



City of Ketchum

CITY COUNCIL MEETING AGENDA MEMO

Meeting Date: Staff Member/Dept:

Agenda Item:

Recommended Motion:

There is no recommended motion. Staff will review a presentation and then stand for questions/direction from the City Council. The policy question for the Council is: “the study on the right path and ready for public feedback at the Mobility Open Houses?”

Reasons for Recommendation:

- This project is currently in the ‘Concept’ phase. Staff hosted a meeting this week consisting of both bikers and business owners (38 attendees) to review the initial study. A real-time survey showed:
 - strong support for the 4th Street idea,
 - less support for the Leadville & Washington idea,
 - solid support for testing a pilot.
- With Council’s approval, staff will continue refining the project prior to the upcoming Mobility Open Houses. Staff would report back to Council with community feedback before moving into the ‘Design/Engineering’ phase.
- A potential ‘Implementation’ phase for 2025 would be a pilot installation created via paint striping (in concert with spring’s chip sealing & painting) and temporary barriers. Staff would continue to gather community feedback both during and post-pilot installation.
- Next steps:
 - Mobility Open House(s) – dates/times TBD (late February/early March)
 - Report back to Council for final direction – March/April
 - Pilot project via striped bike lanes (pending approval) – late spring

Policy Analysis and Background:

- Council adopted Ketchum’s Master Transportation Plan in 2020. Council adopted the county-wide bike & pedestrian master plan in September of 2024. Each plan outlined the next steps that must be pursued to meet the community’s bike and pedestrian goals.
- A Ketchum ‘bike committee’ was first convened in December of 2023 to gather biking/pedestrian insight specific to the Main Street project.
- Council approved the project scope for contractor Jacobs Engineering/GGLO to study the entire bike network of downtown and related neighborhood connections (December 16, 2024).
- The bike committee consisting of both cyclists and business owners was reconvened on December 18, 2024, to review the initial study. An expanded committee reconvened again on January 14, 2025, to

again review the initial study. A survey was conducted real-time during the meeting (results have been incorporated into the slides).

- A publicly reported review of the initial release of the study included incorrect information regarding a dramatic loss of parking stalls. A Project Objective is to 'Maintain Existing Parking – No net loss of parking in Downtown. In some cases, relocation of parking is acceptable if it remains within one block.'

Sustainability Impact:

A safer bike/pedestrian network would lead to increased use, thus decreasing the number of vehicles around town.

Financial Impact:

None OR Adequate funds exist in account:

There is no immediate financial request.

Attachments:

1. 1.14.25 'Downtown Ketchum Bike Network Study' presentation

Downtown Ketchum Bike Network Study

City Council Briefing

01.21.2025

GGLO

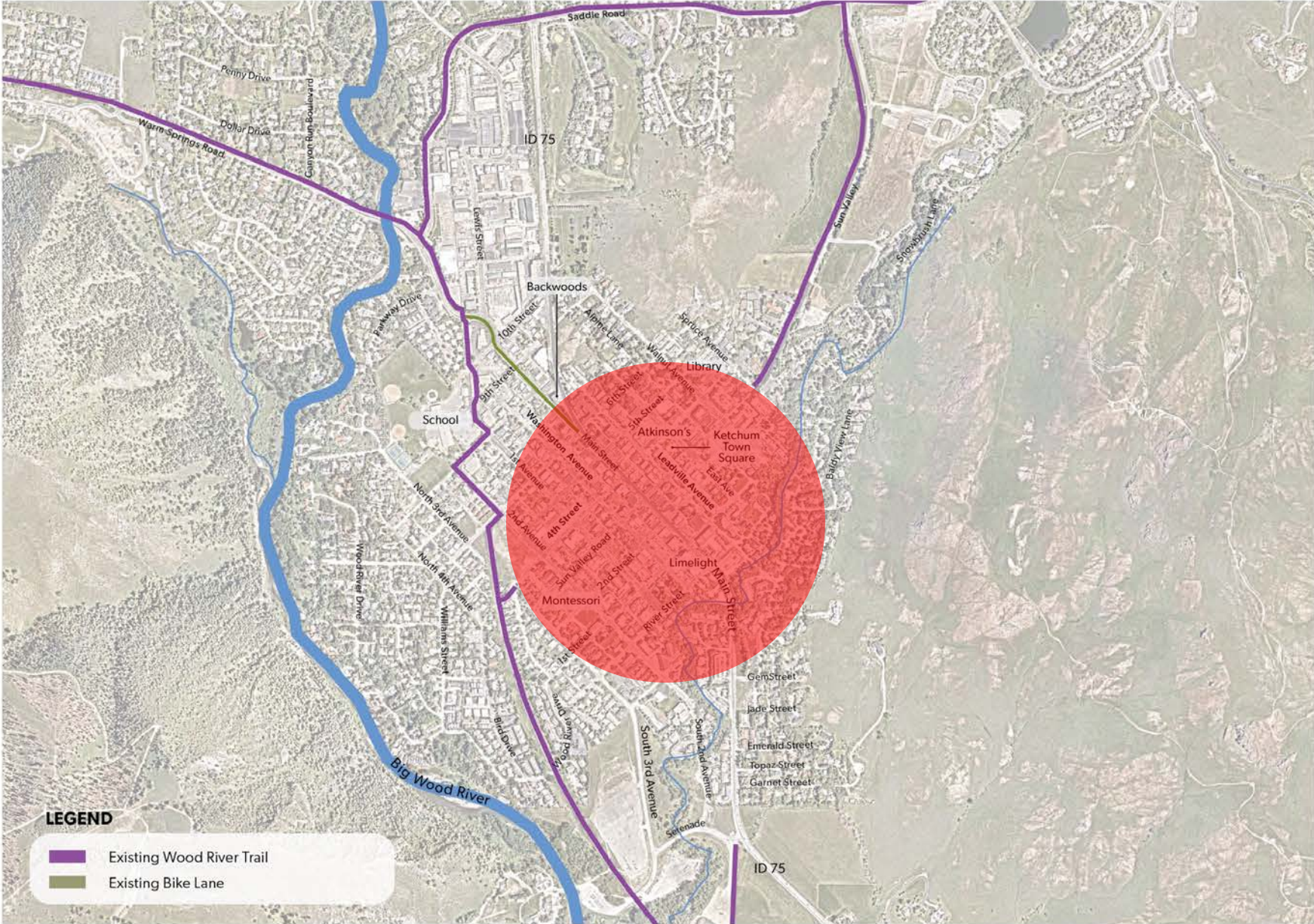
Jacobs



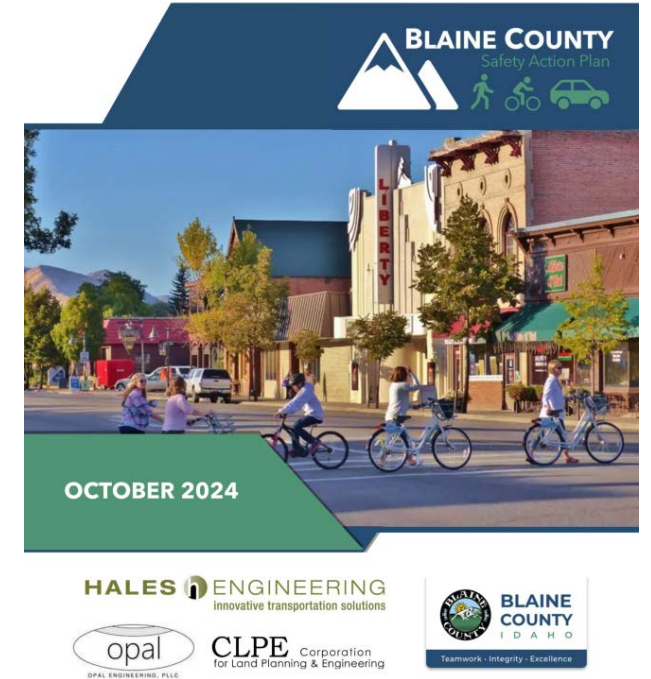
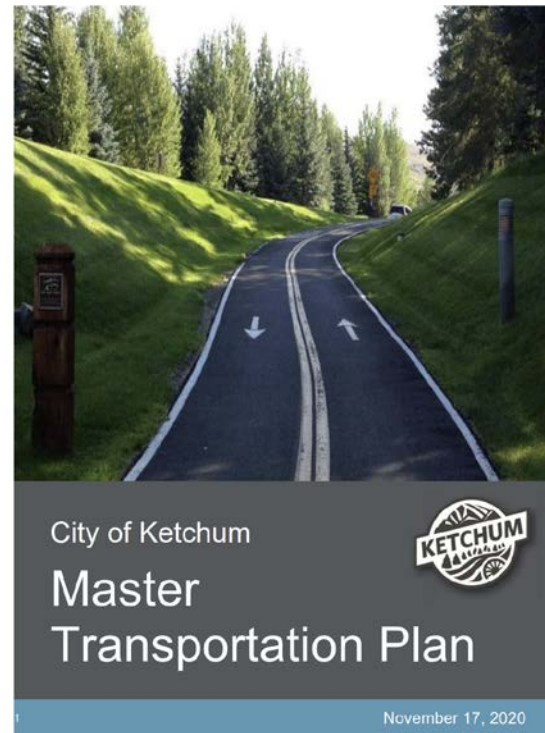
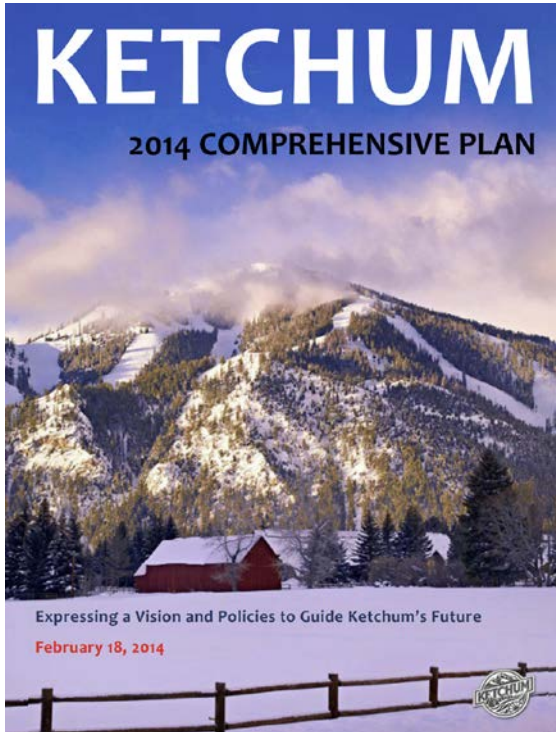
A scenic street scene in a mountain town. The street is paved with cobblestones and lined with traditional wooden buildings. Several people are cycling and walking. In the background, there are lush green mountains and a ski lift. The text "Why this study?" is overlaid in the center of the image.

Why this study?

EXISTING WOOD RIVER TRAIL SYSTEM



Plan Recommendations





Ketchum City Council Update

June 3, 2024

Josh Gibbons, PE, PTOE, RSP₁
Joseph Browning, PE, PTOE

Leadership Commitment and 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

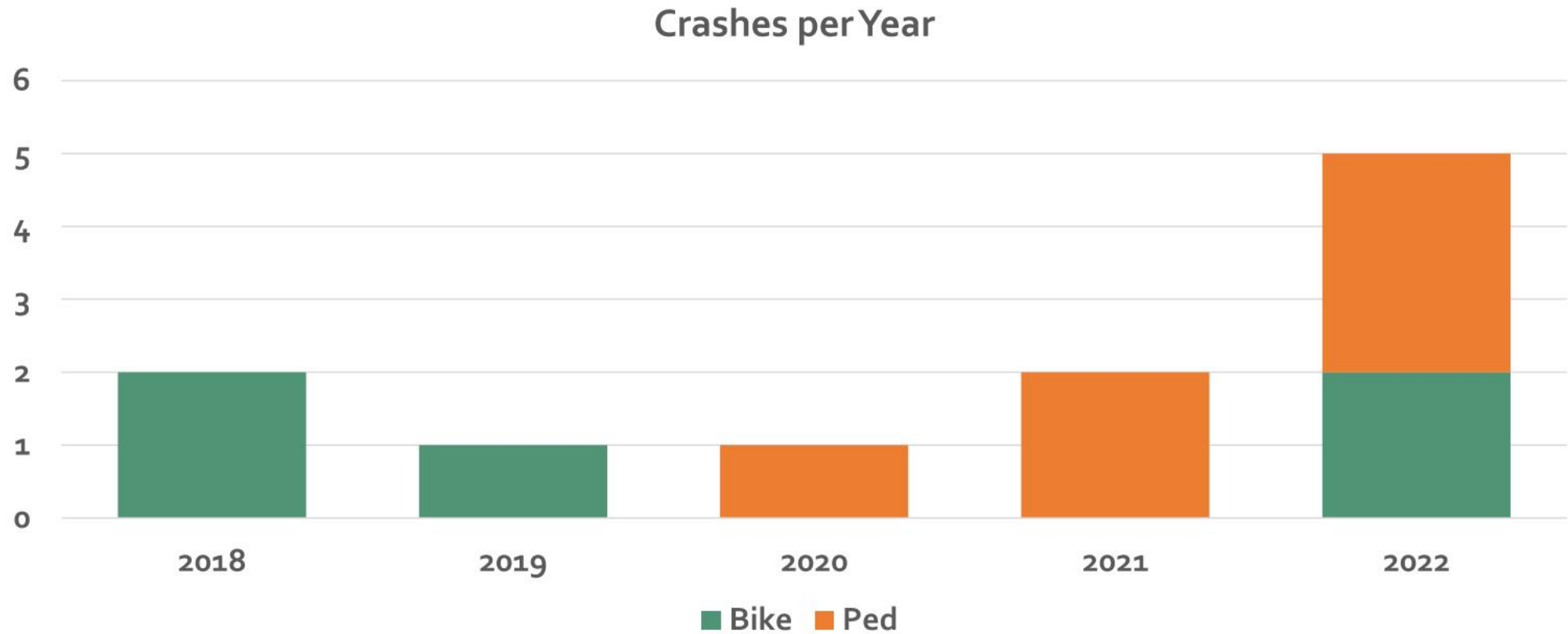
Safety Analysis

- City statistics (2018-2022):

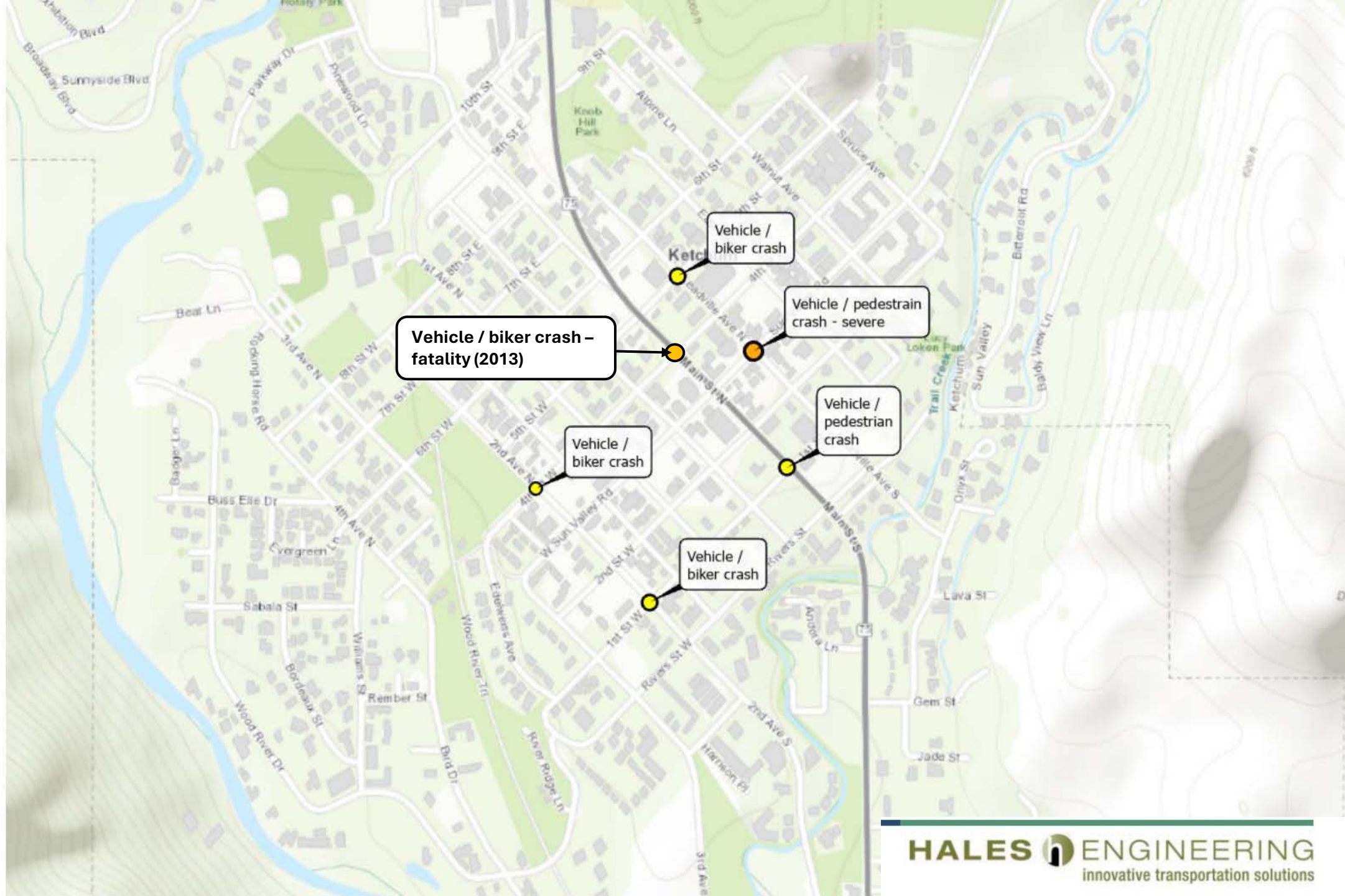
11 total
ped/bike
crashes

2 serious
injury ped/bike
crashes

Safety Analysis



Crash Locations (Downtown Focus)

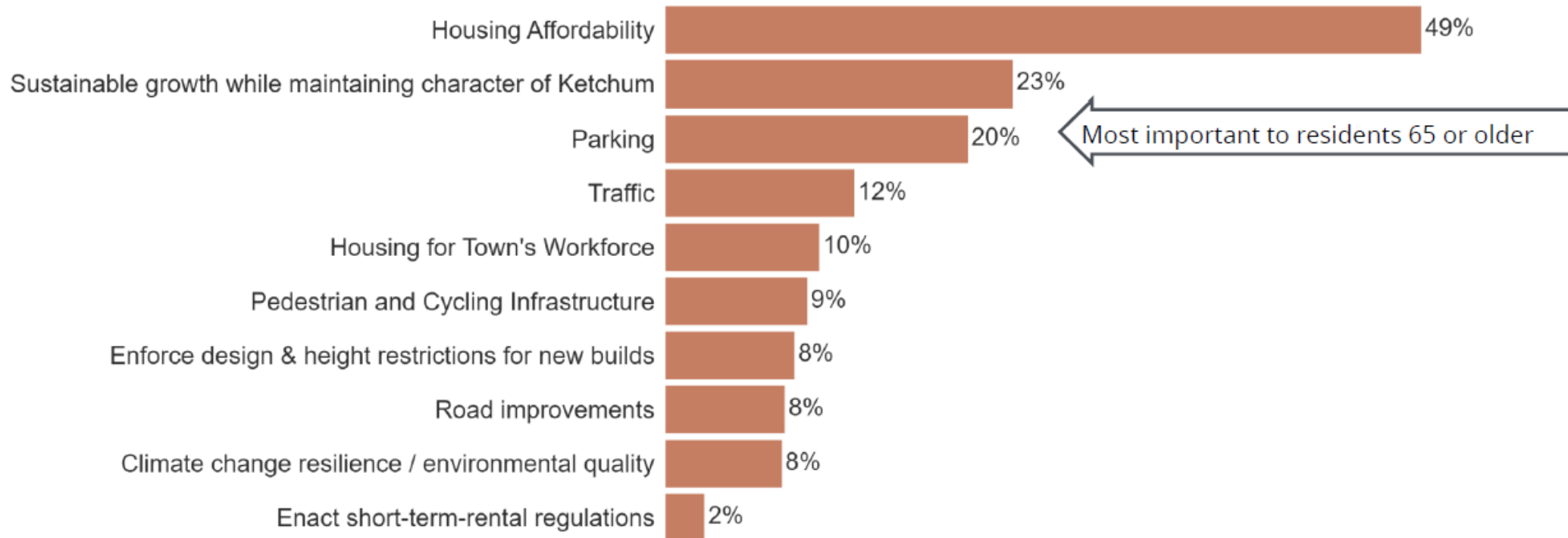




Most Important Issues Facing Ketchum Residents

#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]



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.

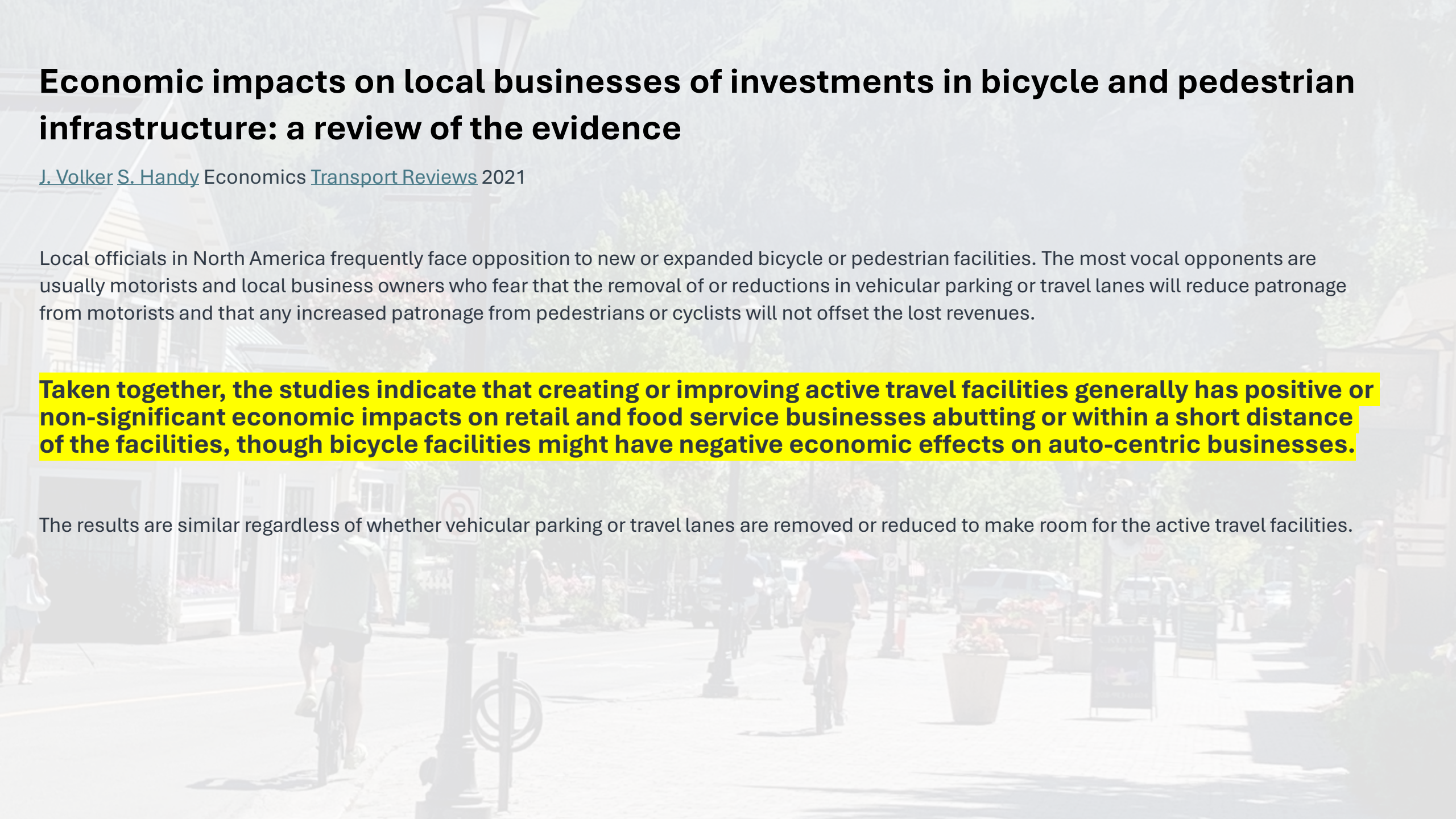
Economic impacts on local businesses of investments in bicycle and pedestrian infrastructure: a review of the evidence

[J. Volker S. Handy](#) *Economics Transport Reviews* 2021

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.



Project Goals & Objectives

A scenic street view in a mountain town. The street is paved and lined with buildings, including a prominent yellow and white structure on the left. Several people are cycling down the street, and a pedestrian is visible on the left. The background features lush green mountains and dense evergreen forests. A large black lamp post stands in the foreground, and a 'No Parking' sign is visible. A sign for 'CRYSTAL' is also present on the right side of the street.

Project Goal:

Complete an all-ages bicycle network throughout Ketchum.



Project Goal

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



**LOW STRESS
TOLERANCE**

**HIGH STRESS
TOLERANCE**

Project Objectives

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.

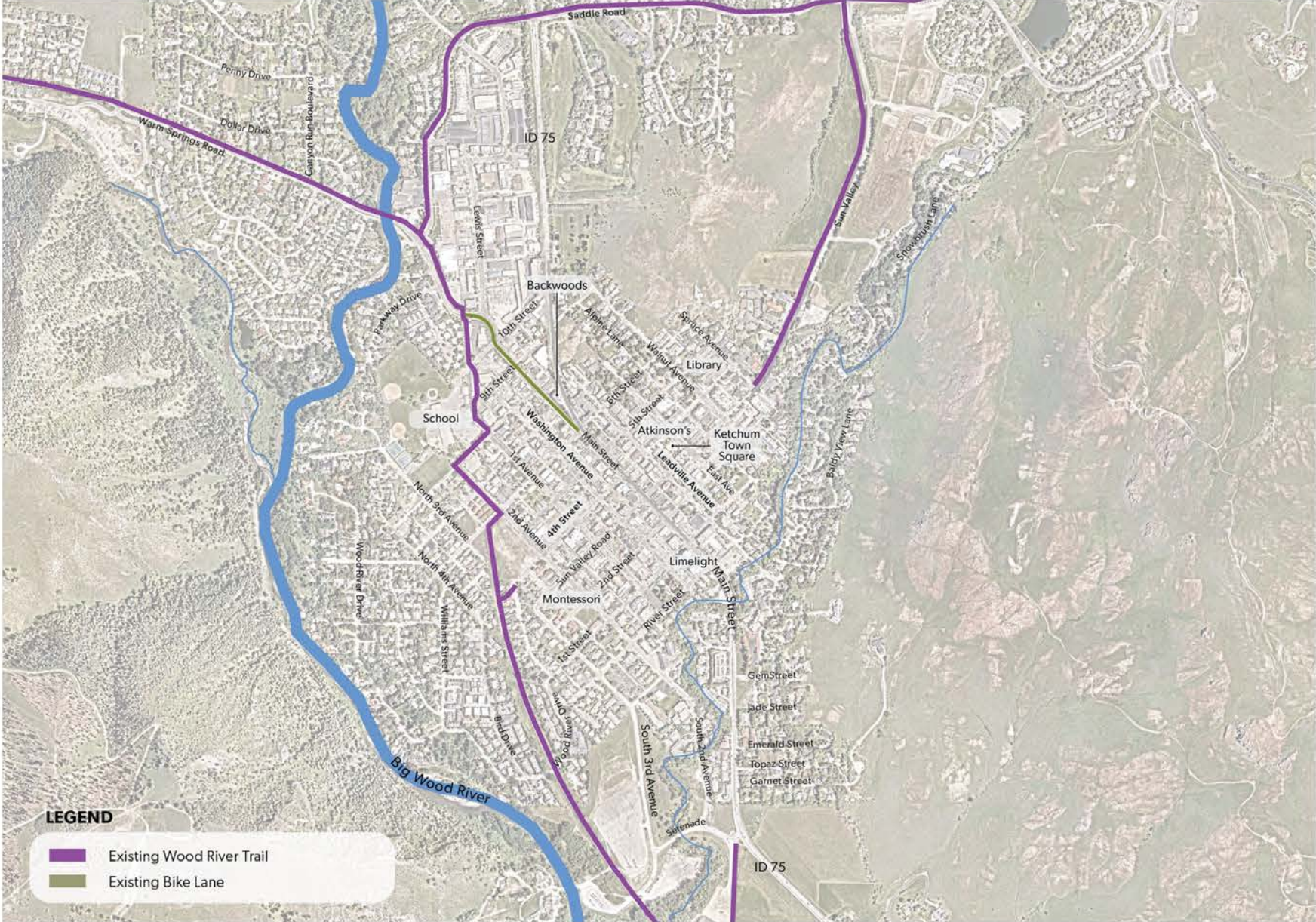
Preferred Network Draft Plan



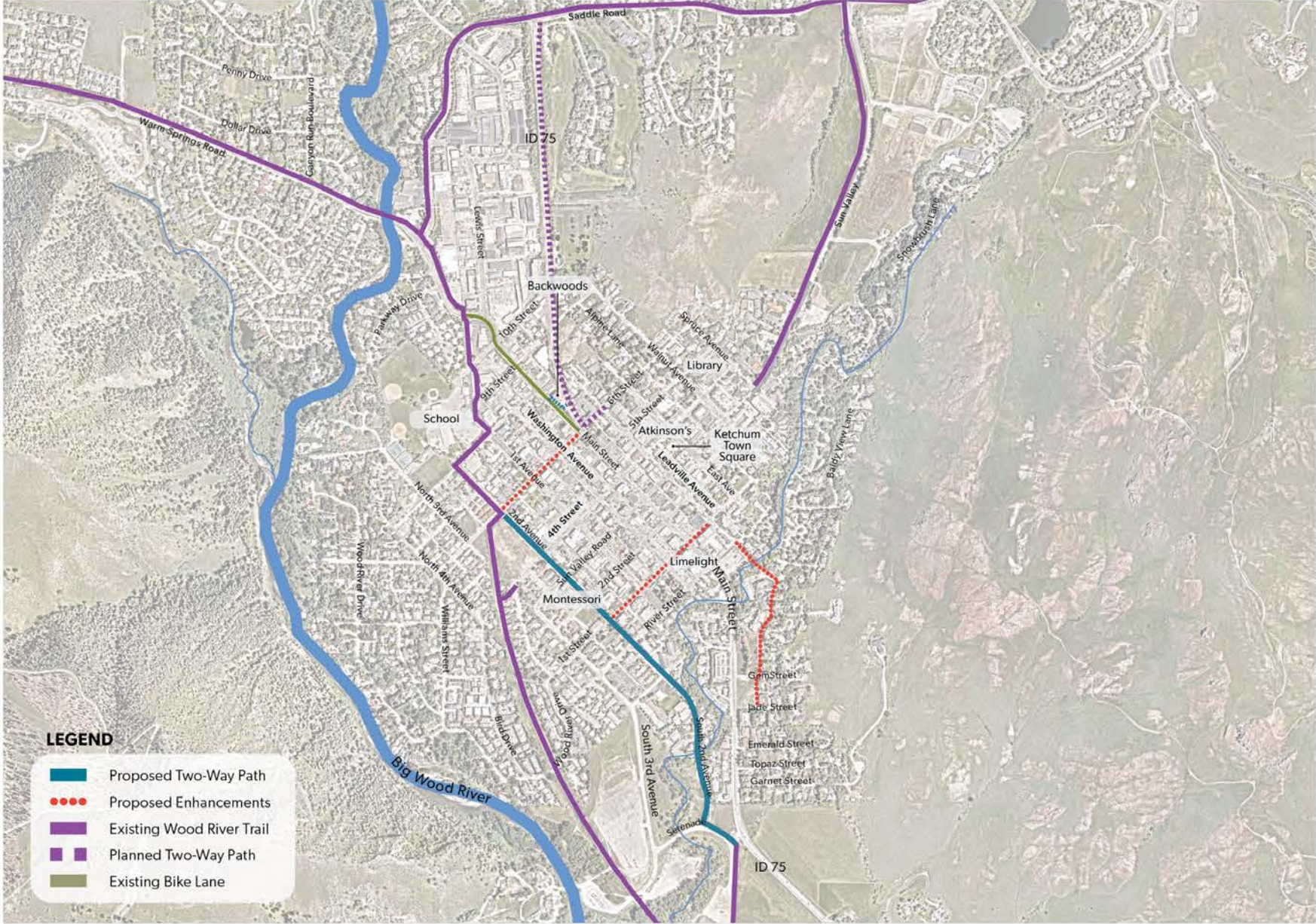
Summary of Studies

- Limited right-of-way (ROW) available means tradeoffs are necessary
 - Adding bike facilities to 2-way streets results in loss of parking
 - Thus, the exploration of 1-way streets
- Avenues: Evaluated 1st and East Avenues as north/south options – ruled out due to parking impacts
- Configurations
 - 1-way bike lanes each side of street ruled out due to space constraints
 - Buffered bike lanes ruled out due to incompatibility with primary goal

EXISTING WOOD RIVER TRAIL SYSTEM

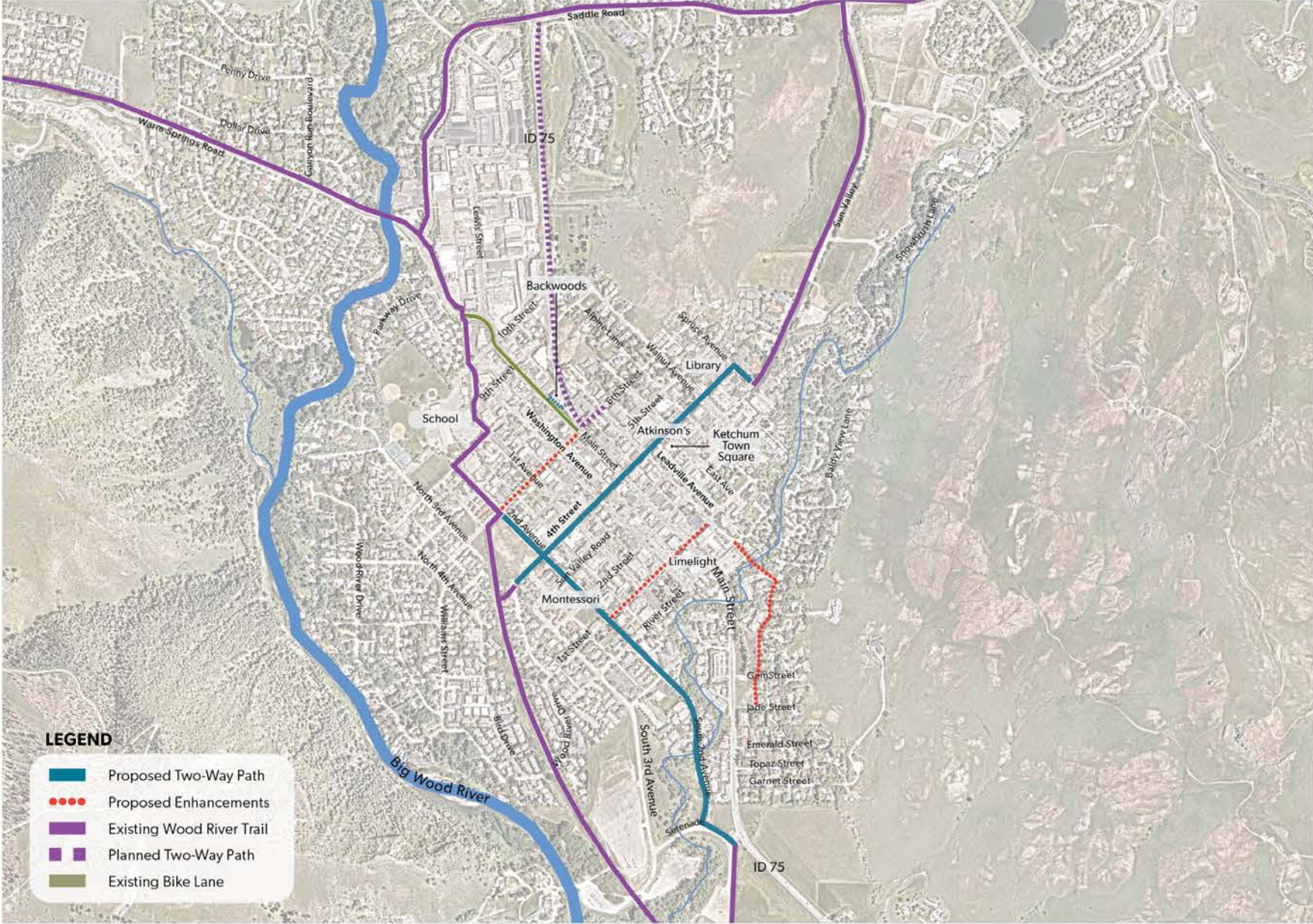


PROPOSED NEIGHBORHOOD CONNECTIONS



PROPOSED 4TH STREET

EAST TO WEST CONNECTION

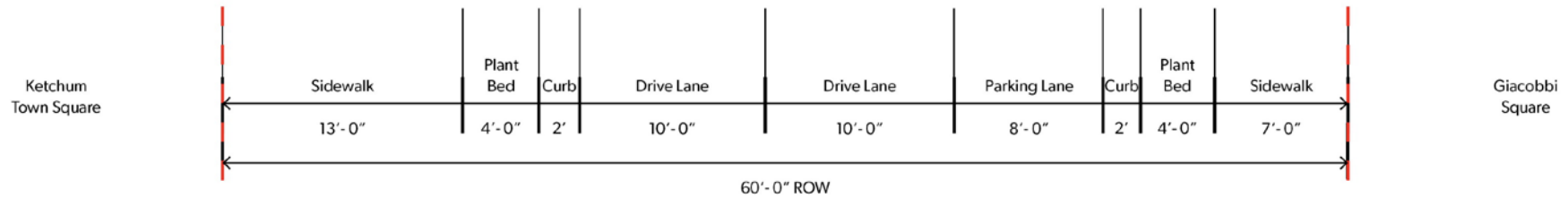


4TH STREET



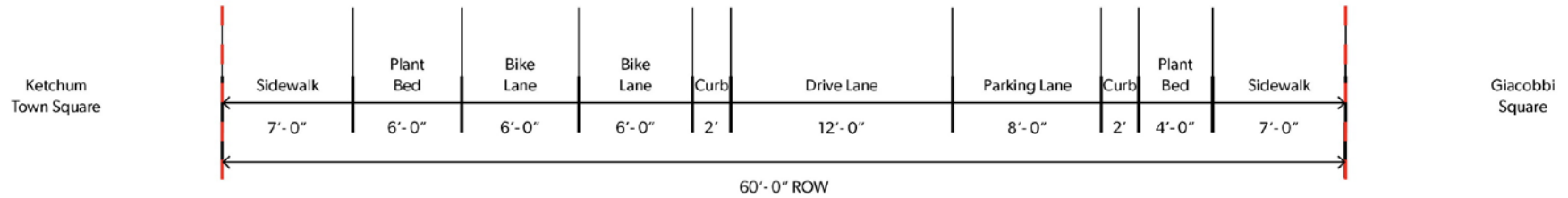
4TH STREET

EXISTING SECTION



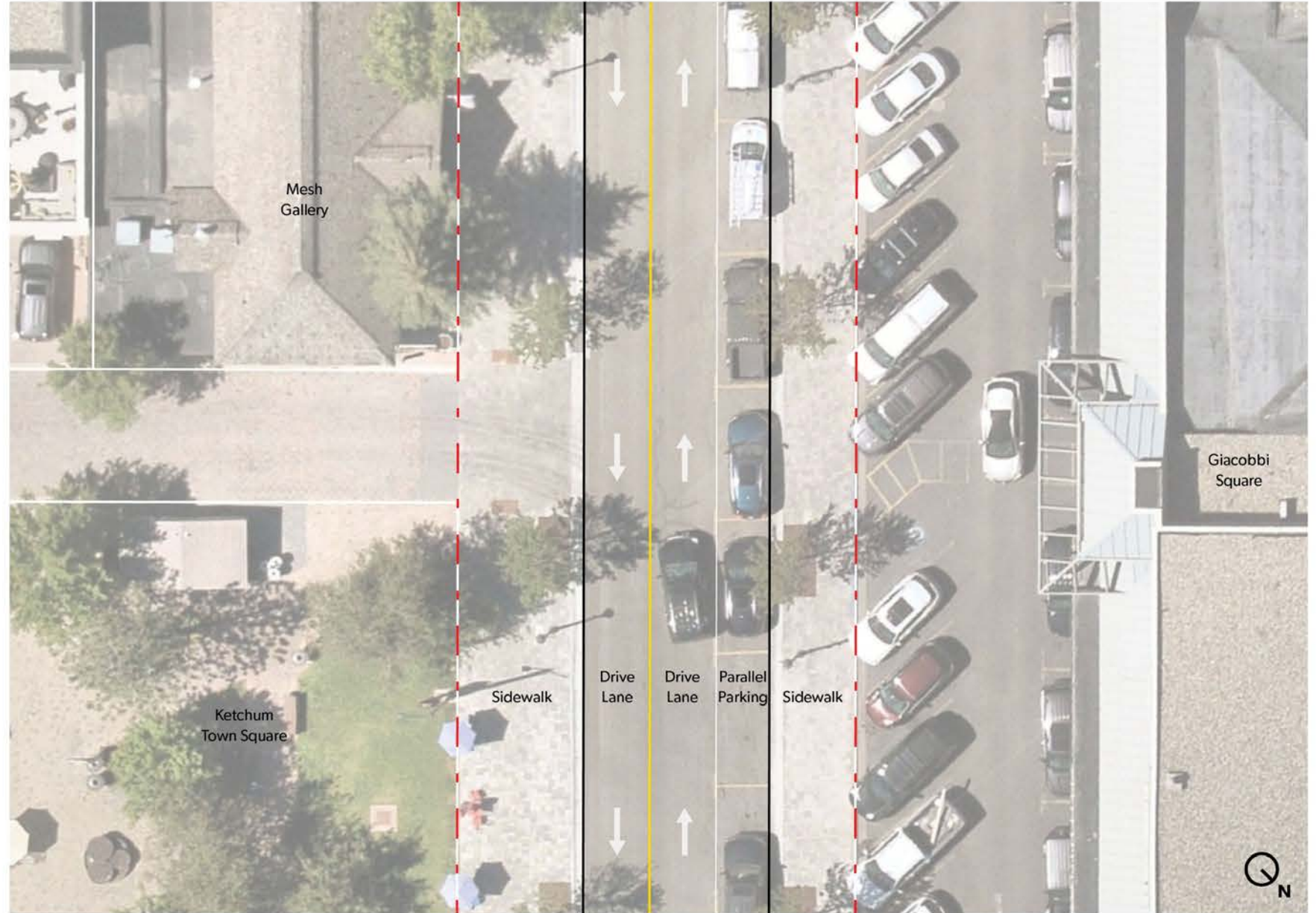
4TH STREET

PROPOSED SECTION



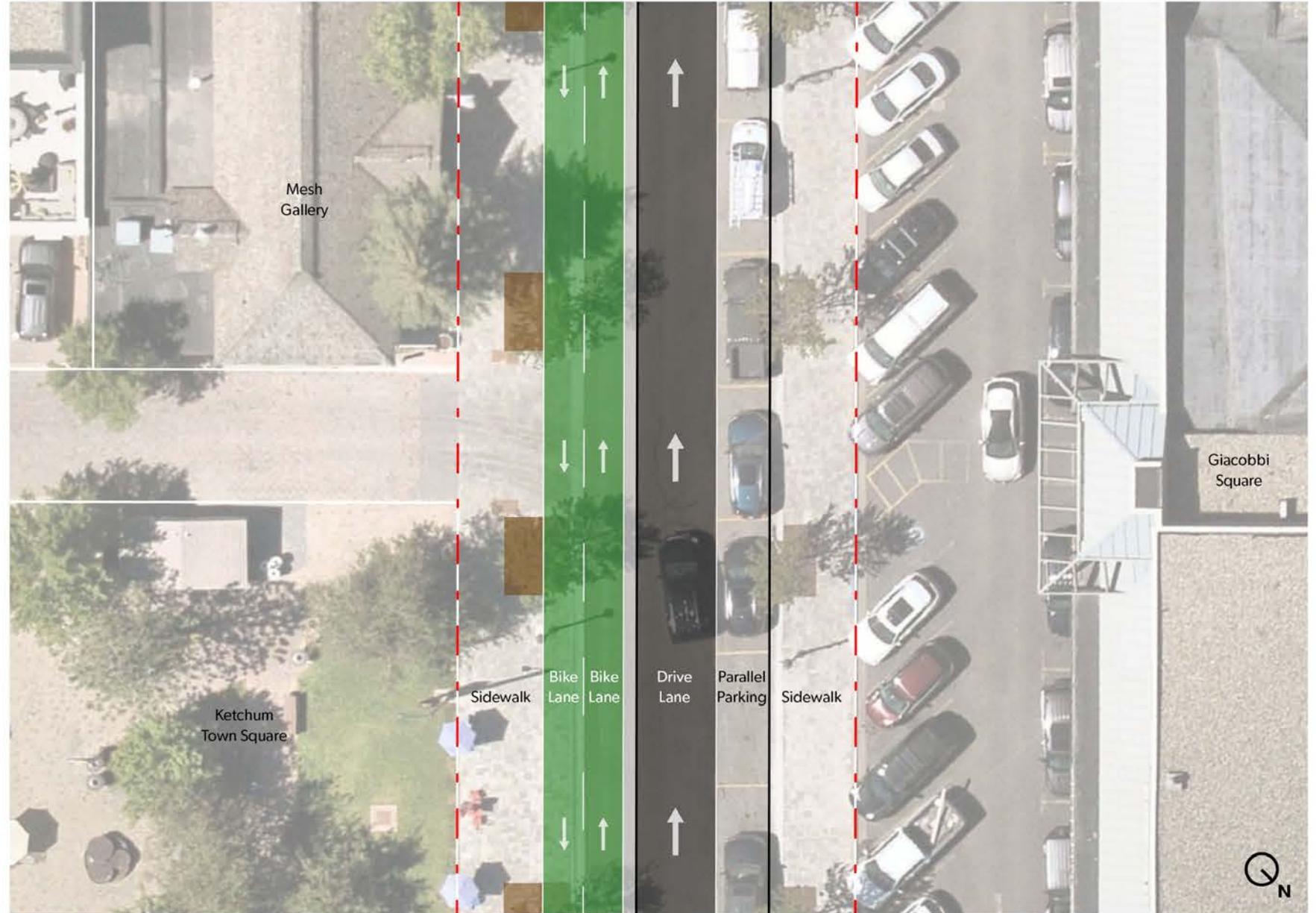
4TH STREET

EXISTING PLAN

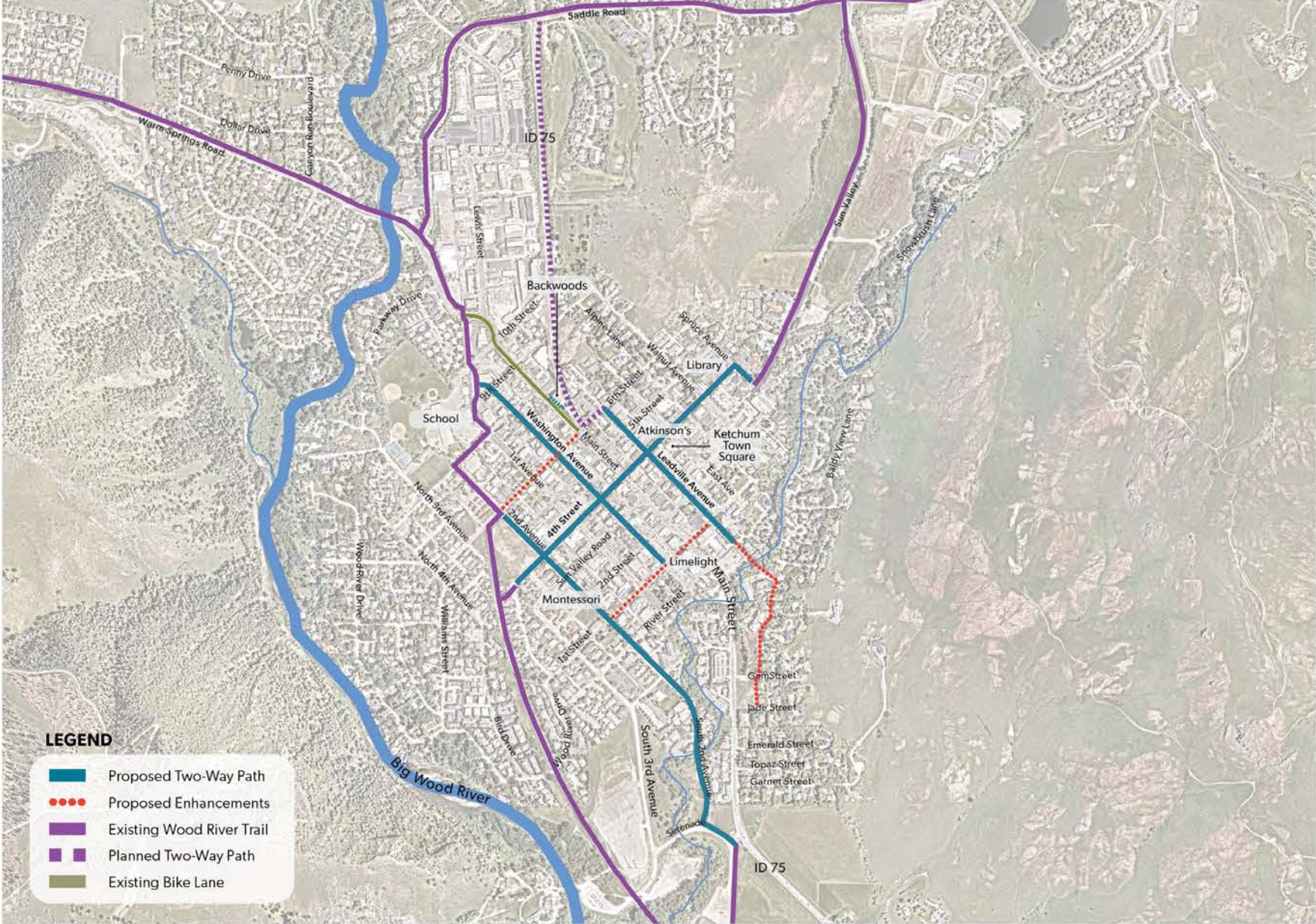


4TH STREET

PROPOSED PLAN



PROPOSED LEADVILLE AND WASHINGTON AVE NORTH TO SOUTH CONNECTION

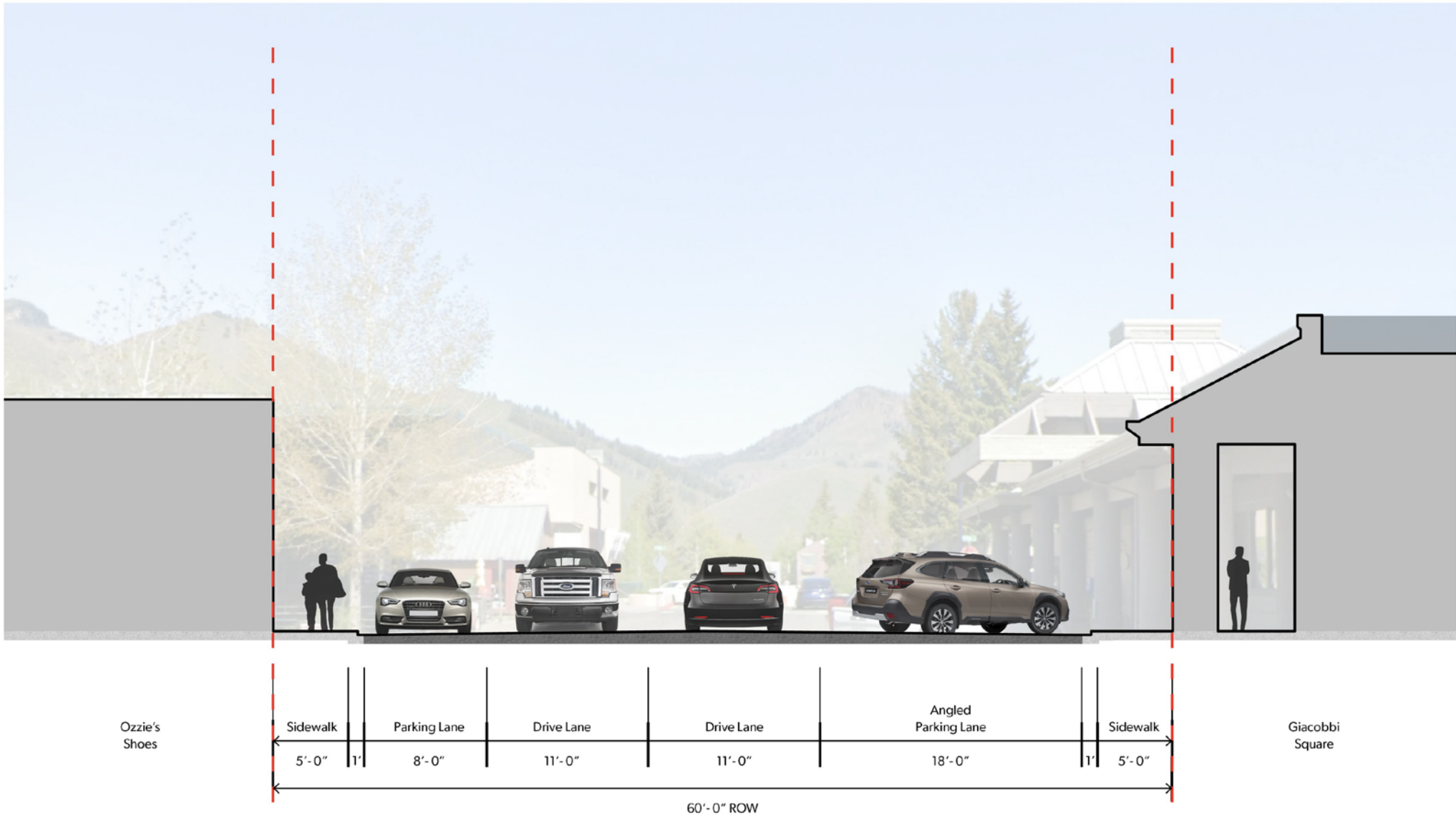


LEADVILLE AVE



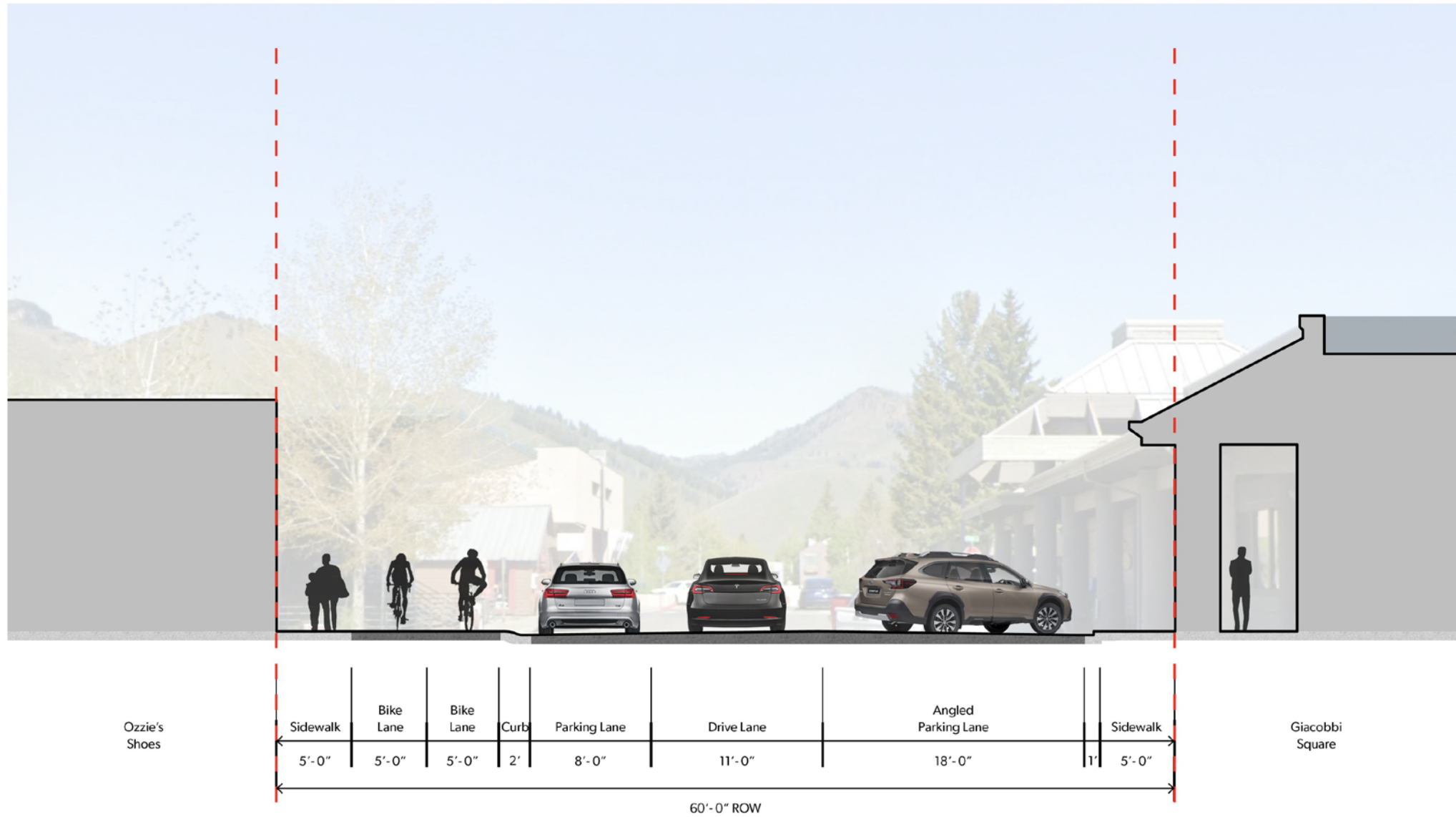
LEADVILLE AVE

EXISTING SECTION



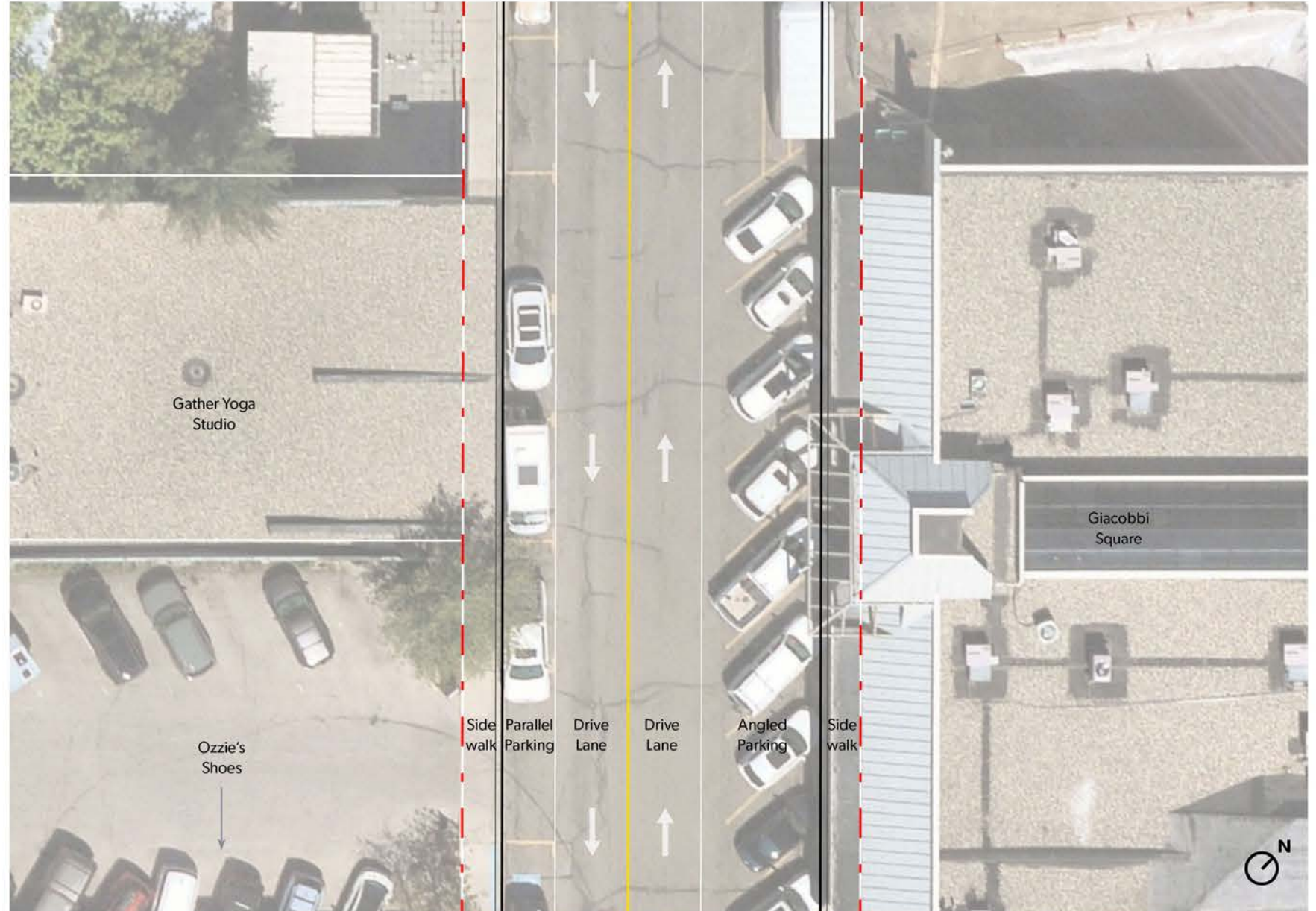
LEADVILLE AVE

PROPOSED SECTION



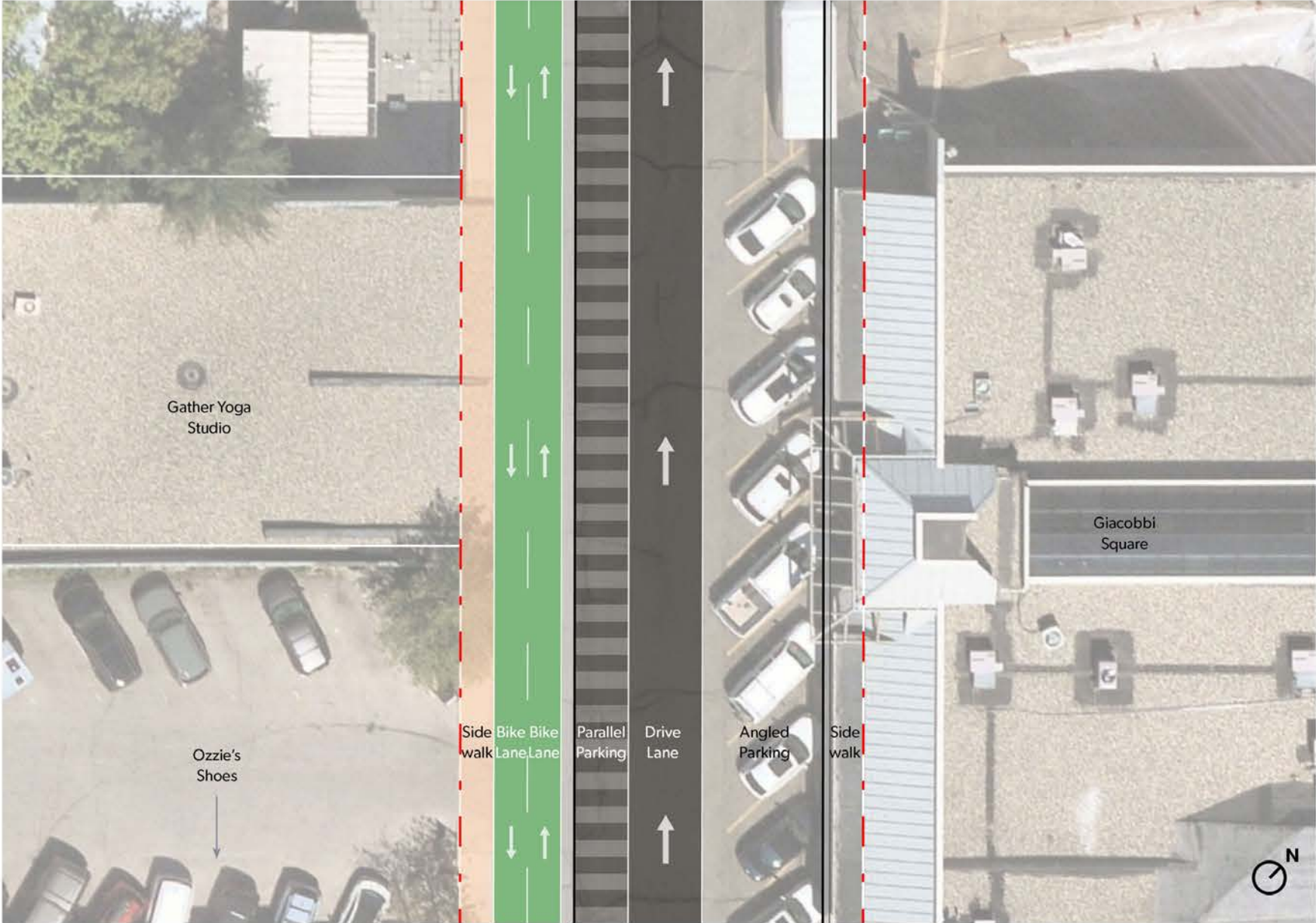
LEADVILLE AVE

EXISTING PLAN



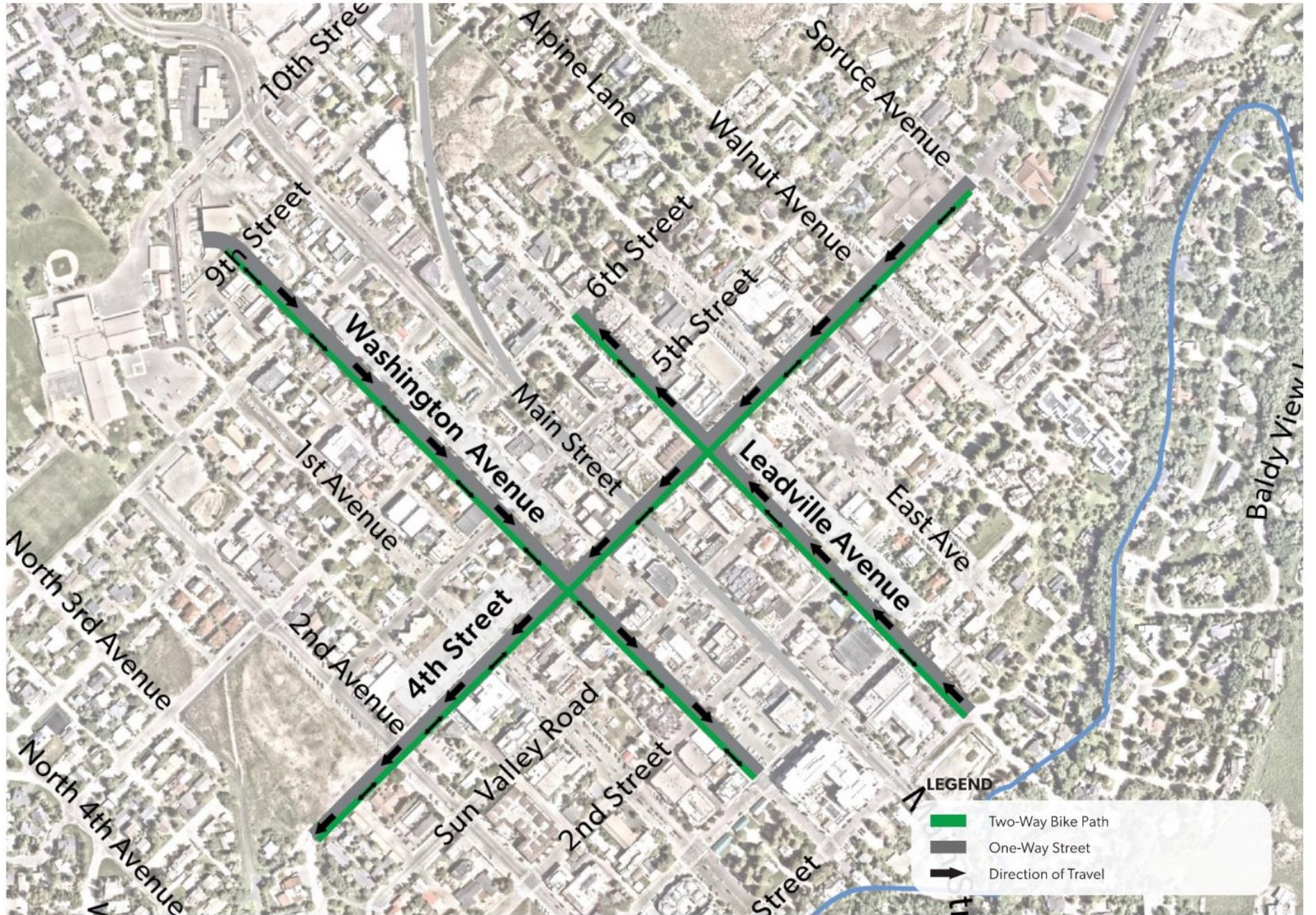
LEADVILLE AVE

PROPOSED PLAN



TRAFFIC PATTERNS

4TH ST LEADVILLE AVE, AND
WASHINGTON AVE

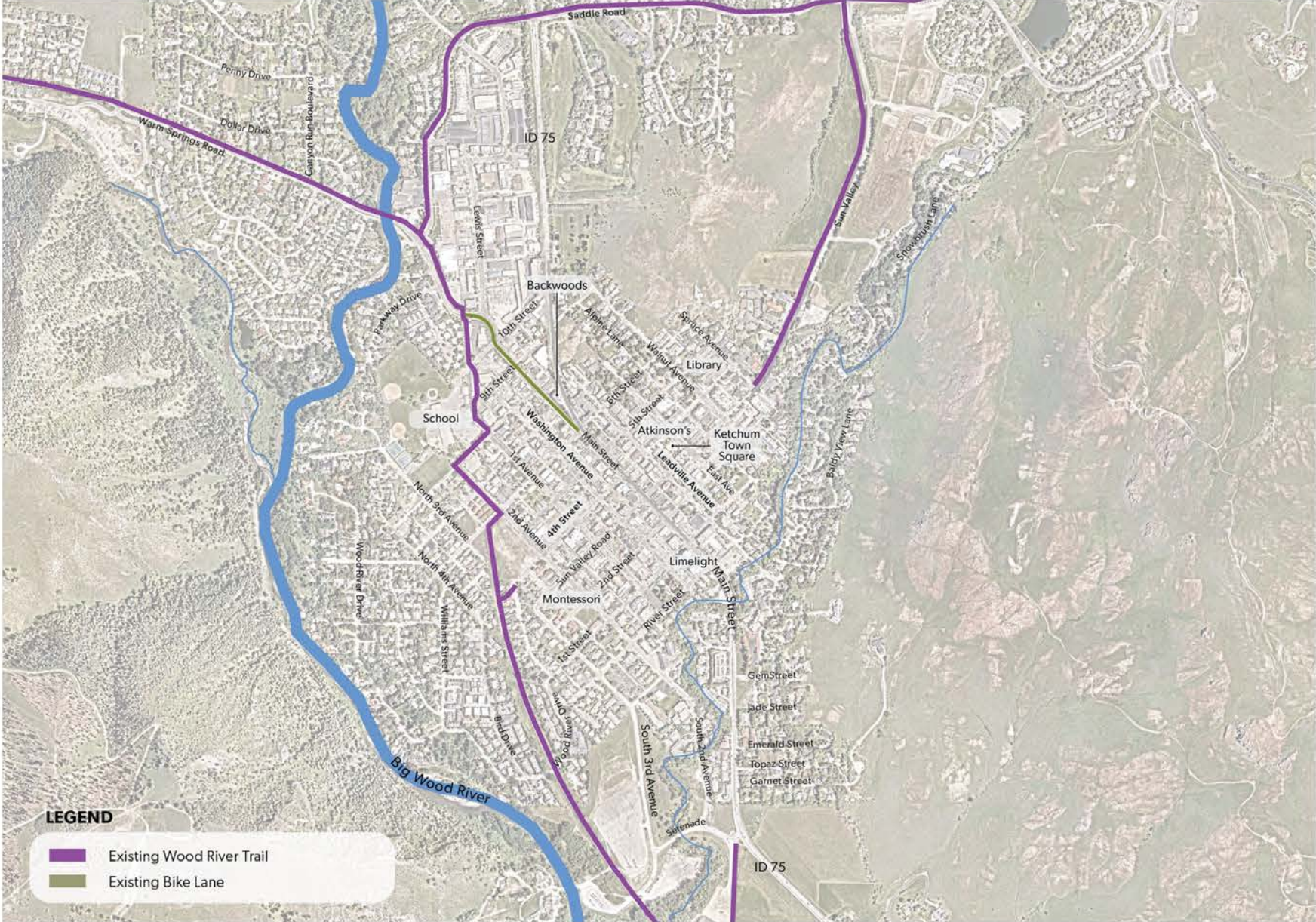


PARKING

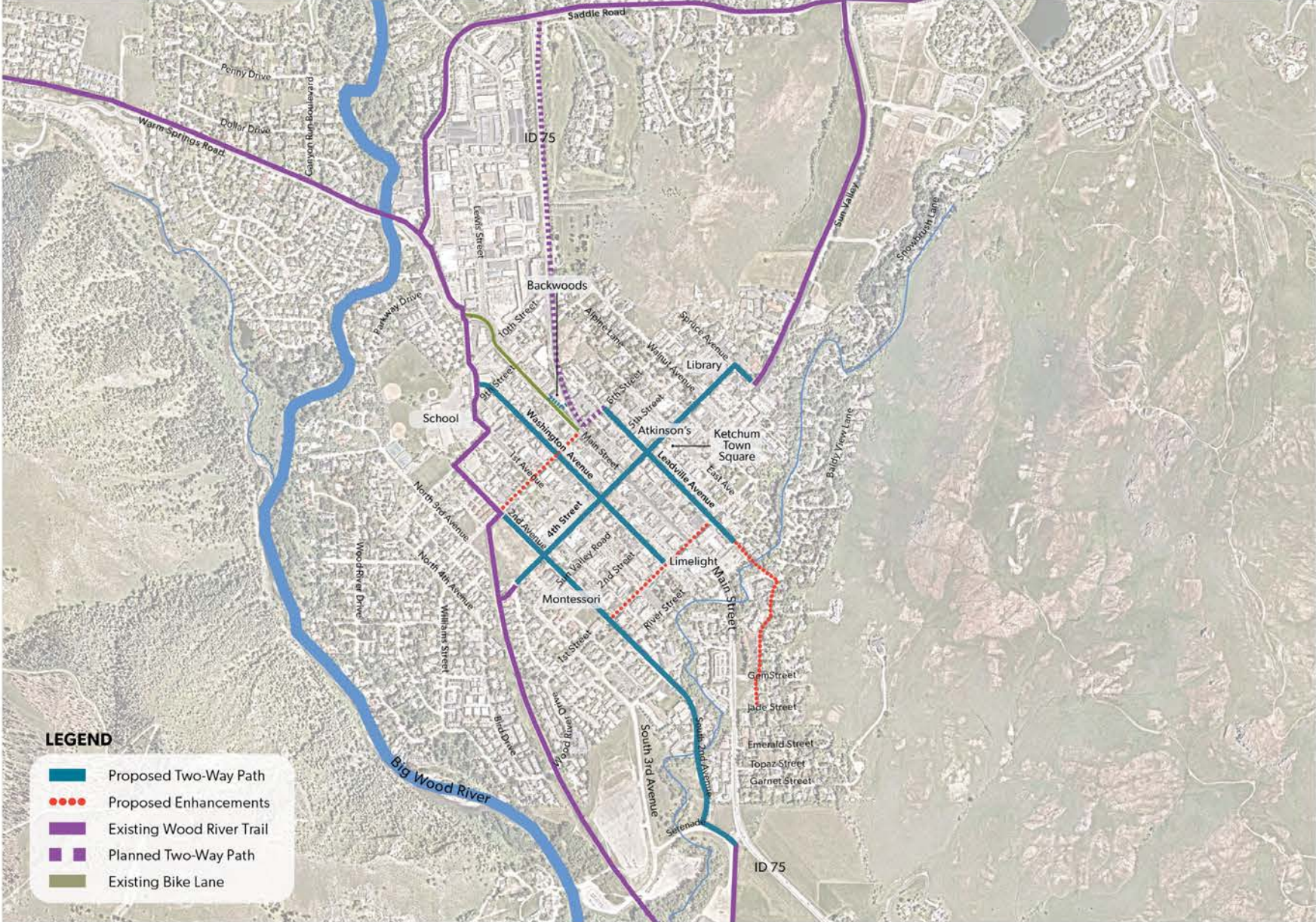
Summary

TARGET OF NO NET LOSS IN PARKING

EXISTING WOOD RIVER TRAIL SYSTEM



PROPOSED FULL BIKE NETWORK



Feedback



Preliminary Feedback

Assembled a Downtown Bicycle Committee (Downtown business owners, cyclists and residents):

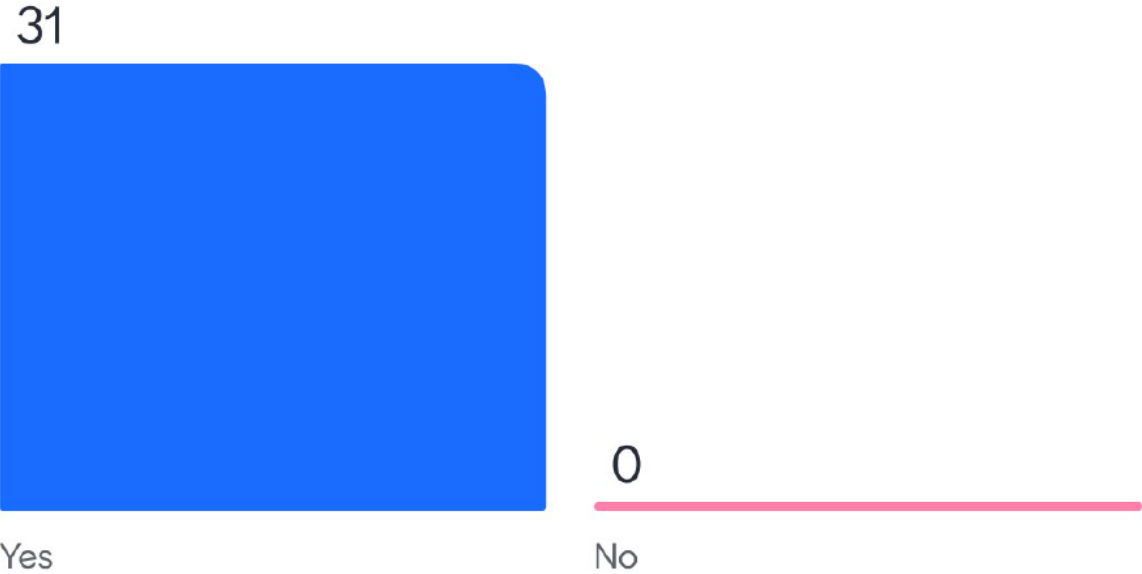
Bike Committee Initial Discussion: Q2 2024

Bike Committee Workshop 01 *Goals & Alternatives*: December 18, 2024

Bike Committee Workshop 02 *Goals & Draft Network Plan*: January 14, 2025 (38 attendees)

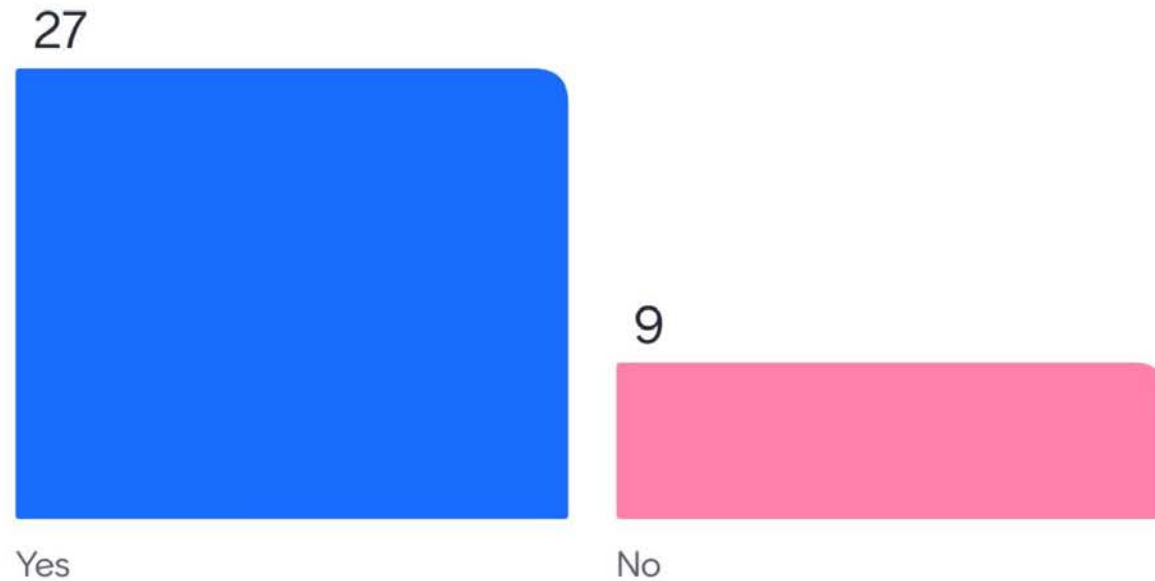
Downtown Bicycle Workshop 02 Survey Results

Do you understand the objectives?



Downtown Bicycle Workshop 02 Survey Results

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?

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

Very concerned about availability of parking for businesses along the impacted corridors

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?

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

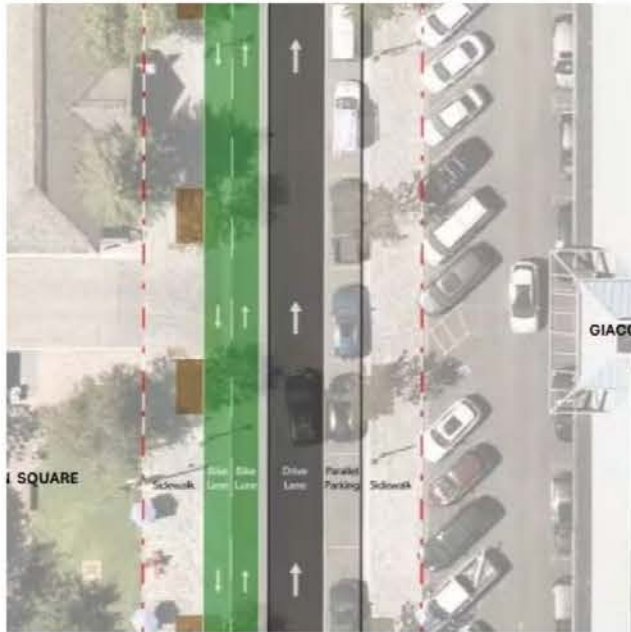
Education to adults and kids in the valley

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

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



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



16



Yes

13



No

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

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?

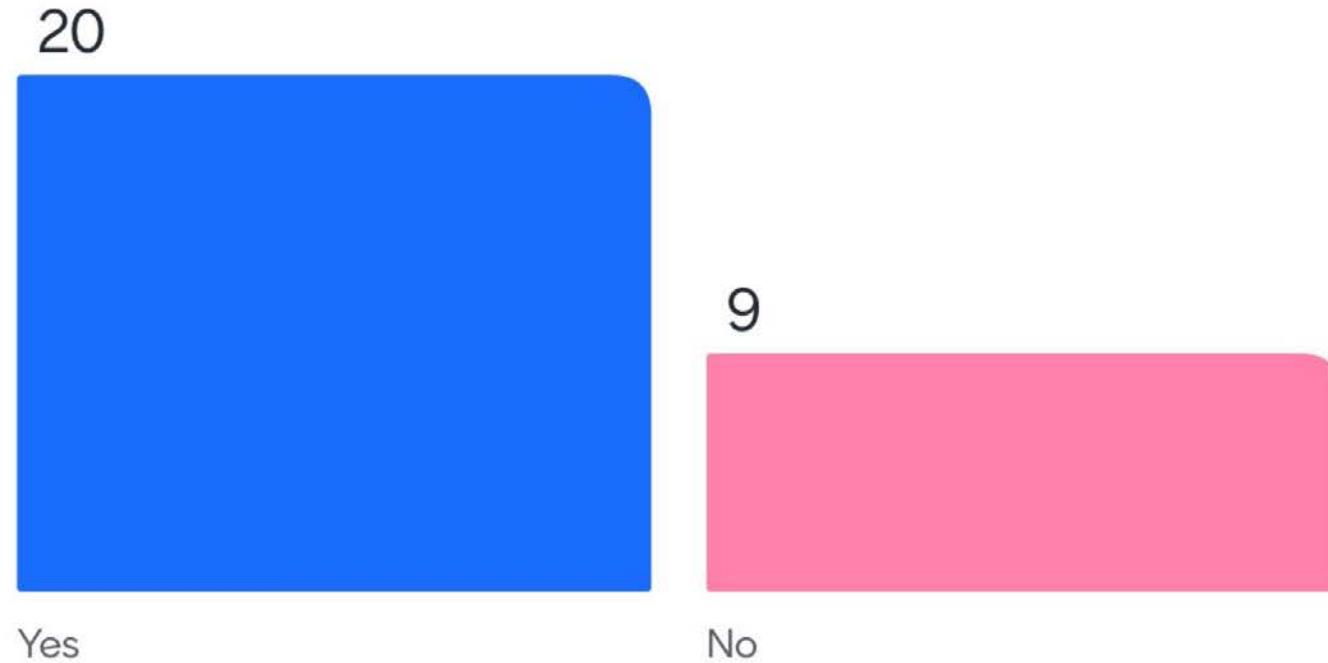
Consider the fastest growing population is 65+. I'm not a senior citizen, but important to consider.



23



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



Next Steps

- 1. Mobility Open House(s) for feedback (February/March)***
- 2. Report back to Council for final direction (March/April)***
- 3. Pilot striped bike lanes with chip seal project pending support? (Summer)***

Council Feedback

1. Initial reactions, thoughts, questions?

2. Ok with continuing on to the Mobility public workshop for more feedback?

3. Initial reaction to the idea of a Pilot project Summer 2025?

Downtown Ketchum Bike Network Study

City Council Briefing

01.21.2025

GGLO

Jacobs

