



City of Ketchum

CITY COUNCIL MEETING AGENDA MEMO

Meeting Date: Staff Member/Dept:

Agenda Item:

Recommended Motion:

"I move to approve the outlined traffic calming pilot project, associated budget request and report back findings."

Reasons for Recommendation:

- Several residents in West Ketchum have requested different traffic calming techniques
- A neighborhood meeting was held onsite last fall to review problem areas and potential solutions
- HDR developed a pilot concept for Bird Drive that if proved successful, could be deployed to other parts of the neighborhood

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

Staff will review the attached presentation and would recommend the Council take public testimony as no members of the public attended a recent open house at city hall. The city is currently conducting an online survey (results attached).

Sustainability Impact:

Adequate facilities within each community does reduce the likelihood of increased vehicular trips.

Financial Impact:

None OR Adequate funds exist in account:	Materials cost should not exceed \$19,000. Adequate funds are available in the CIP contingency account.
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Attachments:

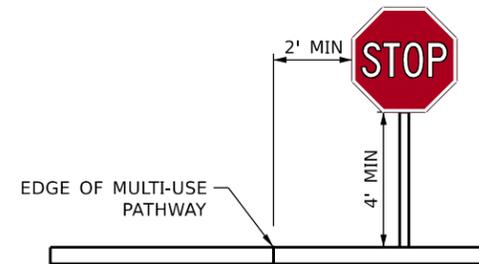
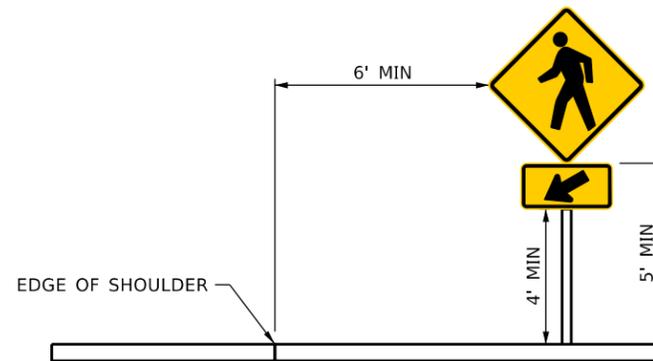
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| 1. HDR Traffic Calming Design Elements |
| 2. Current Online Survey Results |
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| |

GENERAL NOTES:

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

MATERIAL QUANTITIES

DESCRIPTION	QUANTITY	UNITS
SIGN PANELS	239	SF
6' PRECAST PARKING BLOCKS	14	EA
18" TUBULAR MARKERS (WHITE)	250	EA
36" TUBULAR MARKERS (WHITE)	88	EA
36" TUBULAR MARKERS (YELLOW)	14	EA
PAINTED MARKINGS	354	SF



TYPICAL SIGN INSTALLATION
N.T.S.



BIRD DRIVE TRAFFIC CALMING TEST

GENERAL NOTES



NOTES:

1. OMIT TUBULAR MARKERS ACROSS PRIVATE APPROACHES, PEDESTRIAN CROSSINGS AND 25' FROM PUBLIC STREET INTERSECTIONS. COORDINATE WITH ADJACENT LANDOWNERS ON PLACEMENT ACROSS PRIVATE APPROACHES GREATER THAN 20'.

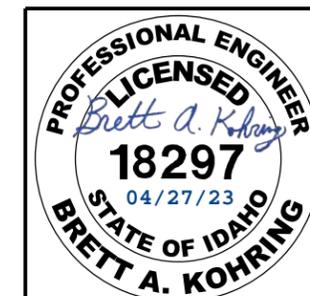
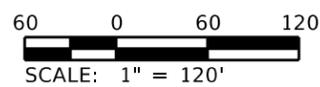


LEGEND:

-  PROPOSED SIGN
-  EXISTING SIGN
-  TUBULAR MARKER

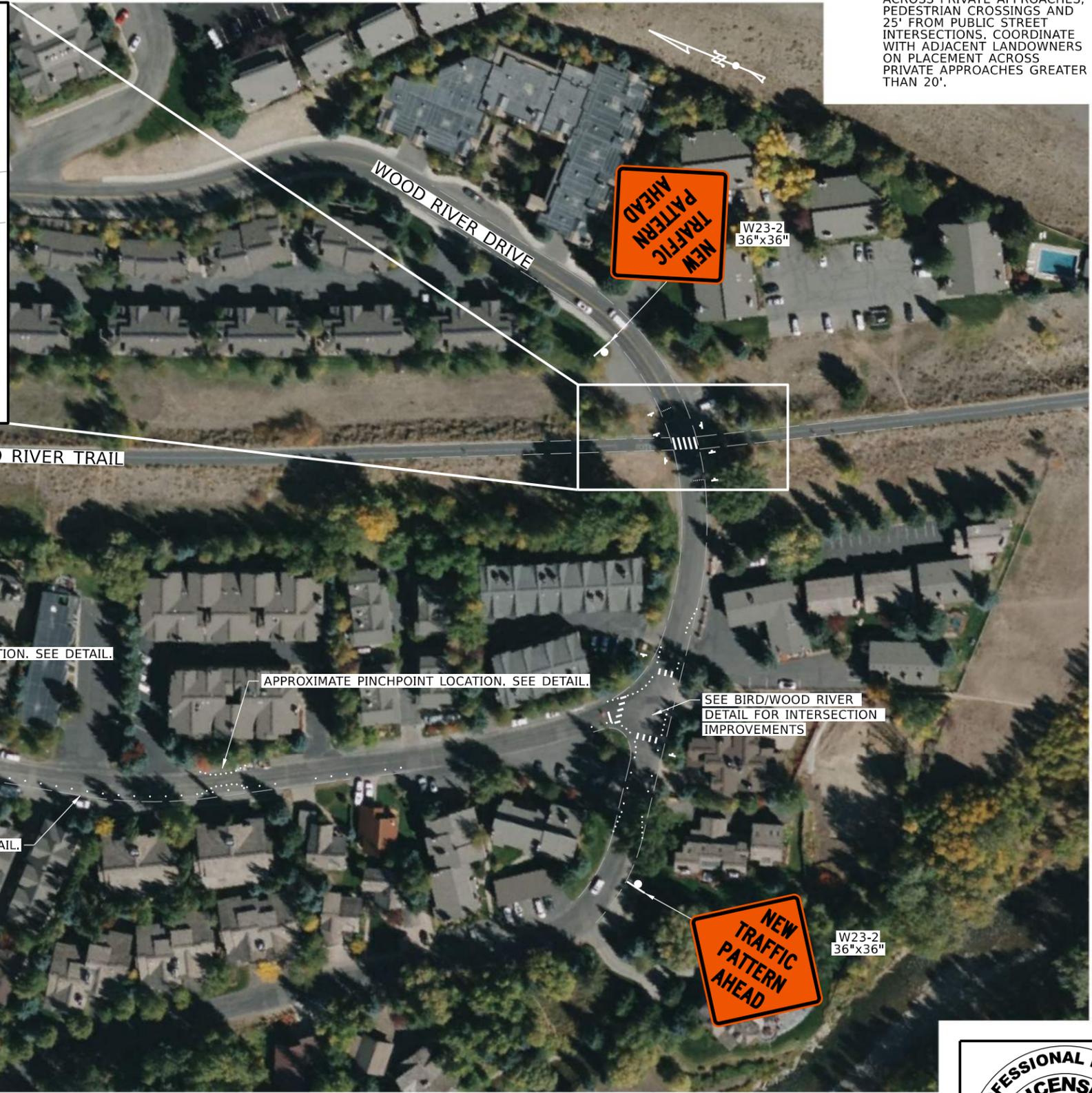
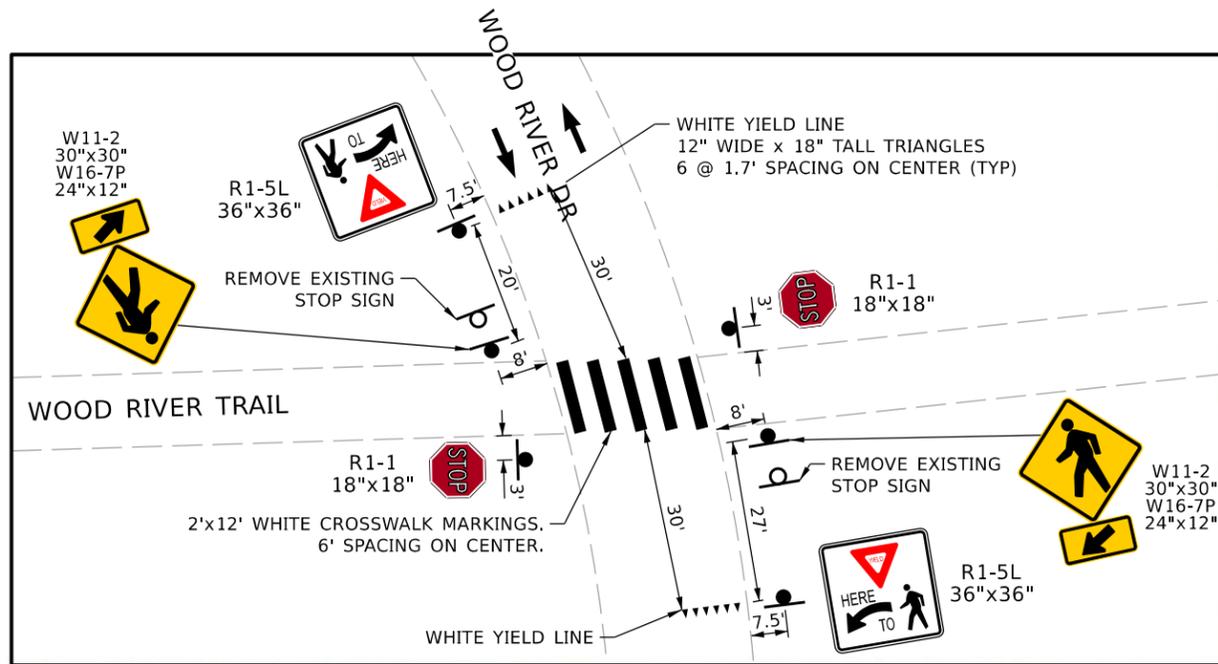
BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW
NORTH BIRD DR



NOTES:

1. OMIT TUBULAR MARKERS ACROSS PRIVATE APPROACHES, PEDESTRIAN CROSSINGS AND 25' FROM PUBLIC STREET INTERSECTIONS. COORDINATE WITH ADJACENT LANDOWNERS ON PLACEMENT ACROSS PRIVATE APPROACHES GREATER THAN 20'.



MATCH LINE

APPROXIMATE PINCHPOINT LOCATION. SEE DETAIL.

APPROXIMATE PINCHPOINT LOCATION. SEE DETAIL.

APPROXIMATE PINCHPOINT LOCATION. SEE DETAIL.

SEE BIRD/WOOD RIVER
DETAIL FOR INTERSECTION
IMPROVEMENTS

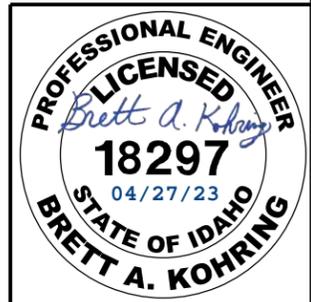
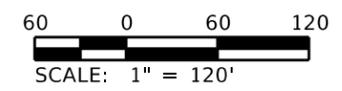
PROPOSED PEDESTRIAN PATH. SEE DETAIL.

LEGEND:

- ♣ PROPOSED SIGN
- Ⓟ EXISTING SIGN
- TUBULAR MARKER

BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW
SOUTH BIRD DR

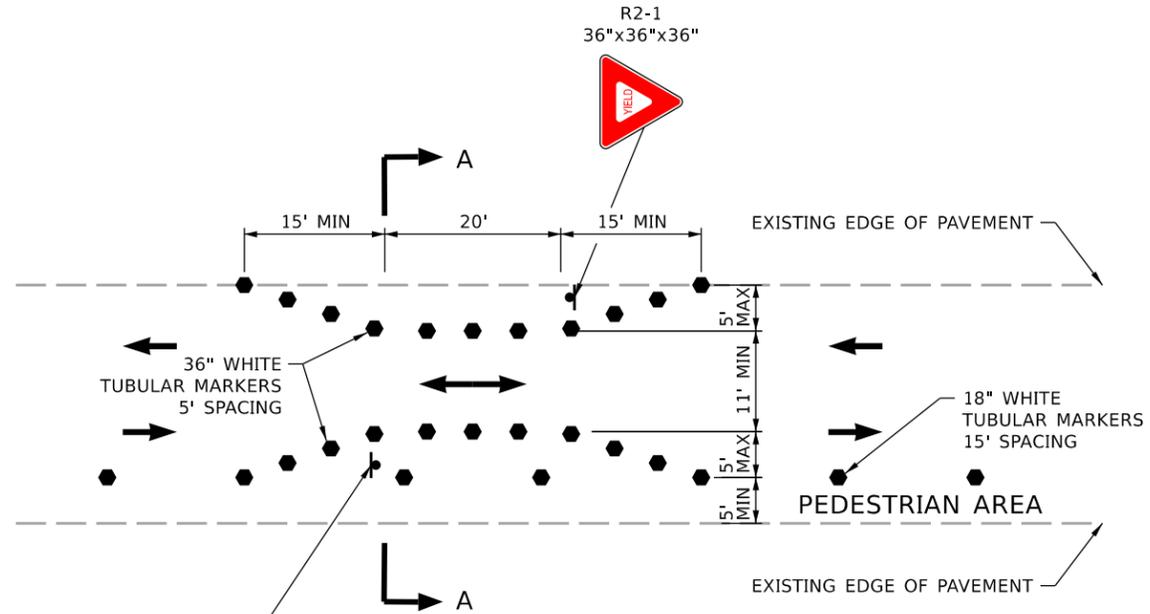


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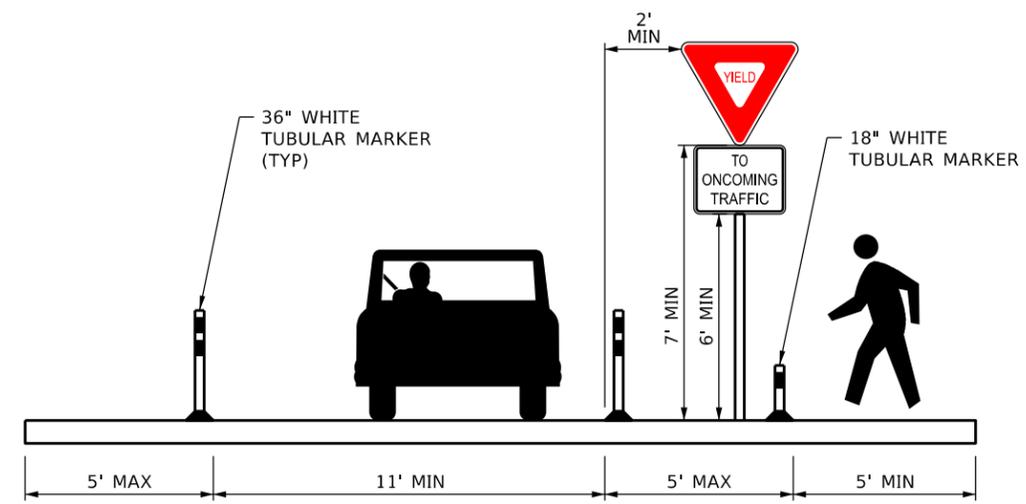
-  PROPOSED SIGN
-  VEHICLE TRAVEL DIRECTION
-  TUBULAR MARKER

NOTES:

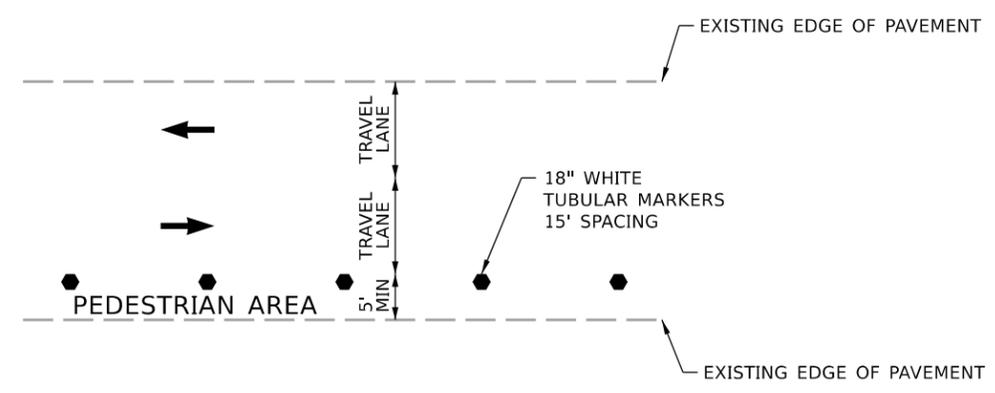
1. PLACE YIELD SIGNS TO MAINTAIN 2' MINIMUM CLEARANCE FROM TRAVELED WAY WITHIN PINCHPOINT LIMITS. MOUNT SIGNS ON TEMPORARY BREAKAWAY STANDS. MAINTAIN 6' SIGN CLEARANCE OTHERWISE.
2. OMIT TUBULAR MARKERS ACROSS PRIVATE APPROACHES, PEDESTRIAN CROSSINGS AND 25' FROM PUBLIC STREET INTERSECTIONS. COORDINATE WITH ADJACENT LANDOWNERS ON PLACEMENT ACROSS PRIVATE APPROACHES GREATER THAN 20'.
3. SEE PLAN VIEWS FOR LOCATIONS OF PINCHPOINTS.
4. PLACE R1-2aP TO FACE VEHICLE TRAFFIC TRAVELING TOWARD WOOD RIVER DRIVE.



PINCHPOINT AREA DETAIL
N.T.S.
SETUP DIMENSIONED FOR 20 MPH



SECTION A-A
N.T.S.

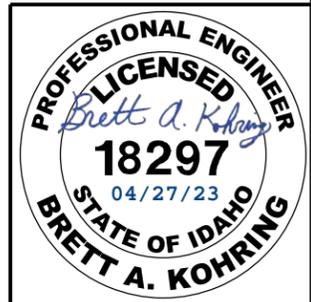


PEDESTRIAN AREA DETAIL
N.T.S.



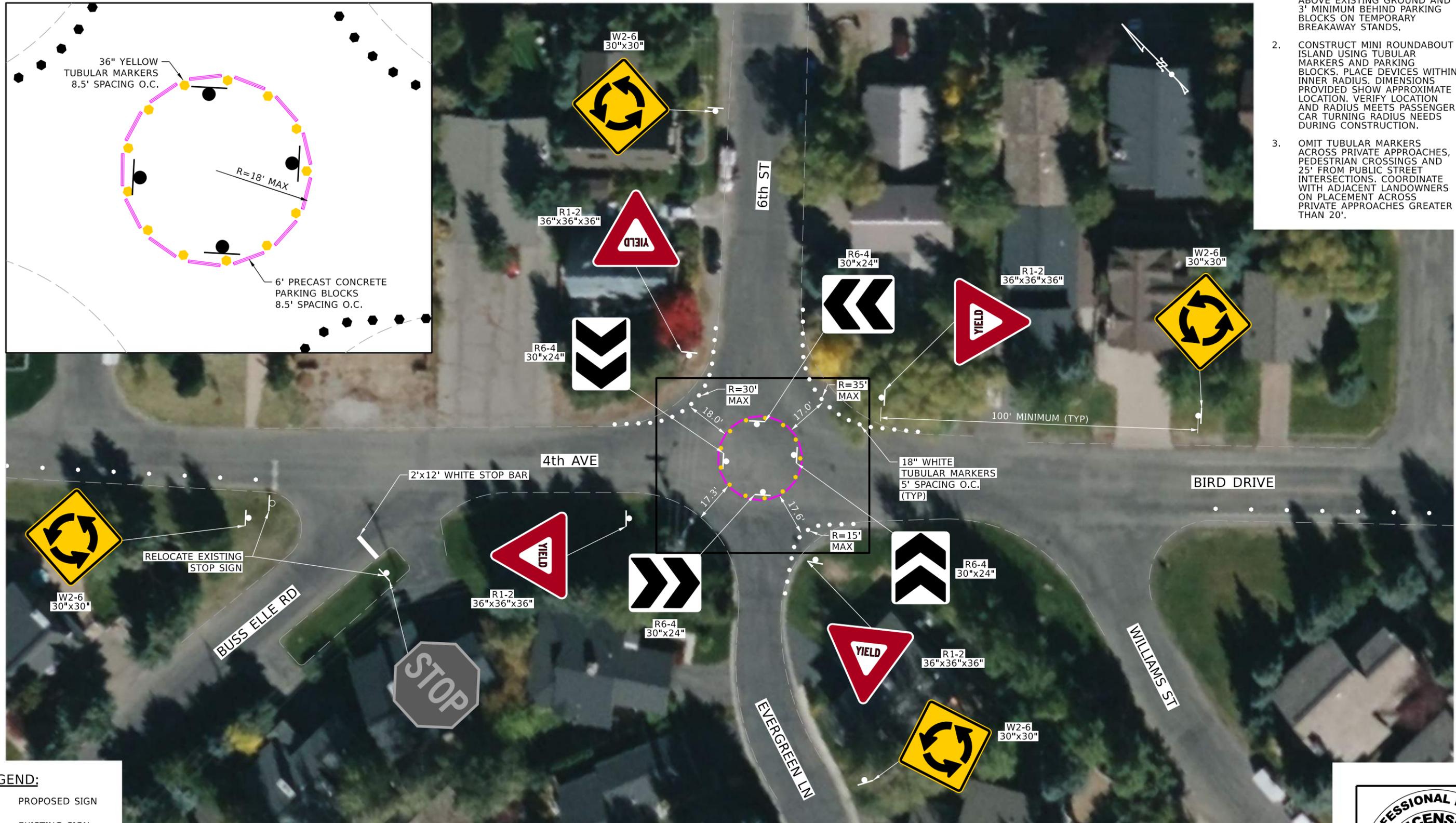
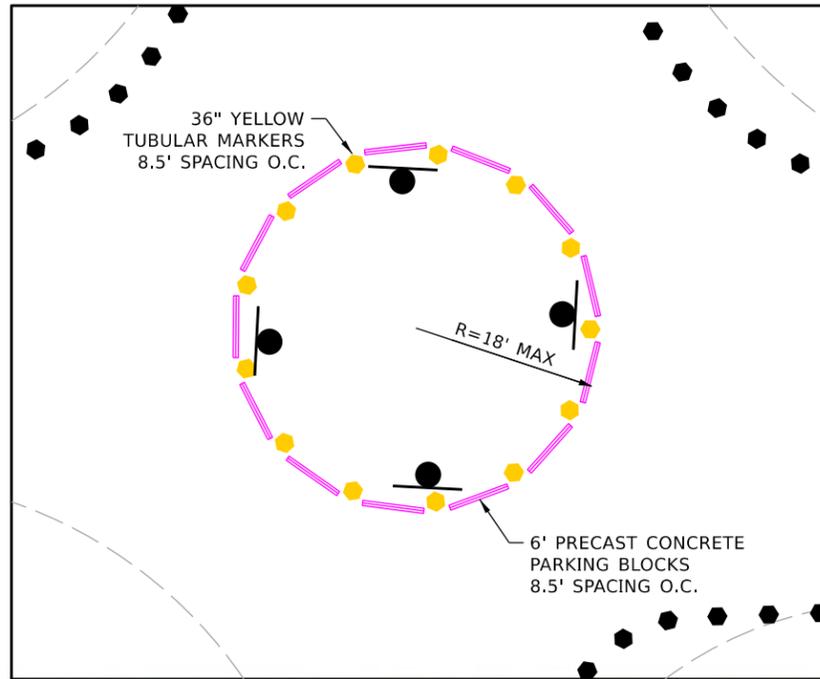
BIRD DRIVE TRAFFIC CALMING TEST

PINCHPOINT DETAILS



NOTES:

1. MOUNT R4-6 SIGNS 4' MINIMUM ABOVE EXISTING GROUND AND 3' MINIMUM BEHIND PARKING BLOCKS ON TEMPORARY BREAKAWAY STANDS.
2. CONSTRUCT MINI ROUNDABOUT ISLAND USING TUBULAR MARKERS AND PARKING BLOCKS. PLACE DEVICES WITHIN INNER RADIUS. DIMENSIONS PROVIDED SHOW APPROXIMATE LOCATION. VERIFY LOCATION AND RADIUS MEETS PASSENGER CAR TURNING RADIUS NEEDS DURING CONSTRUCTION.
3. OMIT TUBULAR MARKERS ACROSS PRIVATE APPROACHES, PEDESTRIAN CROSSINGS AND 25' FROM PUBLIC STREET INTERSECTIONS. COORDINATE WITH ADJACENT LANDOWNERS ON PLACEMENT ACROSS PRIVATE APPROACHES GREATER THAN 20'.

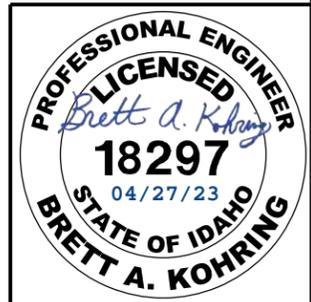
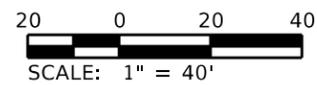


LEGEND:

-  PROPOSED SIGN
-  EXISTING SIGN
-  TUBULAR MARKER

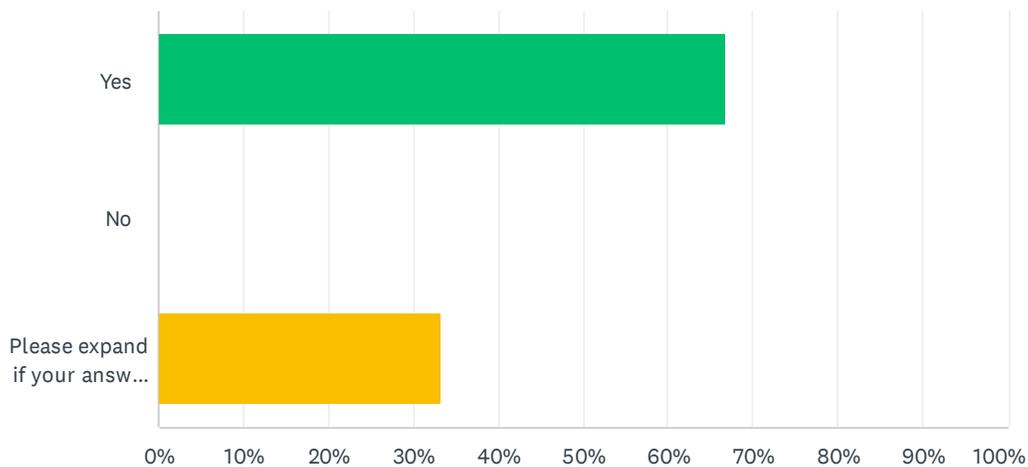
BIRD DRIVE TRAFFIC CALMING TEST

MINI ROUNDABOUT
DETAIL



Q1 Do you support testing this improvement option this summer?

Answered: 21 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	66.67%	14
No	0.00%	0
Please expand if your answer is 'no':	33.33%	7
TOTAL		21

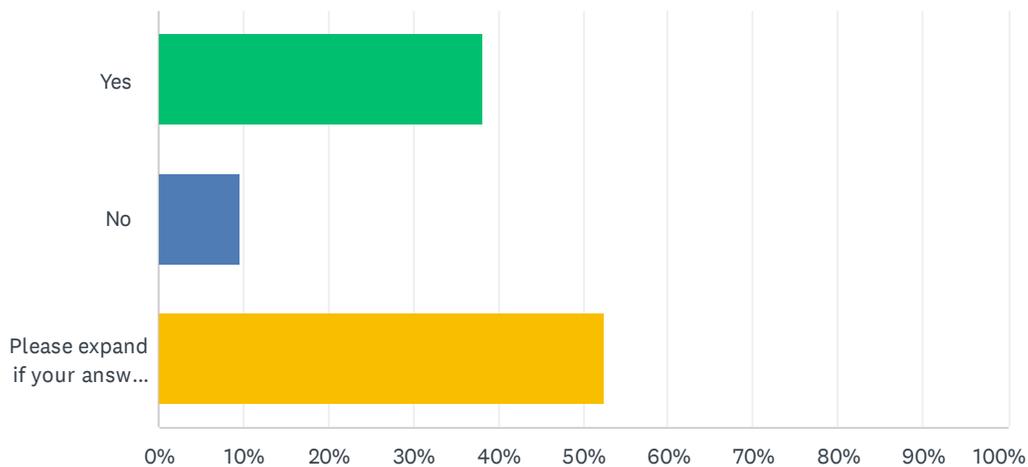
#	PLEASE EXPAND IF YOUR ANSWER IS 'NO':	DATE
1	Not sure what 18" tubular markers are but if they are vertical plastic tubes, then NO WAY! Littering the street with signs and tubular markers will detract from neighborhood's charm and make it feel more like an airport runway with all the traffic control. Do you ever look around you and see how many road signs exist? There are so many that they tend to be ignored anyway. I walk the same route near pennay's to reach river run in the winter and summer and feel perfectly safe because I stop and look before crossing and 9/10 times cars stop for me. It's less of a car problem than a pedestrian problem where people walk up the middle of Bird Dr. to cross. I think painting crosswalk bars would help establish safe places to cross the road that cars and peds. will eventually get accustomed to. Don't forget that there has been a huge and ongoing construction boom in the neighborhood which has temporarily increased traffic and congestion. This should go away as the last two projects finish. Also, will some of your proposals reduce the on-street parking? Not to be too car-centric but you should take a look at the # of vehicles, trailers, campers, etc that park on the street in the summer. Lastly, who will maintain the markers, sweep the streets behind them and seasonally remove them for plowing? Like all other markers, they will become debris magnets that will get damaged over time and look even worse.	5/10/2023 2:11 PM
2	I don't think making pedestrian only zones is the answer	5/10/2023 1:33 PM
3	I do! But it would be great to not have a bunch of those tubular markers everywhere. Makes it feel like we live on Seattle instead of Ketchum. Anything a little more natural looking than could be used? Or potentially a roundabout here too?	5/9/2023 10:51 AM
4	Waste of money, speed bumps are cheap	5/3/2023 8:13 AM
5	Not necessary	5/2/2023 7:56 PM

West Ketchum Traffic Calming_Spring/Summer 2023

6	I love the idea of crosswalks at this intersection, however we don't need three! We need one to cross bird, and we need one to cross WR drive; the one that seems safest/best to me (and where I typically cross) is the crosswalk closer to the mountain (past Bird if you are coming down WR drive from the bike path).	5/2/2023 7:02 PM
7	I don't think this will be helpful..I think that people will continue to turn onto Bird drive at a high rate of speed despite these recommendations...an elevated pedestrian crossing at those three locations should definitely work	5/2/2023 3:15 PM

Q2 Do you support testing this improvement option this summer?

Answered: 21 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	38.10%	8
No	9.52%	2
Please expand if your answer is 'no':	52.38%	11
TOTAL		21

#	PLEASE EXPAND IF YOUR ANSWER IS 'NO':	DATE
1	If I understand what tubular markers are, they will make a residential neighborhood look trashy, take away from the charm, and eliminate on street parking that is sorely needed. I'm all for a walkable/ bikeable neighborhood but pedestrians have to accept some responsibility and stay somewhat to the side of the street and when walking dogs, as many do, have them on a leash. I will drive at a safe 10-15 mph all day long and still get glared at by a dog walker who's pet is running loose on the opposite side of the road.	5/10/2023 2:17 PM
2	I think this will make cars feel like they can drive faster because pedestrians aren't supposed to be in the street	5/10/2023 1:34 PM
3	I do support testing it, but again is there anything that can be used instead of big white tubular markers?	5/9/2023 10:52 AM
4	I do not feel the disruption and expense of adding sidewalks is a reasonable solution. Once the current construction is finished the accumulation of cars and trucks parking along Bird will drop significantly. Bird is wide enough that if pedestrians walk on the side of oncoming traffic, the concerns should be reduced.	5/5/2023 4:52 PM
5	Sidewalks in West Ketchum would change the character of the neighborhood making it feel more suburban. We are long-time residents of West Ketchum and absolutely don't want sidewalks.	5/5/2023 3:59 PM
6	We all walk our dogs in the street, where they go we go.t	5/3/2023 8:15 AM
7	Not necessary	5/2/2023 7:58 PM
8	Sidewalks would take away from street parking, would be a pain for snow removal (and make it more dangerous to walk), and also I do not feel they would help the "safe" walking feel. Not a	5/2/2023 7:04 PM

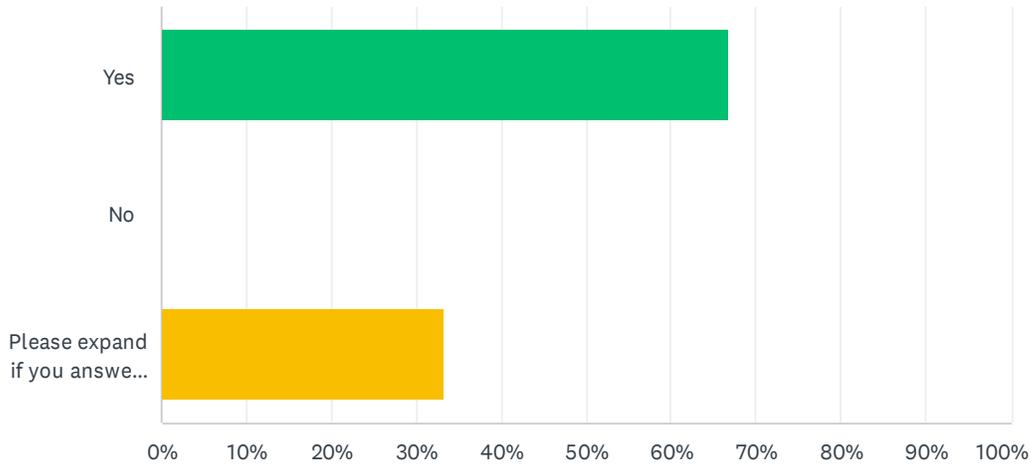
West Ketchum Traffic Calming_Spring/Summer 2023

fan of more concrete on our street.

9	Separating pedestrians from cars just serves to make cars feel safer to drive at speed. Solutions should be focused on slowing cars down so they share the road more safely with people not removing pedestrians from the roads	5/2/2023 3:19 PM
10	I do not see how this will help...I do support a "pedestrian" zone...if those markers were elevated causing the cars to notice if they went into the pedestrian zone, this will work	5/2/2023 3:18 PM
11	This area does not see a tremendous amount of foot traffic. The foot traffic is from 6th Street to the Bike path extension on 4th Ave, (sometimes referred to as Bird Drive). There NEEDS to be a pinch point on that section of roadway, not on the portion of 4th Ave from 6th Street to where 4th Ave turns into Rocking Horse.	5/2/2023 2:14 PM

Q3 Ultimately, are you in support of the City installing and monitoring the pilot program this summer?

Answered: 21 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	66.67%	14
No	0.00%	0
Please expand if you answered 'no':	33.33%	7
TOTAL		21

#	PLEASE EXPAND IF YOU ANSWERED 'NO':	DATE
1	I'm curious about the roundabout. I don't think that intersection has issues but the roundabout might be an improvement. On the other hand, all delivery trucks might start avoiding that tight turn and redirect to Wood River Dr. & Bird Dr. I assume the turning radius is ok for firetrucks so maybe other big vehicles will be able to navigate that tight turn.	5/10/2023 2:20 PM
2	I like the idea of narrowing the street or creating obstacles for cars to go slower. I do not like pedestrian designated areas. I think removing all stop signs could slow cars down because they would have to navigate right of way at every intersection.	5/10/2023 1:36 PM
3	Yes! But it would be great not to have the big tubular markers which seems like a big city thing instead of a west Ketchum thing. Thanks or all the hard work!	5/9/2023 10:52 AM
4	I feel like once it's in it will stay. The roundabout will add clutter to 6th Street and more signs, we need fewer signs. It's a small town not a city	5/3/2023 8:18 AM
5	Why?	5/2/2023 7:58 PM
6	I'm a fan of some pinch points, crosswalks, and reducing the speed limit to 15! The current speed limit of 20 is WAY too fast. I understand you cannot simply change the speed limit alone, but this should be part of the comprehensive plan. Thank you!	5/2/2023 7:05 PM
7	Anything will hopefully be helpful	5/2/2023 3:19 PM

West Ketchum Traffic Calming | Spring 2023 | Emailed Feedback

- Hi Aly, Thanks for all this. I did not know there was an in person meeting. I must have missed the email. I did the survey but my biggest comment is can something other than big white tubular markers be used? I think it will make it feel like we live in a big city like seattle or something. It does not seem to fit the character of our neighborhood. What about small circular bumps (like an upside down dinner plate) or something like that?
Thanks for all the hard work! Niels
- Thank you for the information on the Traffic Calming Pilot Program. I'm sorry to learn that no residents were there at your meeting and apologies that I wasn't able to be there as well. You've all done a lot of work on this and my husband Bob and I appreciate the effort.
I look forward to seeing the plan implemented this summer and see how it impacts drivers' behavior.
One thing I noticed on the Spring Update document - on page 5 there is a red circle around Williams Street and Wood River Drive. We live on Bordeaux and walk that almost every day and haven't seen issues there. Perhaps the circle was meant to be drawn further down Wood River Drive as one travels towards town, at the blind corner just before Bird Drive. That's the corner I've been concerned about.
I'll try and make the April 20th meeting but curious if there are any plans for the sharp corner (heading West) just past Bird Dr on Wood River Drive in terms of a right angle sign and slower speed limit - 10 or 15 mph. That's the area that has a blind corner and residents have home-made slow down signs. I feel this is an area of high safety concern for pedestrians and bicyclists, not to mention pets.
- I missed the first meeting due to Covid and the second I'm out of town. I suspect many people were out of town for that second meeting due to the hard winter. I hope this in no way diminishes the urgency on getting this done. I was able to look at the last drawing of the proposed changes and thought they looked good. I personally wanted more, like speed bumps and stop signs as well as some of the measures you have proposed. I realize it is a start and a good one so please proceed.
 - I see my neighbors when I'm home but don't have contacts for many of them, we mostly see each other walking in the hood. That sort of speaks to the importance of this issue, we all walk a lot in the neighborhood. As with a lot of social activism you get more complaints and less applause but trust me it's very much appreciated. I'm out of town but was able to contact some.
 - The next thing a lot of people would love to see (and hear) is a ban on leaf blowers and loud landscape equipment. This is low hanging fruit, vast majority would agree those things are obnoxious all summer long. I just sent you a recent article about this from USA today.
- Thanks for sending out this recap. I tried to make the meeting, but was not able to break away. Were there any discussions around pedestrian improvements extending up 6th from the new proposed roundabout to the bike path? As you know, this road gets a lot of traffic and people walk up/down it quite often. It is really unfortunate that the city did not make the developers of the 2 new projects on corner of 3rd Ave and 6th St do a sidewalk, but that ship has

sailed...Could they do the white dots like want is being proposed along the Bird/4th Ave corridor?



- Please consider the single most important solution is to reduce the posted speed limit. 20 mph is too fast to drive cars in a neighborhood that has multiple curb cuts, no sidewalks or shoulders and has the characteristics of a walking neighborhood like West Ketchum. 20 mph is the same speed cars are allowed to drive down Elkhorn Road, parts of Saddle and Warm Springs roads and most of the other non-connector streets in Ketchum. When you are in a car it may not feel very fast; when you are on the street unprotected you realize how vulnerable you are. I applaud the efforts to add infrastructure; that is important too. Lowering the posted speed limit and promoting safe driving when people and animals are present could go a long way in making West Ketchum a neighborhood where all modes of travel can happily coexist.
- I am a little concerned—There does not seem to be much interest in doing any ‘traffic calming’ on 4th Ave (it is referred to as Bird Drive by some people) from the 6th Street intersection to the bike path extension on the Bird Drive turn. Yes, I did notice that my pinch point idea was noted on the “Requested attention” portion of the West Ketchum Traffic Calming Solutions. From the speed study that was done between April 13 and April 20, 2021, it is obvious that section (4th Ave between 4th street and 5th street) has the highest speeds. (Note—this was taken from the presentation on October 27, 2022). That section also has quite a few pedestrians and bikers that are traveling to utilize the bike path extension. The highest speed in the mentioned study was 36.3 mph and the 85% speed as 25.61 mph. I am aware of another speed study that was done last summer on Bird Drive at the Bike path extension but I have never been able to find those figures. I thought it was just an oversight when the information came out a few weeks ago that showed a ‘pinch point’ on 4th Ave between 6th Street and 8th Street. That section has a VERY LOW vehicle usage compared to 4th Ave (also referred to as Bird Drive) between 6th Street and the bike path extension.

I would really like for someone to come down here and walk it with me—I tried to get that done last October but there was a vocal group that got the engineers attention to look at Wood River Drive and Bird Drive. Is there anyway I might be able to meet with someone about this? I know that everyone is very busy but this is very important—I have seen way too many conflicts out my living room window, which looks right at 4th Ave (also referred to as Bird Drive) between 5th Street and the bike path extension.

- Wondering if there was any discussion yesterday regarding any future plans for sidewalks on Wood River Dr. and Bird Dr. Unfortunately I was not able to attend the meeting on Zoom at 5:30pm
- Hi Aly, We have family responsibilities today and won't be able to attend the meeting or zoom . The "round about " looks like a plan to try. But please don't forget about Williams street. We would love to have "Speed Bumps " in several places. The roundabout will not stop the speeding we have on Williams.
- Aly, I can't make the meeting tomorrow but have a few comments on the proposed plans. I think it is ridiculous. We don't need a roundabout, marked off ped lane the length of 4th and Bird, pinch points (these seem absurd, who has the right of way entering those), more signs telling us what obstacles are coming out way next. West Ketchum will look like an amusement ride with lots of foam things for people to run over. How about a few dips or bumps that should do the trick. Don't litter our neighborhood with all this junk . Sorry I couldn't make it. Hopefully my neighbors share my feeling on this proposal. Sincerely , Deeder Petersen , Smoky Lane
- Several neighbors on Bird feel that speeding tickets will help all issues.
- My recommendation would be to have the police issue citations. That will solve the problem.
- Thanks for working on this! I am going to try and be there on Thursday but have another meeting I need to be at too so I may be late and I thought I'd send over my thoughts and concerns:
 - 1. Roundabout seems awesome, theres two maybe even three more spots I think could use "mini roundabouts" or some sort of obstacle to force people to drive around, I also like pinch points and am excited to see how thats implemented.
 - 2. I have concerns about adding "Pedestrian Areas" to roads as they inevitably create "Car areas" and I feel they have the unintended side effect of making drivers feel safer driving faster even when pedestrians are present. Dogs and Children don't necessarily follow lines on the road, and I think we need to focus on slowing car's down and increasing drivers focus not segmenting pedestrians to specific zones.
 - 3. In the vain of slowing cars down there are a couple of problem areas that seem to be caused by 1 way stops, (Bird and Williams, Bird and Remember, Remember and Williams, Buss Elle and 4th Ave) Cars on the main street are not obligated to stop or even slow down when going through these intersections as the other road has a stop

West Ketchum Traffic Calming | Spring 2023 | Emailed Feedback

sign, this causes long stretches of road where cars do not need to be alert or check their speed. I would like to see the stop signs removed in these intersections forcing cars coming from all directions to slow and navigate an uncontrolled intersection. I know that removing stop signs maybe unpopular but I think it would be an interesting solution. (If thats a complete no-go then maybe add stop signs to all 3 roads on some of these intersections.)