Ketchum Parking Action Plan

Prepared for the
City of Ketchum, ID
December 22, 2022

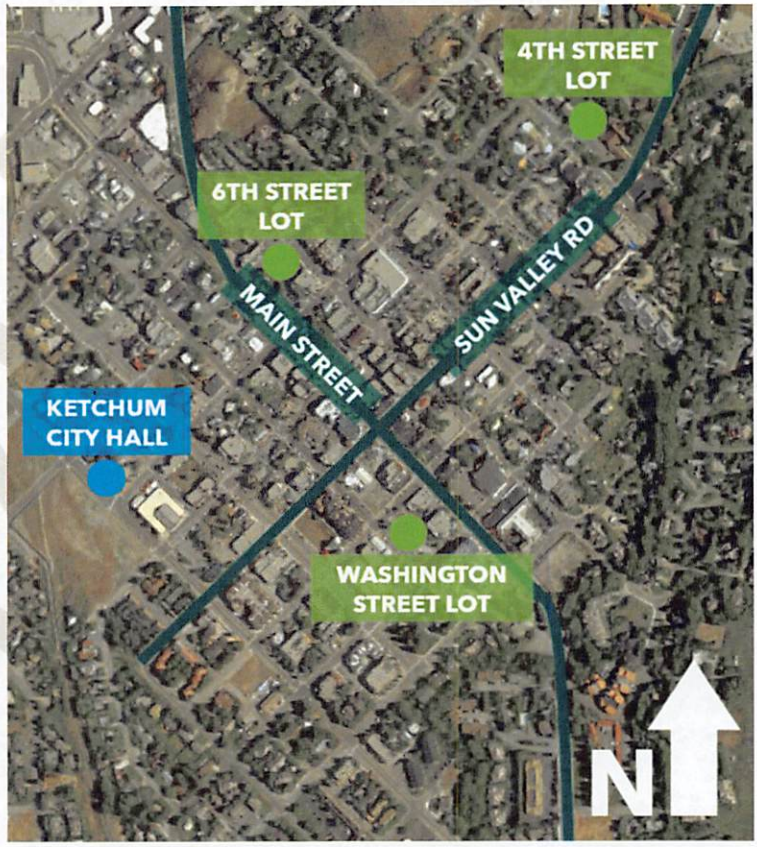
Ketchum Parking Action Plan

Executive Summary

This Parking Action Plan (Plan) outlines the steps to implement an effective and efficient parking and mobility program within the City of Ketchum (City). The Plan incorporates findings from an assessment of the City's parking policies, operations, and technology, including findings from community outreach efforts and results from ongoing data collection.

The steps outlined in this Plan should be taken incrementally with ongoing evaluation and community feedback to shape future actions. This Plan is meant to be used to highlight important considerations, measures, and best practices to optimize operations, regardless of the approach chosen. The City is encouraged to adjust the implementation approach as needed to design a program that best fits the unique and ever-changing needs of the community.

Figure 1. Project Study Area: Downtown Ketchum



The recommendations in this Plan offer immediate actions to optimize enforcement and technology, near-term suggestions regarding signage, permit programs, and future development, and long-term considerations for facilities and curb management. The phasing of the recommendations is meant to be realistic, and the timing could vary depending on the impact of the initial steps.

Project Study Area

This Plan considers the on-street and off-street parking system as a whole. There are various businesses, residential neighborhoods, and visitor attractions that influence the parking system. The Plan identifies opportunities for the Downtown parking system, but also includes elements that pertain to specific areas or facilities.

Background

The City retained the parking consultant services of Dixon Resources Unlimited (DIXON) to conduct Operational Needs and Technology Assessments in 2021. The project also included ongoing parking occupancy data collection beginning in the summer of 2021, and a Downtown parking online community survey was conducted in February 2022. The City's Community Service Officers (CSOs) have continuously collected parking data throughout the duration of the project. Each component of the project is described in the following sections.

Data Collection

DIXON coordinated a mobile license plate recognition (LPR) camera system pilot beginning in June 2021. A mobile LPR system was installed on a City vehicle, and CSOs were provided driving routes to collect parking data. DIXON converted the LPR data into parking occupancy and turnover results and provided quarterly reports with findings to the City. Another benefit of the mobile LPR pilot was that it allowed CSOs to evaluate the potential of LPR as a tool for monitoring compliance with parking policies.

The City continues to collect parking data during regular parking enforcement operations utilizing the mobile LPR cameras, and a similar handheld LPR application is an option when parking enforcement occurs on foot.

On-site Operational Needs Assessment

DIXON performed an on-site Operational Needs Assessment in December 2021. DIXON was on-site for two days interviewing staff, troubleshooting technical issues, and walking downtown. The assessment found immediate opportunities for the City to improve operations by using handheld LPR technology and the procurement of a turn-key Citation Management System (CMS). The City recognized the immediate operational improvements the technology and enforcement recommendations would provide, and both have since been implemented.

Community Outreach

The Downtown Ketchum Parking Survey was open from February 2nd to February 28th, 2022, to solicit feedback from business owners, employees, residents, and visitors. Questions covered parker profile demographics as well as topics like employee permit parking and the Winter Parking Pilot Program. The survey received 386 total responses.

When respondents were asked what they would change, fix, or improve about parking in Downtown Ketchum, residents and visitors alike expressed interest in the building of a parking garage as well as the promotion of alternative transportation modes. Respondents also expressed that they would prioritize increasing off-street parking opportunities and adjusting on-street time limits.

Parking Action Plan

Goals

The following parking goals were established by this Plan, taking into consideration findings from the on-site operational needs assessment and conversations with city staff. The goals indicate the vision and philosophy for parking management. The goals should be used to steer the City when making future parking program decisions.

1. **Efficient program management:** Create a simplified parking program that is adaptable to the City's ongoing needs.
2. **User-friendly experience**: Implement customer-friendly policies that improve the parking user experience and enhance access.
3. **Sustainable solutions**: Implement financially sustainable strategies.

Getting Ahead

While preparing this Plan, immediate priority opportunities were identified. Rather than waiting until the completion of this written Plan, City staff proactively made progress on key initial implementation steps. The following were addressed:

- Enforcement Technology
- Citation Management System
- Parking Branding & Signage
- Ongoing Data Collection

Details regarding the specific actions taken, along with a progress update, are provided within the individual recommendations.

Getting Started

Summarized below are some initial steps that the City can take to optimize parking managemen Detailed descriptions of each are provided within the Plan:

Prioritize Compliance

Effective parking enforcement should always be one of the City's highest parking management priorities. Compliance is critical for the success of the City's parking operation since it improves the effectiveness of policies. In order to increase compliance, the City should focus on improving staffing and implementing effective enforcement technology. The City should dedicate a total of three full-time CSOs to parking enforcement & complains. To streamline the enforcement operation, the City should implement mobile (vehicle-mounted) and handheld LPR systems. A turn-key parking CMS provider will automate citation processing and reduce the staff time dedicated to customer service and delinquent citations.

Implement Efficient On-street Policies

Recommendations to improve on-street policies are centered around making parking management more efficient and adopting customer-friendly policies. This includes a "Park Once" philosophy for Downtown Ketchum, a no-reparking rule which will make on-street time limits more effective.

Provide Employee Parking Opportunities

The City should implement programs such as an Employee Parking Permit Program to increase the availability of parking spaces for customers, shared parking agreements to expand the downtown parking supply, and seasonal or year-round incentives that encourage alternative modes of transportation.

Implement Intentional Branding

Implementing a unique parking brand for the City that is incorporated into signage throughout downtown, can maximize exposure and familiarity with the City's parking programs. By improving the "Parking in Ketchum" webpage with regularly reviewed information on all the available parking services and any frequently asked questions the City can improve the overall parking experience.

Leverage Ongoing Data

The City should continue to perform ongoing data collection using LPR and sensor technology to monitor and continuously improve curb management. The parking industry-standard target parking occupancy rate is 85 percent. At this rate, there are enough vacant parking spaces to 1) Minimize congestion from drivers searching for spaces; and 2) Reduce oversupply, which is an inefficient and costly use of valuable land. If in the future occupancy data is showing that on-street parking within the downtown core frequently reaches the 85 percent occupancy threshold policy changes may be needed.

significantly

Compliance

Compliance Recommendations

Optimize Enforcement Staffing

- The City's highest priority should be to consistently monitor parking compliance by dedicating staff to parking enforcement. These staff should be considered customer service-oriented Parking Ambassadors for the City, and their role is to encourage compliance with parking policies. Parking policies are most effective with consistent coverage, and compliance is crucial for accurately measuring parking program performance. At least three dedicated full-time parking positions are needed for this initial phase, and supplemental rotating part-time staff could be used to address any coverage gaps. Should the City choose to implement policies in the future that significantly change the parking operation, such as expanding time limits or implementing paid parking on street, additional parking enforcement staff will likely be needed.
- Each Downtown street and parking lot should be patrolled at least four times daily. As CSOs are conducting patrols, they should be collecting ongoing data using LPR (see below recommendation).

Enhance Enforcement Technology

- The City should continue to utilize mobile (vehicle-mounted) LPR systems for parking enforcement and ongoing data collection. LPR enhances enforcement efficiency and enables the use of virtual, license plate-based programs. The City is currently using pilot LPR technology provided by Vigilant. Should the City choose to continue utilizing this equipment, they should formalize the arrangement with the chosen vendor.
- Additionally, the use of handheld LPR (used as an application on a smartphone) would be ideal for foot patrol of congested areas. Utilizing both types of LPR would provide enforcement staff with the flexibility to exit their vehicle and monitor compliance on foot in instances where walking is more efficient.

☑ Recognizing the operational benefit of handheld LPR, the City began using the LPR application provided by the mobile LPR vendor that is being piloted.

Implement a Simplified Citation Management System

- A turn-key parking CMS provider can automate citation processing and reduce the staff time dedicated to customer service and delinquent citations.
- Until recently, the City was utilizing a CMS provided by OmniPark. While the CMS was sufficient for the City's current parking system, other vendors can offer additional opportunities for automation and simplified processing that would prepare the City for the future.

☑ After receiving the recommendation to consider a turn-key CMS, the City published a Request For Proposals (RFP) for citation processing and management. The selected vendor, Data Ticket, was implemented on December 1, 2022.

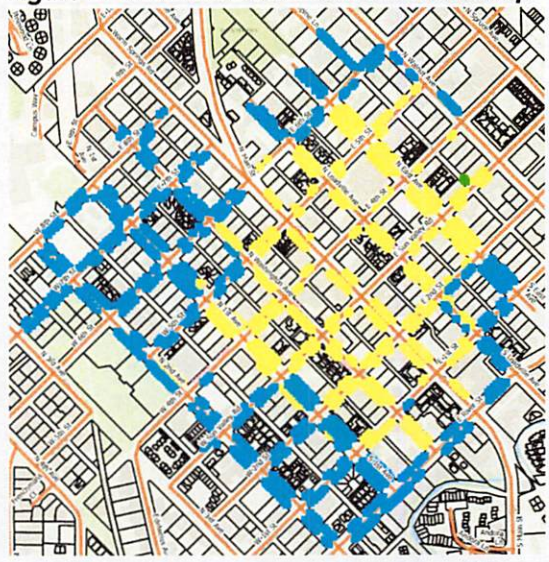
B Parking Management & Programs

Parking Management & Programs Recommendations

Promote the "Park Once" philosophy

- The City should adopt a "Park Once" philosophy for parking management. The Park Once approach encourages drivers coming Downtown, especially for longer visits, to store their cars in areas without time limits. This approach encourages drivers to park once and leverage other modes of transportation to move throughout Downtown like walking, rolling, biking, and transit. This can minimize congestion from drivers searching for parking and re-parking which can reduce emissions, and it maintains more convenient on-street parking availability for those that are coming Downtown for a quicker visit.
- There is time-limited parking throughout the downtown core, and the outer areas of the downtown have no time restrictions. The time limits are primarily 2-hour, except for a few short-term 15-minute and 30-minute spaces throughout the area. Figure 2 is a map provided by the City that shows where the 2-hour time limits are located, indicated by the yellow markings. The blue markings represent downtown parking spaces that do not have a time limitation.

Figure 2. Ketchum Downtown Timelimit Map



- It is especially important to promote the Park Once philosophy to employees to avoid the challenge of on-street "employee parking roulette" where vehicles are re-parked mid-shift to evade the time limit. When this occurs, it does not create more on-street parking availability for customers since the same cars are just shuffled amongst the on-street spaces. Ideally, employees should be utilizing perimeter off-street locations that allow them to park once for their entire shift.

Implement an Employee Parking Permit Program

- The City should develop an employee permit parking program to provide affordable parking options to Downtown employees, with proof of employment. The City-owned off-street parking lots are currently underutilized, so they are ideal candidates for employee parking permit areas. If more employees park off-street, this could create more on-street availability for customers and visitors. Permit areas would be for both monthly and employee parking permit holders.
- Employee permits could be priced between $20.00 - $25.00 per month. Employee permit rates in other mountain towns vary widely. Monthly permits are $20.00 per month in Whitefish, MT, and $40.00 per month in Truckee, CA, while in Vail, CO permits are $350.00 per ski season. Permits must be affordable to employees.
- The City should also lower the regular monthly permit rate, which currently ranges from $60.00-$120.00 per month depending on the season. The first three hours in the lots are free, followed by $0.50 per hour. Because the hourly rate is so low, there is little benefit to purchasing a monthly permit. At $120.00 per month, a permit holder would have to park 11 hours (including 3 hours free) every day of the month to save money with the monthly permit. The City should lower the rate to $50.00, which is the equivalent of parking 5 days a week, for 8 hours a day.

- Once the City lowers monthly parking rates, there may be an influx in new permit applications. To avoid significantly overselling permits for available spaces, the City should consider introducing a cap on the number of monthly permits and employee permits sold each month. The most recent quarterly data report from July – November 2022 showed that both City-owned parking lots (the Washington Lot and the Leadville Lot) are consistently underutilized. The Washington Lot average occupancy peaked in the afternoon (2:00-5:00 pm) at 25%, and the Leadville lot peaked mid-day (11:00 am-2:00 pm) at 35%. To ensure the lot is still available to daily transient users, the City could consider selling up to 75% of the lot's inventory in permits. Permits should continue to not guarantee a parking space to permit holders.
- Additional employee permit parking supply may be needed depending on demand. The City should proactively pursue shared parking opportunities with private property owners (see recommendation below).
- An automated parking permit management system (PMS) will streamline the management of this program. The City should evaluate the existing vendor partnership with Data Ticket to determine if they offer a desirable PMS that would fit the City's needs.

Pursue Shared Parking Agreements

- While the City already has a shared parking agreement with the LDS church for public use of the 4th Street Parking Lot, additional shared parking agreements between the City and private property owners would be beneficial for the City. These agreements can provide additional public parking options by leveraging the existing parking supply. Shared parking agreements can also be an effective option for employee permit parking and residential overnight parking. The permit revenue could support a mutually beneficial revenue share with the property owner.
- Shared parking agreements should be designed to safeguard the property owner and allow the City to provide parking enforcement. The City should develop a template agreement in preparation. Municipal code changes may also be required to enable this approach.
- Shared parking opportunities that would support residential overnight parking should be pursued. Covered overnight parking opportunities are especially needed when on-street parking is impacted by snow removal operations during the Winter. Underutilized remote parking lots along the Mountain Rides free Blue Line would provide connectivity between Warm Springs and Elkhorn Springs through Downtown Ketchum.

Encourage Alternative Modes

- Additional secure bike storage options should be installed throughout Downtown. Locating bike storage facilities in highly visible, convenient, public locations should be a top priority.
- The City should evaluate options to enhance pedestrian infrastructure. Locations within a reasonable distance of destinations such as transit stops, schools, libraries, medical clinics, community centers, commercial areas, and public parks should be prioritized.
- Opportunities to offset parking demand should be explored. The City should consider how to tailor any commuter and transportation programs based on the seasonal conditions. For example, programs could encourage active transportation modes like walking and biking, especially in the Summer. There are commute gamification platforms that can encourage mode shifts by offering prizes or incentives. The City could consider planning annual challenges during May, in conjunction with the Sun Valley Bike Month and other local events.

On-street Policies

- The most recent quarterly data report from July – November 2022 showed the on-street parking in the core of downtown is not overly impacted. The parking industry-standard target parking occupancy rate is 85 percent. At this rate, there are enough vacant parking spaces to 1) Minimize congestion from drivers searching for spaces; and 2) Reduce oversupply, which is an inefficient and

costly use of valuable land. While a small number of block faces were found to exceed the industry standard 85% occupancy threshold, no streets exceed 85% occupancy the entire day.

- The City should continue to monitor parking demand over time to identify how parking demand patterns evolve. If in the future occupancy data is showing that on-street parking within the downtown core frequently reaches the 85 percent occupancy threshold policy changes may be needed. If this were the case, the City could consider adjusting the operating hours to align with peak demand periods, adjusting time limits, or even a customer-friendly paid parking model.
- The City should consider implementing a no re-parking rule. This would require drivers to move their vehicle a defined distance away to be allotted a new time limit period. For example, the no re-parking rule could limit vehicles to parking once per block per day. A no re-parking rule makes time limits more effective by encouraging drivers to just park once in a location that best fits their needs instead of re-parking to evade the time limit. This could encourage the use of the parking lots, rather than occupying parking in the downtown core.

C Operations

Operations Recommendations

Develop Parking Branding & Signage

- The City should consider developing a parking and mobility brand. A brand can maximize exposure and familiarity with the City's parking programs, and there is an opportunity to incorporate the brand along with wayfinding and parking signage throughout Downtown.

☑ During the development of this Plan, a Signage Enhancement Plan was developed which includes new signage designs and parking brand mock-ups.

Figure 3. Park Ketchum Brand Mock-up

Figure 4. Parking Lot Sign Mock-up

Figure 5. Paid Parking Sign Mock-up

Improve the Parking Webpage

- The "Parking in Ketchum" webpage on the City's website should be enhanced so that it may serve as a comprehensive source of information about parking and navigating in Ketchum. The webpage should enable users to easily identify links to all parking services in the City. These could include links to download the mobile payment application, apply for employee permits, and contest or appeal pay citations. The website should also include information about alternative ways to access Ketchum without a vehicle, such as public transportation, bike routes, or pedestrian facilities.
- The webpage should also include a list of frequently asked questions (FAQs) that address parking policies and procedures.
- The City should appoint an employee or team to review the page no less than twice per year to ensure all links and information are up to date with current policies.

Ongoing Data Collection & Curb Management

- Strategies should be implemented incrementally, and the City should leverage the data collected by mobile LPR cameras for ongoing monitoring of parking program effectiveness.
- The ongoing utilization of LPR will allow for trend analyses for each block face. This data will be utilized to determine the appropriate time limit for block face. The City should use the parking industry-standard target occupancy rate, 85 percent, as a threshold for when to consider program adjustments.
- In addition, the City could consider testing sensor technology that could provide 24/7 data about pedestrians/bicycles/vehicles behavior and traffic patterns. The City should consider piloting sensor technology in coordination with other studies and City initiatives.
- Additionally, adding at least one short-term parking space to the entrance or exit of each block face will ensure turnover and provide convenient spaces for customers looking to make quick stops.

☑ Since initiating the parking study, the City has received quarterly data collection reports of over 120 on-street block faces and three parking lots Downtown.

Looking Ahead

The City should continue to monitor parking demand over time to identify how parking demand patterns evolve. For instance, in the future, if on-street parking frequently reaches the 85 percent occupancy threshold, this could be an indication that policy changes are needed. There are several options to consider including adjusting the operating hours to align with peak demand periods, adjusting time limits, or even a customer-friendly paid parking model. However, paid parking is not recommended on-street unless occupancy is consistently shown to exceed 85 percent.

Ideally, the City should not invest in building additional parking supply until other parking management strategies have been introduced, and only after parking demand trends are clearly understood. Without effective parking strategies and consistent enforcement, additional parking supply will not necessarily solve parking challenges.

Certain off-street parking lots may be considered for redevelopment in the future. The City should consider opportunities to partner with developers to build parking that will be publicly available. A public parking garage could provide additional long-term and overnight parking options, which appear to be in short supply in Downtown Ketchum.

Rapid Parking Report
City of Ketchum

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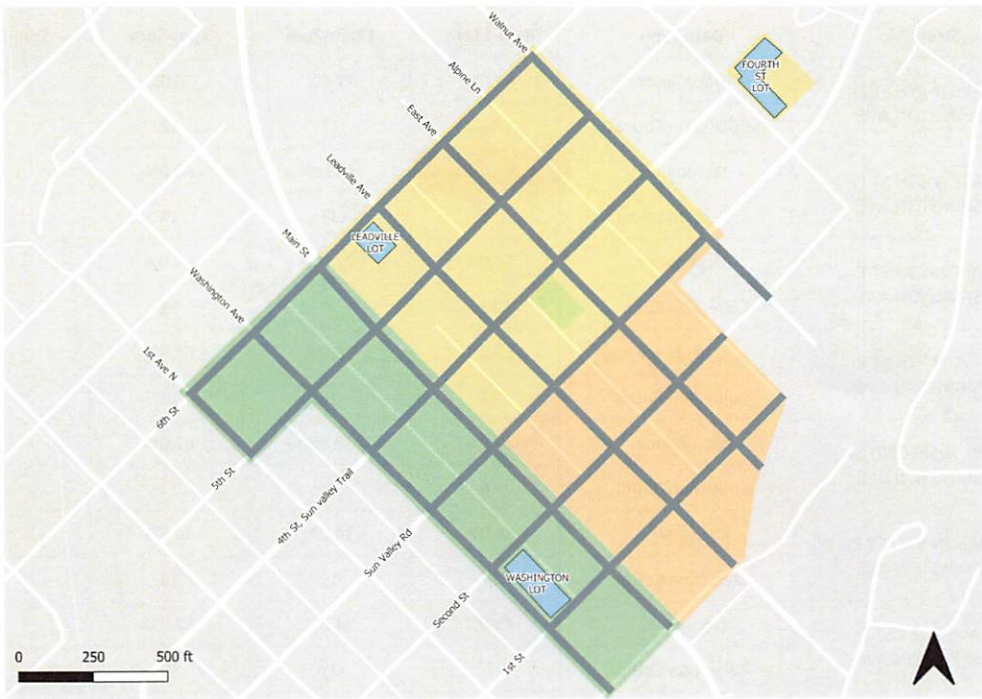
Parking Area: Downtown on-street and off-street

Collection Range: July 2022 - November 2022

Map 1: Downtown Ketchum



* Occupancies over 85% are highlighted orange.
** Cells that are blank represent absent data.

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Table 1 Average Occupancy by Block-face

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
1ST AVE N-4TH ST E-WASHINGTON AVE	Occupancy	67.0%	77.0%	70.0%	
	Collection Count	14	17	12	
1ST AVE N-5TH ST E-WASHINGTON AVE	Occupancy	90.0%	83.0%	78.0%	
	Collection Count	26	37	19	
1ST AVE N-6TH ST E-WASHINGTON AVE	Occupancy	54.0%	72.0%	65.0%	
	Collection Count	12	7	12	
1ST AVE N-7TH ST E-WASHINGTON AVE	Occupancy	57.0%	78.0%	64.0%	
	Collection Count	13	8	11	
1ST AVE N-SECOND ST-WASHINGTON AVE	Occupancy	37.0%	52.0%	61.0%	
	Collection Count	16	22	17	
1ST AVE N-SUN VALLEY RD W-WASHINGTON AVE	Occupancy	34.0%	34.0%	30.5%	
	Collection Count	17	15	14	
1ST AVE S-1ST ST E-WASHINGTON AVE	Occupancy	45.0%	34.0%	52.0%	
	Collection Count	7	21	19	
1ST AVE S-RIVER ST E-WASHINGTON AVE	Occupancy	43.0%	40.0%	41.0%	
	Collection Count	25	18	21	
1ST ST E-EAST AVE-END	Occupancy	38.0%	49.0%	37.0%	29.0%
	Collection Count	24	25	19	1
1ST ST E-MAIN ST S-RIVER ST E	Occupancy	51.0%	66.0%	29.0%	
	Collection Count	7	5	6	
1ST ST E-S LEADVILLE AVE-RIVER ST E	Occupancy	52.0%	62.0%	73.0%	33.0%
	Collection Count	21	34	21	1

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Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
1ST ST W-1ST AVE S-RIVER ST E	Occupancy	19.0%	25.0%	27.0%	
	Collection Count	13	23	21	
1ST ST W-2ND AVE-RIVER ST W	Occupancy	44.0%	41.0%	61.0%	
	Collection Count	20	17	18	
1ST ST W-WASHINGTON AVE-RIVER ST E	Occupancy	46.0%	39.0%	71.0%	
	Collection Count	21	30	21	
2ND AVE S-RIVER ST W-1ST AVE S	Occupancy	49.0%	59.0%	54.0%	
	Collection Count	21	16	15	
2ND AVE-1ST ST W-1ST AVE S	Occupancy	75.0%	73.0%	75.0%	67.0%
	Collection Count	10	11	16	1
2ND AVE-2ND ST W-1ST AVE N	Occupancy	30.0%	30.0%	35.0%	
	Collection Count	17	13	16	
2ND AVE-5TH ST W-1ST AVE N	Occupancy	48.0%	68.0%	54.0%	
	Collection Count	25	35	18	
2ND AVE-6TH ST W-1ST AVE N	Occupancy	39.0%	57.0%	57.0%	
	Collection Count	20	18	20	
2ND AVE-7TH ST W-1ST AVE N	Occupancy	28.0%	40.0%	27.0%	
	Collection Count	11	7	8	
2ND AVE-8TH ST W-1ST AVE N	Occupancy	23.0%	55.0%	37.0%	
	Collection Count	15	7	12	
2ND AVE-SUN VALLEY RD W-1ST AVE N	Occupancy	63.0%	70.0%	65.0%	
	Collection Count	20	9	20	
2ND AVE-SUN VALLEY TRAIL-1ST AVE N	Occupancy	37.0%	66.0%	51.0%	
	Collection Count	12	6	13	

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Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
2ND ST W-2ND AVE-1ST ST W	Occupancy	65.0%	60.0%	67.0%	46.0%
	Collection Count	25	20	25	1
4TH AVE E-WASHINGTON AVE-SUN VALLEY RD W	Occupancy	51.0%	81.0%	63.0%	
	Collection Count	16	28	23	
4TH ST E-1ST AVE N-SUN VALLEY RD W	Occupancy	43.5%	51.0%	36.5%	
	Collection Count	15	23	20	
4TH ST E-N LEADVILLE AVE-SUN VALLEY RD	Occupancy	64.0%	78.0%	74.0%	83.0%
	Collection Count	30	47	57	5
4TH ST E-N MAIN ST-SUN VALLEY RD	Occupancy	49.0%	68.0%	67.0%	
	Collection Count	13	9	12	
4TH ST E-SPRUCE AVE-SUN VALLEY RD	Occupancy	52.0%	57.0%	60.0%	70.0%
	Collection Count	16	30	13	2
4TH ST E-WALNUT AVE-SUN VALLEY RD	Occupancy	36.0%	53.0%	53.0%	57.0%
	Collection Count	31	79	47	8
5TH ST E-EAST AVE-4TH ST E	Occupancy	39.0%	66.0%	72.0%	66.0%
	Collection Count	29	84	58	6
5TH ST E-N LEADVILLE AVE-4TH ST E	Occupancy	65.0%	76.0%	75.0%	51.0%
	Collection Count	25	31	61	4
5TH ST E-N MAIN ST-4TH ST E	Occupancy	86.5%	83.5%	89.0%	100.0%
	Collection Count	11	13	12	2
5TH ST E-SPRUCE AVE-4TH ST E	Occupancy	53.0%	71.0%	90.0%	40.0%
	Collection Count	17	38	10	1
5TH ST E-WALNUT AVE-4TH ST E	Occupancy	64.0%	82.0%	70.0%	65.0%
	Collection Count	23	45	24	4

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Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
5TH ST E-WASHINGTON AVE-4TH ST E	Occupancy	69.0%	67.0%	65.0%	
	Collection Count	18	32	22	
5TH ST W-1ST AVE N-4TH ST E	Occupancy	29.0%	35.0%	30.5%	
	Collection Count	14	26	23	
5TH ST W-2ND AVE-SUN VALLEY TRAIL	Occupancy	33.0%	56.0%	57.0%	15.0%
	Collection Count	31	26	29	1
6TH ST E-EAST AVE-5TH ST E	Occupancy	22.0%	53.0%	56.0%	32.0%
	Collection Count	30	59	36	2
6TH ST E-N LEADVILLE AVE-5TH ST E	Occupancy	42.0%	65.0%	63.0%	28.0%
	Collection Count	34	41	53	3
6TH ST E-N MAIN ST-5TH ST E	Occupancy	29.0%	36.0%	29.0%	
	Collection Count	7	7	8	
6TH ST E-SPRUCE AVE-5TH ST E	Occupancy	23.0%	27.0%	24.0%	11.0%
	Collection Count	11	6	6	1
6TH ST E-WALNUT AVE-5TH ST E	Occupancy	22.0%	38.0%	37.0%	31.0%
	Collection Count	10	27	13	1
5TH ST E-WASHINGTON AVE-5TH ST E	Occupancy	61.0%	69.0%	75.0%	
	Collection Count	21	24	18	
6TH ST W-1ST AVE N-5TH ST W	Occupancy	39.5%	46.0%	46.0%	
	Collection Count	19	33	20	
6TH ST W-2ND AVE-5TH ST W	Occupancy	48.0%	57.0%	64.0%	14.0%
	Collection Count	48	44	43	1
7TH ST E-WASHINGTON AVE-6TH ST E	Occupancy	37.0%	54.0%	53.0%	
	Collection Count	13	11	16	

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Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
7TH ST W-1ST AVE N-6TH ST W	Occupancy	45.0%	51.0%	56.5%	
	Collection Count	14	13	15	
7TH ST W-2ND AVE-6TH ST W	Occupancy	34.0%	31.0%	36.0%	
	Collection Count	26	15	17	
8TH ST E-1ST AVE N-7TH ST W	Occupancy	66.0%	72.0%	67.0%	
	Collection Count	11	10	11	
8TH ST E-WASHINGTON AVE-7TH ST E	Occupancy	71.0%	60.0%	57.0%	
	Collection Count	15	9	14	
8TH ST W-2ND AVE-7TH ST W	Occupancy	24.0%	26.0%	30.0%	
	Collection Count	18	10	9	
9TH ST E-N MAIN ST-6TH ST E	Occupancy	42.0%	50.0%	100.0%	
	Collection Count	7	1	1	
9TH ST E-WALNUT AVE-6TH ST E	Occupancy	11.0%	11.0%	8.0%	
	Collection Count	2	3	1	
EAST AVE-1ST ST E-ALPINE LN	Occupancy	67.0%	33.0%	33.0%	
	Collection Count	1	4	2	
EAST AVE-5TH ST E-WALNUT AVE	Occupancy	37.0%	43.0%	35.0%	
	Collection Count	11	31	14	
EAST AVE-6TH ST E-WALNUT AVE	Occupancy	51.0%	61.0%	51.0%	31.0%
	Collection Count	27	33	14	2
EAST AVE-SECOND ST-WALNUT AVE	Occupancy	46.0%	56.0%	48.0%	24.0%
	Collection Count	28	21	14	3
EAST AVE-SUN VALLEY RD-WALNUT AVE	Occupancy	60.0%	62.0%	69.0%	82.0%
	Collection Count	17	35	14	1

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Rapid Parking Report
City of Ketchum

DIXON
RESOURCES UNLIMITED

Parking Area: Downtown on-street and off-street

Collection Range: July 2022 - November 2022

Street	Data Type	8am-11am	11am-2pm	2pm-5pm	5pm-8pm
EAST AVE-SUN VALLEY TRAIL-WALNUT AVE	Occupancy	66.0%	67.0%	81.0%	83.0%
	Collection Count	8	22	12	3
END-N LEADVILLE AVE-6TH ST E	Occupancy	79.0%	76.0%	88.0%	78.0%
	Collection Count	19	26	9	2
FOURTH ST LOT	Occupancy	43.0%	44.0%	34.0%	41.0%
	Collection Count	11	42	5	1
LEADVILLE LOT	Occupancy	12.0%	35.0%	18.0%	
	Collection Count	3	14	6	
MAIN ST S-RIVER ST E-S LEADVILLE AVE	Occupancy	25.0%	42.0%	33.0%	
	Collection Count	2	3	3	
N LEADVILLE AVE-1ST ST E-EAST AVE	Occupancy	67.0%	69.0%	64.0%	29.0%
	Collection Count	21	20	18	2
N LEADVILLE AVE-4TH ST E-EAST AVE	Occupancy	60.0%	84.0%	73.0%	71.0%
	Collection Count	6	7	9	1
N LEADVILLE AVE-5TH ST E-EAST AVE	Occupancy	70.0%	66.0%	50.0%	13.0%
	Collection Count	20	28	11	1
N LEADVILLE AVE-6TH ST E-EAST AVE	Occupancy	94.0%	84.0%	71.0%	19.0%
	Collection Count	25	28	16	3
N LEADVILLE AVE-SECOND ST-EAST AVE	Occupancy	61.0%	68.0%	75.0%	72.0%
	Collection Count	17	14	18	3
N LEADVILLE AVE-SUN VALLEY RD-EAST AVE	Occupancy	85.5%	68.0%	44.0%	63.0%
	Collection Count	16	19	21	2
N MAIN ST-1ST ST E-N LEADVILLE AVE	Occupancy	36.0%	66.0%	77.0%	25.0%
	Collection Count	12	19	17	1

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N MAIN ST-4TH ST E-N LEADVILLE AVE	Occupancy	78.0%	76.0%	89.0%	83.0%
	Collection Count	6	10	4	2
N MAIN ST-5TH ST E-N LEADVILLE AVE	Occupancy	81.0%	79.0%	89.0%	33.0%
	Collection Count	19	25	16	1
N MAIN ST-6TH ST E-N LEADVILLE AVE	Occupancy	100.0%		50.0%	
	Collection Count	1		1	
N MAIN ST-9TH ST E-WALNUT AVE	Occupancy	15.0%	13.0%	10.0%	
	Collection Count	6	5	2	
N MAIN ST-SECOND ST-N LEADVILLE AVE	Occupancy	40.0%	67.0%	61.0%	73.0%
	Collection Count	16	15	12	2
SECOND ST-1ST AVE N-1ST ST E	Occupancy	38.0%	43.0%	45.5%	
	Collection Count	15	20	25	
SECOND ST-ALPINE LN-1ST ST E	Occupancy		50.0%		
	Collection Count		1		
SECOND ST-EAST AVE-1ST ST E	Occupancy	44.0%	56.0%	59.0%	
	Collection Count	43	53	43	
SECOND ST-N LEADVILLE AVE-1ST ST E	Occupancy	51.0%	72.0%	62.0%	58.0%
	Collection Count	23	35	25	2
SECOND ST-N MAIN ST-1ST ST E	Occupancy	33.5%	49.5%	40.5%	50.0%
	Collection Count	22	17	16	1
SECOND ST-WALNUT AVE S-END	Occupancy	21.0%	34.0%	30.0%	25.0%
	Collection Count	11	12	5	1
SECOND ST-WASHINGTON AVE-1ST ST E	Occupancy	29.0%	36.0%	48.0%	
	Collection Count	17	28	23	

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SUN VALLEY RD W-1ST AVE N-SECOND ST	Occupancy	50.0%	52.0%	52.5%	
	Collection Count	23	24	24	
SUN VALLEY RD W-2ND AVE-2ND ST W	Occupancy	29.0%	34.0%	39.0%	
	Collection Count	19	20	22	
SUN VALLEY RD W-WASHINGTON AVE-SECOND ST	Occupancy	41.0%	70.0%	67.0%	
	Collection Count	20	31	25	
SUN VALLEY RD-EAST AVE-SECOND ST	Occupancy	26.0%	50.0%	49.0%	49.0%
	Collection Count	36	67	63	6
SUN VALLEY RD-N LEADVILLE AVE-SECOND ST	Occupancy	59.0%	67.0%	67.0%	90.0%
	Collection Count	23	42	41	4
SUN VALLEY RD-N MAIN ST-SECOND ST	Occupancy	38.0%	38.0%	40.5%	100.0%
	Collection Count	18	15	14	1
SUN VALLEY RD-SPRUCE AVE-SECOND ST	Occupancy	37.0%	48.0%	55.0%	52.0%
	Collection Count	20	23	16	4
SUN VALLEY RD-WALNUT AVE-SECOND ST	Occupancy	90.0%	97.0%	93.0%	67.0%
	Collection Count	18	28	15	2
SUN VALLEY TRAIL-2ND AVE-SUN VALLEY RD W	Occupancy	64.0%	60.0%	54.0%	50.0%
	Collection Count	27	24	26	1
SUN VALLEY TRAIL-EAST AVE-SUN VALLEY RD	Occupancy	53.0%	64.0%	62.0%	47.0%
	Collection Count	41	92	66	8
WALNUT AVE-5TH ST E-SPRUCE AVE	Occupancy	53.0%	55.0%	64.0%	19.0%
	Collection Count	13	22	6	2
WALNUT AVE-6TH ST E-SPRUCE AVE	Occupancy	27.0%	28.0%	18.0%	
	Collection Count	13	17	7	

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WALNUT AVE-SECOND ST-SPRUCE AVE	Occupancy	59.0%	49.0%	58.0%	18.0%
	Collection Count	22	21	19	1
WALNUT AVE-SUN VALLEY RD-SPRUCE AVE	Occupancy	43.0%	56.0%	56.0%	56.0%
	Collection Count	21	28	17	2
WALNUT AVE-SUN VALLEY TRAIL-SPRUCE AVE	Occupancy	39.0%	67.0%	55.0%	70.0%
	Collection Count	15	42	20	3
WASHINGTON AVE-1ST ST E-N MAIN ST	Occupancy	77.0%	77.0%	89.0%	50.0%
	Collection Count	11	15	19	1
WASHINGTON AVE-4TH ST E-N MAIN ST	Occupancy	79.0%	93.0%	78.0%	
	Collection Count	13	10	10	
WASHINGTON AVE-5TH ST E-N MAIN ST	Occupancy	72.0%	71.0%	60.0%	
	Collection Count	29	45	19	
WASHINGTON AVE-7TH ST E-WARM SPRING RD	Occupancy	35.0%	34.0%	41.0%	
	Collection Count	15	9	13	
WASHINGTON AVE-8TH ST E-WARM SPRING RD	Occupancy	73.0%	88.0%	87.0%	
	Collection Count	16	7	13	
WASHINGTON AVE-RIVER ST E-MAIN ST S	Occupancy	55.0%	56.0%	63.0%	38.0%
	Collection Count	10	8	6	1
WASHINGTON AVE-SECOND ST-N MAIN ST	Occupancy	49.0%	56.0%	62.0%	
	Collection Count	17	26	14	
WASHINGTON AVE-SUN VALLEY RD W-N MAIN ST	Occupancy	65.0%	70.5%	75.0%	
	Collection Count	16	14	20	
WASHINGTON LOT	Occupancy	13.0%	16.0%	25.0%	
	Collection Count	3	27	2	

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WASTHINGTON AVE-6TH ST E-N MAIN ST	Occupancy	55.0%	93.0%	93.0%	
	Collection Count	15	10	12	

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