



City of Ketchum

### CITY COUNCIL MEETING AGENDA MEMO

Meeting Date:  Staff Member/Dept:

Agenda Item:

**Recommended Motion:**

Staff request confirmation of Streets, Sidewalks proposed 2025-2026 projects as well as general direction of long-term street & sidewalk strategies. No formal motion currently needed.

**Reasons for Recommendation:**

- Streets
  - Short term - Preserve inventory
  - Mid-Term - Additional roads coming to their end of life, tackle sooner than later
  - Long Term - Plan preservation with future reconstruction in mind
- Sidewalks
  - Set sidewalk prioritization strategy, identify sidewalk projects
  - Turn projects into an annual package, hiring local engineers to complete design and assist with project execution
  - Maintain project list to plan well ahead of construction and obtain needed input from Council, Public and Business Owners
- Bike Network
  - Create an all ages protected bike network from existing neighborhoods into downtown
  - Workshop with business owners & Bike Committee to solidify starting concepts
  - February Mobility Workshop

**Policy Analysis and Background (non-consent items only):**

**Sustainability Impact:**

No direct impact.

**Financial Impact:**

None OR Adequate funds exist in account:	NA
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**Attachments:**

1. Mobility Master Plan Introduction Presentation
2. Pavement Management Plan Data – Working Document
3. Sidewalk Project Exhibits



# Mobility Master Plan Introduction

December 16, 2024

“Safe Mobility Choices”



# Proposed Outcomes for Tonight

- Seeking feedback on 2025 proposed Projects for Streets & Sidewalks
- Council's thoughts on mid-term sidewalk projects and overall strategy
- Initial impressions on long-term funding options for streets



# Introduction

## MOBILITY MASTER PLAN MISSION STATEMENT

To manage public streets and sidewalks by improving safety, accessibility, and aesthetics.

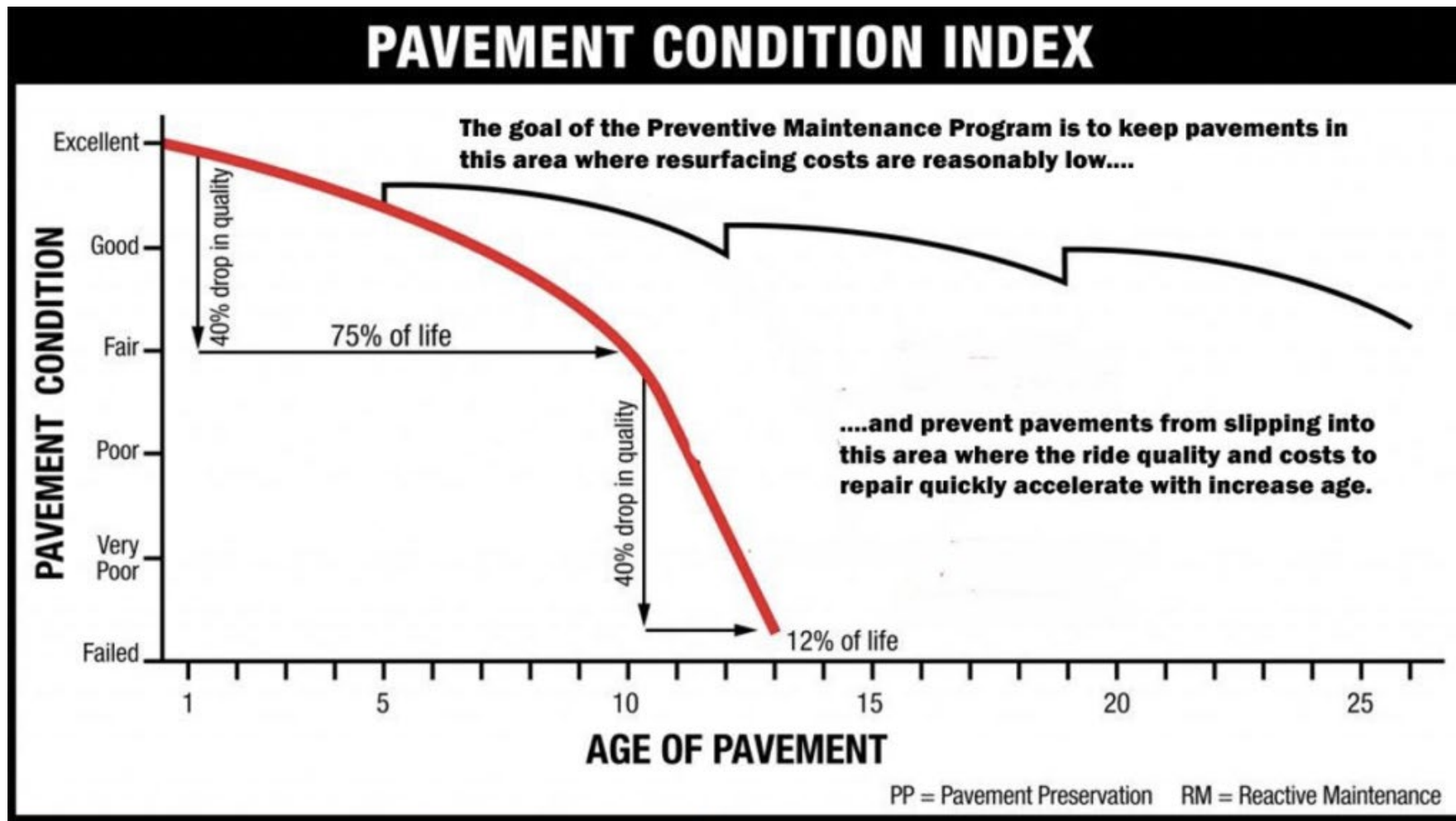
The City of Ketchum aims to encourage a vibrant community and healthy business environment through sustainable and fiscally responsible infrastructure.



# Streets



# Historical Pavement Management

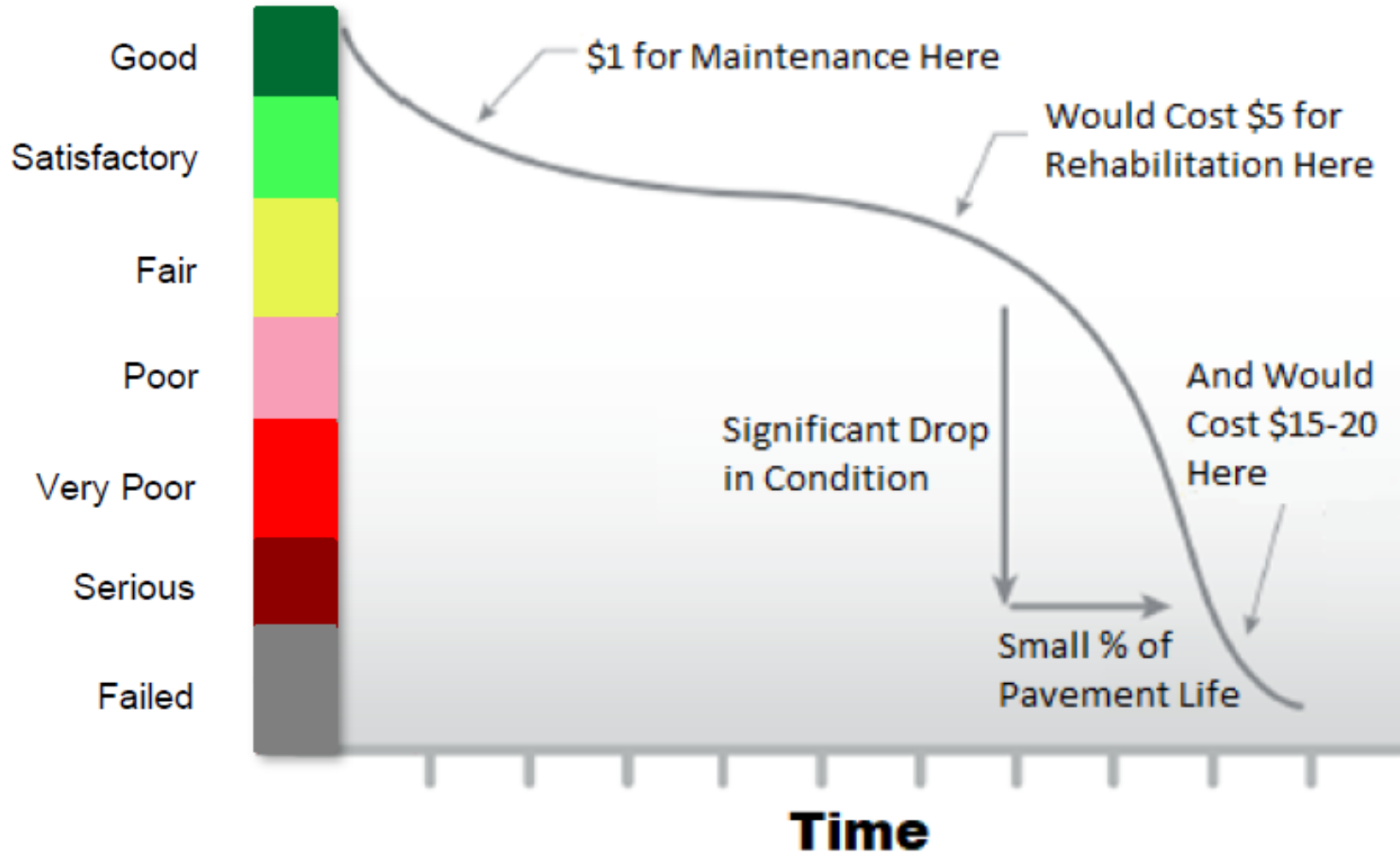


Source: <https://www.pavetechinc.com/preventive-asphalt-road-maintenance/>

Current average annual spend of \$125,000

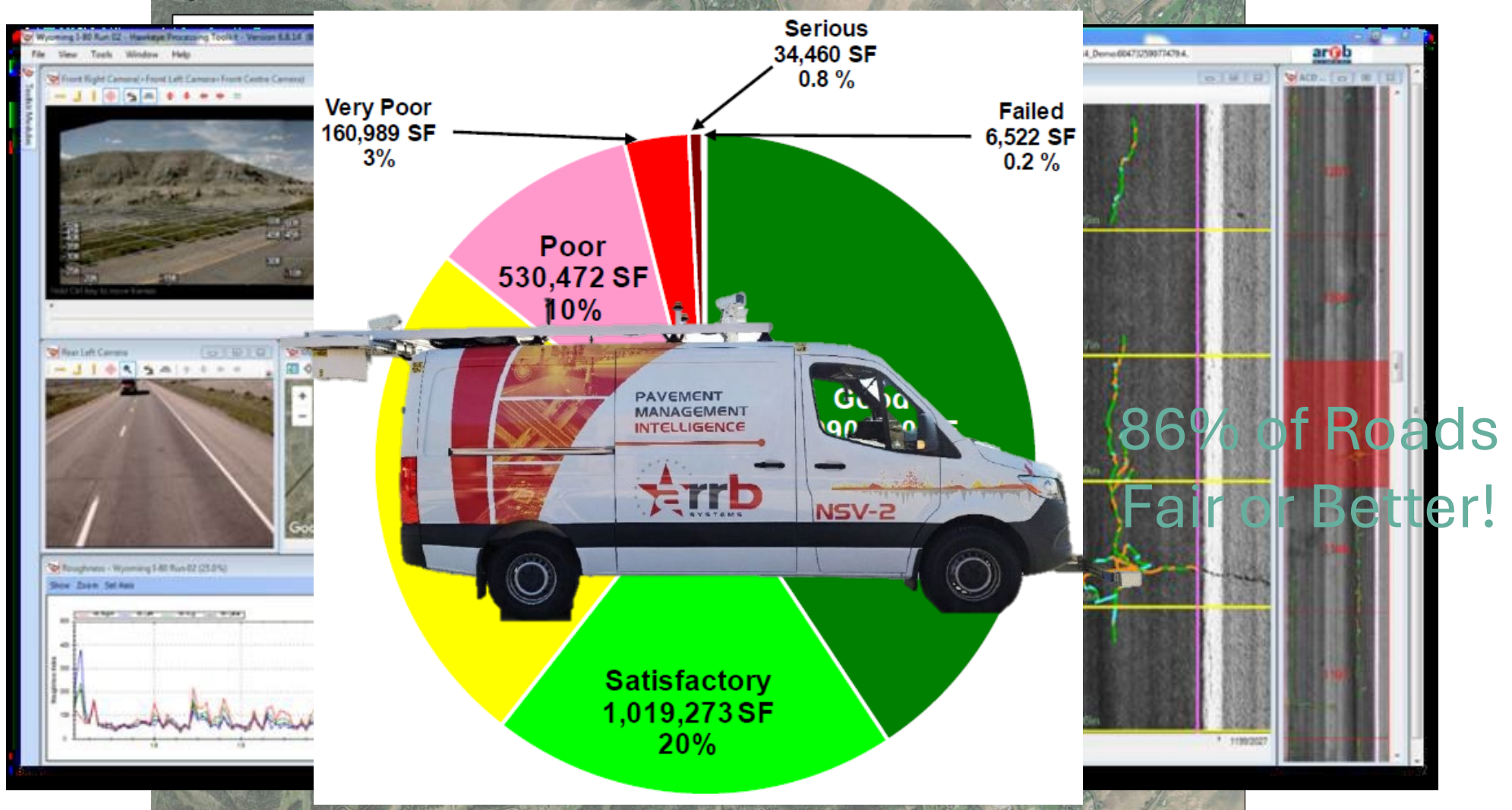


# Cost to Condition Deterioration Over Time





# Kimley-Horn Pavement Assessment







# 10+ Year Street Master Plan

## PAVEMENT MANAGEMENT FRAMEWORK

- Main St & SV Road went past their prime
  - Additional roads coming to their end of life
- Plan preservation with future reconstruction in mind
  - Priority towards high traffic, critical connectivity streets
- Long-term funding for rebuilding
  - Mill & Inlay
  - Full Rebuilds



# Street Primary Surface Damage Types

Microcracking



Spauling



Raveling



## User Experience Impacts

- Increased tread wear
- Traction Loss
- Rough Riding Conditions
- Increase of rock chips



# Moderate to Severe Damage Examples

Alligator Cracking



Potholes



Rutting



## User Experience Impacts

- Lane change/turning issues
- Steering Challenges
- Increased risk of tire/wheel damage
- Increase cyclist safety risks
- Potential trip hazard for pedestrians
- Traction Loss in ruts



# Analysis Priority Pavement Conditions

## POOR

10% or 3 Miles



East Avenue

## VERY POOR

3% or .92 Miles



Saddle Road

## SERIOUS

~1% or .3 Miles



Main Street 4<sup>th</sup>-6<sup>th</sup>

Other Examples: Lewis St, South Warm Springs Rd, North Leadville Ave

### Common Features:

Alligator & Edge Cracking,  
Patching/Utility Cuts

Other Examples: West Warm Springs Rd, Walnut Ave

### Common Features:

Poor+  
Potholes, Rutting

Other Example: 10<sup>th</sup> St

### Common Features:

Very Poor+  
Raveling, Weathering






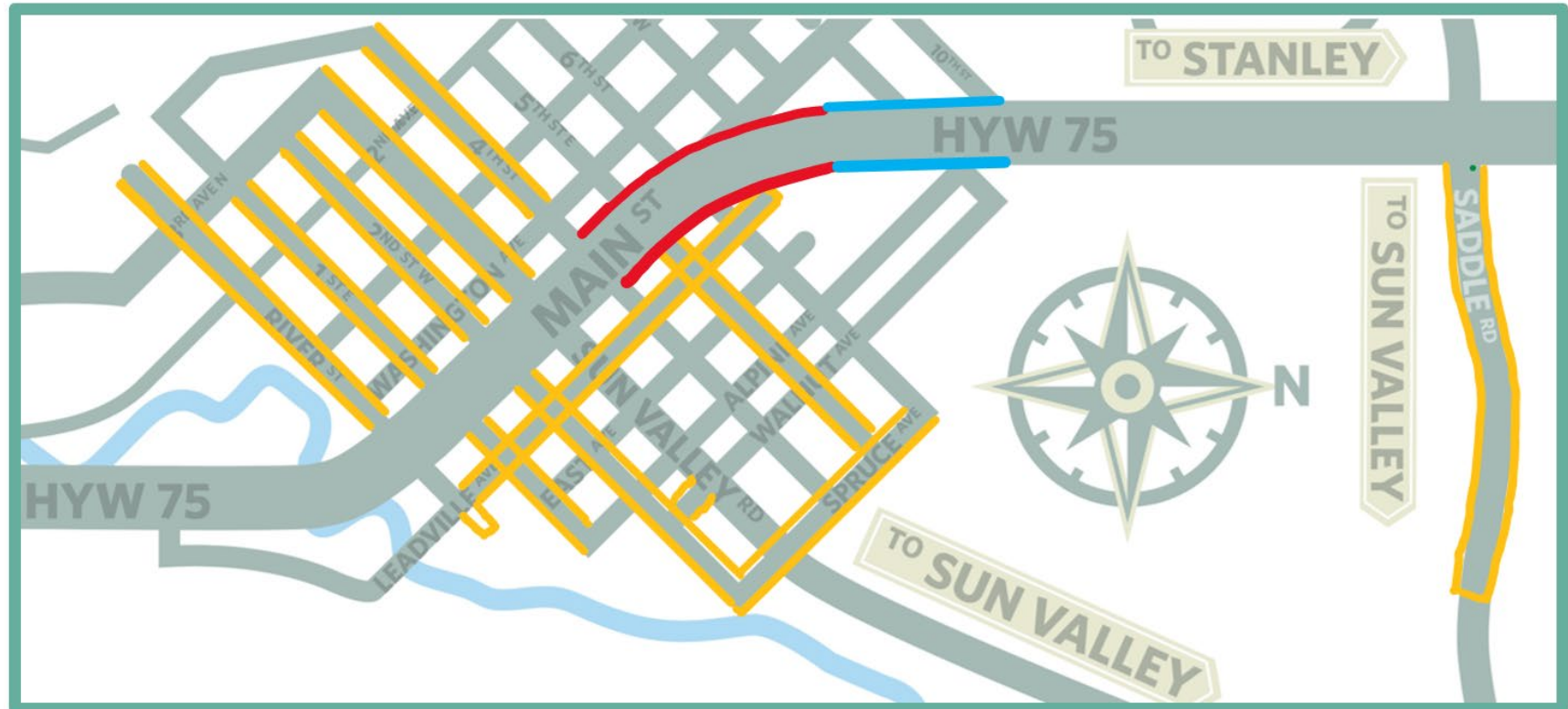
# Short-Term Streets Projects

## SHORT TERM STRATEGY

- Finish Main St 4<sup>th</sup> – 10<sup>th</sup> St
- Catch-Up on Preservation to maintain Fair and better inventory
- Core drill to refine future reconstruction cost
- Determine future funding source

## 2025

- Chip Seal Catch-Up — 
  - ~\$600,000
- Main St: Full Depth
  - 4<sup>th</sup>-6<sup>th</sup> (Spring/Fall) — 
  - 6<sup>th</sup> – 10<sup>th</sup>(TBD) — 





# Short-Term Streets Projects

## PRESERVATION (CHIP SEAL, FOG COAT, FRICTION SEAL)

- Traditionally the City has self performed most all chipseal work
- Outsource the catch-up work to reduce duration and disturbance to public
  - 1 week of Chip Sealing – each road closed for ~2 hours
  - 1 week of Fog – each road closed for ½ to 1 day
  - 1 week of Striping – nighttime, little disturbance





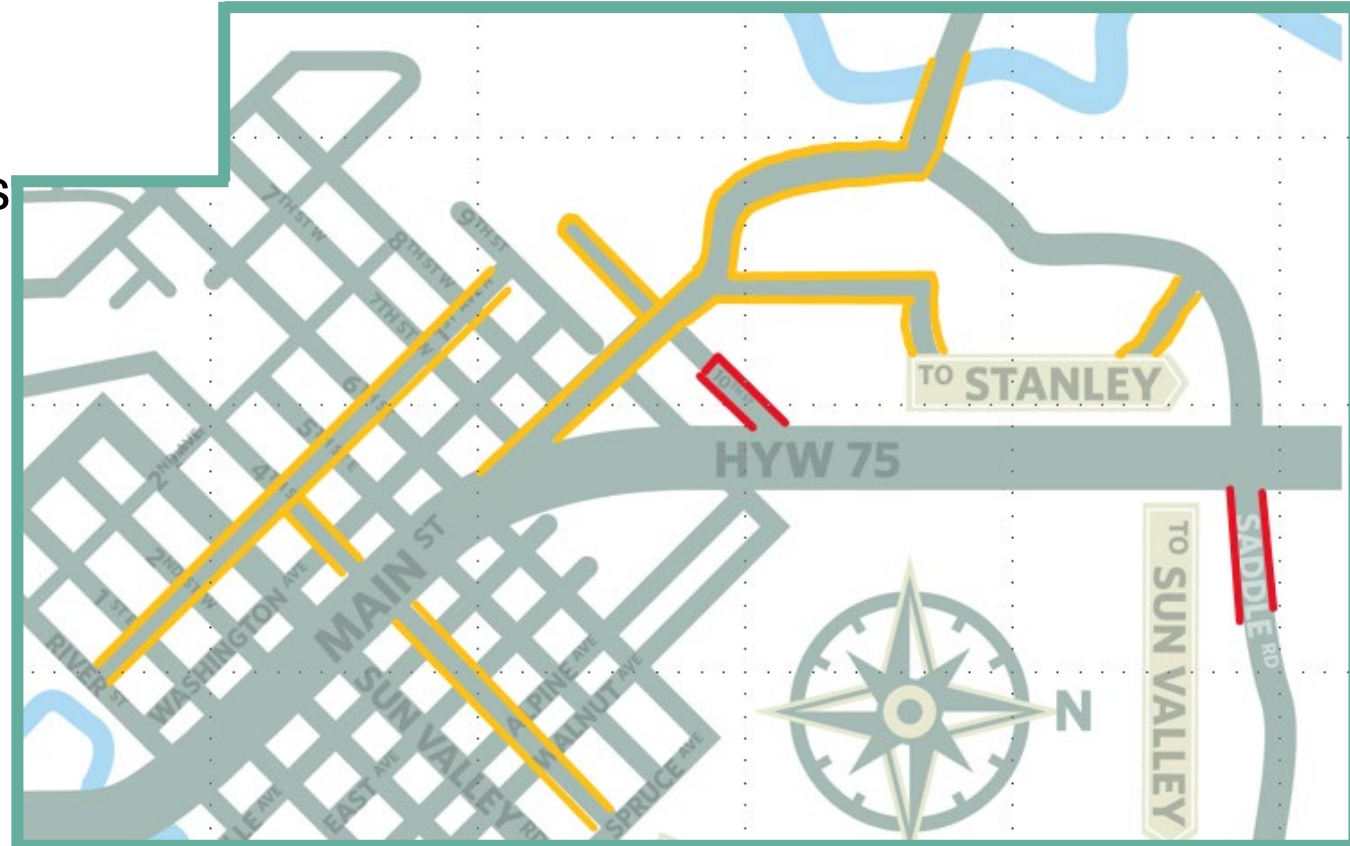
# Mid-Term Streets Projects

## STRATEGY

- Finish preservation catch-up
- Begin rebuild on top priority sections

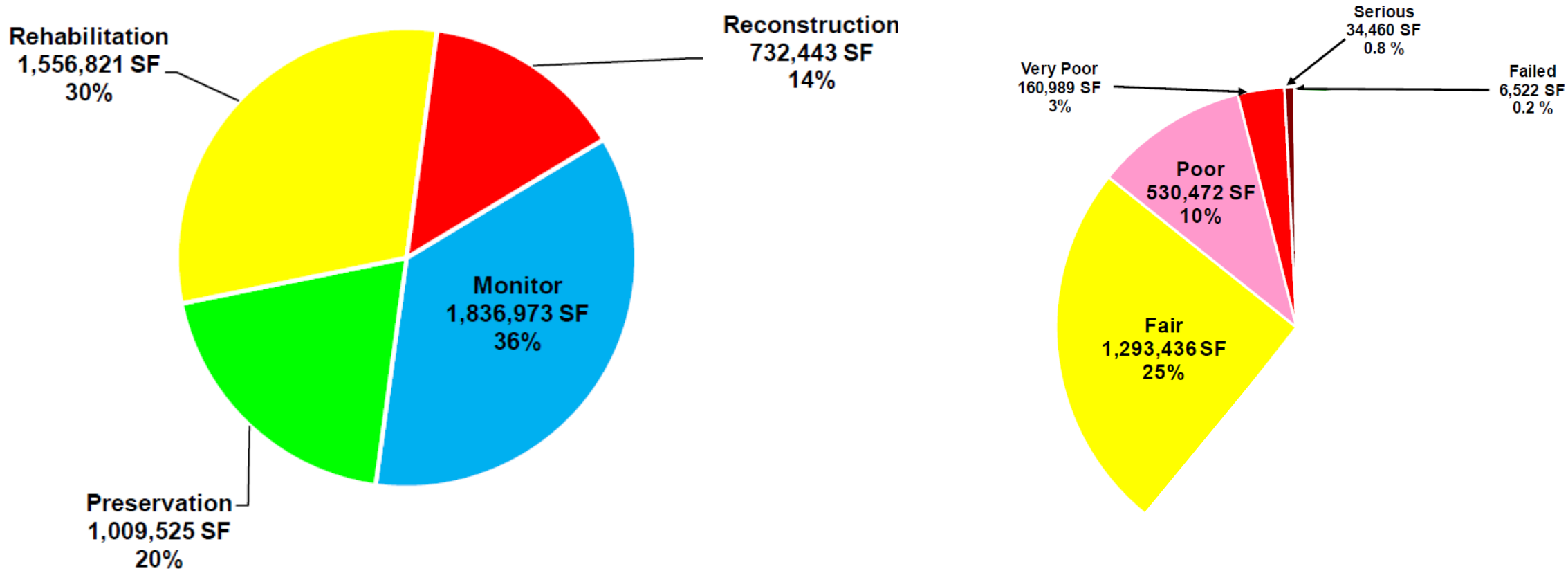
## 2026

- Chip Seal - \$159,000 —
  - Warm Springs (6<sup>th</sup> St – Bridge)
  - First Ave
  - 4<sup>th</sup> St
  - West 9<sup>th</sup> St West
  - West 10<sup>th</sup> St
- Full Depth —
  - 10<sup>th</sup> St (N Leadville to Hwy 75) - \$175,000
  - Saddle Rd (Hwy 75 to Stirrup Ln) - \$266,000





# Long-Term Street Master Plan







# Long-Term Street Master Plan

## CURRENT FUNDING LEVEL

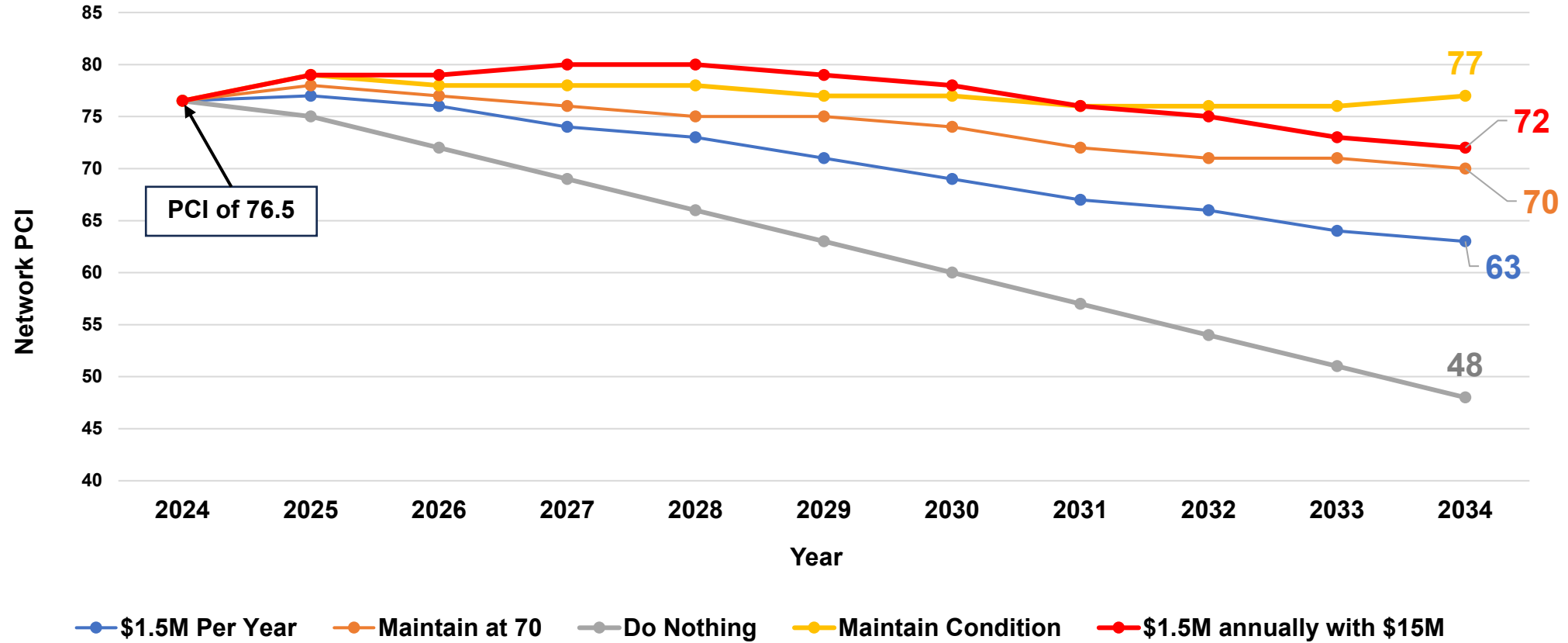
- \$125,000 annually

## LONG TERM FUNDING OPTIONS

1. Permanent Override Levy (property tax - requires 66% approval)
  - a. Straight Cash Basis - \$1.5M (Avg tax impact =\$24.37 per \$100K)
  - b. \$2M with \$700k towards \$9M debt package, leaving \$1.3M cash
2. Local Option Tax
  - a. Utilization of previous Fire allocation
  - b. Adjustment to existing collection amounts



# K-H 10 Year Re-Run of Cost Analysis





# K-H 10 Year Re-Run of Cost Analysis

- By investing \$1.5 million annually over 10 years for pavement maintenance and rehabilitation (M&R) would
  - **reduce the current backlog (\$80M to \$53M)**
  - **result in a \$27M reduction in the backlog** future cost avoidance of \$12 million
  - Keep 55% in Good or Satisfactory vs 9% if no maintenance is performed.
  - Poor or Very Poor condition decrease to 39% vs 58%

By investing an additional **\$15 million** over 10 years, the City would:

- **Reduce the backlog** by an additional **\$20.4 million** (from \$53M to \$32.6M).
- **Increase the proportion of streets** in Good or Satisfactory condition from **55% to 69%**.
- **Lower the proportion of streets** in Poor or Worse condition from **39% to 23%**.
- This additional investment achieves a net **savings of \$5.4 million** while significantly improving pavement conditions and reducing long-term maintenance needs.



# Sidewalks



# 10 Year Sidewalk Projects Plan

## BACKGROUND

- In 2023, City Engineers performed an Inventory Assessment to primarily gather:
  - Missing Sections
  - Condition
  - ADA compliance
  - Obstructions
  - Estimated Cost to Repair
  - Dimensions
- In 2024, Staff began to map and prioritize the findings from the inventory assessment
- Jacobs Engineering then performed initial design on the high priority, more complex potential sidewalk projects

## STRATEGY

- Enlist Jacobs Engineering to concept design projects to ~30% design
- Turn projects into an annual package, hiring local engineers to complete design and assist with project execution
- Maintain project list to plan well ahead of construction and obtain needed input from Council, Public and Business Owners



# 10 Year Sidewalk Projects Plan

## Prioritization

- Complete Downtown Core Network
- ADA Access
- Connectivity to Parking & Businesses

## Funding

- \$900,000 of KURA Annual CIP allocation budgeted
- ~\$100,000 for Downtown Core Sidewalk Infill in CIP

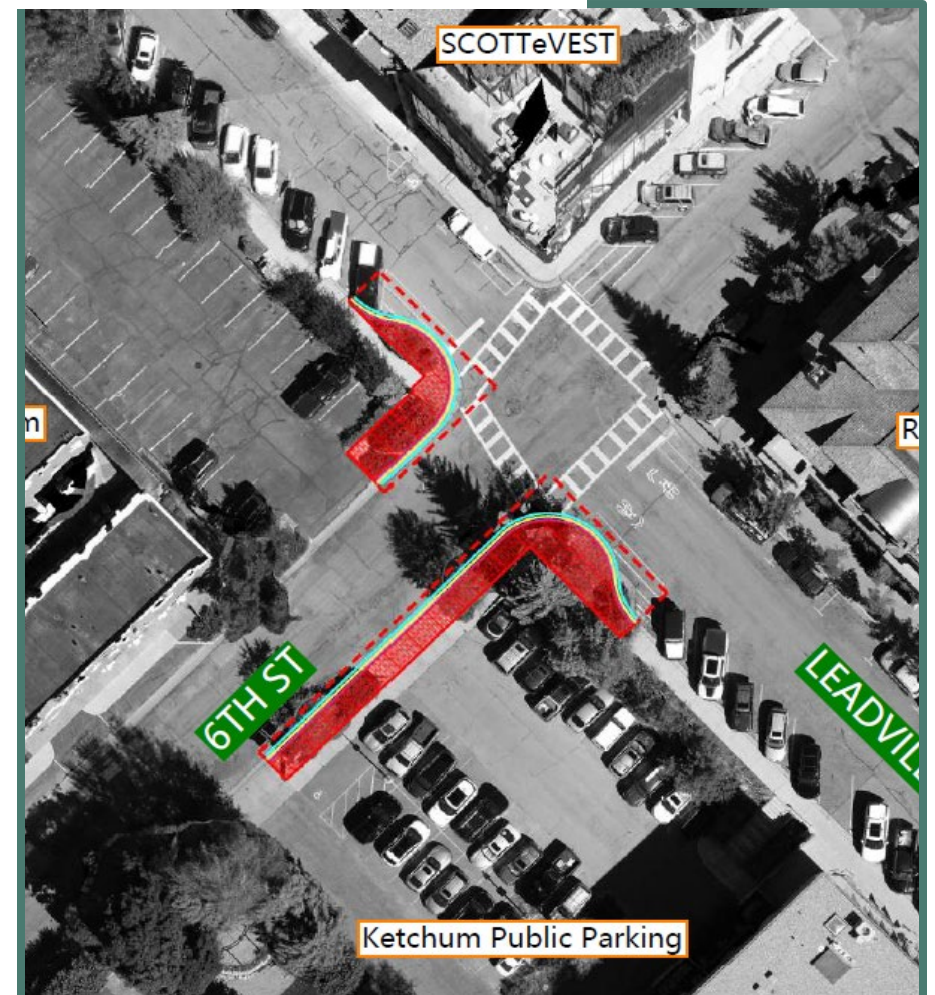


# Priority Sidewalk Projects

Year	Location	Total
2025	5th Street Sidewalk Infill	\$200,000
2025	Sun Valley Culinary Ramp	\$211,043
2025	Backwoods Sneak Route	\$127,075
2025	6 <sup>th</sup> St & Leadville Ave Intersection	\$299,901
	<b>2025 Totals</b>	<b>\$838,019</b>
2026	Spruce Ave Bike Route	\$207,361
2026	Huck and Paddle Corner	\$400,896
2026	Bike Network Modifications	\$300,000
	<b>2026 Totals</b>	<b>\$908,256</b>

Year	Location	Total
Future	6 <sup>th</sup> St & Washington Ave Intersection	\$901,456
	2 <sup>nd</sup> St & 1 <sup>st</sup> Ave Intersection	\$1,329,611
	Kneeland gallery	\$56,125.00
	Apartments on 2 <sup>nd</sup> Ave	\$129,415.00
	Corner of 2 <sup>nd</sup> Ave & River	\$91,520.00
	E 2 <sup>nd</sup> Ave	\$54,697.50
	SE River & 2 <sup>nd</sup>	\$67,567.50
	NE 2 <sup>nd</sup> & 2 <sup>nd</sup>	\$40,397.50
	E 2 <sup>nd</sup> Ave	\$45,402.50
	SE 1 <sup>st</sup> & 2 <sup>nd</sup>	\$74,002.50
	NW corner, spur	\$139,065.00
	Mid N 2 <sup>nd</sup> , Aroma	\$64,350.00
	NE corner, tamarack lodge	\$81,150.00
	Mid E walnut, end of Tamarack lodge	\$46,475.00
	SE corner 1 <sup>st</sup> & walnut	\$143,000.00
	111 1 <sup>st</sup>	\$54,375.75
	111 1 <sup>st</sup>	\$62,276.50
	7 <sup>th</sup> St and 1 <sup>st</sup> Ave	\$117,975.00
	Pump track	\$62,205.00
	N 5 <sup>th</sup> St	\$49,728.25
	8 <sup>th</sup> and Washington	\$39,325.00
		<b>\$3,650,120</b>

# Sidewalk Project – N Leadville Planter Removal

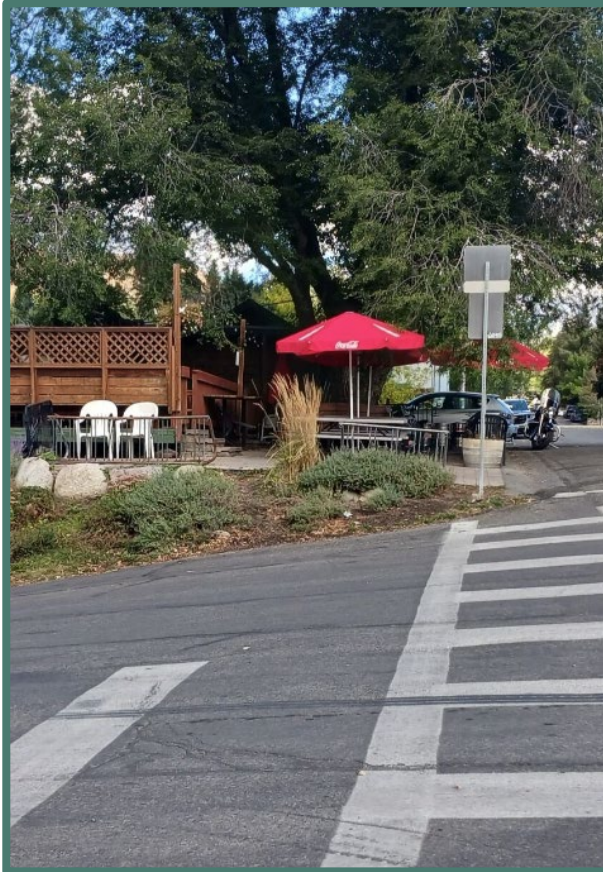




# Sidewalk Project - 2<sup>nd</sup> St & 1<sup>st</sup> Ave



# Sidewalk Projects – Lefty’s Intersection



# Sidewalk Project - 2<sup>nd</sup> St & 1<sup>st</sup> Ave

KETCHUM | MISCELLANEOUS  
SIDEWALK CONCEPTS  
SCHEDULE 3: 2ND ST & 1ST AVE  
INTERSECTION



# Sidewalk Project - 2<sup>nd</sup> St & 1<sup>st</sup> Ave





# Bike Network Master Plan Introduction

## BACKGROUND

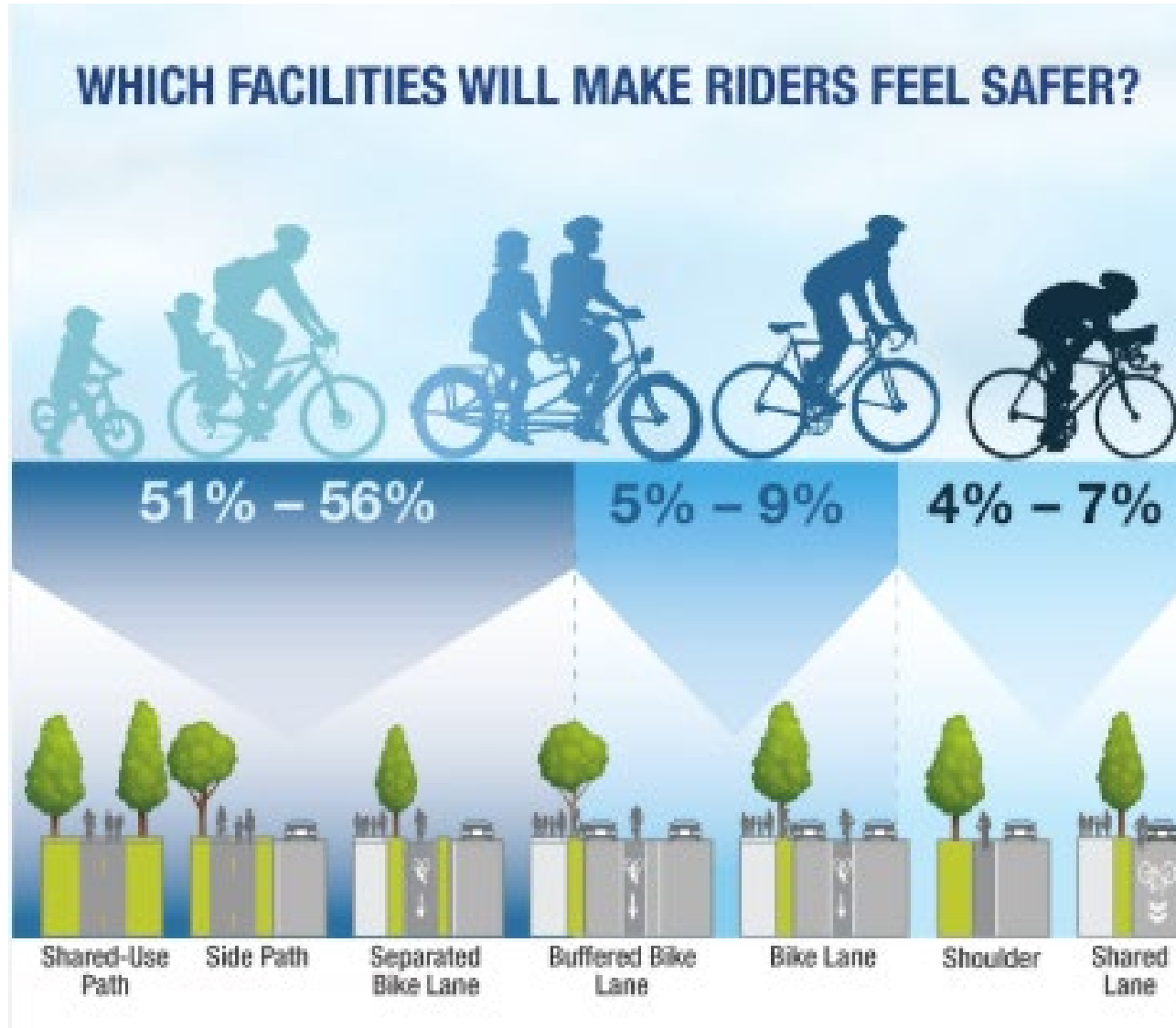
- October 2023 - Bike Network Committee outreach on Main St project
- Main St crossings established
- Jacobs Engineering began concept design the broader bike network

## STRATEGY

- Create an all ages protected bike network from existing neighborhoods into downtown
- Workshop with business owners & Bike Committee to solidify starting concepts
- February Mobility Workshop

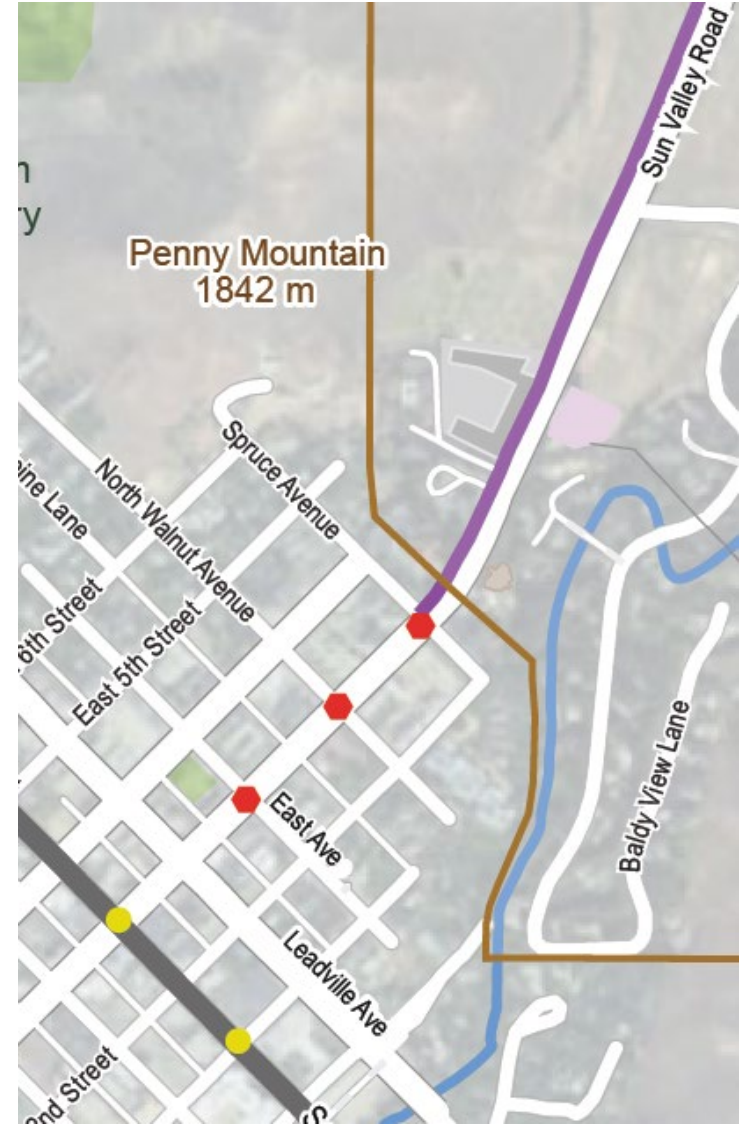
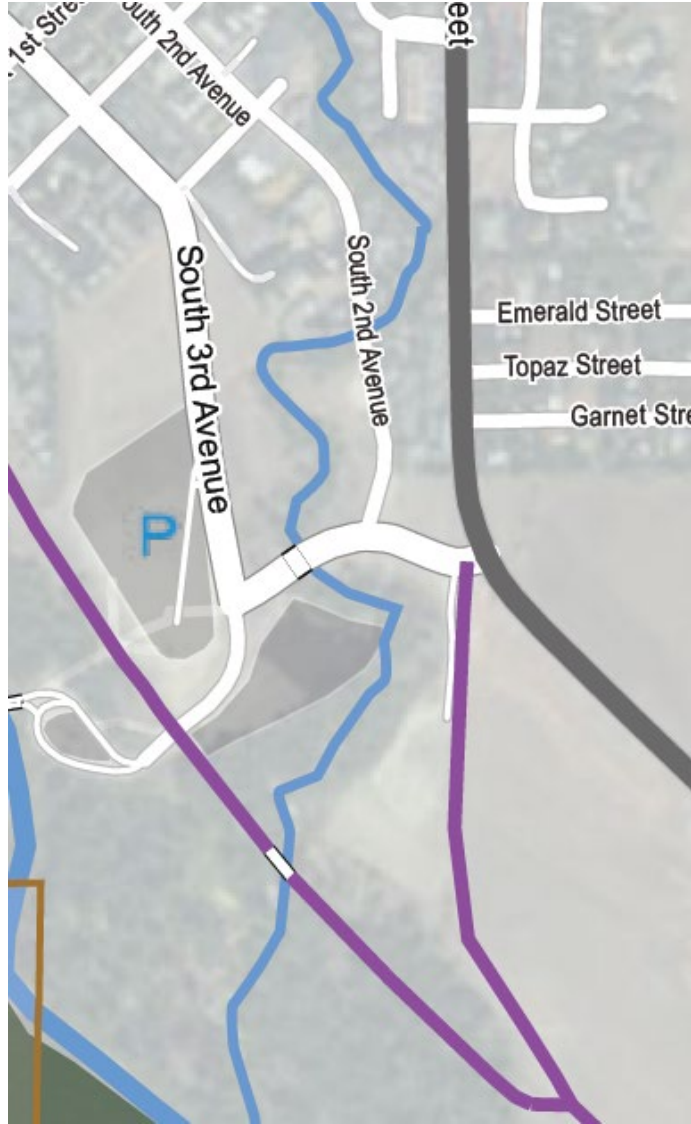
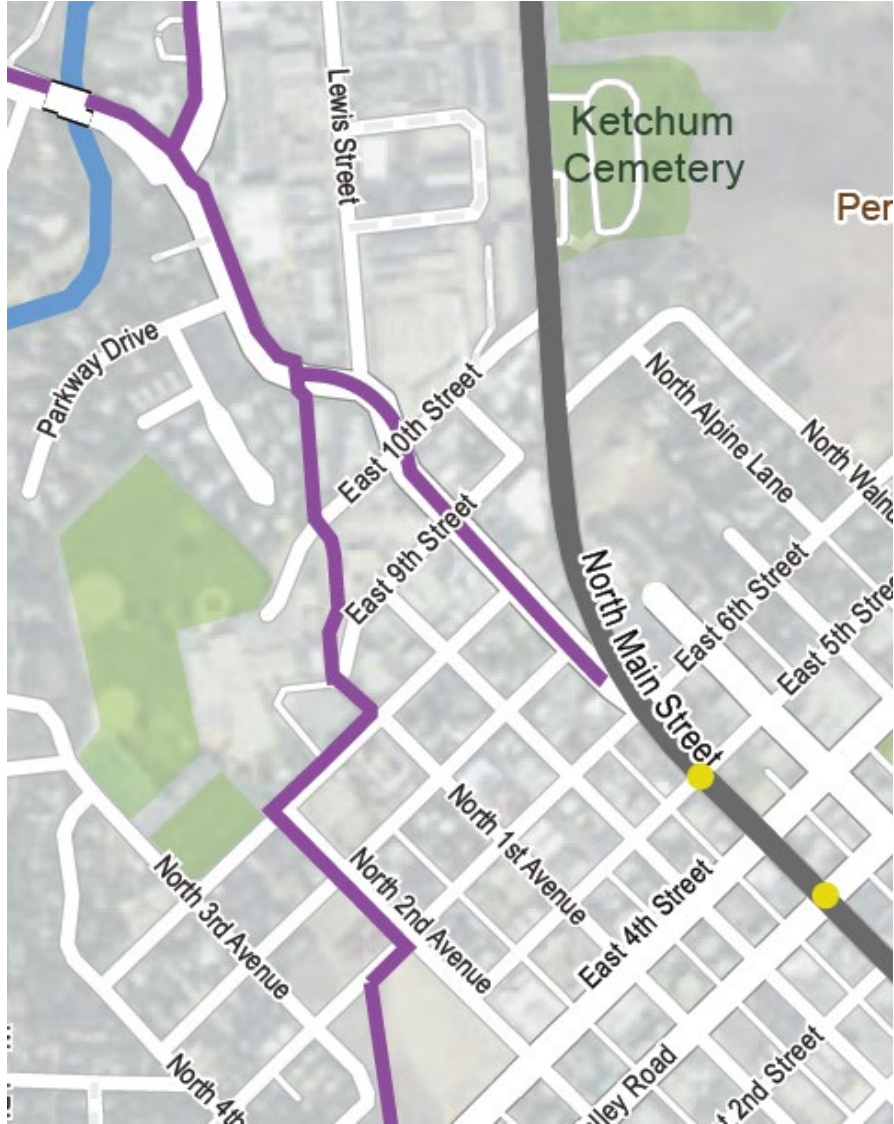


# Bike Network Users





# Current Network Feeders & Dead-Ends





**The End ;)**





City of Ketchum, Idaho  
Streets Condition Survey and Long-Term Maintenance Implementation Plan  
Appendix D - Five-Year Maintenance & Rehabilitation (M&R)



Table with columns: Street Name, From Street, To Street, BranchID, Section ID, Zone, Length (ft), Width (ft), Area (sq ft), Area Sq Yd, 2024 PCI, PCI Category, Recommended M&R, 4% annual escalation (Cost Per Year, City Estimated Cost, M&R Year), and Alternate Near Term (Year, Treatment, Cost). Rows list various streets and their maintenance/rehabilitation schedules.



Miscellaneous Sidewalk Concept Project Costs						
	Construction	Design	Design Survey	CM/SDC	Contingency	Total
Schedule 1: Huck and Paddle Corner	\$268,158	\$40,224	\$13,408	\$26,816	\$52,291	\$400,896
Schedule 2: 6th St & Washington Ave Intersection	\$602,981	\$90,447	\$30,149	\$60,298	\$117,581	\$901,456
Schedule 3: 2nd St & 1st Ave Intersection	\$889,372	\$133,406	\$44,469	\$88,937	\$173,428	\$1,329,611
Schedule 4: Sun Valley Culinary Ramp	\$141,166	\$21,175	\$7,058	\$14,117	\$27,527	\$211,043
Schedule 5: Backwoods Sneak Route	\$85,000	\$12,750	\$4,250	\$8,500	\$16,575	\$127,075
Schedule 6: 6th St & Leadville Ave Intersection	\$200,603	\$30,090	\$10,030	\$20,060	\$39,118	\$299,901
Schedule 7: Spruce Ave Bike Route	\$138,703	\$20,805	\$6,935	\$13,870	\$27,047	\$207,361
						<b>\$3,477,342</b>

GGLO estimate

\*Construction includes mob, traffic control, erosion control, construction survey

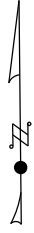
\*Design is 15% of construction

\*Design Survey is 5% of construction

\*CM/SDC is 10% of construction

\*Contingency is 15% of construction, design, design survey, and cm/sdc

KETCHUM | MISCELLANEOUS SIDEWALK CONCEPTS  
SCHEDULE 1: HUCK AND PADDLE CORNER



The Cellar Pub

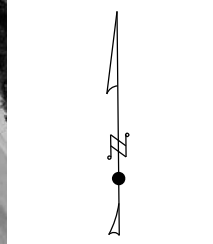
Huck and Paddle

The Kneadery

SUN VALLEY RD

LEADVILLE AVE

KETCHUM | MISCELLANEOUS SIDEWALK CONCEPTS  
SCHEDULE 2: 6TH ST & WASHINGTON AVE INTERSECTION



Lefty's Bar & Grill

6TH ST

Residential

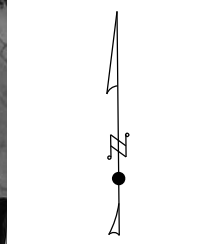
Restaurant?

Residential

WASHINGTON AVE



KETCHUM | MISCELLANEOUS  
SIDEWALK CONCEPTS  
SCHEDULE 3: 2ND ST & 1ST AVE  
INTERSECTION



HardCore Training Center

2ND ST

1ST AVE

Sun Valley Needle Arts

The Pines

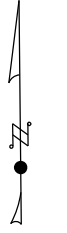
Sun Valley  
Dental Group

McMinn  
Orthodontics

Davies-Reid Rugs  
and Tribal Arts

Residential

KETCHUM | MISCELLANEOUS SIDEWALK CONCEPTS  
SCHEDULE 6: 6TH ST & LEADVILLE AVE INTERSECTION



SCOTTeVEST

Hotel Ketchum

Residential

6TH ST

LEADVILLE AVE

Ketchum Public Parking