



## City of Ketchum

October 17, 2022

Mayor Bradshaw and City Councilors  
City of Ketchum  
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

### **Receive Briefing Regarding Public Feedback on Warm Springs Road and Main Street Transportation Improvement Opportunities**

#### Recommendation and Summary

The city retained HDR Engineering to complete a technical analysis of future transportation enhancements on Main Street and Warm Springs Road. HDR presented the details of the proposed enhancements during the October 3<sup>rd</sup> Council meeting. HDR and City staff then conducted three open houses and an on-line survey to solicit public feedback. Staff and HDR met with ITD staff to review the proposed changes to Main Street to solicit any concerns. Staff will present the findings from the public engagement effort and outline proposed next steps.

#### Introduction & Background

##### Main Street Objectives

- Improve vehicular flow through the corridor
  - Create new timing plan for signals (complete)
  - Recommendation to add dedicated turn lanes at Sun Valley Road
  - Modernize signals (partially complete)
  - Extend transition lanes beyond River Street to Trail Creek Bridge
- Improve pedestrian realm/crosswalk
  - Bulb-outs at each intersection where possible
  - Evaluate transition from 4 travel lanes 2 with turn lane (complete)
  - Reduce travel lanes by one foot to allow for sidewalk expansion

##### Warm Springs Objectives

- Improve safety for all travel modes at Lewis Street and 10<sup>th</sup> Street intersections
- Improve pedestrian/bike experience throughout the corridor (Saddle to Main Street)

During the July 18<sup>th</sup> Council meeting, HDR presented five potential future Warm Springs intersection configurations. Council was requested to select two options to move forward for deeper technical review. The Council endorsed alternate #2 (roundabout at Lewis Street) and alternate #4 (realign 10<sup>th</sup> street with Lewis Street via one roundabout).

### Sustainability Impact

No direct impact. The project seeks to improve pedestrian and bicycle facilities along the corridor which should increase alternative mobility choices.

### Financial Impact

None at this time.

### Attachments

PowerPoint Presentation

Summary notes from in-person open houses

Results to date of on-line survey

# City of Ketchum Transportation Projects Update



10/03/2022

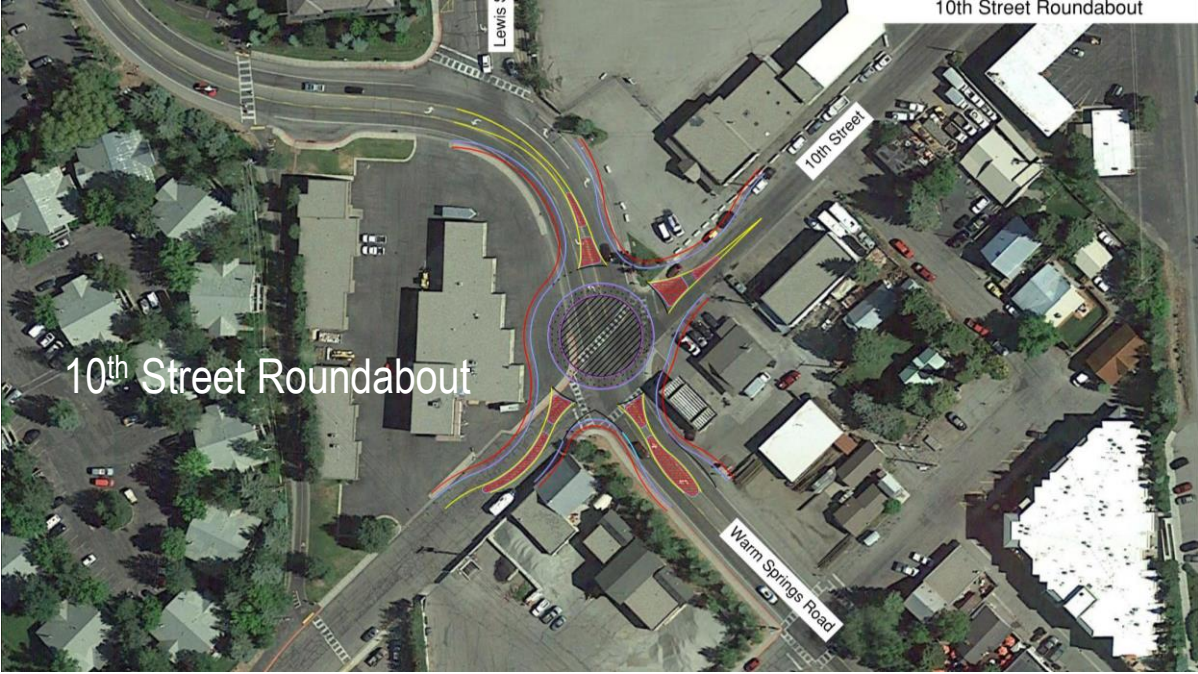
# Warm Springs Road Alternatives Analysis

# Project Background

## Warm Springs Road

- Two Intersections with Warm Springs
  - Lewis Street
  - 10<sup>th</sup> Street
- Project Goals
  - Address traffic calming needs and slow vehicle speeds
  - Improve access for all modes of travel – walking, biking and transit
  - Enhance public realm to serve as a gateway or transition zone
  - Provide an intersection that will serve traffic adequately in the future





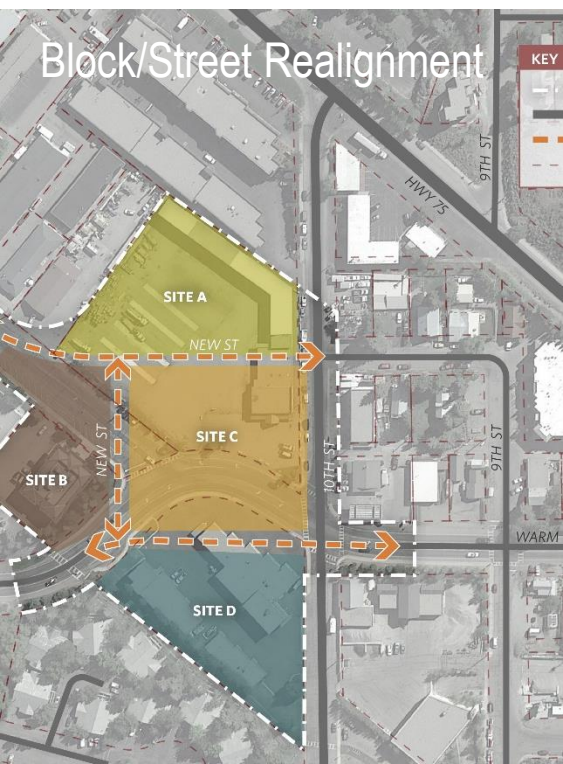
10<sup>th</sup> Street Roundabout

10th Street Roundabout

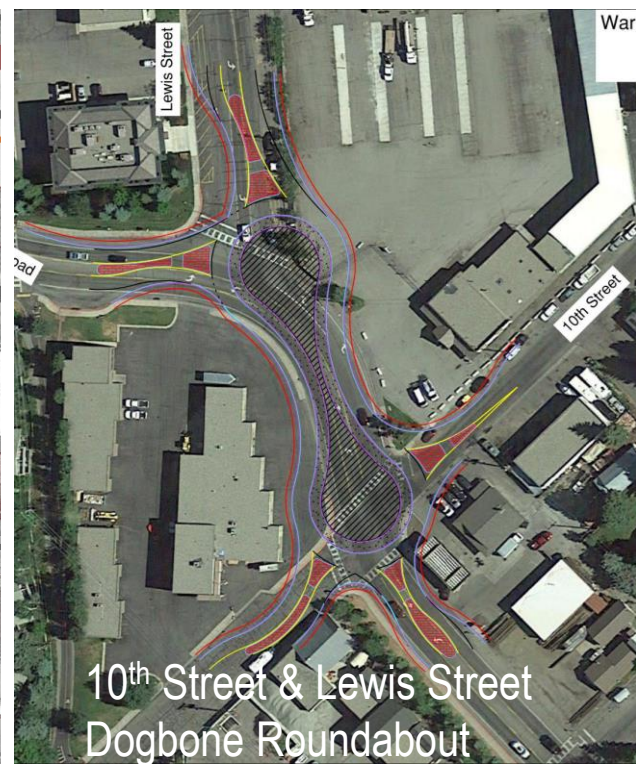


10<sup>th</sup> Street & Lewis Street Realignment & Roundabout

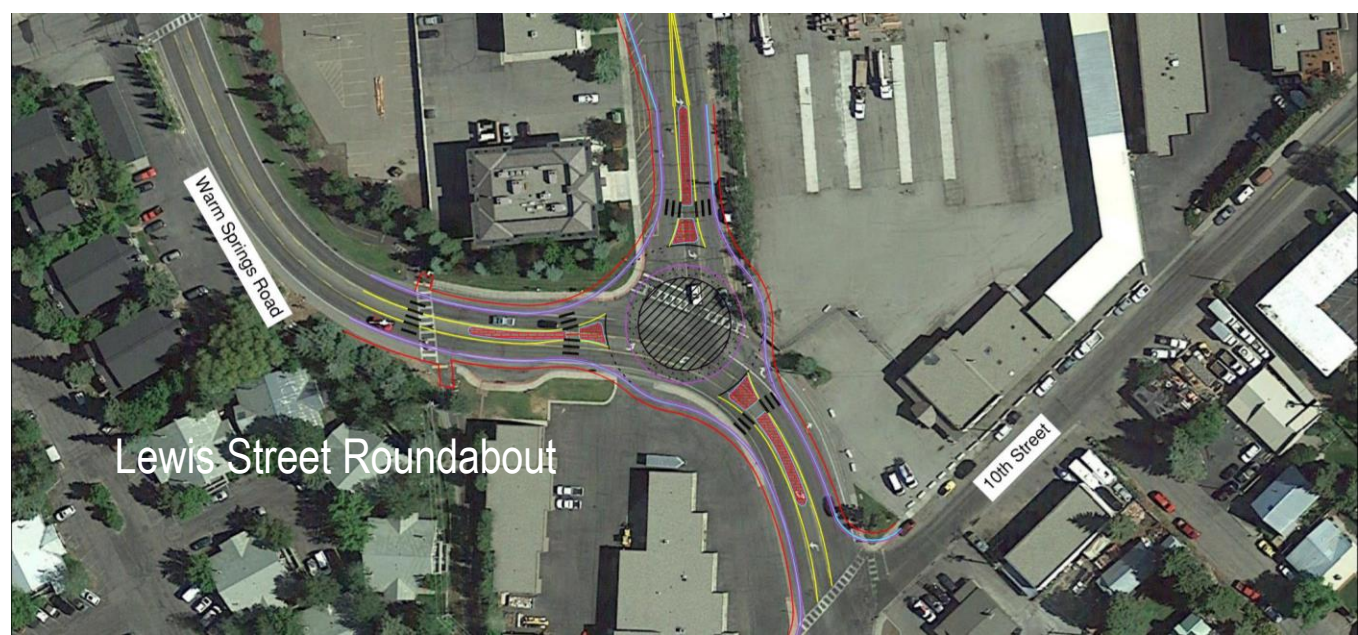
10th Street Realignment Concept Option 1B - Roundabout



Block/Street Realignment

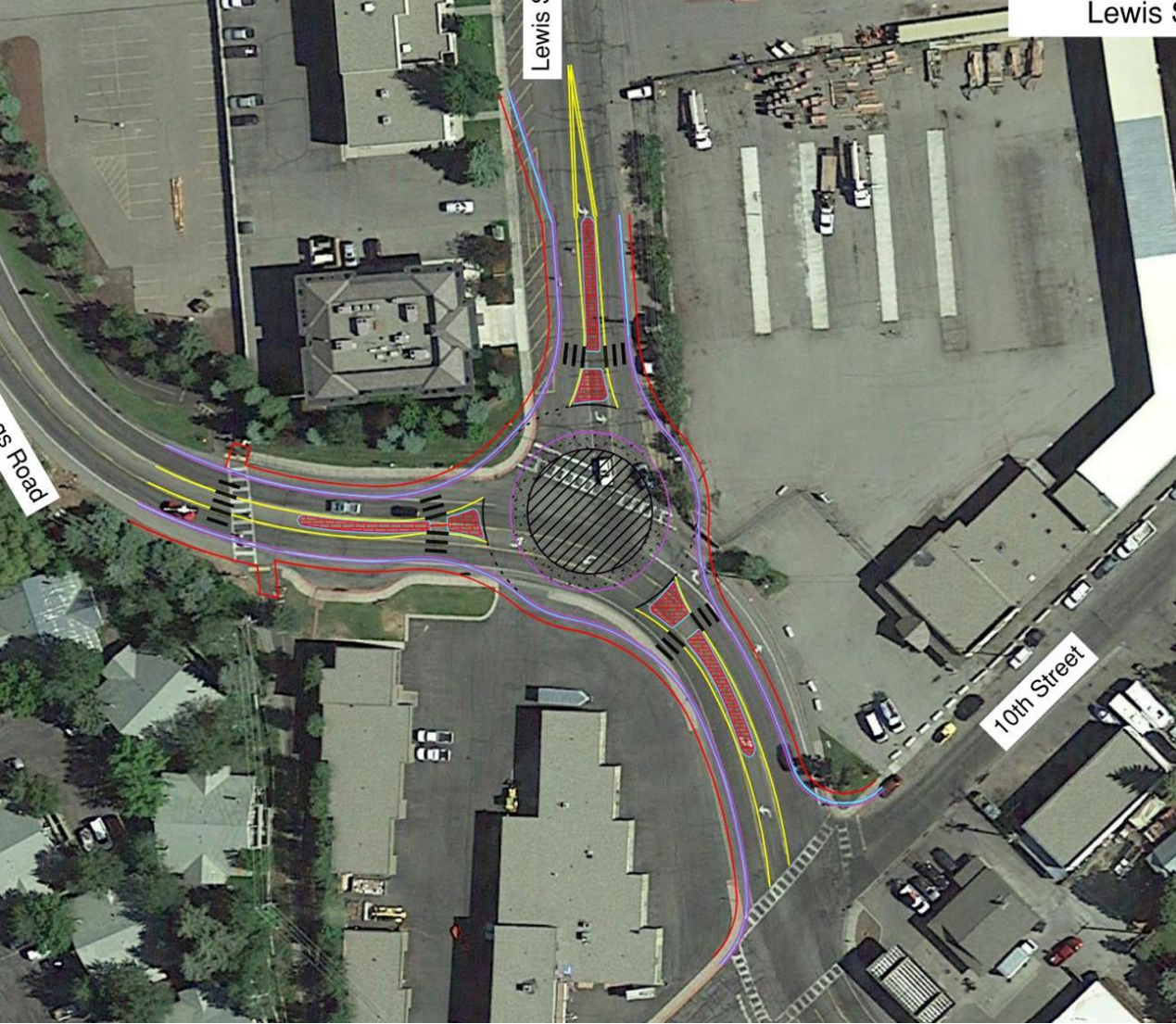


10<sup>th</sup> Street & Lewis Street Dogbone Roundabout

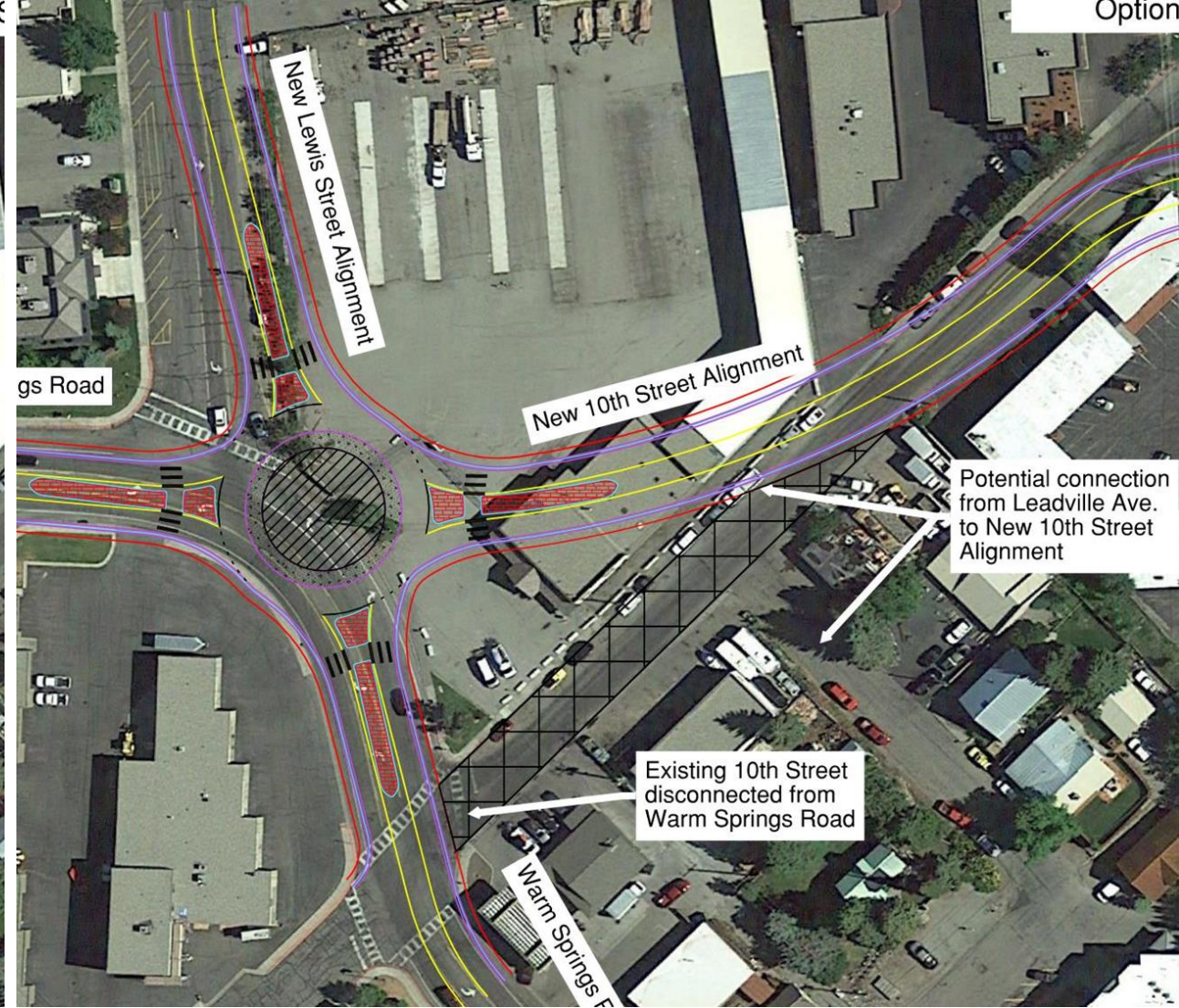


Lewis Street Roundabout





**Refined Concept Alternative 2 –  
Lewis Street Roundabout**



**Refined Concept Alternative 4 – 10<sup>th</sup> Street  
& Lewis Street Realignment & Roundabout**

**Alternatives Recommended to Move Forward**



# Refined Concept Alternative 2 – Lewis Street Roundabout



101 STEPHENSON TRUST

LEWIS STRE

1000 ALBERTSON'S LLC

TENTH ST LIGHT INDUSTRY OWNERS

MAIN STREET

WARM SPRINGS ROAD

PARKSIDE VILLAGE CONDO

NEW DRIVEWAY  
RELOCATE BUS STOP

1007 ELMAR GRABHER

10TH STREET

9TH STREET

980 PLACEHOLDER LLC

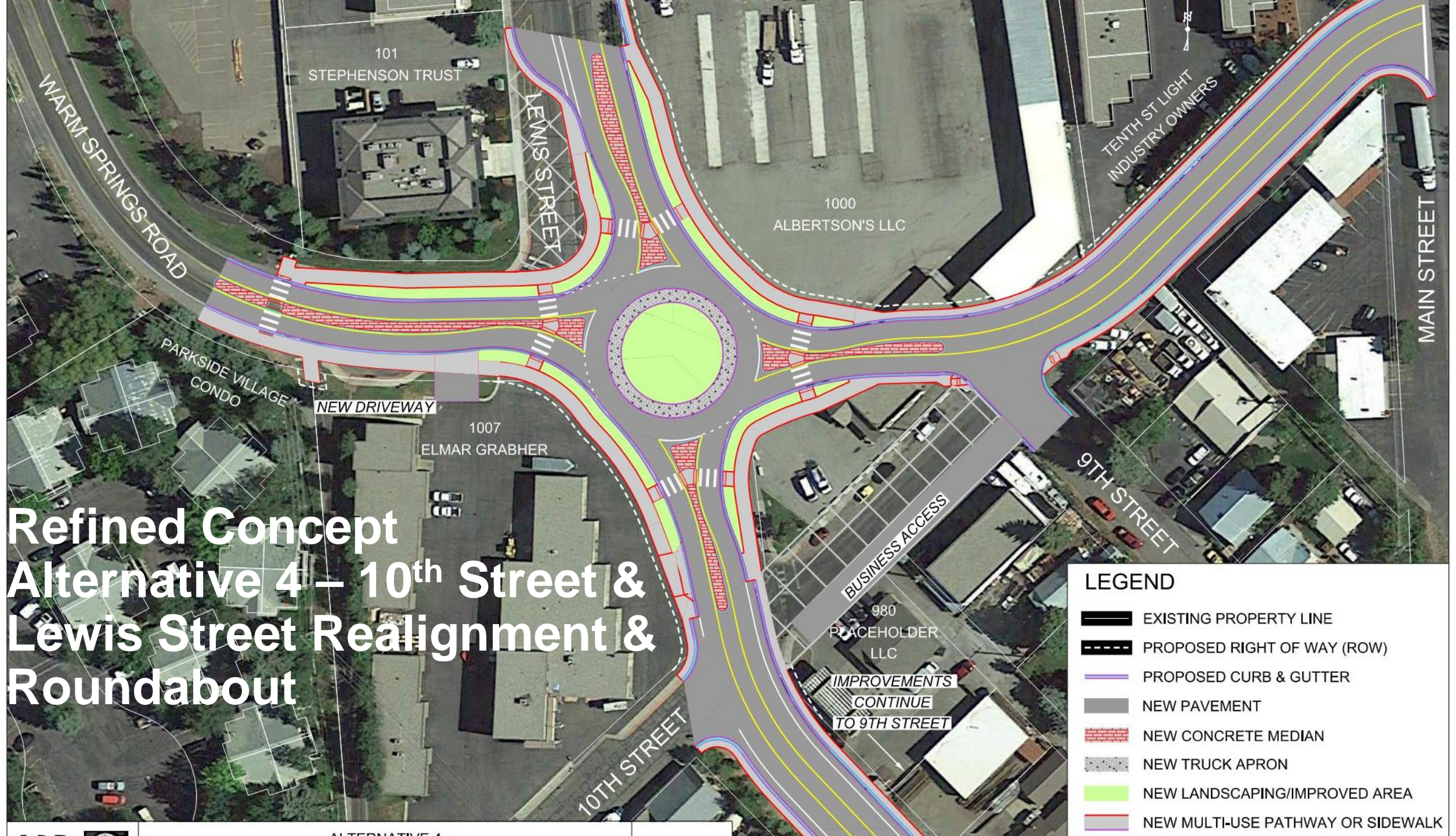
IMPROVEMENTS  
CONTINUE  
TO 9TH STREET

## LEGEND

-  EXISTING PROPERTY LINE
-  PROPOSED RIGHT OF WAY (ROW)
-  PROPOSED CURB & GUTTER
-  NEW PAVEMENT
-  NEW CONCRETE MEDIAN
-  NEW TRUCK APRON
-  NEW LANDSCAPING/IMPROVED AREA



# Refined Concept Alternative 4 – 10<sup>th</sup> Street & Lewis Street Realignment & Roundabout



LEGEND	
	EXISTING PROPERTY LINE
	PROPOSED RIGHT OF WAY (ROW)
	PROPOSED CURB & GUTTER
	NEW PAVEMENT
	NEW CONCRETE MEDIAN
	NEW TRUCK APRON
	NEW LANDSCAPING/IMPROVED AREA
	NEW MULTI-USE PATHWAY OR SIDEWALK

NEW DRIVEWAY

BUSINESS ACCESS

IMPROVEMENTS  
CONTINUE  
TO 9TH STREET

101  
STEPHENSON TRUST

1000  
ALBERTSON'S LLC

TENTH ST LIGHT  
INDUSTRY OWNERS

PARKSIDE VILLAGE  
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PLACEHOLDER  
LLC

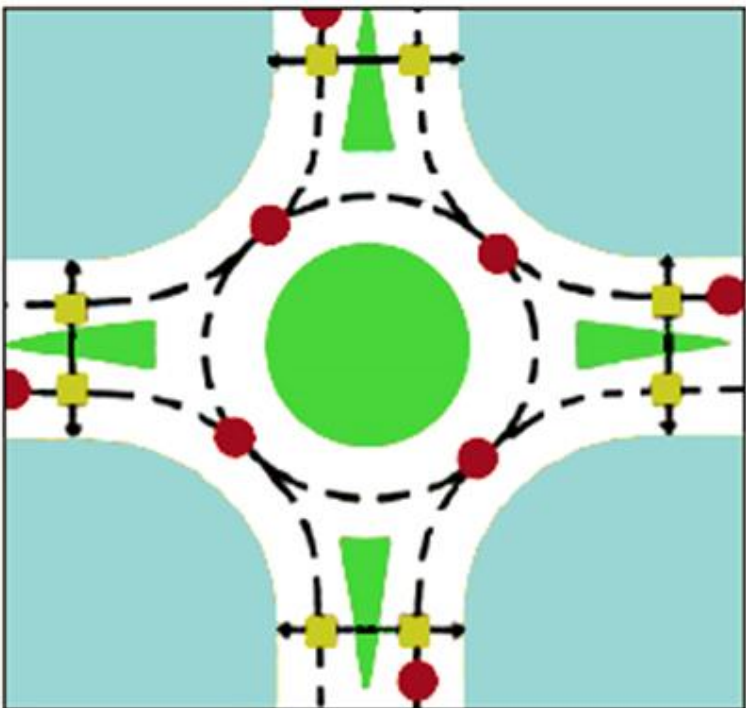
10TH STREET

9TH STREET

MAIN STREET

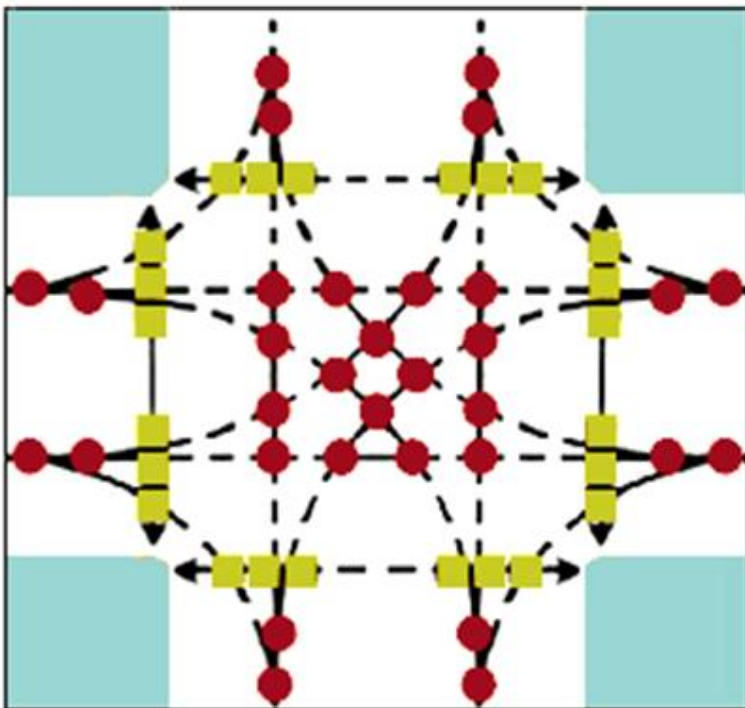


# Roundabout Benefits



● 8 Vehicle conflicts

■ 8 Pedestrian conflicts



● 32 Vehicle conflicts

■ 24 Pedestrian conflicts

- Improved vehicle operations
  - Both options provide good operations in the future
  - Averages between 6 – 10 seconds of delay in peak hours

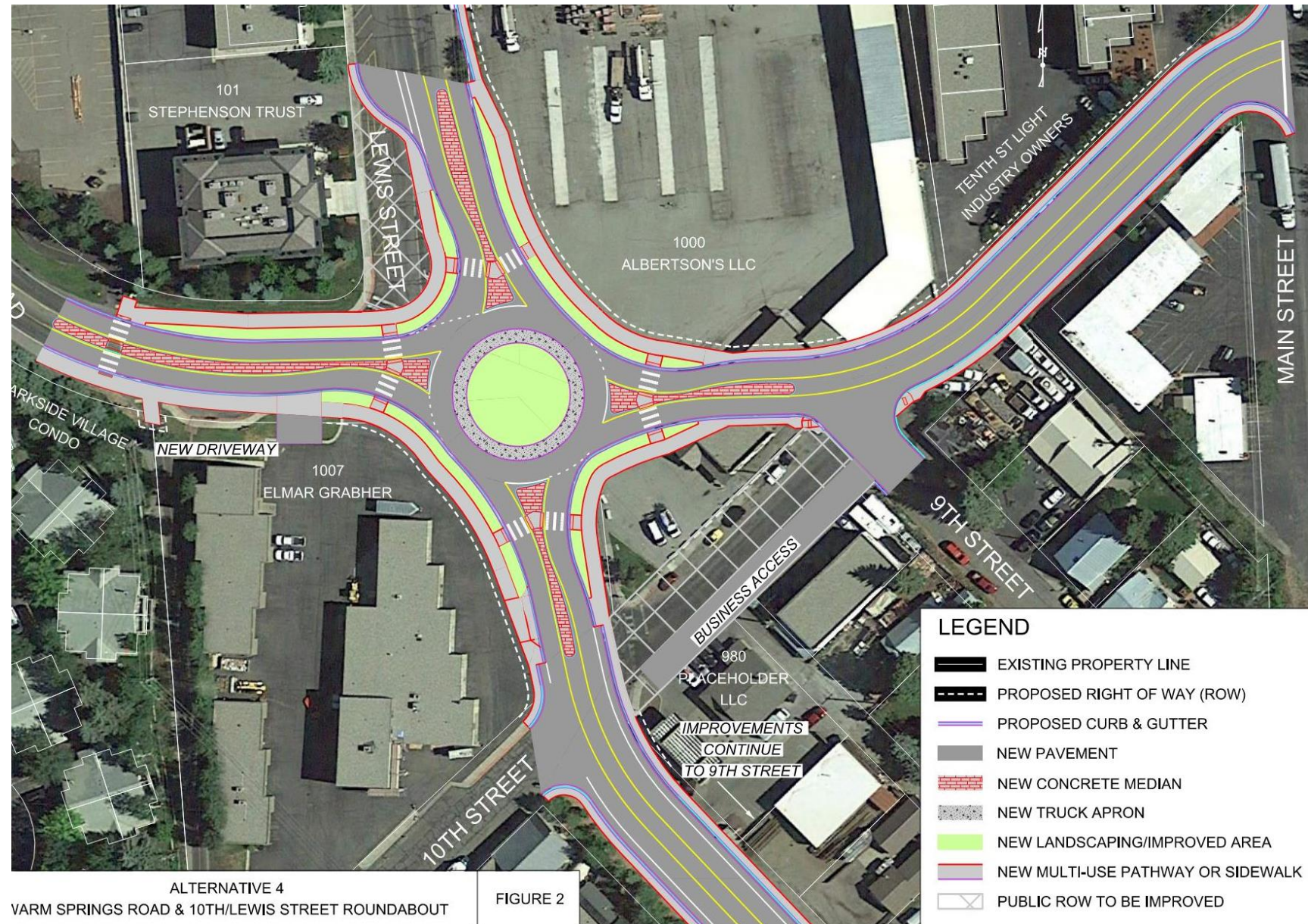
- Improved Safety
  - Fewer pedestrian and vehicle conflicts
  - Slower speeds approaching and through roundabout
- Opportunity to create a gateway



# Our Findings

## Both Alternatives Work

- They both serve 2042 travel demand well
- Both options calm traffic and provide gateway opportunities
- Both provide multi-modal connections
- Alternative 4 better solves the traffic and sight distance issues at both intersections, but is more impactful





# Sample Gateway Treatments



Source: Google Maps



# Sample Gateway Treatments

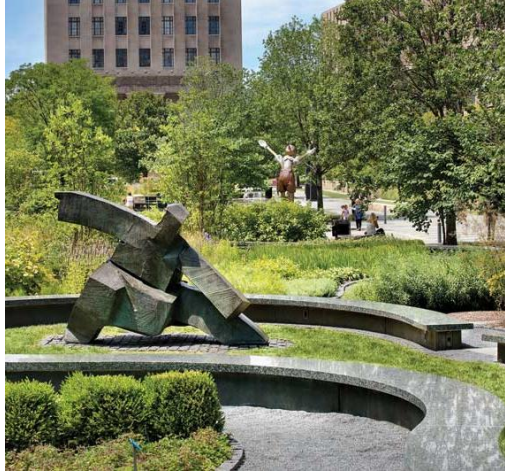


Source: Google Maps

# Further Enhancing Pedestrian Safety

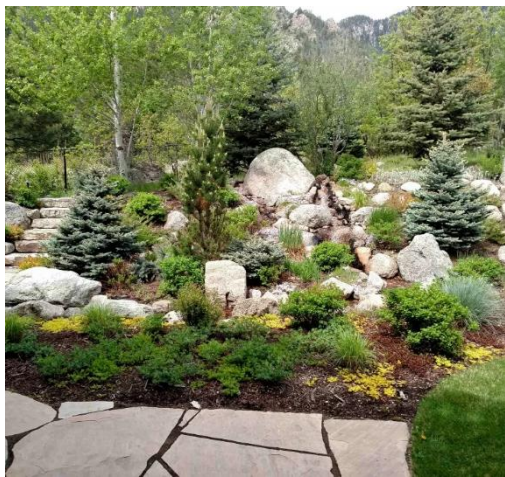
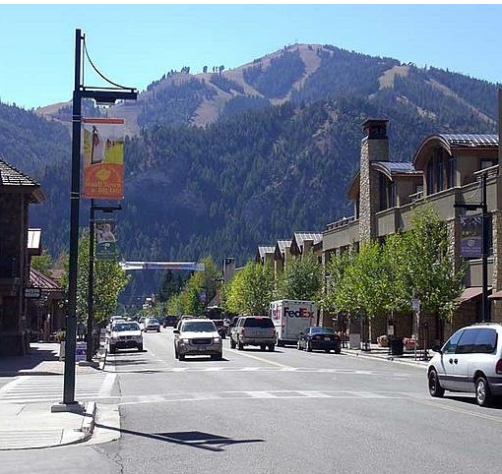






# Public Realm Improvement Examples

- Specialty landscaping
- Identity signage
- Existing banner poles
- Artwork and sculptures,
- Tree lined streets
- Seating options



# Warm Springs Road Corridor

## Next Steps

- City Council to provide feedback
- Public feedback
- Identify a preferred alternative to move into a future project
- Develop report documenting the process, analyses, and decisions



# **Main Street Alternatives Analysis**

# Project Background

## Main Street Existing Conditions

- Great entrance for Ketchum
  - Shows off town well
- Operations
  - Inefficient traffic flow
  - Long queue lengths at Sun Valley Road intersection
  - “Don’t take a left in Ketchum”
- Pedestrian Space
  - Cramped in some places
  - ADA challenges





# Project Background

## Goals

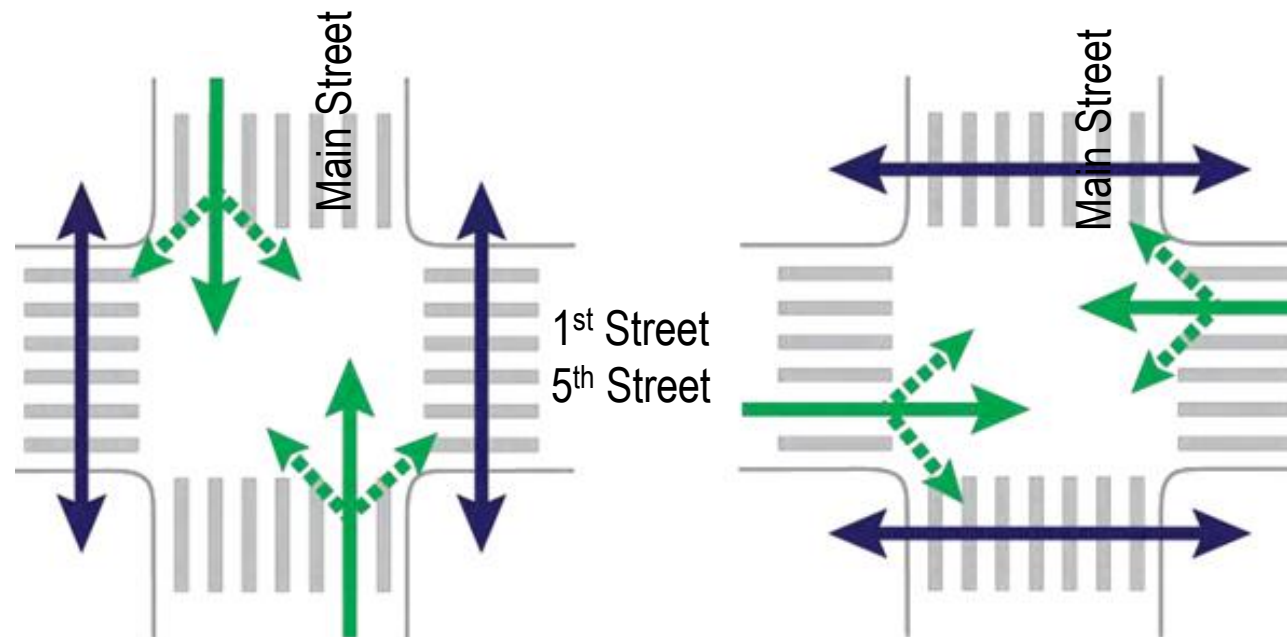
- Improve vehicle progression along the corridor
- Reduce travel times
- Improve pedestrian space where possible
- Ensure ADA compliance
- Invest in a roadway configuration that will operate well in future years



# Main Street Signal Timing



Permissive phasing at 1st Street & 5th Street intersections

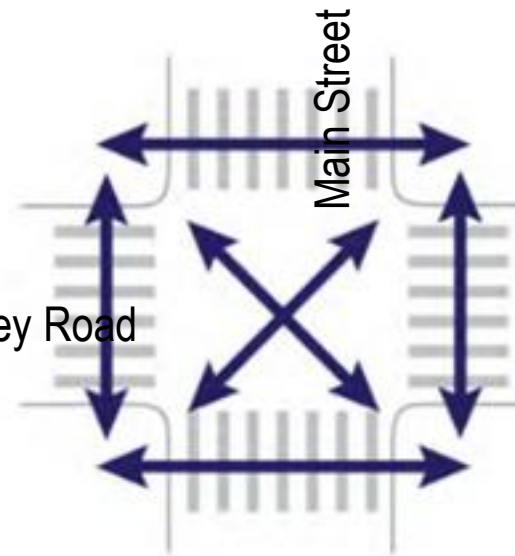
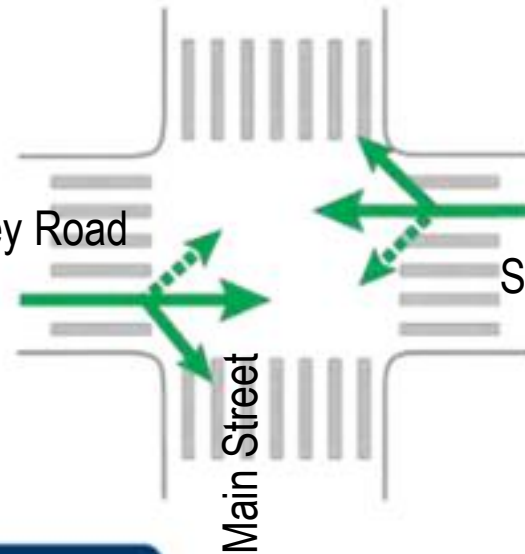
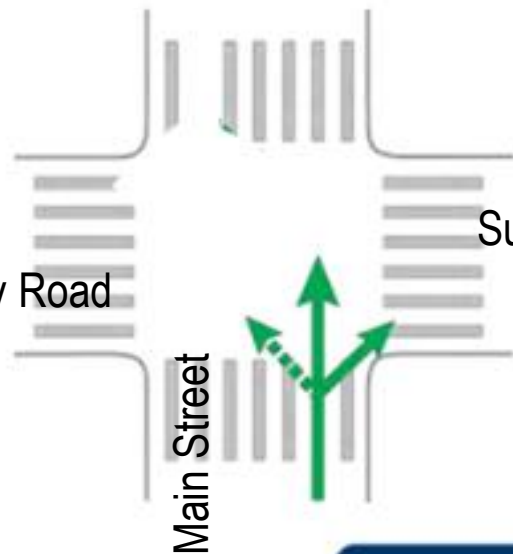
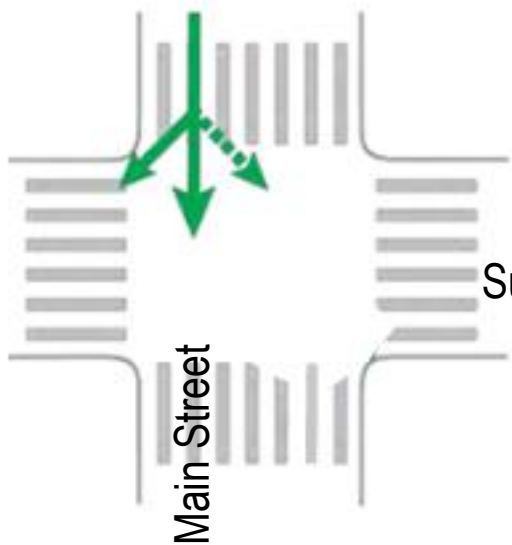




# Main Street Signal Timing



Split phasing with pedestrian scramble at Sun Valley Road



Vehicle Phases

Pedestrian Phase



# Project Background

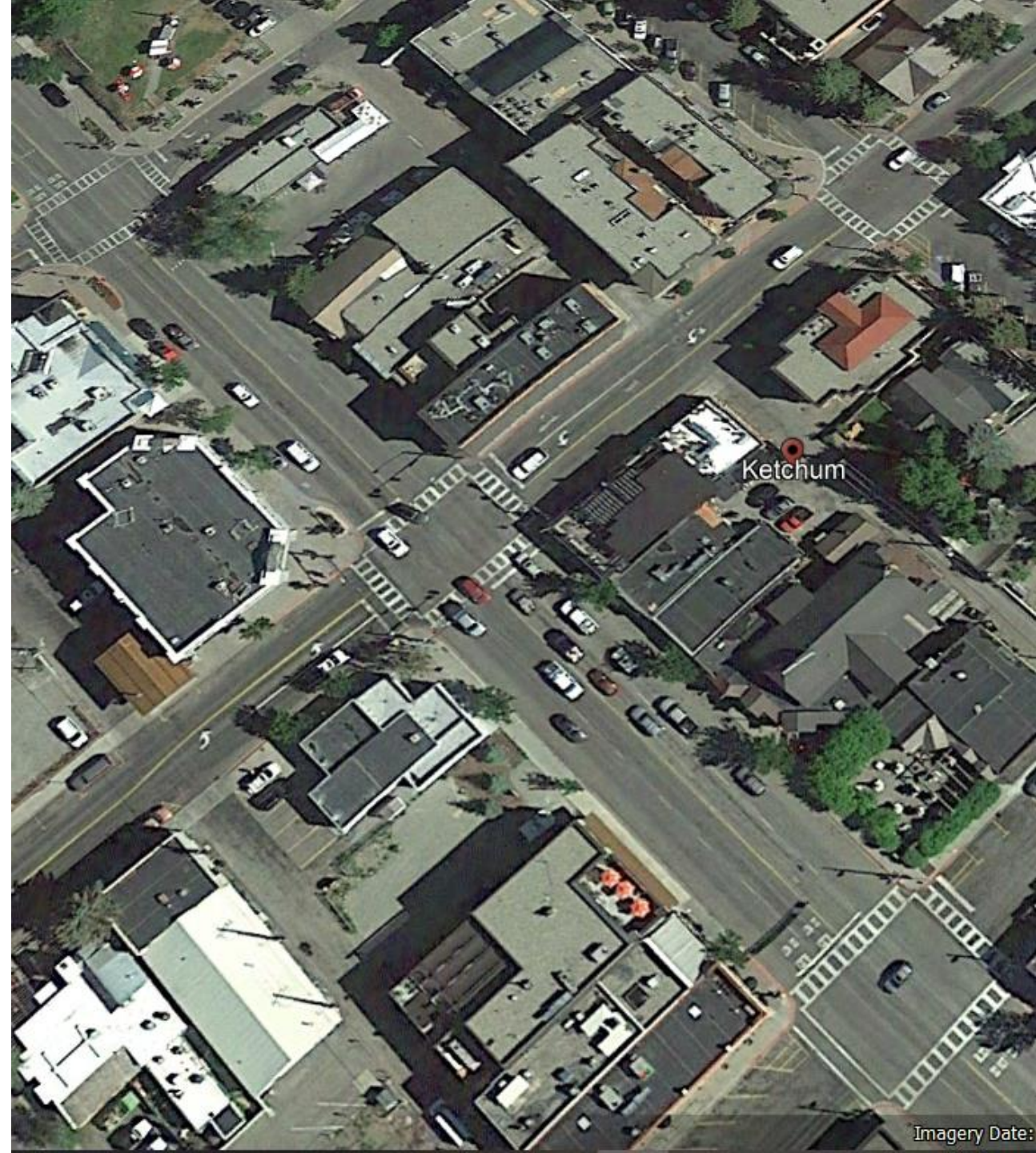
## Short Term Improvements

- Removed pedestrian scramble to improve traffic flow
  - Adjusted pedestrian crossing times to better serve pedestrians
- Worked with ITD to connect signals to each other
- Implemented coordinated signal timing
- Move 1<sup>st</sup> Street merge taper to be south of River Street



# Three Options

- 1 No Build
- 2 Add left turn lanes at Sun Valley Road Intersection
- 3 Lane Reconfiguration (along remaining corridor)  
2 travel lanes/1 center turn lane





# Why Microsimulation

- Higher grade of analysis
- Treats vehicles individually instead of assuming them in flows
- More confidence in vehicle-to-vehicle interaction
- Can create visual example of estimated operations





# Microsimulation Videos

- No build option
- Adding Left Turn Lanes at Sun Valley Road
- 3 Lane Option
  
- Discuss benefits and draw backs of each option

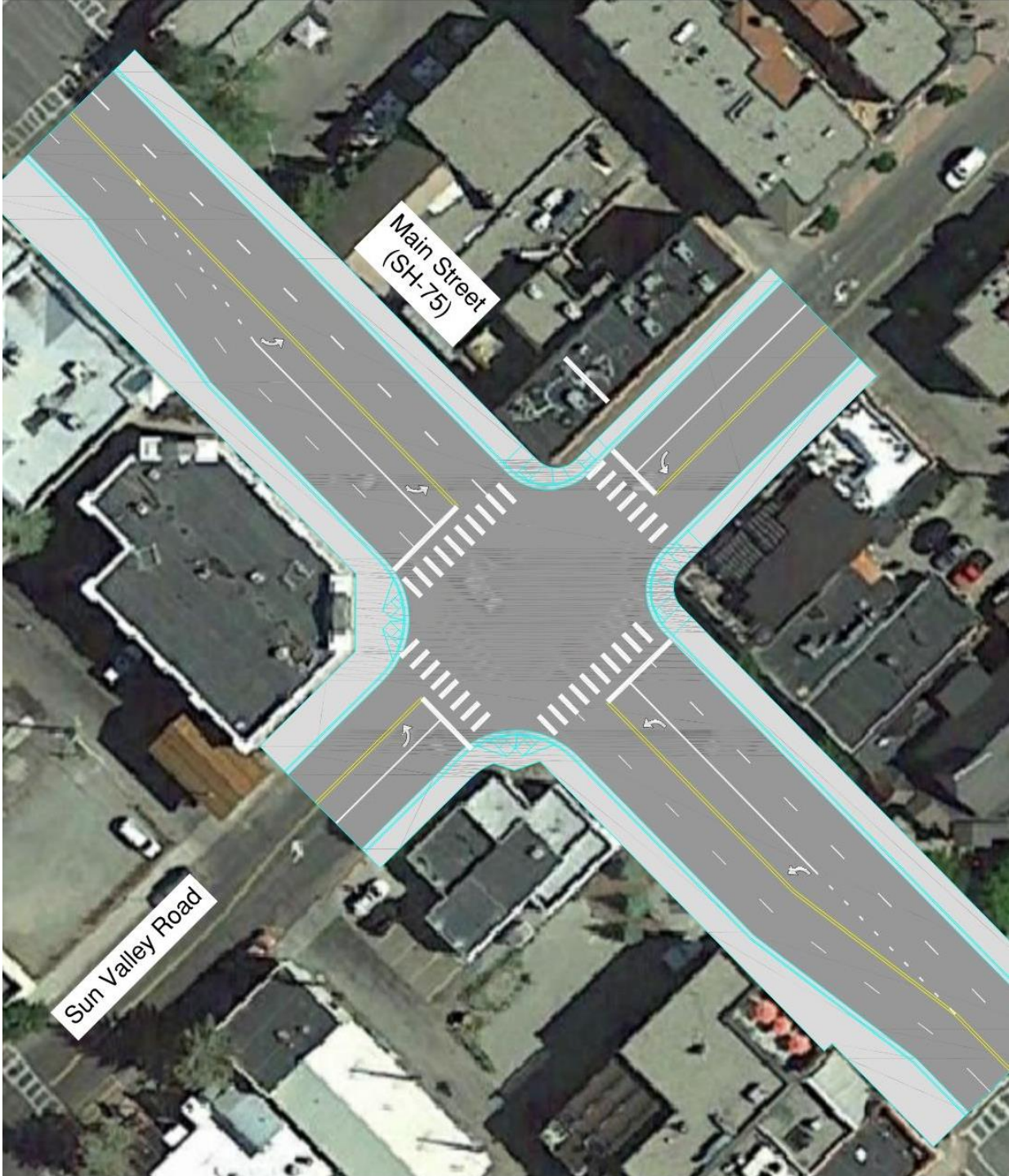
**No Build**







# Add left turn lanes at Sun Valley Road Intersection







# Benefits vs Drawbacks of Adding Left Turn Lanes

- Benefits

- Remove split phasing
- Reduces congestion
- Serves all traffic
- Design year traffic sees comparable travel times to today

- Drawbacks

- Increase in pedestrian crossing distance at Sun Valley Road Intersection
- Tight turning movements for trucks at Sun Valley Road
- Removes parking on two blocks



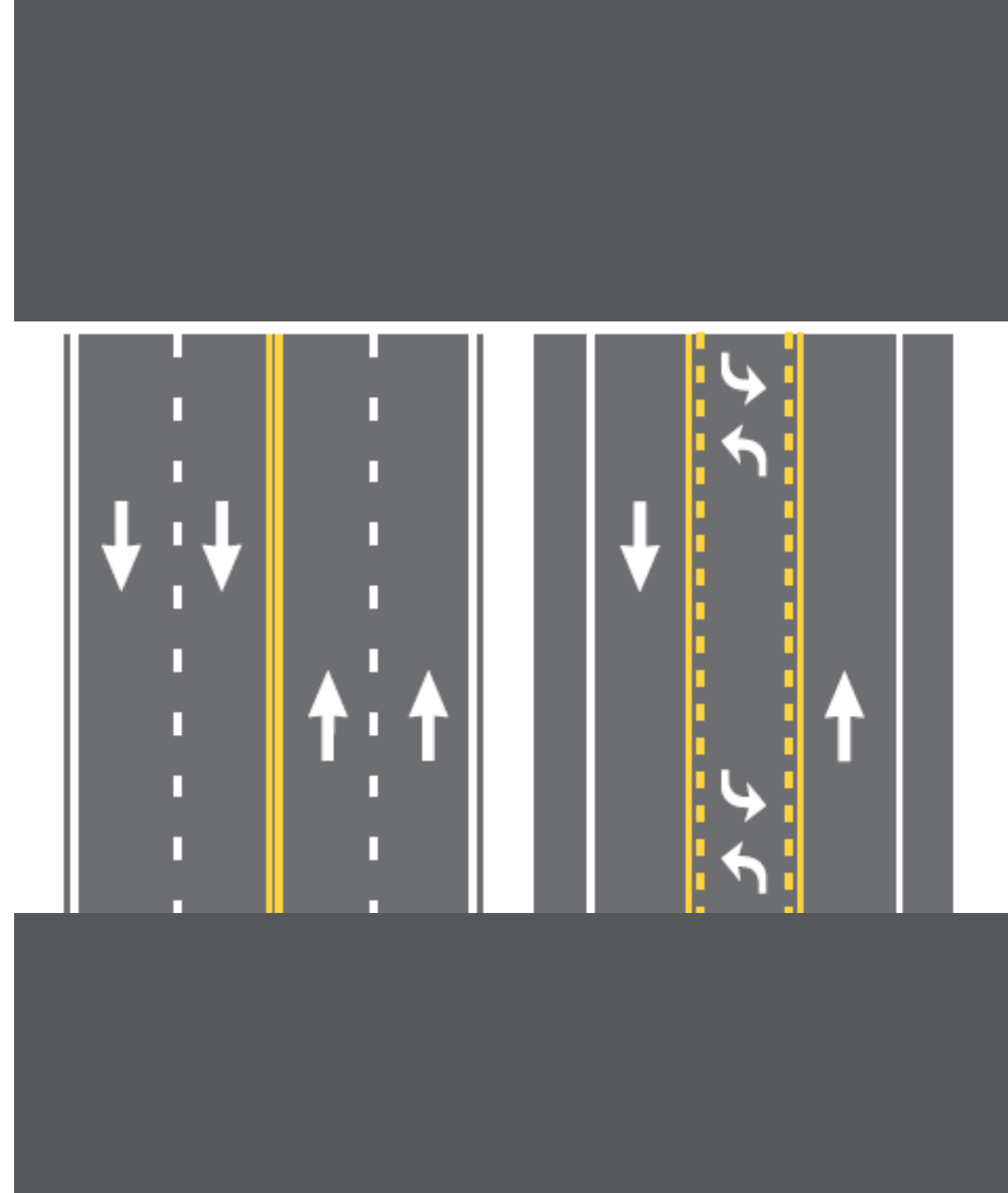
# Our Findings

## Left Turn Lanes at Sun Valley

- Improves traffic flow now and in the future
- With right pedestrian treatments, there are still opportunities to improve pedestrian space.
  - Balance sidewalks on each side
  - 11' lanes, 9.5' wide sidewalks
  - Remove parking
- Could be implemented with ITD's upcoming project



**Lane Reconfiguration  
(along remaining corridor)  
2 travel lanes/1 center turn lane**



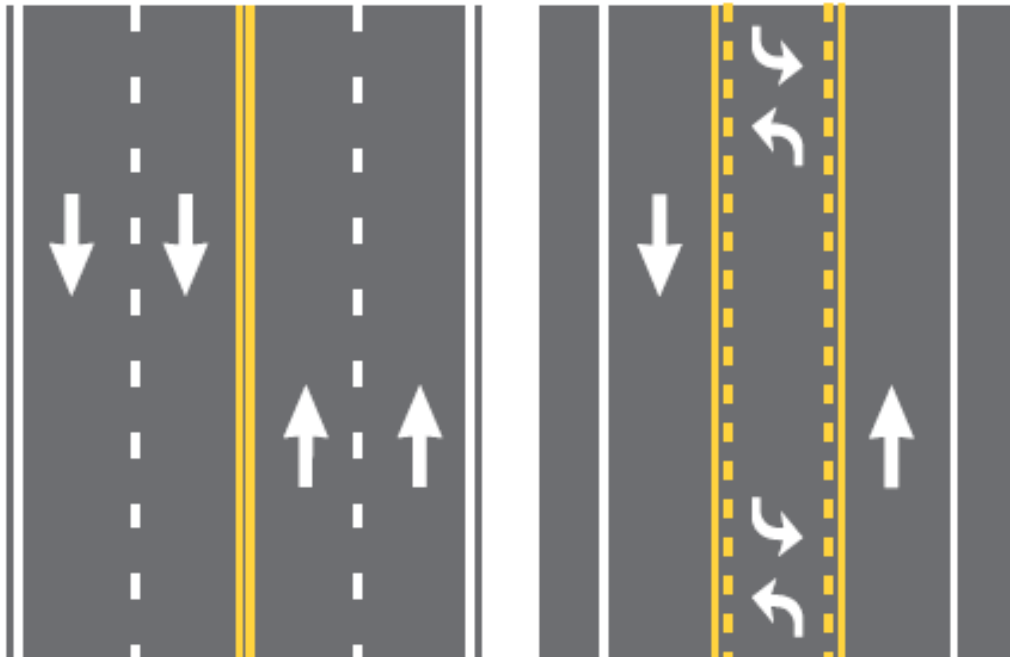




# Benefits Vs Drawbacks of Lane Reconfiguration

- Benefits

- Remove split phasing
- Shorter pedestrian crossings
- Much wider pedestrian and sidewalk areas could be built



Source: Road Diet Informational Guide

- Drawbacks

- Congestion on Main Street would increase
- Cannot serve all traffic in the peak period
- Waiting vehicles could extend 3 blocks or more on Main Street and 2 blocks or more on cross streets



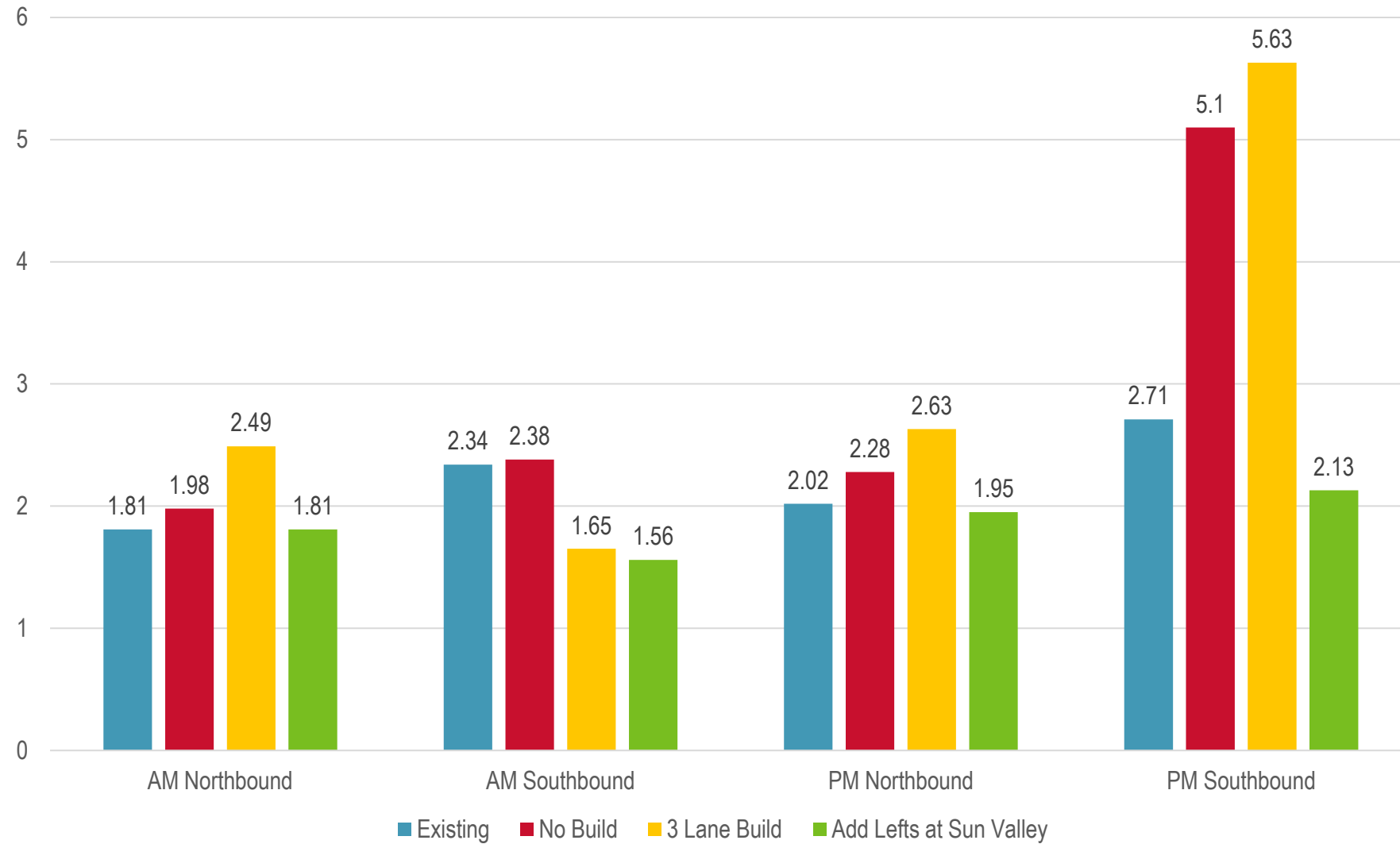
# Our Findings

## Comparing options

- Both options reduce signal cycle lengths
- The three-lane option shortens pedestrian crossing distance, but at a significant cost to all other modes
- The Sun Valley Road option increases pedestrian crossing distance, but only at one intersection
- The Sun Valley Road option may produce more gaps for pedestrians to cross due to reduced congestion
- The Sun Valley Road option will better serve future traffic growth

# 2042 Model Travel Time Comparison – River to 6<sup>th</sup> Street

Travel Time (minutes)





**Can we still improve  
pedestrian space?**

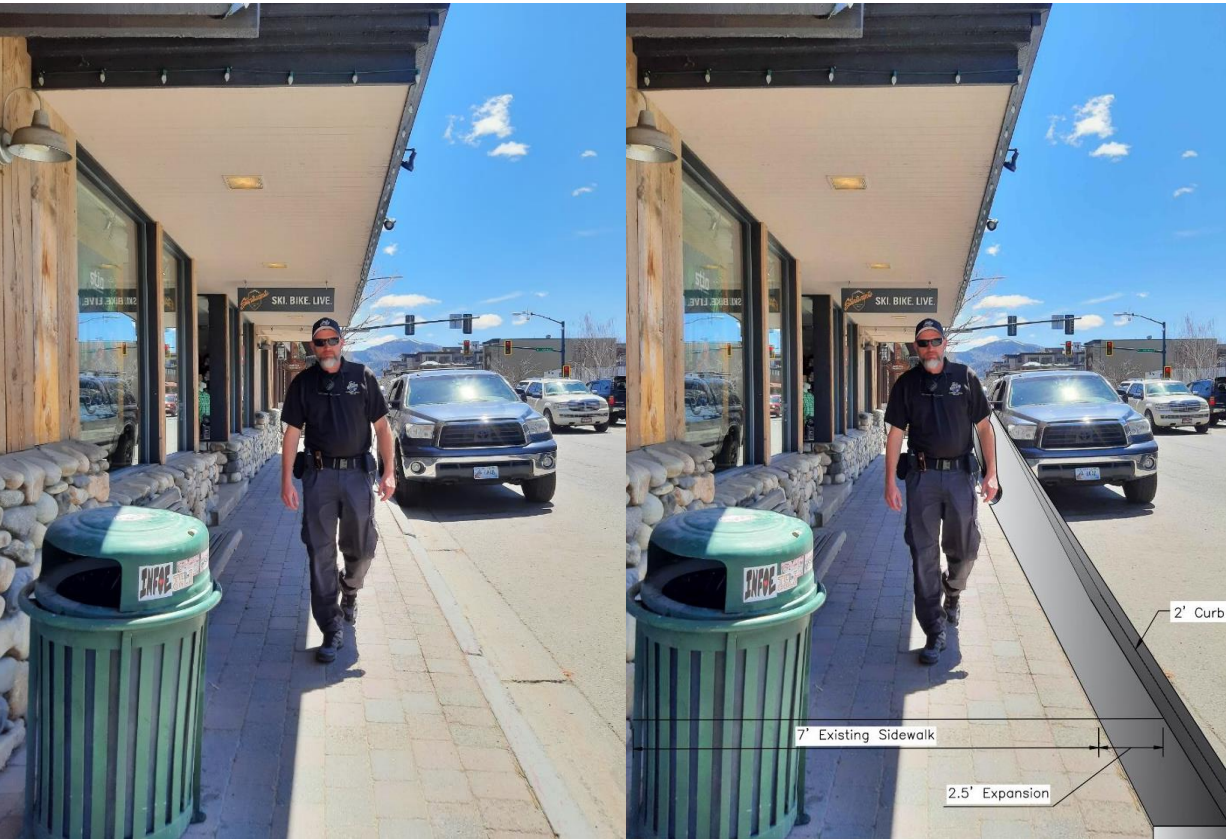
**Yes!**

# Option 1: Install bulbouts along Main Street





# Option 2: Narrow travel lanes from 12' to 11' to give extra space to pedestrians





# Option 3:

## Investigate Raised Intersection at Sun Valley Road

Source: NACTO





# Other Items

## Signal improvements

- Opportunity to upgrade signal equipment
  - Pedestrian pushbutton poles
  - Relocate equipment
- Prohibit left turns at 1<sup>st</sup> and 5<sup>th</sup> during peak hours
  - Our model suggests there may be enough gaps with the Sun Valley Left Turn option to allow for lefts at 1<sup>st</sup> and 5<sup>th</sup>.
  - We recommend a wait and see approach

# Main Street Corridor

## Next Steps

- City Council to provide feedback
- Public feedback
- Identify a preferred alternative to coordinate with ITD's future project
- Develop report documenting the process, analyses, and decisions





## City of Ketchum

Warm Springs Road & the Main Street corridor  
Public engagement session | October 4, 2022

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### WARM SPRINGS ROAD

1. Which option do you prefer? (circle one)

- Alternative #2 – Lewis Street Roundabout: 2
- Alternative #4 – Realigned Roundabout: 11

2. What do you like most about your preferred choice?

- (#4) Ease of flow from 10<sup>th</sup> onto WS Road.
- (#4) Realigning 10<sup>th</sup> is essential for the next 50+ years.
- (#4) Easier, safer. I would love a lunch spot across from Basecamp.
- (#2) #4 going to be more expensive and elusive to build. (#2) is cost efficient and solves the problem.
- (#2) It solves the traffic issues with the least amount of change to the current roadway.
- (#4) Best solution!
- (#4) it is pretty
- (#4) Alternative 4 might be tough – is Albertsons selling some land? It makes the most sense – but the other will work well too.
- (#4) Better circulation and site lines. Particularly far westbound drives to north bound drivers coming down WS
- I prefer no build, but #4 actually addresses 10<sup>th</sup> Street. Looks like it would function better.
- #4 is too expensive.
- (#4) – better longer term version – smart investment. More transit friendly than #2
- (#4) Better for future growth in Ketchum

3. What do you not like about the other option?

- Concern about left turn from 10<sup>th</sup> onto WS Road. Alternative 4 seems best.
- (#4) expensive and complicated
- (#4) Cost
- (#2) Not much improvement
- (#2) It is not all encompassing
- (#2) visibility at 10<sup>th</sup> and WSR for left turning traffic onto WS from 10<sup>th</sup>
- (#2) limits access to 1007 property, semis. Where does the bust stop move? Takes away 75% of snow storage at 1007 property.
- Unsafe 10<sup>th</sup> street intersection remains.
- (#2) Seems to limit growth potential

4. What have we not considered?
- Less hard 90 degree angles for bikes. Philadelphia Smelter artwork/metal sculpture with native wildflowers. Better bike/road integration onto WS bike path.
  - Crosswalk to Grumpy's?
  - I think both plans are well thought out and would serve the community well.
  - Safety first at all costs! Lower stress.
  - Make the extra space parking for the mini mart and car repair shop.
  - Cost of acquisition of Albertsons property
  - Both limit access to 1007 property. Takes away current snow storage at 1007 property. Could mean damages of \$20k/year – who pays for that?
  - Removing left turn lane at Warm Springs Road
  - How does this work in weather/plowing/ice?

## MAIN STREET

(please circle)

1. Should the city choose the 'No build' option?
- ITD reconstructs the road, but lane configuration remains unchanged with modest sidewalk improvement.

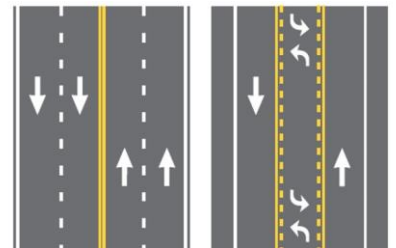
Yes: 4  
 Neutral: 1  
 No: 7

2. Should the city explore the 'Left turn lanes' option?
- The corridor will remain 4 lanes wide, except for the blocks before & after Sun Valley Road, where a left turn lane will be added to Main Street.
  - Left turn lanes already exist on Sun Valley Road.

Yes: 7  
 Neutral: 2  
 No: 2

3. Should the city explore lane reconfiguration throughout the corridor?
- The corridor will go from 4 travel lanes to 2 with a designated turn lane.

Yes: 2  
 Neutral: 3  
 No: 7





4. Which is your preferred choice and why?

- I like the raised intersection at Sun Valley Road.
- #2
- More pedestrian areas always.
- #2 – Best flow, improved sidewalks, drivers will slow down
- #2 – Turn lanes would improve traffic flow.
- Traffic not going down, will only get worse, need to move traffic along!
- Bump outs for pedestrians
- #2 most logical
- #2
- No build, keep current.
- 3 lanes, no traffic signals, 4 way stops
- No build – parking is a premium.
- Left turn lanes – traffic flow. Alternative parking is available off Main Street.
- Keep the same – no build

5. Which is your least favorite and why?

- No build!
- #3 – we would be moving backwards.
- Don't take away parking spaces.
- 3 lanes = more traffic
- #1
- Left turn lane option
- #3 it'll never work.
- No build.
- Anything that removes parking from Main Street

6. What have we not considered?

- Climate change and the need to de-car Ketchum & the valley. What would happen if we put bikes 1<sup>st</sup>? How much would the car traffic be reduced if we designed for bikes and other modes first?
- Right turn only @ River Street
- Elevated freeway – haha. No left turns from Main Street onto 4<sup>th</sup> Street.
- We need a four lane bridge over Trail Creek.
- Costs? Schedule?
- Remove traffic lights.
- The businesses on Main Street.

# PEDESTRIAN IMPROVEMENTS

(please circle)

1. Should the city explore installing more bulb outs along the Main Street corridor?

Yes: 4  
Neutral: 4  
No: 1

2. The majority of Main Street's sidewalks are not ADA compliant, widthwise. Shall the city narrow travel lanes to expand the sidewalks?

Yes: 7  
Neutral: 1  
N 1 (go to France, etc. and see 3 ft sidewalks)

3. Should the city explore a raised intersection at Main Street & Sun Valley Road?

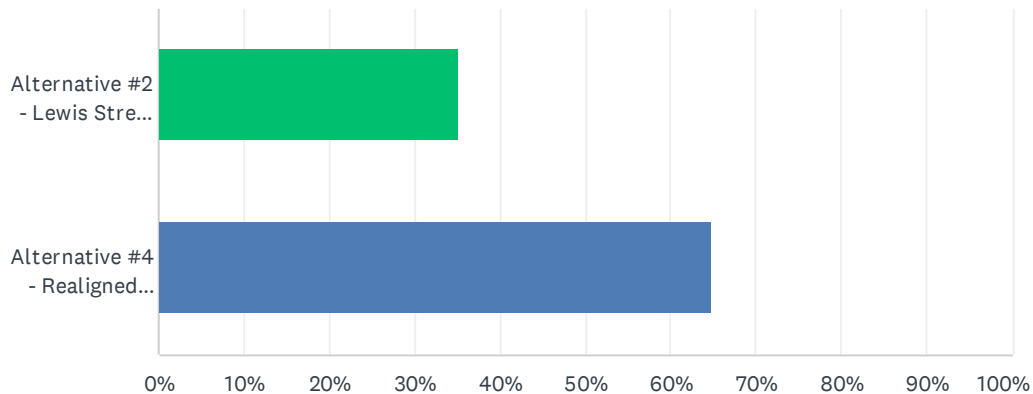
Yes: 2  
Neutral: 4  
No: 1

- And at 4<sup>th</sup> & Sun Valley
- Snow plow issues.



## Q1 Which option do you prefer?

Answered: 74 Skipped: 0



ANSWER CHOICES	RESPONSES
Alternative #2 - Lewis Street Roundabout	35.14% 26
Alternative #4 - Realigned Roundabout	64.86% 48
Total Respondents: 74	

## Q2 What do you like most about your preferred choice?

Answered: 60 Skipped: 14

#	RESPONSES	DATE
1	improves blind spots at the basecamp left turn on 10th street	10/12/2022 12:50 PM
2	Neither but the "survey" did not allow that as an option, you had to check one of your comments would not post - it is not clear what has been presented as the actual problem, which makes it impossible to determine if this will solve the problem. Statements such as "enhance public realm" and "traffic calming" are not quantifiable terms to define a problem and its resolution. One of the main problems with the appearance and traffic flow issues on 10th Street are public roadways being used as storage areas for auto repair businesses. Resolving that issue would not cost the city anything and would vastly increase the connectivity of 10th Street. Putting concrete or other structures in the middle of the roadway has not been shown to be effective in the past, i.e., remember the median that was installed by the Elkhorn traffic light . . . .	10/11/2022 3:38 PM
3	It has less of an impact to private property.	10/11/2022 3:37 PM
4	ease of access to gas station	10/11/2022 10:29 AM
5	It provides ease of access to the main routes most utilized and in need of improvement for traffic flow and safety without impacting private property. Tenth street coming westbound from 75 gets far less access, so impact to private property seems less justifiable (and less needed) in my opinion.	10/11/2022 6:56 AM
6	Much less confusion with motorists unfamiliar with the intersection and better for small cars with big trucks.	10/10/2022 6:17 PM

## Warm Springs Road & the Main Street corridor

7	Less disruptive	10/10/2022 4:05 PM
8	This seems more likely to execute and that will make sense for the street space.	10/10/2022 11:02 AM
9	If there was a stop light or other way to manage the flow of traffic from 10th street to highway 75 then the realignment would make more sense.	10/10/2022 9:49 AM
10	Better traffic flow	10/9/2022 11:14 PM
11	Better traffic flow	10/9/2022 2:25 PM
12	It i simply less reconfiguration, less construction, less large, less city like. Although both options are too city like.	10/9/2022 12:05 PM
13	less costly	10/9/2022 11:00 AM
14	Traffic from 10 street E flows into the roundabout, instead of there being traffic trying to negotiate the roundabout exit trying to cross Warm Springs rd or turn southbound. Better road alignment and sight lines in general.	10/9/2022 8:47 AM
15	It doesn't require the government to our base land from the Albertsons family which would be very expensive.	10/9/2022 7:00 AM
16	I like the 3-way Lewis street roundabout since folks who are trying to go left onto WS off of Lewis can simply turn right, go around the roundabout, and head the way they want. This seems like the easiest solution and people can still use the roundabout off of Lewis without making it a massive and therefore time wasting roundabout with 4 lanes feeding into it.	10/9/2022 6:25 AM
17	Doing something useful with that abandoned lot	10/8/2022 7:56 PM
18	Least expense to city...	10/8/2022 3:58 PM
19	If its going to get done do it all the way!	10/8/2022 3:07 PM
20	The gradual turn form 10th.	10/8/2022 10:20 AM
21	It takes out the 10th street debacle. Ideally it will also offer wider than average sidewalks or a true "bike path" extension and put non car traffic first.	10/8/2022 10:15 AM
22	Less confusing	10/8/2022 9:19 AM
23	Better traffic long term	10/8/2022 8:58 AM
24	Less confusing	10/8/2022 8:30 AM
25	Roundabouts are far more efficient, I like this option that creates a better thoroughfare and has less impact on existing property.	10/8/2022 8:12 AM
26	Takes care of all intersections And let Albertsons build a grocery store!! The location suits it, it has parking!	10/8/2022 7:40 AM
27	Much better Access to/from WS and 75 Main Street	10/7/2022 8:56 PM
28	It accounts for the traffic at the 10th st intersection as well as Lewis st	10/7/2022 7:34 PM
29	straight forward, less invasive to private property - less expensive and equally effective.	10/7/2022 7:29 PM
30	I don't like either. If the Albertsons lot is going to be housing and the YMCA lots then there will be a lot more pedestrians. Round abhors are not pedestrian friendly, they're super intimidating and dangerous.	10/7/2022 6:59 PM
31	Not as over constructed. More reasonable.	10/7/2022 6:29 PM
32	As a result of the access from Highway 75	10/7/2022 5:58 PM
33	It would make ketchum Automotive not be on the busiest street in the core. The city has allowed them to make 10th a dangerous situation for many years.	10/7/2022 5:46 PM
34	includes all 4 intersecting roads	10/7/2022 5:24 PM
35	It helps with the line of sight issues at 10th St that are so scary and it's one less intersection for those going down WS Rd	10/7/2022 5:22 PM



## Warm Springs Road & the Main Street corridor

36	That private land is just sitting there being useless to the community.	10/7/2022 5:12 PM
37	More route options that are safer and more efficient.	10/7/2022 4:51 PM
38	It seems guaranteed that people in this valley are going to STRUGGLE to learn roundabouts. A four way roundabout seems more complex to me.	10/7/2022 4:27 PM
39	10th street inclusion, safety	10/7/2022 4:22 PM
40	includes the traffic on 10th street. might help parking for autos at Ketchum Auto. small use of Alberstons LLC's awkward corner. open up more business on 10th.	10/7/2022 4:17 PM
41	It focuses on the streets and intersection where there are problems	10/7/2022 4:16 PM
42	Fewer difficult left hand turns	10/7/2022 4:05 PM
43	Better traffic control	10/7/2022 4:01 PM
44	Crossing to the south by Base Camp is a nightmare. #4 solves that too...total no brainer.	10/7/2022 3:59 PM
45	It looks less expensive	10/7/2022 3:51 PM
46	less impact to private property	10/7/2022 3:50 PM
47	Better for traffic flow	10/7/2022 3:49 PM
48	more in scale with small town leaves more room for the development of parcel labeled Albertson's LLC...affordable housing?	10/7/2022 3:38 PM
49	It eliminates the dangerous traffic that occurs in and out of the base camp gas station by rerouting the traffic that comes from 10st	10/7/2022 3:33 PM
50	Test	10/7/2022 3:20 PM
51	Traffic flow and safety	10/7/2022 2:17 PM
52	It addresses both intersections.	10/7/2022 1:59 PM
53	Combines the 10th street intersection to reduce potential conflicts	10/7/2022 1:56 PM
54	better sight lines. turning left onto warm springs from 10th is a challenge to see around the gas station	10/7/2022 12:41 PM
55	Alternative #4 makes the most sense for traffic management - while allowing for bikes and pedestrians.	10/7/2022 12:37 PM
56	Coming down 10th street; I can never make a left turn to go to Moss Nursery.....or if I was on Lewis Street....stick you neck out there and "could get hit" by on coming cars. This round about will be very important to the city in the future years with the school and fire department.	10/7/2022 12:04 PM
57	I think #4 is better suited for long-term traffic issues. #2 is half ass in my opinion. just a temporary fix.	10/7/2022 11:58 AM
58	Solves issue coming off 10th to Warm Springs and vice versa better. That is a horrible intersection presently. Many missed accidents with cars trying to pull out of 10th quickly	10/7/2022 11:29 AM
59	Solves the blind spot at 10th street	10/7/2022 11:27 AM
60	Should hold up longer in the future. As Ketchum develops there will be more traffic between 75 and the LI zone and 4 addresses that. If we don't do that in this iteration, it will be another Ketchum cheap out mistake.	10/7/2022 11:19 AM

## Q3 What do you dislike about the other option?

Answered: 48   Skipped: 26

#	RESPONSES	DATE
1	doesn't address #2	10/12/2022 12:50 PM

## Warm Springs Road & the Main Street corridor

2	Neither but the "survey" did not allow that as an option, you had to check one of your comments would not post - it is not clear what has been presented as the actual problem, which makes it impossible to determine if this will solve the problem. Statements such as "enhance public realm" and "traffic calming" are not quantifiable terms to define a problem and its resolution. One of the main problems with the appearance and traffic flow issues on 10th Street are public roadways being used as storage areas for auto repair businesses. Resolving that issue would not cost the city anything and would vastly increase the connectivity of 10th Street. Putting concrete or other structures in the middle of the roadway has not been shown to be effective in the past, i.e., remember the median that was installed by the Elkhorn traffic light . . . .	10/11/2022 3:38 PM
3	It was has more of an impact to private property.	10/11/2022 3:37 PM
4	seems like it would be tough to get to tenth	10/11/2022 10:29 AM
5	The opposite almost exactly to my answer in #2.	10/10/2022 6:17 PM
6	If anything is ever built on the Albertsons' lot it would be very challenging to enter with #4. Also the sight issue isn't resolved since there is still a business access that will be used frequently for the gas station.	10/10/2022 11:02 AM
7	It encourages a faster pace off hwy75 down into Warm Springs corridor because of easier non slowed traffic. It encourages continuation without mindful slowing as we enter WmSpgs residential area & other direction speeding into town.	10/9/2022 12:05 PM
8	more costly	10/9/2022 11:00 AM
9	Doesnt take 10th street into consideration, which is a messy and congested intersection with the gas station traffic.	10/9/2022 8:47 AM
10	It is potentially very expensive.	10/9/2022 7:00 AM
11	How's through private property, more pavement, I like smaller roundabouts since they seem more efficient and more cars can get into them.	10/9/2022 6:25 AM
12	3 way roundabout is fine too, but better to go all the way	10/8/2022 7:56 PM
13	Expense of both options seems very unnecessary	10/8/2022 3:58 PM
14	Just fixing half the problem and probably create my more confusion	10/8/2022 3:07 PM
15	Often times people are so focused on car traffic they forget about people walking. Also- the left turn from 10th is dangerous for everyone.	10/8/2022 10:20 AM
16	It's a bandaid on the issue of both of those intersections.	10/8/2022 10:15 AM
17	Takes away private property	10/8/2022 9:19 AM
18	Taking private property	10/8/2022 8:30 AM
19	It looks too big, and assuming the impact to surrounding private property triggers legal action, I don't think it's worth the time, energy or added expense when you have a viable alternative.	10/8/2022 8:12 AM
20	It doesn't help 10th st at all	10/7/2022 7:34 PM
21	invasive to immediate businesses and property and presumably a much more of an expense.	10/7/2022 7:29 PM
22	Lose more of the Albertsons lot for housing.	10/7/2022 6:59 PM
23	The intersection isn't that busy. It looks overbuilt and requires changing the entire layout of the thoroughfare.	10/7/2022 6:29 PM
24	Turning off of 10th will still suck.	10/7/2022 5:46 PM
25	not much	10/7/2022 5:24 PM
26	It doesn't solve the 10th St issue	10/7/2022 5:22 PM
27	Getting out of the gas station and tenth street needs to be improved.	10/7/2022 5:12 PM
28	I don't dislike it, I just think alternative 4 is more efficient than alternative 2.	10/7/2022 4:51 PM



## Warm Springs Road & the Main Street corridor

29	Complexity of a four way, especially in such a small zone	10/7/2022 4:27 PM
30	10th st not included - that is the biggest problem!	10/7/2022 4:22 PM
31	doesn't include 10th st.	10/7/2022 4:17 PM
32	Seems unnecessary complicated	10/7/2022 4:16 PM
33	You still have to try and turn left onto Warm Springs from 10th and you can't see past the gas station to see if it's safe	10/7/2022 4:05 PM
34	Doesn't solve all of the problems	10/7/2022 3:59 PM
35	Seems like you're adding unneeded additional routes	10/7/2022 3:51 PM
36	impact to private property	10/7/2022 3:50 PM
37	Doesn't solve the issue	10/7/2022 3:49 PM
38	Too large, too massive for small town...too impactful on private property	10/7/2022 3:38 PM
39	It ignores the congestion and blind corners in and around base camp gas station.	10/7/2022 3:33 PM
40	Test	10/7/2022 3:20 PM
41	Still have to pull out onto WS Road from 10th street. Yikes!	10/7/2022 2:17 PM
42	Doesn't address saddle road problem.	10/7/2022 1:59 PM
43	Does not streamline access and causes two areas of traffic concerns	10/7/2022 1:56 PM
44	same as above	10/7/2022 12:41 PM
45	Alternative #3 seems short-sighted, it does not allow for future growth.	10/7/2022 12:37 PM
46	#2 looks sloppy.	10/7/2022 11:58 AM
47	Doesn't solve 10th street issues	10/7/2022 11:29 AM
48	Still a blind spot at 10th	10/7/2022 11:27 AM

## Q4 Is there anything we missed/haven't considered?

Answered: 37   Skipped: 37

#	RESPONSES	DATE
1	Neither but the "survey" did not allow that as an option, you had to check one of your comments would not post - it is not clear what has been presented as the actual problem, which makes it impossible to determine if this will solve the problem. Statements such as "enhance public realm" and "traffic calming" are not quantifiable terms to define a problem and its resolution. One of the main problems with the appearance and traffic flow issues on 10th Street are public roadways being used as storage areas for auto repair businesses. Resolving that issue would not cost the city anything and would vastly increase the connectivity of 10th Street. Putting concrete or other structures in the middle of the roadway has not been shown to be effective in the past, i.e., remember the median that was installed by the Elkhorn traffic light . . . .	10/11/2022 3:38 PM
2	I wonder how it affects the busses for the school	10/11/2022 10:29 AM
3	You have not provided the overall cost to the community along with these two options. To make an informed decision, this should be provided (including costs associated with taking the private property, whether through eminent domain or through purchase from the property owner).	10/11/2022 6:56 AM
4	N/A	10/10/2022 6:17 PM
5	Addressing the 10th street corridor. Evaluation of traffic in and out of the Basecamp gas	10/10/2022 9:49 AM

## Warm Springs Road & the Main Street corridor

	station.	
6	We are constantly putting bandaids on situations, rarely getting to the root cause; therefore we do not solve problems but exacerbate them. We must reclaim the culture of Ketchum. 'Ketchum time' is all but disappeared. New people expect their city ways to carry over here without realizing what they are doing. Too fast, too money focused, too entitled makes Ketchum into a city of greed & fast paced lifestyle. It's not just about being kind as city propaganda states. It's about being a small town with values of neighbors, a ski town & outdoor lifestyles where the more affluent & the less affluent coexists harmoniously, where we consider others all the time as humans. Period. Slow down in every way on every level including in vehicles. A tiny decrease in your speed allows the left hand turning car that you can easily see time to make that turn without any fuss or major infrastructure changes. if we constantly accommodate the newcomers we become just like anyplace else. We loose our magic our charm. This is not about stopping 'progress' or living in a vacuum it is about preserving our culture. Listen to this!!!!	10/9/2022 12:05 PM
7	Need a crosswalk on Warm Springs at 10th.	10/9/2022 11:00 AM
8	You're asking questions of the public without providing full information to the public. Statements like: "is more impactful on private property" don't paint a comprehensive picture. What would it cost? How would the transaction work? How would alt 4 proceed? Is one option less expensive than the other? By how much (estimated)? Etc.	10/9/2022 7:00 AM
9	You haven't stated the cost difference between the two. Won't that be important for everyone's decision?	10/8/2022 7:56 PM
10	Status quo is just wonderful	10/8/2022 3:58 PM
11	I couldn't make the meetings, so I don't know the full changes.	10/8/2022 10:20 AM
12	Expanding the sidewalks and non motorized path areas. The explosion of e bikes and scooters needs to be addressed and made room for.	10/8/2022 10:15 AM
13	This is a waste of time. Without more information, such as cost, traffic, impacts on private property, etc, you've asked me which picture I like best. This is an uninformed, useless pick. I hope you don't pay attention to this survey.	10/8/2022 8:01 AM
14	No left turns out of the industrial area, route that traffic to 75. Or Monorail from Ketchum to Hailey	10/7/2022 8:10 PM
15	Police enforcement of existing speed limits instead of this project that's unneeded	10/7/2022 7:54 PM
16	No	10/7/2022 7:34 PM
17	no	10/7/2022 7:29 PM
18	Increased density = more pedestrians	10/7/2022 6:59 PM
19	The intersection of warm springs and Broadway. Way heavier traffic and pedestrian use. Extremely unsafe with lack of cross walks or 40th stop to slow downhill traffic.	10/7/2022 6:29 PM
20	Driver Education would be a good start.	10/7/2022 5:46 PM
21	snow removal?	10/7/2022 5:24 PM
22	Pedestrian/sidewalk options along 10th street going up the hill towards Knob Hill and along warm springs in front of Grumpy's.	10/7/2022 4:51 PM
23	How will bikes get through? This may be solved for an just not seeing it from these graphics	10/7/2022 4:27 PM
24	ideally reviewing ability to turn north on warm springs from the 8th, 9th, 10th streets...it's so hard with cars coming down fast from main and lots of traffic the other direction too...hopefully this will help but anything else to make those turns more visible/safe would be good	10/7/2022 4:22 PM
25	You have done a good job with due diligence. Thanks	10/7/2022 4:05 PM
26	Not sure	10/7/2022 3:59 PM
27	What if you just added a light	10/7/2022 3:51 PM
28	where wii the mountain ride bus stop/stops be relocated? Also pedestrian crosswalk safety to access the bus stop in new location	10/7/2022 3:50 PM

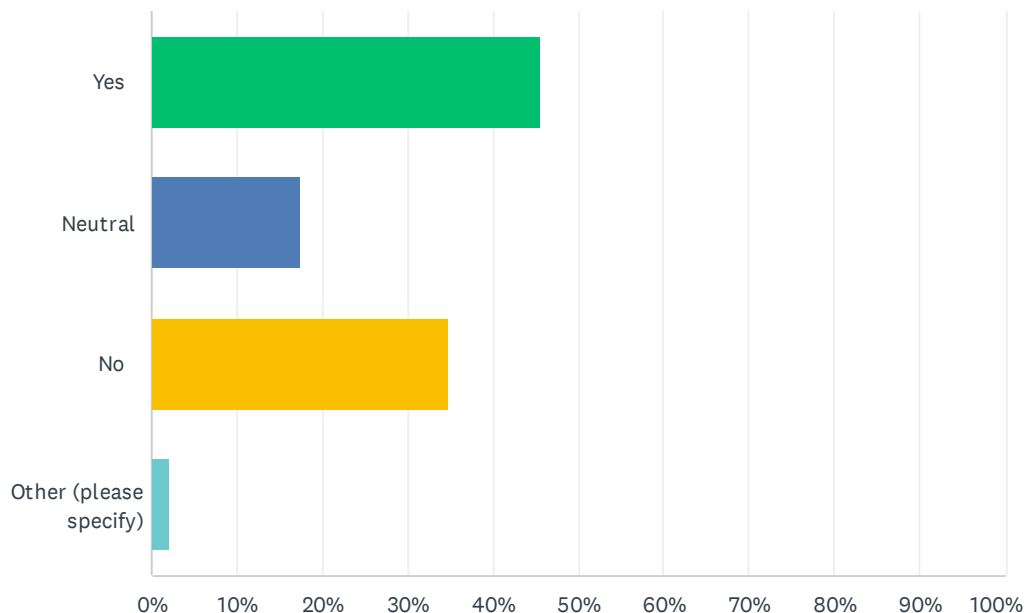


## Warm Springs Road & the Main Street corridor

29	Mutli-lane roundabout	10/7/2022 3:49 PM
30	concrete median on both alternatives will be subject to snowplow damage! traffic flow to Warm Springs off Main St. now seems to work well...making 10th Street as another major entry to and from Warm Springs could create traffic issues on Main St. and 10th...unintended consequence?	10/7/2022 3:38 PM
31	Where will the bus stops be and how might this affect the route?	10/7/2022 3:33 PM
32	Test	10/7/2022 3:20 PM
33	Thoughtful landscaping - you have an opportunity to make it even more carbon-emissions-lowering by planting thoughtfully.	10/7/2022 2:17 PM
34	Taking down the power lines on warm springs road.	10/7/2022 1:59 PM
35	Definitely- bike access is hugely important and does not appear to be addressed. Access at the existing crossing (between park side and the LI) should be prioritized to keep the flow and safety that currently exists (plan looks to create a problem by making a jog where the path intersects with ws road). And bicycle access through tenth, northwood way and warm springs road should be identified on the plan and should be equally safe even as it will not be the preferred bike path route. It should still be accessible and safe for people to get to and from the LI on bikes, especially since we as a community want to be known as a bike-friendly town and also want to support reducing car trips.	10/7/2022 1:56 PM
36	The City must work hard to convince the residence in formed about this situation and win their vote.	10/7/2022 12:04 PM
37	Is anything being done to improve problems at Main and Warm Springs fork?	10/7/2022 11:29 AM

### Q5 Should the city choose the 'No build' option?

Answered: 46   Skipped: 28



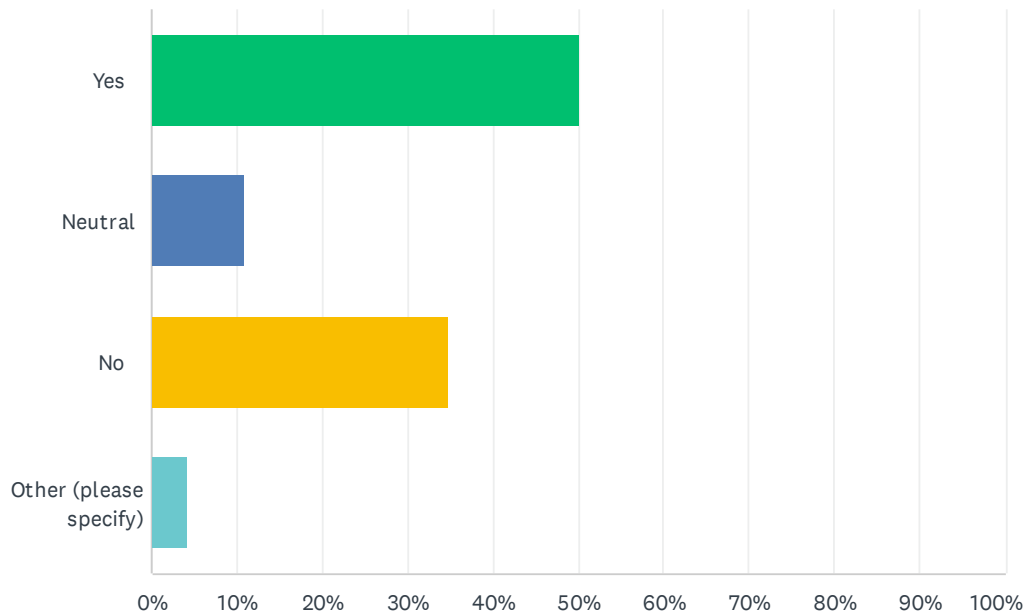
Warm Springs Road & the Main Street corridor

ANSWER CHOICES	RESPONSES
Yes	45.65% 21
Neutral	17.39% 8
No	34.78% 16
Other (please specify)	2.17% 1
Total Respondents: 46	

#	OTHER (PLEASE SPECIFY)	DATE
1	Not sure I understand all the implications.	10/7/2022 2:01 PM

### Q6 Should the city explore the 'Left turn lanes' (at Sun Valley Road intersection) option?

Answered: 46 Skipped: 28



ANSWER CHOICES	RESPONSES
Yes	50.00% 23
Neutral	10.87% 5
No	34.78% 16
Other (please specify)	4.35% 2
Total Respondents: 46	

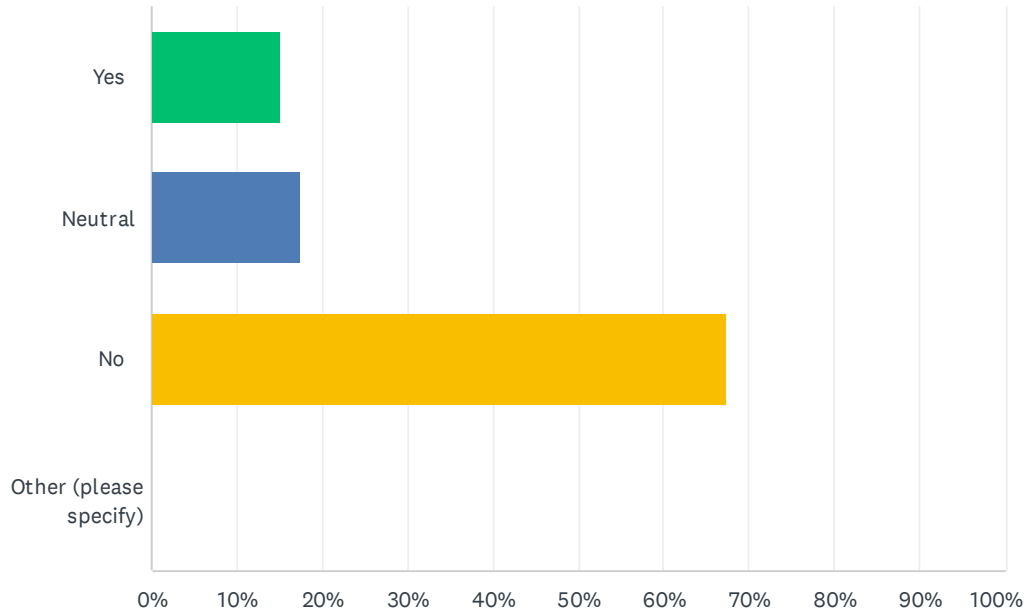
#	OTHER (PLEASE SPECIFY)	DATE
1	It removes parking. Parking is difficult enough as it is. Removing parking on Main Street will negatively impact businesses.	10/11/2022 3:41 PM



2	At Sun Valley Road ONLY!	10/7/2022 6:58 PM
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### Q7 Should the city explore lane reconfiguration throughout the corridor?

Answered: 46 Skipped: 28



ANSWER CHOICES	RESPONSES	
Yes	15.22%	7
Neutral	17.39%	8
No	67.39%	31
Other (please specify)	0.00%	0
Total Respondents: 46		

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

### Q8 Which is your preferred choice and why?

Answered: 29 Skipped: 45

#	RESPONSES	DATE
1	no build - all the other options seem to take away something when giving something	10/12/2022 12:52 PM
2	Simply fixing how the new traffic light at Main Street/SV Road works would resolve many issues. The left turn left from SV Road to the north is absurdly short (it barely allow a single car through) and has resulting in almost everyone running the light, which started a horrible practice. Having the traffic light	10/11/2022 3:45 PM

## Warm Springs Road & the Main Street corridor

3	The one that doesn't impact parking or cause more congestion.	10/11/2022 3:41 PM
4	#2 - Seems easier to control traffic flow with clear designation of left turns as long as signals are provided to do so (especially for northbound traffic. Currently the northbound traffic gets locked up when no left signal or turn lane is provided. This creates vehicles continually trying to "jockey for position" by trying to quickly move from the left lane where they are stuck into the right lane. Doing so is dangerous for vehicles due to frustration and quick vehicle merges into the right. This is a safety issue for traffic flow as well as cars parked on the right side of Main Street.	10/11/2022 7:11 AM
5	No rebuild. Seems to have the least impact. I don't think adding a turning lane will fix much.	10/10/2022 4:08 PM
6	None of these are great solutions but the no-build seems to be the best for the time being.	10/10/2022 9:56 AM
7	No build. Less cost to the tax payer.	10/9/2022 7:14 AM
8	The No Build choice. Smaller and fewer lanes slow traffic. I just spent the weekend vacationing in several other resort towns with more lanes throughout their Main Street and there are many other issues that accompany this... also don't we want to encourage biking / walking? Fewer lanes to cross help this. I bike and walk everywhere in town and crossing 4 lanes vs 5 is a big deal to me.	10/9/2022 6:28 AM
9	No build.. nothing gained with new options	10/8/2022 4:02 PM
10	2 moving Traffic efficiently is so important on main street. If you make the traffic flow and have fewer cars it's absolutely going to be safer for pedestrians everywhere. Don't worry about the longer pedestrian crossings... People can walk. There's long crosswalks like this everywhere else in cities"- it's OK people will understand how to take 15 more steps.	10/8/2022 3:23 PM
11	Taking parking off the two blocks helps pedestrians see better and not be blocked from view. While I do not want our city to look like a suburban massive intersection with more lanes, I think that reducing the size of car lanes will force traffic to slow down and pay more attention to pedestrians and bikes.	10/8/2022 10:20 AM
12	Left turn lanes. Serving all modes of traffic and reducing congestion is a win. Trucks have other route options to get Sun Valley.	10/8/2022 8:22 AM
13	Left turn lanes seems less intrusive. Hwy 75 is a highway, not a pedestrian haven. It should be designed for traffic efficiency, not pedestrians.	10/8/2022 8:05 AM
14	More traffic moving v sitting	10/8/2022 7:48 AM
15	No build. Just fix the timing of the main and sv lights	10/7/2022 8:17 PM
16	Lane reconfiguration. Shorter pedestrian crossings. Long crossings are frightening and multiple lanes discourage walking and small town feel.	10/7/2022 6:58 PM
17	No change.	10/7/2022 6:32 PM
18	No build. # of lanes needs to remain the same to move more vehicles through town. Few lanes amounts to longer backups at intersections.	10/7/2022 6:27 PM
19	Turn lanes at SV because they are a long-term solution to increased traffic	10/7/2022 5:24 PM
20	Left turn lanes is my choice bc the only drawback is it will take away parking but the town is so small, parking a little farther is better than the drawbacks of the two other options.	10/7/2022 4:55 PM
21	#1. We need to preserve parking and signal efficiency	10/7/2022 4:09 PM
22	Left turn lanes	10/7/2022 4:04 PM
23	Leave as is. City can't afford to lose more parking, and adding to congestion is counter productive.	10/7/2022 4:04 PM
24	No Build. It will not change much that happens.	10/7/2022 3:56 PM
25	Left turn lanes because it will improve daily use for drivers	10/7/2022 3:35 PM
26	Left turn lanes. Reduces congestion the most. The fact is, the north-south corridor is very busy, and this isn't going to change.	10/7/2022 2:27 PM
27	the choice that is better for pedestrians -- and bikes? where are the bike lanes?	10/7/2022 12:42 PM

## Warm Springs Road & the Main Street corridor

28	N0. 3 has a a more relax feeling coming into to Ketchum instead of being such a tight intersection when you arrive at Limelight. We will need sidewalks in the future aand reconstruc the old bridge.....the approach is a very important topic.	10/7/2022 12:12 PM
29	Left turn	10/7/2022 11:28 AM

### Q9 Which is your least favorite and why?

Answered: 24 Skipped: 50

#	RESPONSES	DATE
1	#3 appears to be obvious - why would we increase congestion and implement something that we know will not serve rush hour traffic.	10/11/2022 3:45 PM
2	The one that removes parking.	10/11/2022 3:41 PM
3	Option 3 more congestion for small pedestrian improvements	10/10/2022 4:08 PM
4	Lane reconfiguring due to longer wait times.	10/10/2022 9:56 AM
5	The distinction between options 2 and 3 are very hard to parse out given this information. You should reissue this survey with more complete information...	10/9/2022 7:14 AM
6	Lane reconfig. But I do not like the left turning lanes either	10/9/2022 6:28 AM
7	Reconfiguring	10/8/2022 4:02 PM
8	3 Wider sidewalks and more congestion on the road is definitely not going to benefit Ketchum it's just going to enrage more drivers, pedestrians, and make bike riding very dangerous. Also there's really not that many interesting businesses to explore on main street because most of what there at this time is real estate offices and banks. It's not like a main shopping or sightseeing road. Just drove through town watching hundreds of people out for the sheep festival walking main street and even with that many bodies on the sidewalks it didn't seem to be an issue.	10/8/2022 3:23 PM
9	Tbh I hate that we are always so car centric first. It is always about "traffic" and not about other transportation options. I would like a biking designated road that is separated from cars to be put in throughout the entire downtown area. I think that by putting other modes of transportation first we could easily reduce the car traffic issue and the streets safer and nicer for all.	10/8/2022 10:20 AM
10	Lane reconfiguration. Why spend a bunch of money that makes congestion worse?	10/8/2022 8:22 AM
11	3 too much sitting traffic	10/8/2022 7:48 AM
12	Left turn lanes. Car turn onto sv road is not an issue	10/7/2022 8:17 PM
13	7. The City has tried to increase vitality and walking...wide streets to cross discourage this and divide the town in half. Pedestrians should come first. Drivers having patience should be valued.	10/7/2022 6:58 PM
14	Lane configuration	10/7/2022 6:32 PM
15	#3, roads need to move traffic.	10/7/2022 6:27 PM
16	Three lanes because it causes severe traffic backup for those working in our town	10/7/2022 5:24 PM
17	Lane configuration is my least favorite bc it will cause more traffic back up/congestion.	10/7/2022 4:55 PM
18	#3. Main st is already congested and if this adds more it's only adding to the problem.	10/7/2022 4:09 PM
19	No build. Not that beneficial	10/7/2022 4:04 PM
20	#3. Would create mass chaos of late lane changes, and push the traffic back blocks.	10/7/2022 4:04 PM
21	left turn lanes. There is already a parking problem and this would make it more of a problem.	10/7/2022 3:56 PM



## Warm Springs Road & the Main Street corridor

22	Bad traffic	10/7/2022 3:50 PM
23	Lane reconfiguration - OMG, no. It will be a mess. Drivers are already challenged. Out-of-town people are confused and cannot navigate well anyway, local Idaho drivers are not very good at following the rules. Traffic will be backed up.	10/7/2022 2:27 PM
24	No.1 and "do nothing"....	10/7/2022 12:12 PM

### Q10 Is there anything we missed/haven't considered?

Answered: 16   Skipped: 58

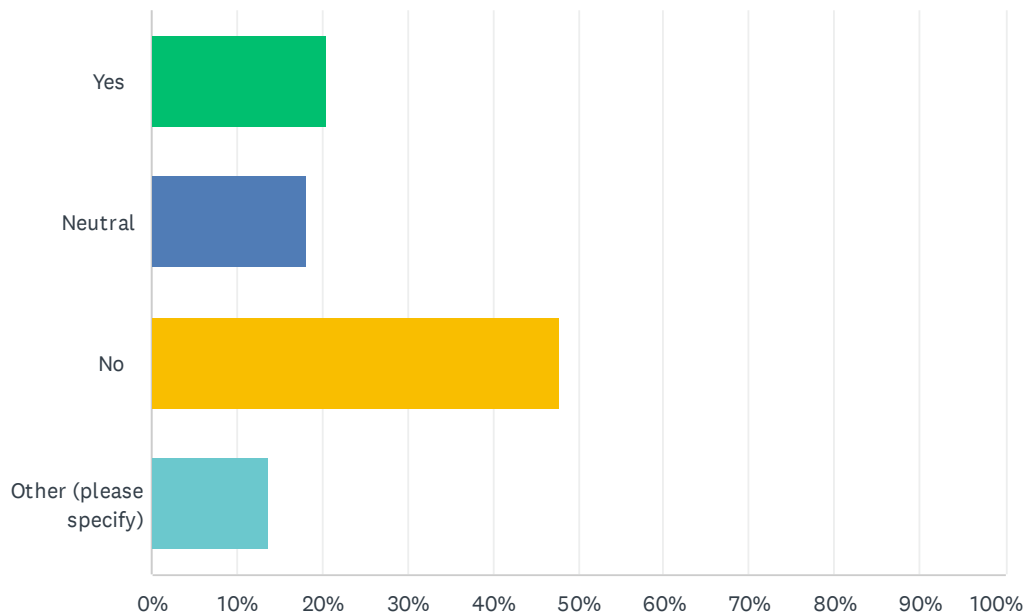
#	RESPONSES	DATE
1	I've lived here for almost 40 years and never seen so many vehicles running red lights, endangering pedestrians and other drivers. What used to be rare has become commonplace and dangerous. And having the traffic light on 4th and Main Street function differently than the other two lights in terms of how pedestrians cross and how vehicles do or do not stop has created confusion and inefficiency. Pedestrians do not know if they can cross without "pressing the button" and there is a lack of consistency in how cars are stopping and interpreting whether they can proceed. Having drivers trying to read the directions on the lights rather than watch for pedestrians crossing is a recipe for accidents.	10/11/2022 3:45 PM
2	Don't do anything that removes parking or causes even more congestion.	10/11/2022 3:41 PM
3	How do you plan to address the increased traffic in and out of two new hotels? Can we sync the crosswalk on 4th st to not activate as frequently during peak times or to be better synced with the other main st. lights.	10/10/2022 9:56 AM
4	Get rid of light system at 4th St. It's very confusing for all. Should go back to previous flasher system.	10/9/2022 11:06 AM
5	Stop the madness. Ketchum traffic flow is just fine	10/8/2022 4:02 PM
6	Consider better signage at the overhead pedestrian crossing. I drive to work and back on Main Street every single day and constantly see pedestrians walking when they don't have a green go. It's so confusing for motorist because they're stopping for people without right of way as well as those with right away and then I also see cars blasting through when the light is red for cars. pedestrians and cars needs a better understanding of what to do there. It almost seems more dangerous than the flag system on all the other intersections. I think the signage is obvious for cars so I really don't know why people get confused. In theory pedestrians should all wait and go in one clump, but crossers on foot or on bike just go rogue and walk when they feel like it. It's so sketchy.	10/8/2022 3:23 PM
7	There definitely needs to be a raised crosswalk for pedestrians. The area isn't as well used by pedestrians right now because parked cars block views and the wait time at the light is very loud with car noise.	10/8/2022 10:20 AM
8	Please make all crosswalk light the SAME SO EVERYONE KNOWS WHAT TO DO! Three diff systems is insane and confusing!!!	10/8/2022 7:48 AM
9	Redirect northbound (local) traffics from serenade	10/7/2022 8:59 PM
10	Remove the pedestrian cross light at 4th street and force pedestrian to cross at the other stoplights to the north or south. And move the bus stop in front of Wells Fargo so pedestrians don't try to cross at 4th street	10/7/2022 8:17 PM
11	What about bike lanes to both travel along Main Street and cross Main Street. Streamlining traffic does not match the desire of visitors and residents to visit and reside in a small western town.	10/7/2022 6:58 PM
12	You don't need a left turn lane if you have a protected left signal. That just over complicates something that has a solution built in. Fix the road, get rid of the rolling mounds, clean up the sidewalks, don't over think it.	10/7/2022 6:32 PM

## Warm Springs Road & the Main Street corridor

13	Bikes and how they navigate main st safely	10/7/2022 5:24 PM
14	Rerouting Highway 75 - hahaha. Just kidding.	10/7/2022 2:27 PM
15	why not address another avenue? divert trucks to another road? remove parking on main street.	10/7/2022 12:42 PM
16	no	10/7/2022 12:12 PM

### Q11 Should the city explore installing more bulb outs along the Main Street corridor?

Answered: 44    Skipped: 30



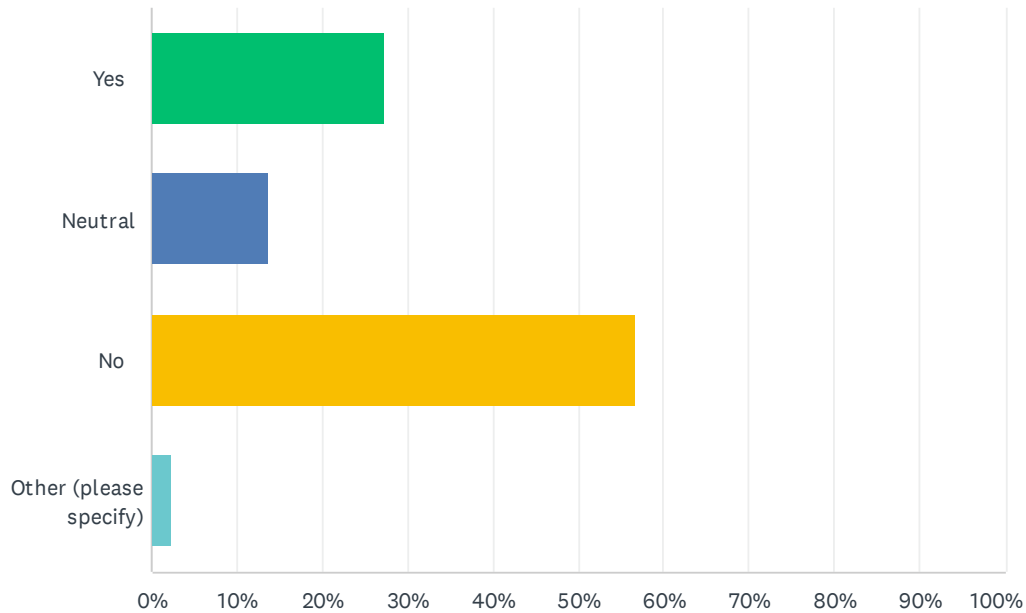
ANSWER CHOICES	RESPONSES
Yes	20.45%    9
Neutral	18.18%    8
No	47.73%    21
Other (please specify)	13.64%    6
Total Respondents: 44	

#	OTHER (PLEASE SPECIFY)	DATE
1	What is a "bulb out"? Doesn't make sense. No one will know what you're asking here.	10/9/2022 7:16 AM
2	YES, But shorten the size of the cement planters so pedestrians have more room.	10/8/2022 10:22 AM
3	City should consider more lights on shorter posts..better for dark sky and small town atmosphere. Current lights are appropriate in a city parking lot not on city streets. There is nothing charming about them and they are ineffective, lighting only a small circle around lamp posts.	10/7/2022 7:02 PM
4	Yes but please find a way to make them bike-safe	10/7/2022 5:24 PM

5	Bulbs are needed on side streets especially at night	10/7/2022 3:53 PM
6	Define bulb out.	10/7/2022 2:04 PM

**Q12 The majority of Main Street’s sidewalks feature benches, business signs, trees, trash cans and other amenities. Should the city narrow the travel lanes (from 12ft to 11ft) and reallocate the extra space to the sidewalks to give extra room for pedestrians?**

Answered: 44 Skipped: 30



ANSWER CHOICES	RESPONSES
Yes	27.27% 12
Neutral	13.64% 6
No	56.82% 25
Other (please specify)	2.27% 1
Total Respondents: 44	

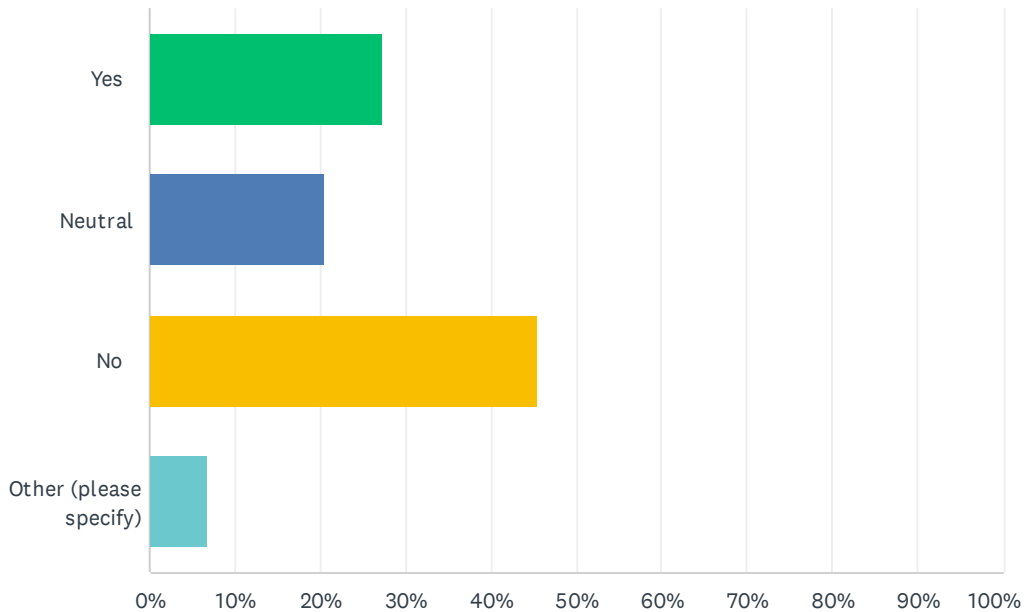
#	OTHER (PLEASE SPECIFY)	DATE
1	Put more control on the size of items (benches and trash cans) placed on the walkway or eliminate all together on thoroughfare walkway and place these items only at intersections. Keep walkway the existing size and focus on vehicular traffic flow.	10/11/2022 7:15 AM

**Q13 Should the city explore a raised intersection at Main Street & Sun Valley Road?"Raised intersections create a safe, slow-speed crossing and public space at minor intersections.Similar to speed humps and other**



vertical speed control elements, they reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk."-nacto.org

Answered: 44 Skipped: 30



ANSWER CHOICES	RESPONSES
Yes	27.27% 12
Neutral	20.45% 9
No	45.45% 20
Other (please specify)	6.82% 3
Total Respondents: 44	

#	OTHER (PLEASE SPECIFY)	DATE
1	YES, It will make the lanes added not feel as gross and suburban like. It will add to the downtown decor we all want to keep.	10/8/2022 10:22 AM
2	needs additional thought and other possible options	10/7/2022 7:02 PM
3	SUCH A BAD IDEA.	10/7/2022 5:51 PM

**Q14 STAY IN THE LOOP!** Thank you for participating today! Feel free to share the survey link with your fellow neighbors. We will share the results with council on October 17th. Please add your email below to receive updates via our 'Project Ketchum' newsletter on a monthly/needed basis. And bookmark [www.projectketchum.com](http://www.projectketchum.com) for details on this project and other initiatives!