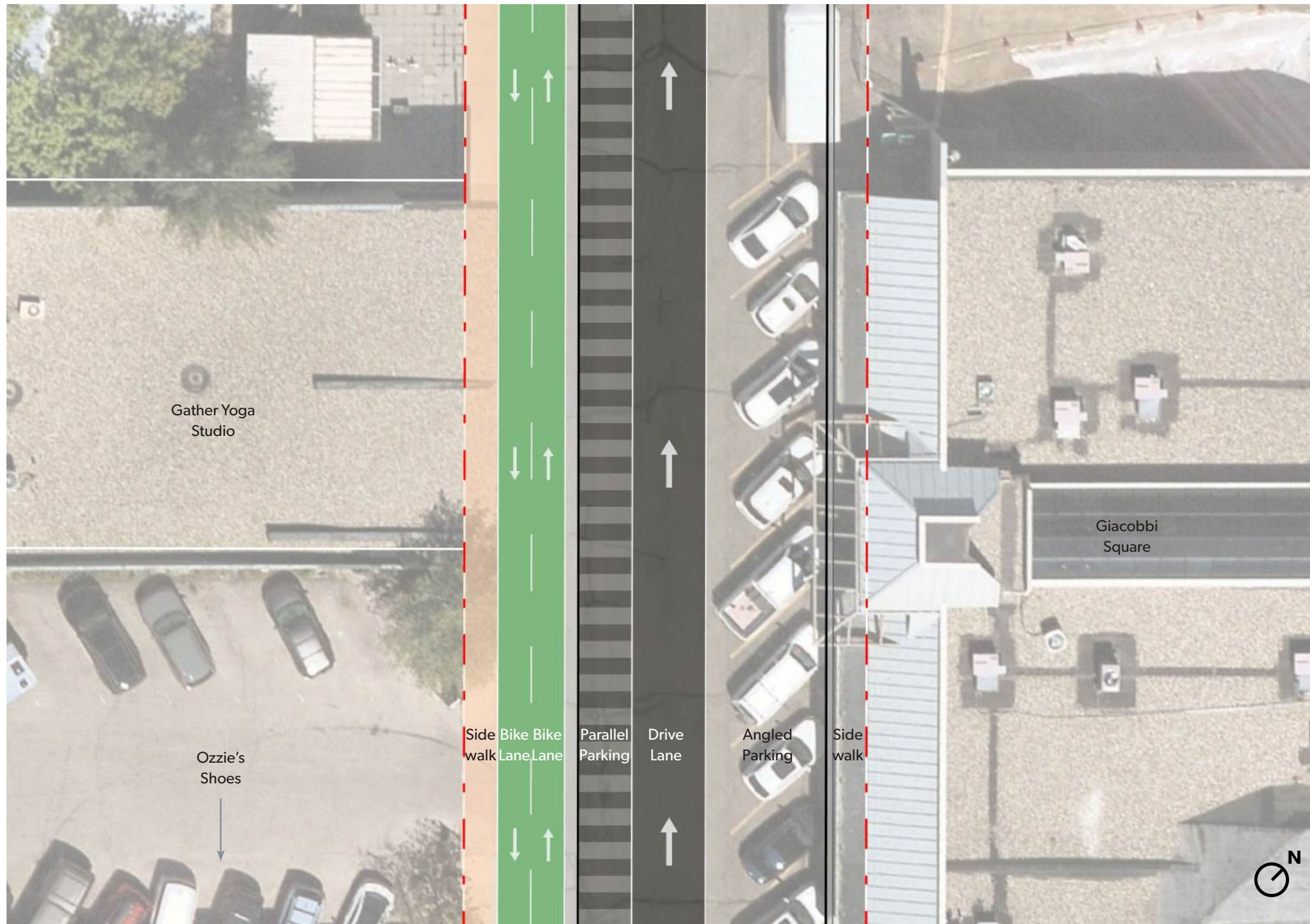


Leadville Ave BETWEEN 4TH ST & 5TH ST

Proposed Plan

Option A

One-Way Vehicular Travel

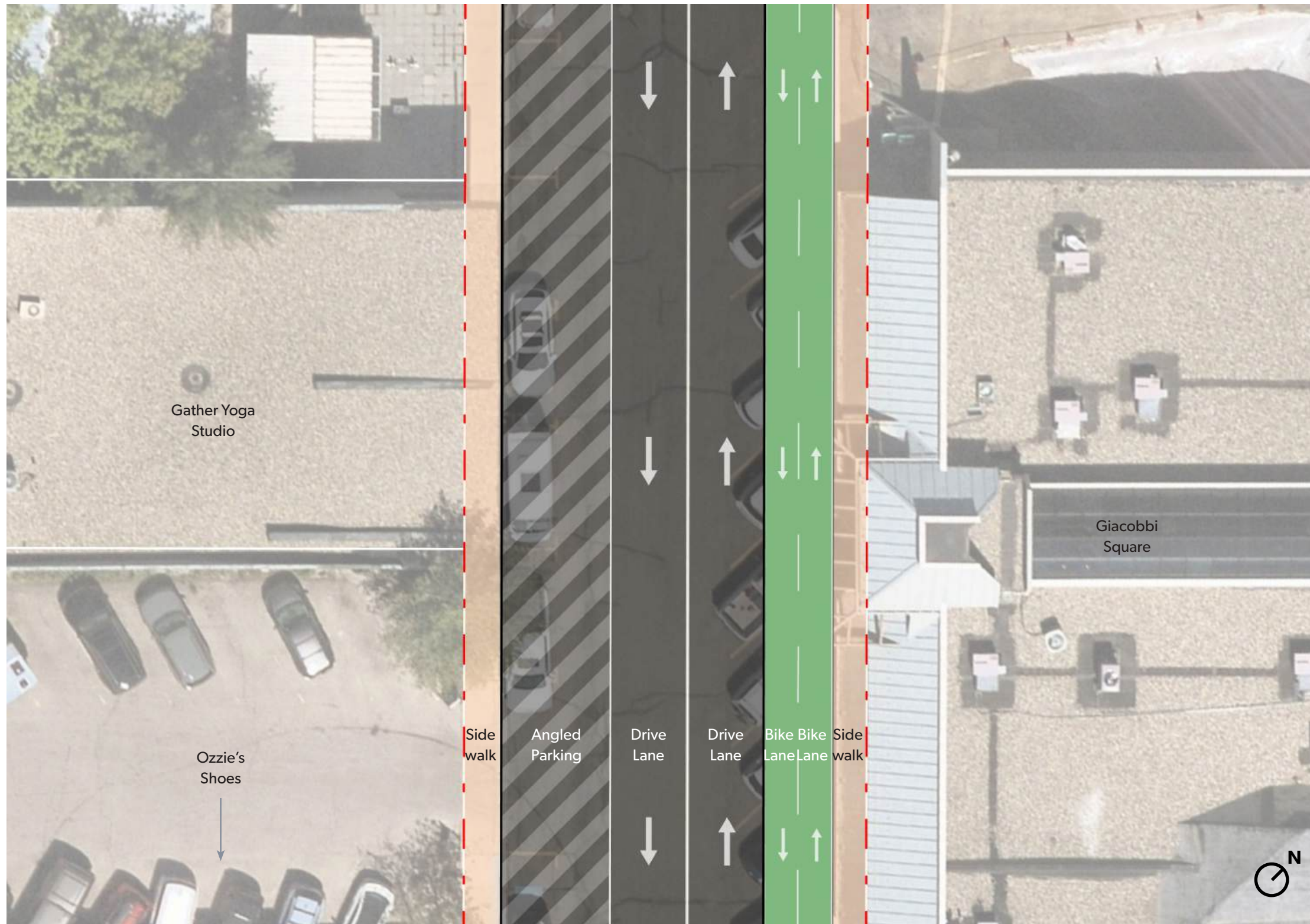


Leadville Ave BETWEEN 4TH ST & 5TH ST

Proposed Plan

Option B.1

Two-Way Vehicular Travel, Angled Parking on One Side

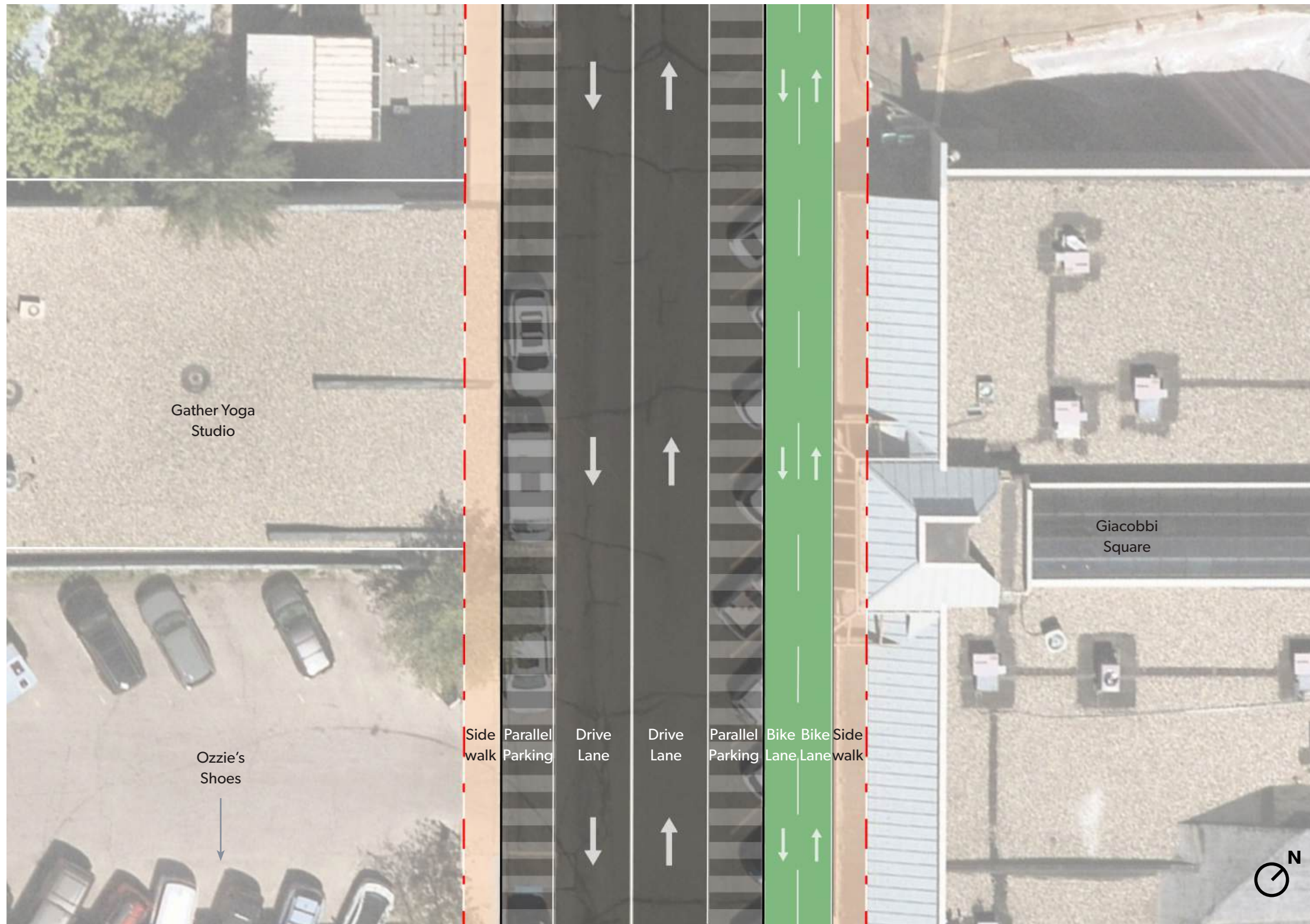


Leadville Ave BETWEEN 4TH ST & 5TH ST

Proposed Plan

Option B.2

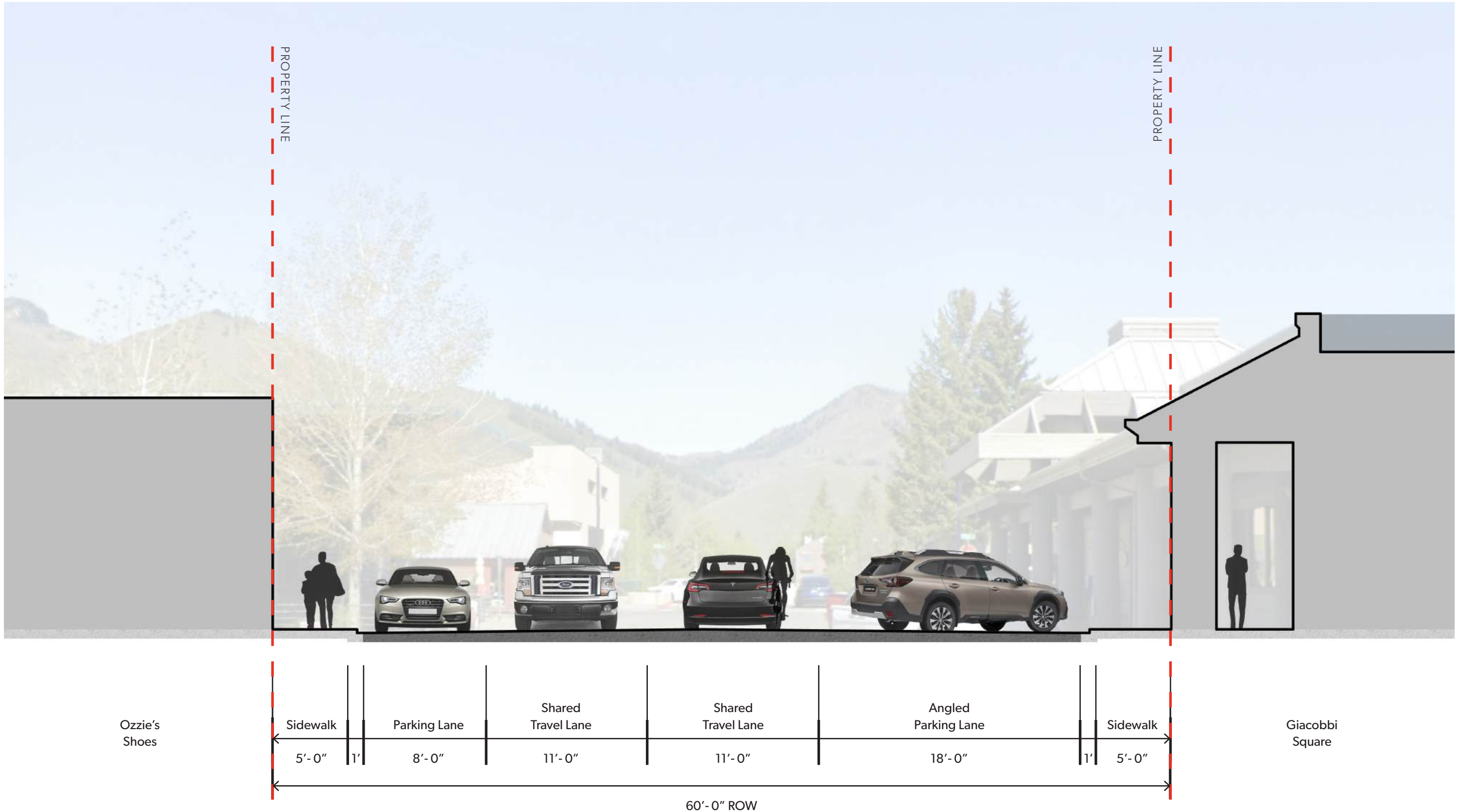
Two-Way Vehicular Travel, Parallel Parking on Both Sides



Leadville Ave BETWEEN 4TH ST & 5TH ST

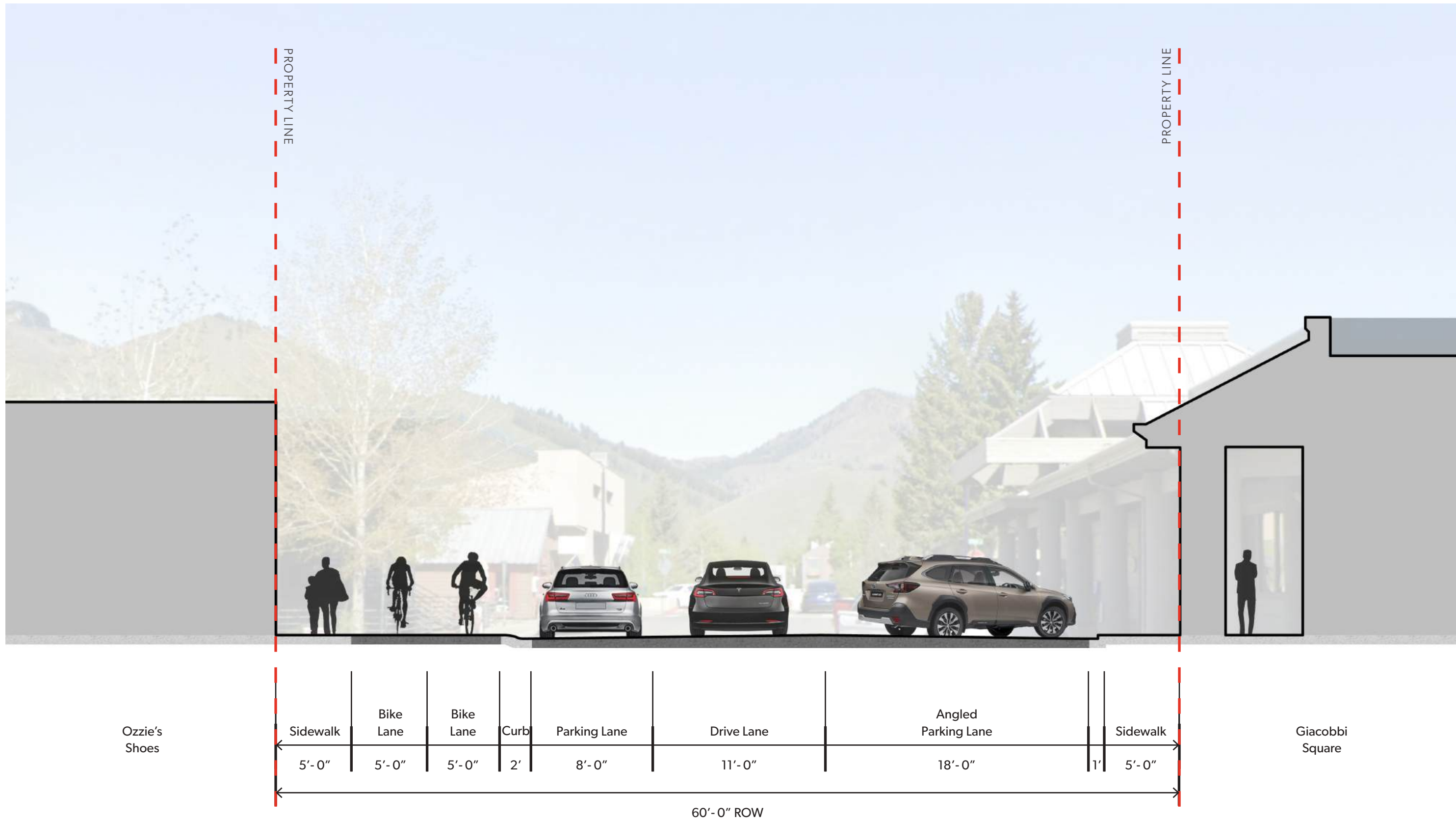
Existing Section

Existing Shared Travel Lanes



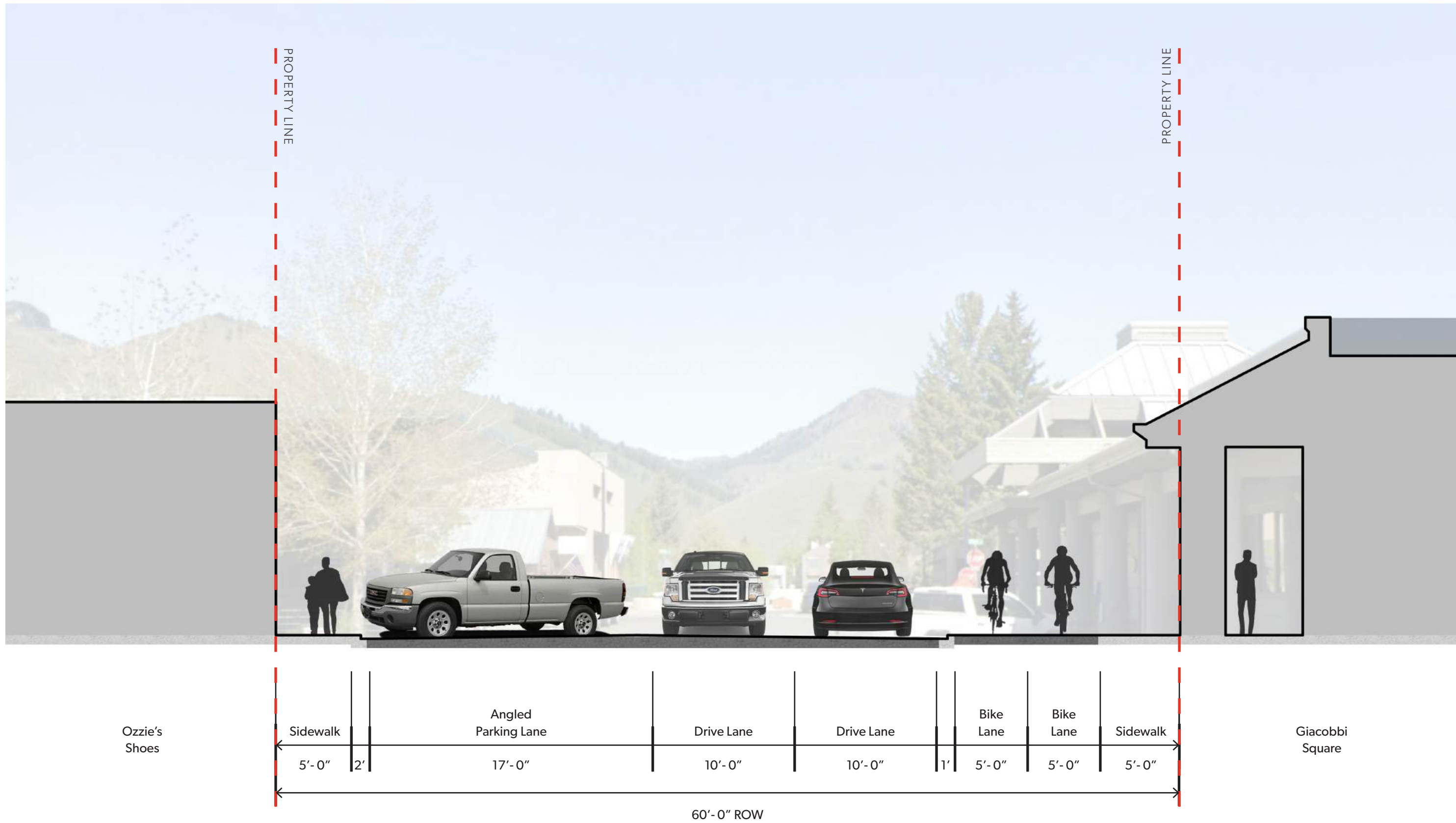
Leadville Ave BETWEEN 4TH ST & 5TH ST
Proposed Section

Option A
One-Way Vehicular Travel



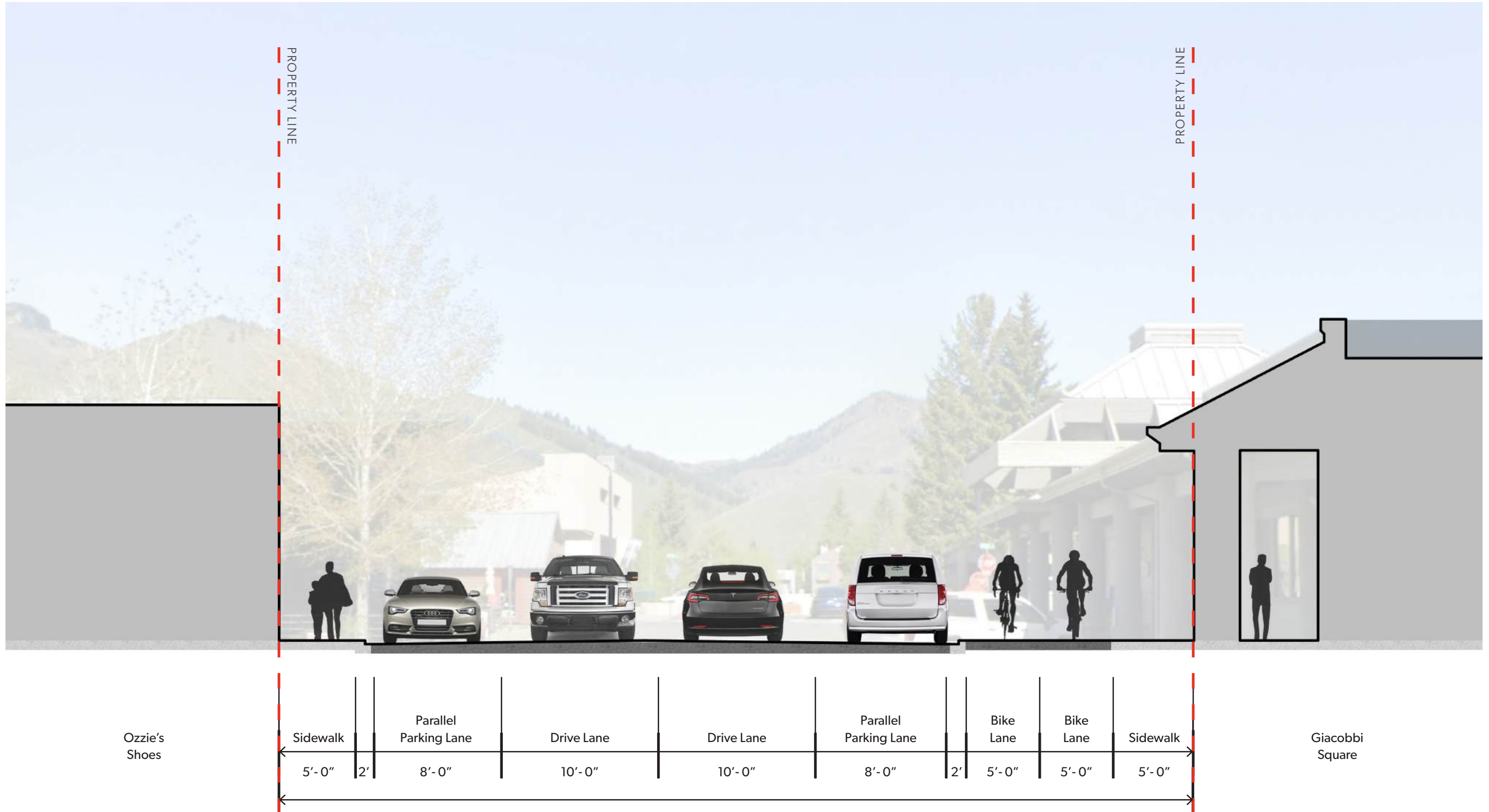
Leadville Ave BETWEEN 4TH ST & 5TH ST
Proposed Section

Option B.1
Two-Way Vehicular Travel, Angled Parking on One Side



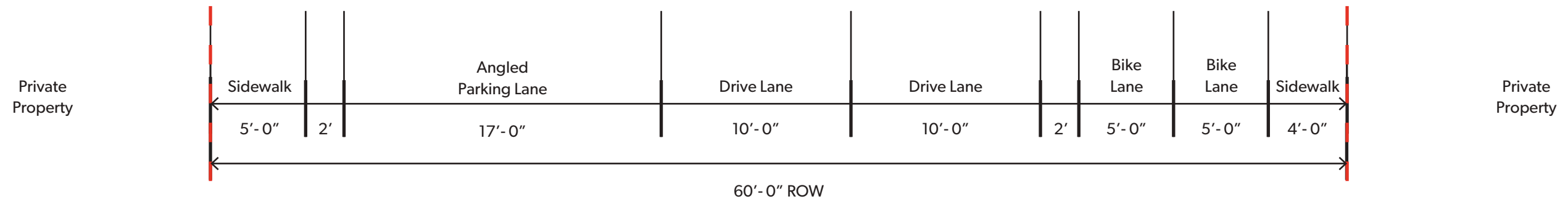
Leadville Ave BETWEEN 4TH ST & 5TH ST
Proposed Section

Option B.2
Two-Way Vehicular Travel, Parallel Parking on Both Sides



Leadville Ave BETWEEN 2ND ST & SUN VALLEY RD
Proposed Section

Option B.1
Two-Way Vehicular Travel, Angled Parking on One Side



Leadville Ave BETWEEN 2ND ST & SUN VALLEY RD
Proposed Section

Option C
Two-Way Vehicular Travel, Parallel Parking on One Side



Leadville Ave: Side-by-Side Comparison

Existing

Option A

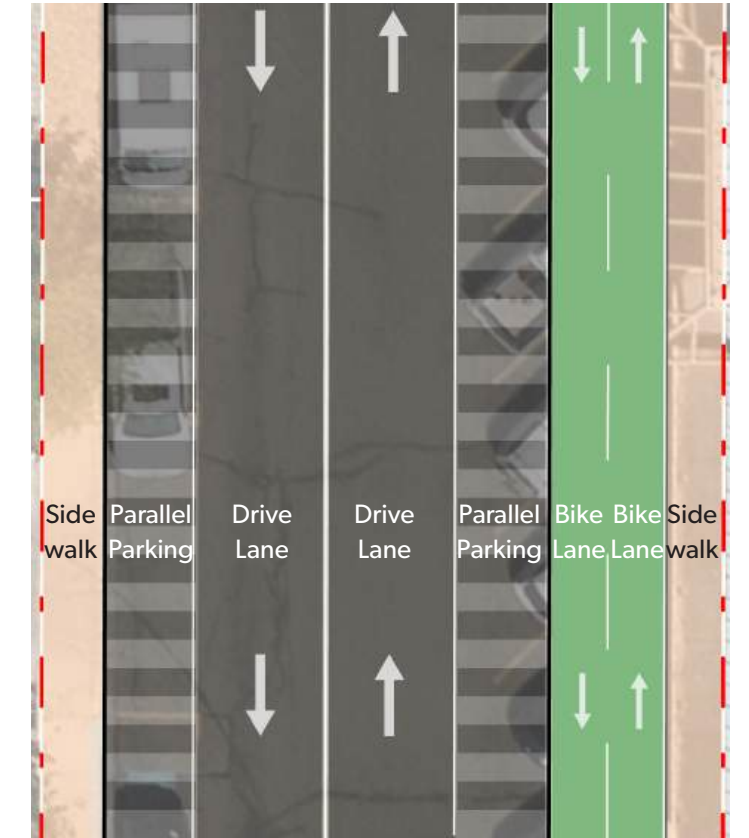
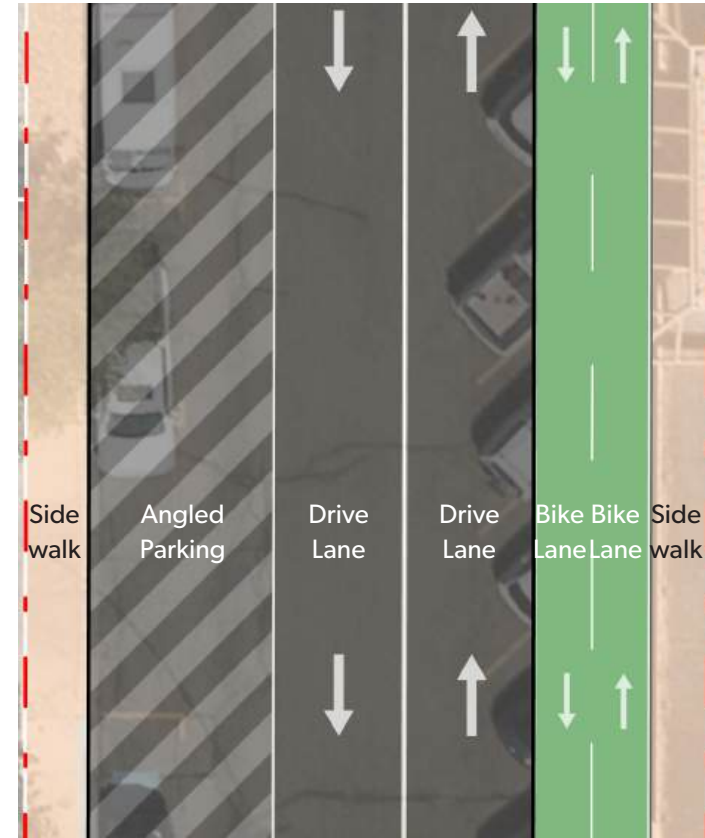
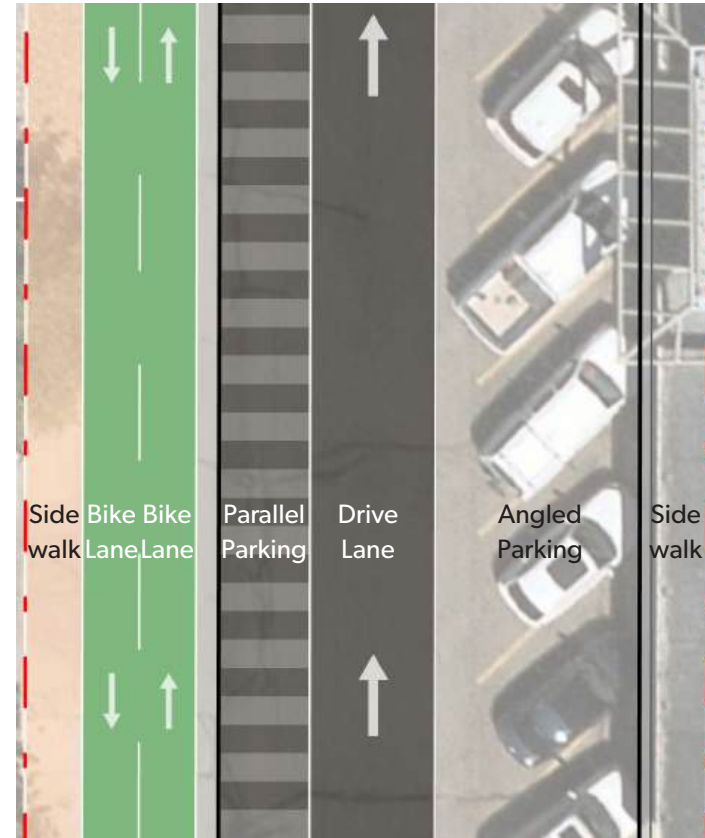
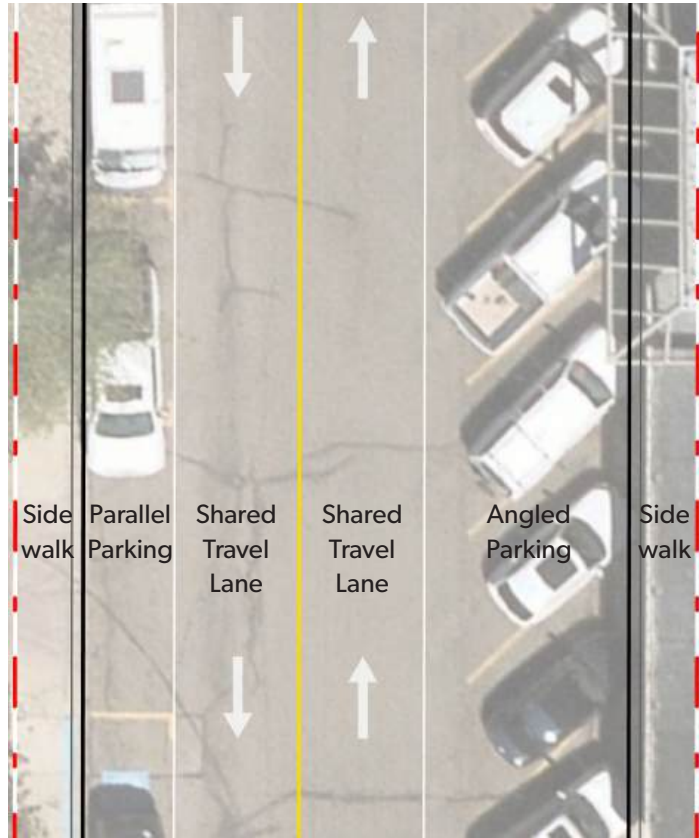
Remove south-bound travel lane

Option B.1

Remove parallel parking lane

Option B.2

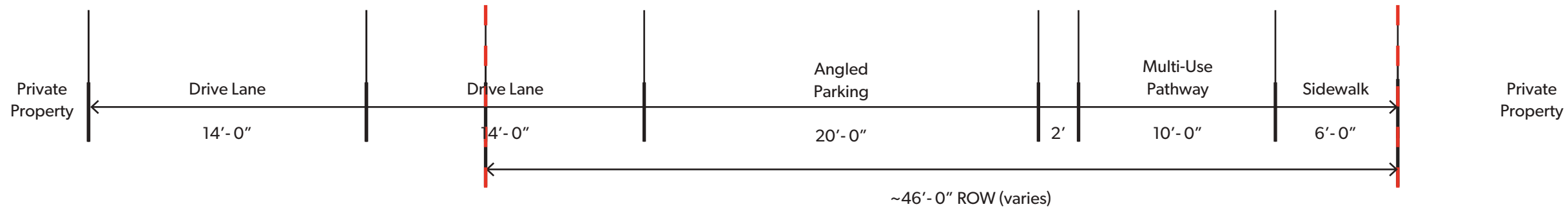
Convert angled parking lane to parallel



Block	Description	Existing Public Parking	Parking Loss By Option		
			Option A	Option B.1	Option B.2
1	Leadville, River to 1st	20	0	9	5
2	Leadville, 1st to 2nd	10	0	7	1
3	Leadville, 2nd to 3rd	21	0	9	5
4	Leadville, 3rd to 4th	20	0	9	5
5	Leadville, 4th to 5th	16	0	8	4
6	Leadville, 5th to 6th	20	0	9	4
Total		104	0	50	24

2nd Ave SOUTH OF TRAIL CREEK BRIDGE
Proposed Section

Option A-B.1
Multi-Use Pathway with Optional Sidewalk



2nd Ave BETWEEN RIVER ST & 1ST ST
Proposed Section

Option A-B.1
Multi-Use Pathway + Sidewalk

