City of Ketchum

CITY COUNCIL MEETING AGENDA MEMO

Meeting Date:	June 3, 2024	Staff Member/Dept:	Jade Riley

Agenda Item: Review draft findings of the Blaine County 'Safe Streets for All' Plan.

Recommended Motion:

There is no formal recommended motion or requested action. Hales Engineering will present their findings and stand for questions.

Policy Analysis and Background:

Blaine County received a 'Safe Streets for All' grant from the Federal Highway Administration. The County partnered with Ketchum, Bellevue, Hailey, Sun Valley, and Carey to issue an RFP for a firm to prepare a county-wide 'Safety Action Plan'. Hales was selected in November 2023. Their project goals included:

- "Engage with the public to understand local safety concerns and observations."
- "Use a data-driven process to identify safety issues and countermeasures."
- "Develop an implementable plan that meets the criteria for SS4A funding."
- Deliverables: 1. Safety Action Plan 2. All data sets and GIS mapping files.

An adopted Safety Action Plan is required to make application for federal transportation grants under the Infrastructure Investment and Jobs Act, "which aims to prevent serious injuries and fatalities on US roadways. The program provides $5 billion over five years to local, regional, and Tribal initiatives to improve road safety for all users, including pedestrians and cyclists. Communities seeking SS4A funds must have a Safety Action Plan (SAP) in place, which can include projects and strategies to address identified safety issues."

Project timeline, thus far:

- Online community survey – December 20-February 23
- Public Open House – January 23
- Monthly project team check-ins
- Mid-May – Hales Engineering reviewed their findings with Jacobs Engineering, ensuring that the planned improvements to Main Street align with their recommendations.

Project website: https://www.halesengineering.com/blainecountysap

Sustainability Impact:

Improving safety for walking and biking reducing vehicle trips traveled.

Financial Impact:

None OR Adequate funds exist in account:	None.

Attachments:

1. Findings Presentation | Hales Engineering.
2. High Injury Network – Methodology | Hales Engineering

BLAINE COUNTY
Safety Action Plan

Ketchum City Council Update

June 3, 2024

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

HALES ENGINEERING
innovative transportation solutions

Purpose and Goals

- Purpose:
  - Improve roadway safety for all road users in Blaine County and the Cities of Bellevue, Carey, Hailey, Ketchum, and Sun Valley.
    - *All road users: pedestrians, bicyclists, public transportation users, motorists, personal conveyance and micro mobility users, and commercial vehicle operators.*
  - Work towards a goal of zero fatalities and serious injuries on roadways

- Goals:
  - Engage with the public to understand local safety concerns and observations
  - Use a data-driven process to identify safety issues and countermeasures
  - Develop an implementable plan that meets the criteria for SS4A funding

Schedule

- January - March:
  - Public engagement - phase 1; safety analysis
- April - June:
  - Draft project selection; public engagement - phase 2
- July - August:
  - Finalize project list; develop plan deliverables; plan adoption

SS4A Requirements

- SS4A = Safe Streets for All
  - Federal program that provides funding to communities to create Safety Action Plans and implement safety projects

Leadership Commitment and Goal Setting	Planning Structure	Safety Analysis	Engagement and Collaboration
Equity Considerations	Policy and Process Changes	Strategy and Project Selections	Progress and Transparency

Leadership Commitment and Goal Setting

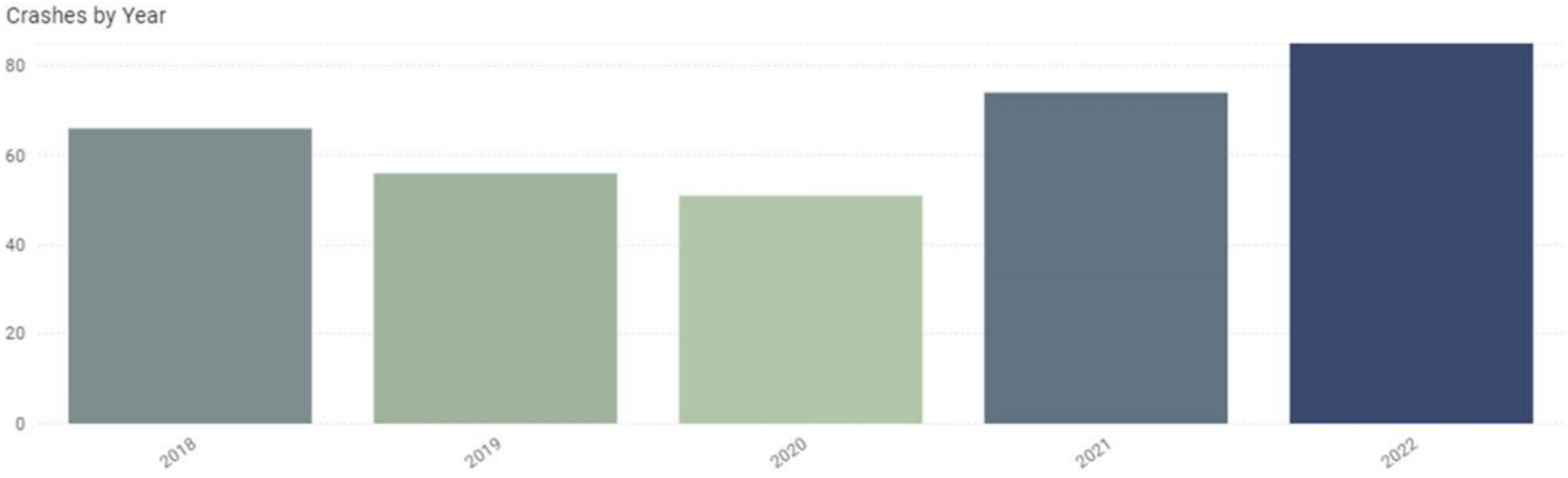
- The County Board of Commissioners adopted a resolution stating a goal of zero roadway fatalities and serious injuries.
  - This is one criteria that allows the County and Cities to apply for federal funds to implement the projects proposed in this Safety Action Plan

Safety Analysis

- City statistics (2018-2022):

332 total crashes	**5** fatal crashes	**15** serious injury crashes
47% of serious injury crashes were aggressive driver involved	**204 (61%)** of crashes occurred on SH-75 / Main St	**66 (20%)** wild animal crashes

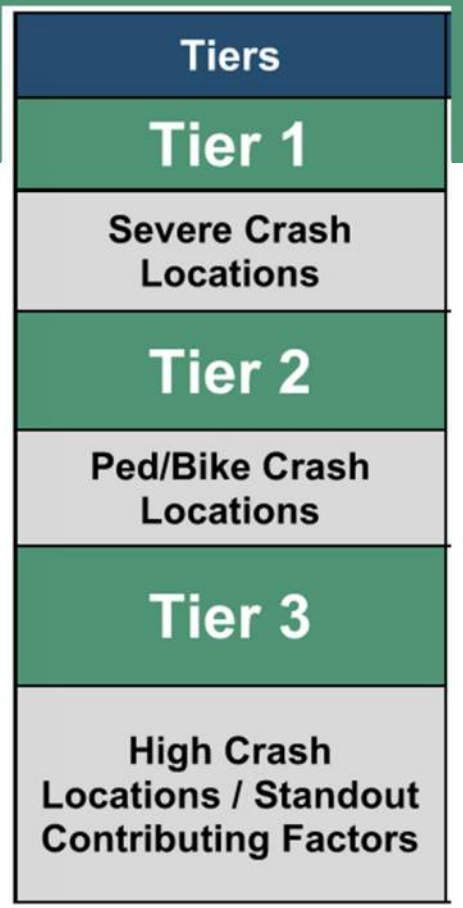
Safety Analysis



This chart shows the total # Crashes by Year

High Injury Network

- High Injury Network (HIN) developed to identify focus areas for improvements
- 3-tier system based on severe, ped/bike, and high crash locations

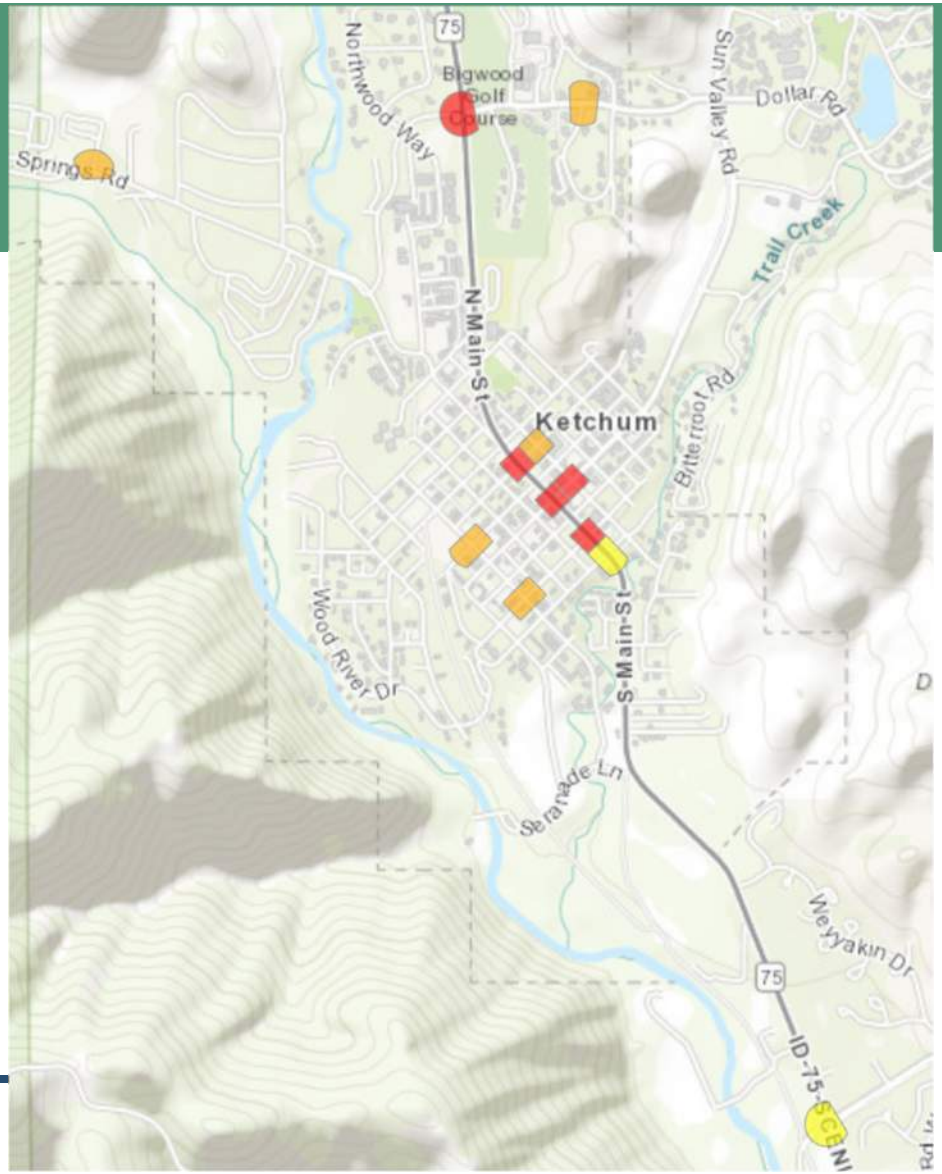


Tiered Locations

Tier 1 (Severe):

Tier 2 (Bike/Ped):

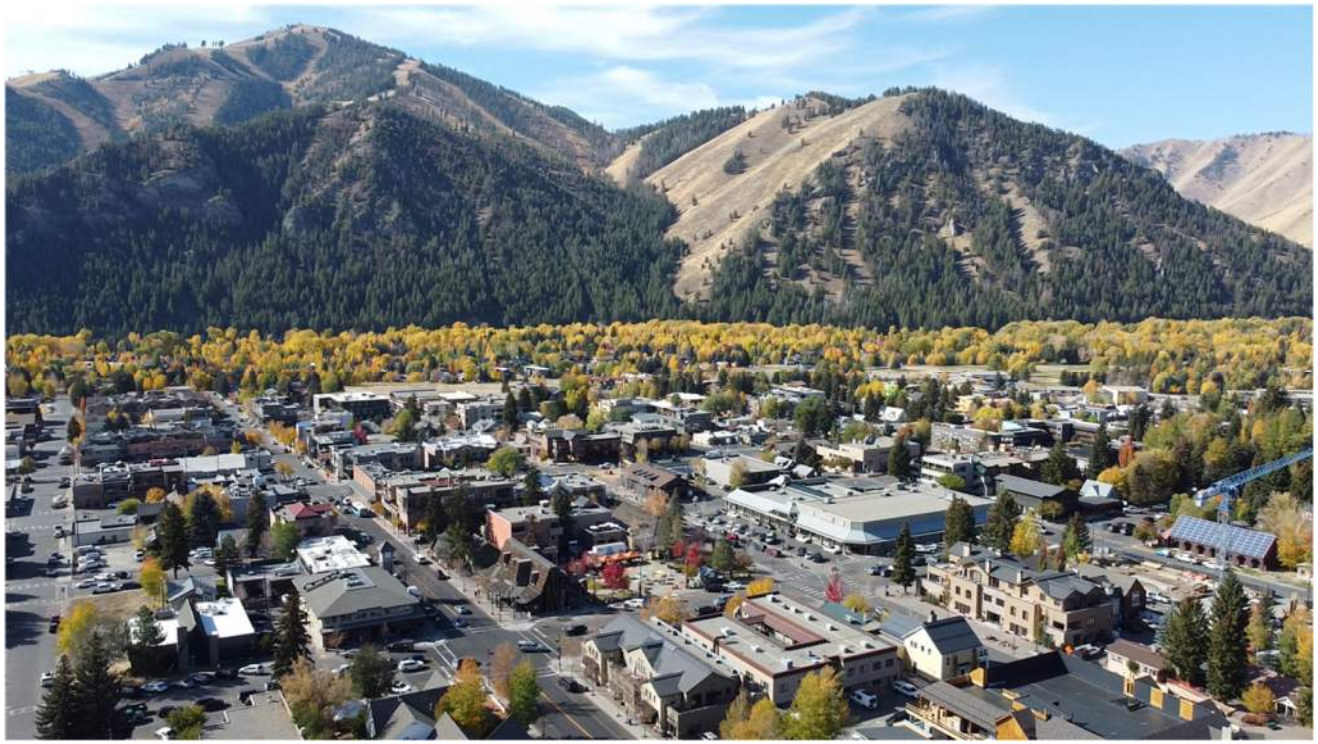
Tier 3 (High Crash):



Draft Safety Projects

Location	Safety Context	Potential Safety Projects
2nd Ave / 4th St	Ped crash	Move parking restrictions up, bike lanes
Elkhorn Rd / ID-75	Rear end	Install NB right-turn lane
2nd Ave / 1st St	Ped crash	Move parking restrictions up, bike lanes
River St / ID-75	Rear end, possible merging issues, sight distance obstruction	AWS, clear vegetation, ITD may resolve merging issues
1st St / ID-75	LT crashes, ped crash	City planning curb extensions
Saddle Rd / ID-75	Failed to obey signal, bike speeding	Traffic calming on E/W road, ped/bike E/W crossing enhancements
5th St / ID-75	Failed to yield, sideswipe same direction	City planning better striping at 5th & 6th Street intersections. Recommend City have and maintain pavement markings and signage directing drivers where to go.
Sun Valley Rd / ID-75	Speed too fast for conditions, rear end	City is planning traffic calming on Main St
Leadville Ave / 5th St	Ped crash, lack of sight distance because of parking	Restrict parking farther from intersection
Leadville Ave / Sun Valley Rd	Speeding, lack of sight distance, ped crash	All-way stop control, curb extensions, parking restrictions
Skiway Dr / Warm Springs Rd	Speeding, running stop signs	Increase stop sign size, diodes, stop ahead signs, traffic calming
10th St / Warm Springs Rd	Lack of sight distance	Roundabout OR all-way stop control (City planning roundabout)
6th St / Main St	Ambiguous intersection layout with long crosswalk	Striping and pavement marking improvements with offset crosswalk

Questions?



High Injury Network – Methodology

Updated: April 12, 2024

Understanding: Typically, High Injury Networks (HIN) are developed by identifying locations with high rates of severe-injury crashes. In Blaine County, there are very few specific intersections or segments with more than one severe crash. In addition, there are relatively less crashes in the County than other locations in the country. Comparing total crashes per mile, the State of Idaho as a whole has had 82% more crashes per mile than Blaine County, and the United States has had approximately 380% more crashes per mile than Blaine County, between 2018-2022. This is likely due to the rural nature of Blaine County with less population and less busy roads.

Therefore, crash analyses should be completed in a different way here than in other parts of the State or country. By looking at only the few severe crash locations in the County, it's possible that other unsafe locations will be missed. For this reason, the HIN will include all severe-crash locations as well as locations with pedestrian/bicycle-related crashes or other locations with relatively high total crashes.

Purpose: Identify a HIN of intersections and segments in Blaine County by jurisdiction that have experienced (1) severe or fatal crashes, (2) pedestrian/bicyclist-related crashes, and/or (3) more total crashes or higher incidences of contributing factors than typical within the jurisdiction.

Methodology: Intersections and segments were ranked with a tier system to meet the defined purpose. Below are descriptions of each tier and how locations were ranked within the tiers:

Tiers	Intersections	Segments
Tier 1 **Severe Crash Locations**	Intersections in the jurisdiction boundary with any **severe (incapacitating) or fatal crash**, sorted by **total crashes**.	Road segments in the jurisdiction boundary with any **severe (incapacitating) or fatal crash**, sorted by **total crashes per mile**.
Tier 2 **Ped/Bike Crash Locations**	Intersections in the jurisdiction boundary with any **pedestrian or bicyclist-related crash**, sorted by **total crashes**.	Road segments in the jurisdiction boundary with any **pedestrian or bicyclist-related crash**, sorted by **total crashes per mile**.
Tier 3 **High Crash Locations / Standout Contributing Factors**	Intersections in the jurisdiction boundary with **more total crashes than one standard deviation above the mean total crashes** within the specific jurisdiction, sorted by total crashes.	*Because it can be difficult to identify segments with high crash densities that have legitimate safety issues, specific segments with high crashes were not listed. Instead,* ***system-wide*** *(by jurisdiction)* ***crash contributing factors*** *will be used to identify safety issues.*

The intersections and segments applicable to these tiers were then listed in a ranking within each tier by jurisdiction to compile the high injury network, which will be the focus of the Safety Action Plan in the investigation and recommendation of site-specific safety improvements. Each location will be evaluated further for potential safety improvements, though only locations with a clear contributing factor will be recommended for safety improvements.