

Participate

From: cfabian0202@aol.com
Sent: Friday, January 12, 2024 3:50 PM
To: Participate
Subject: Main Street

We are opposed to making the "bulbouts" and narrowing Main street as it is a highway and traffic needs to keep moving. We can't afford to lose all the parking that is there-the business owners need it there. The town is growing and there is not enough parking for older people to get to the restaurants on Main. And not enough parking with the affordable housing being built. Please consider these comments before making a final decision. Thanks.

Mike and Cindy Fabian

From: [Karin Martin](#)
To: [Participate](#)
Subject: Re: Updates on this year's Main Street project
Date: Thursday, January 11, 2024 6:42:42 PM

I am not able to attend either presentation. I am totally against the proposed building on the Serva lot. All the big box buildings negatively affect the charm of Ketchum. I am the former owner of Whiskey Jacques and first came here in 1977. Main Street needs parking, more trees, bike racks on side streets, some sculpture, ok depending on design. Main Street is a major throughfare to North Ketchum recreation activities and needs to remain a 4 lane road. The lack of parking in town is a big problem for retail businesses, and somewhere there needs to be a parking structure. Please, no more big boxes for expensive housing for 2nd homeowners, who mostly shop when then return home. Karin Martin

On Tuesday, January 9, 2024 at 02:29:40 PM MST, City of Ketchum <participate@ketchumidaho.org> wrote:

[View this email in your browser](#)

LEARN MORE ABOUT MAIN STREET'S STREETSCAPE DESIGN

From: [Mallory Walker](#)
To: [Neil Bradshaw](#); [Participate](#); news@mtexpress.com
Subject: Town Hall on Main Street
Date: Wednesday, January 10, 2024 9:51:02 PM

Dear Mayor Bradshaw and Members of the City Council,

Tonight I expressed my view that the only day ANYONE wants to sit on Main Street is Wagon Days.

Why would anyone want to watch constant traffic, inhale toxic exhausts and watch the relatively few people coming and going into retail establishments along the four blocks under consideration for benches? Benches at bus stops are an exception.

Main Street is small part of the longest highway in Idaho. During Winter & Summer Highway 75 is pack with cars and trucks. Rebuild Main Street for high density traffic and for the safety of our citizens, not for benches which will be empty and bike racks that are better placed away from heavy traffic and narrow sidewalks.

Mallory Walker

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or

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mallwalk@mac.com

Participate

From: Liz Talley <ltalley@windermere.com>
Sent: Thursday, January 11, 2024 11:40 AM
To: Participate
Cc: Liz Talley
Subject: Concerns about changing Highway 75/Main Street in downtown Ketchum

At the end of the day, changes we make in Ketchum need to focus on safety, including pedestrian safety. It is wonderful to have a new plan to enhance the beauty of the highway going through Ketchum, but the designers of these plans perhaps forgot to focus entirely on our unique environment.

There are a few things I'd like to share about my concerns on changing the highway through Ketchum:

1) Businesses will have trouble surviving if there is no street parking to allow customers to stop in easily. If you lose customers, you lose revenue, and without enough revenue you may end up with empty storefronts, it is a downwards spiral and if someone took the time to ask the businesses where they rank parking in importance, it will be near the top of their list. We are a tourist town, we need shoppers, parking, and having wider sidewalks will not mitigate the revenue lost by removing parking spots.

2) If you think you are driving down a highway and there is snowfall covering the curbs, and proposed bulb-outs that stick into the travel lanes, how do you think you will feel when you slam into a bulb out, or how will you feel about needing to merge into the neighbor's lane to avoid it, if you are even aware of it? When covered with snow they will be invisible and will lead to problems. Driving in snow is a mixed bag, let's make it easy for our drivers to get through town quickly and efficiently. The bulb-outs are great in other cities with less snow, but I don't see them working on our highway.

3) Lane width is an issue, not only with our older population who have been used to driving on a highway through Ketchum with normal width lanes, but add to that the many construction trucks going up and down the highway through town, the very wide snowplows traveling through town on our highway and a narrower lane will be trouble. The width of the sidewalk as it currently stands seems to work just fine. Changing this and making wider sidewalks and narrower traffic lanes is a bad move and I would anticipate making that change will be expensive.

4) Pedestrian safety is big on my list, likely on yours as well. If there are parked cars along the highway going up to an intersection and a traveling driver loses control of their vehicle (be it a medical emergency, cell phone use or whatever) they will likely sideswipe the parked cars until they come to a stop. If there are no cars parked on highway 75 they will likely veer up onto the sidewalk and take out a pedestrian or storefront. It's a different way of looking at safety, but those parked cars create a buffer between the cars & trucks driving through town and the pedestrians on the sidewalks, walking to local businesses. Let's focus on anything that helps to protect our pedestrians and parked cars actually help in this instance.

5) Safety at crossing intersections is the last item I wish to comment on. I believe that money spent on reflective flags, on flashing yellow lights to alert drivers that there is a pedestrian in the crosswalk or intersection walking across, and other items in an effort to help pedestrians be more visible would be an excellent investment for both our community and visiting tourists. Sadly, many people feel good wearing dark colors, they often do not have on any reflective markings on their clothing, so having drivers be alert to pedestrians crossing streets would be the highest priority in my opinion. A car to car mishap usually leads to a visit to the body shop to remove a dent but often nothing more inconvenient than that. A vehicle/pedestrian mishap can have devastating effects, from concussions to even worse results for the hit pedestrian. With our dark evenings, anything done to help our pedestrians be visible would be money well spent.

Thank you for considering these comments as you weigh the expense and impact of making changes to our highway that might not really suit a snowy mountain town. It would be better in my opinion to look at what is being proposed, weigh how these suggestions would actually work in Ketchum, and then cherry pick those that are useful and fall in line with our duty to pedestrian safety. A quick visit to those businesses along the highway for a discussion about their concerns could be so helpful. If you don't have anyone on Council with time to do this, I would be happy to volunteer. Instead of leaving our future only in the hands of designers who may or may not be aware of travel issues through Ketchum on a typical snowy night, I would love to see us include the suggestions of those about to be impacted by these proposals. I want to make Ketchum the best town ever and hope that these suggestions might shed some light on additional ways to consider making or not making changes to help us get there.

Respectfully submitted, Liz Talley
Ltalley@windermere.com

I'm a text or phone call away at 206 235 6271

From: [Bruce Hinckley](#)
To: [Participate](#)
Cc: [Bruce Hinckley](#)
Subject: Main Street Streetscape Design
Date: Thursday, January 11, 2024 10:44:48 AM

Greetings,

As the City explores place making, bike and pedestrian networks, streetscape design and site furnishings, I urge the City Council and Staff to go into your archives and review some of the history on this subject in Ketchum.

Resulting from a competition held by the City of Ketchum in the late 1980's, a comprehensive set of Ketchum Streetscape Standards were developed and adopted by the City. Said standards include plans and specifications for signage, benches, ski racks, flag poles, light poles, trash receptacles, drinking fountains, intersection "bulbs", pedestrian pavements, planters, seasonal displays, and other particulars.

During the development of these Streetscape Standards, research into existing street furniture systems and prices, and extensive interviews with local artists and craftsmen, determined that Ketchum could produce a unique line of locally designed and constructed street furniture at prices comparable to those of existing high quality international brands.

While some details of said standards, in particular lighting and irrigation details, need to be updated, the bulk of the information remains very relevant to Ketchum's current condition. Rather than using the generic street furniture featured in the current proposal, Ketchum could and should build upon the work already completed, and install a comprehensive and coordinated Streetscape which reflects the unique heritage of our mining-sheepherding-winter sports heritage.

If you would like copies of the Streetscape Standards described above, and further information on the history of their development, please contact me.

Respectfully,

Bruce D Hinckley
Landscape Architect
Ketchum
206-910-2625
bdh@alchemiesites.com

ALCHEMIE

To Daniel, City of Ketchum Community Engagement Team

Thank you bringing this to the attention of the Council Daniel.

Here is a quick screen capture of some of the streetscape components mentioned in my email yesterday.

I hope that the Council will reach out to me;
it would be a shame to let all of this history and effort go to waste.

Happy Snow ❄️



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