

City of Ketchum, Idaho

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May 28, 2014

Mayor Jonas and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Jonas and City Councilors:

Update re. Mayor's 2014 Bicycle & Pedestrian Friendly Initiative

Introduction/History

Many efforts have been undertaken over the years to make Ketchum a bicycle and pedestrian friendly place for residents and visitors alike – from the monumental installation of the Wood River Bike Path to the redesign of the 4th Street Heritage Corridor in 2008 and the most recent “Walkable Ketchum” improvements. Ongoing refinements and upgrades are needed to ensure that the system performs well as our community core becomes busier and more popular as a place to be. The community core, with its attractions of the Town Square, Atkinson’s Market, events and retail options has placed a great deal of demand on our streets and sidewalks. This high demand and use by vehicles, cyclists and pedestrians can sometimes be in conflict and reinforces the fact that we must ensure our public ways are safe, efficient and high-performing. It is to this end that Mayor Jonas, working with staff and the Traffic Authority, has identified areas where refinements to our sidewalk, street, and bike way infrastructure would be beneficial. It should also be noted that a core focus of this initiative is to reinforce the original intent of the 4th Street improvements – to create a safe bike and pedestrian friendly way that is not dominated by cars, and that serves as a connection to the city’s bike ways and important activity areas on both sides of Main Street.

Current Report

This report will serve to identify key improvements and actions that are being contemplated through the 2014 Bicycle and Pedestrian Friendly Initiative. This report is also intended to be an update in order to raise public awareness as well as to engage the council in discussion. Following is a list and brief narrative about the strategy or action, along with its status.

4th Street and Main Street:

- Install portable seasonal (summer time) signs along the centerline (1 or 2 per block). This strategy is intended to accomplish several things. 1.) Call the 4th Street out



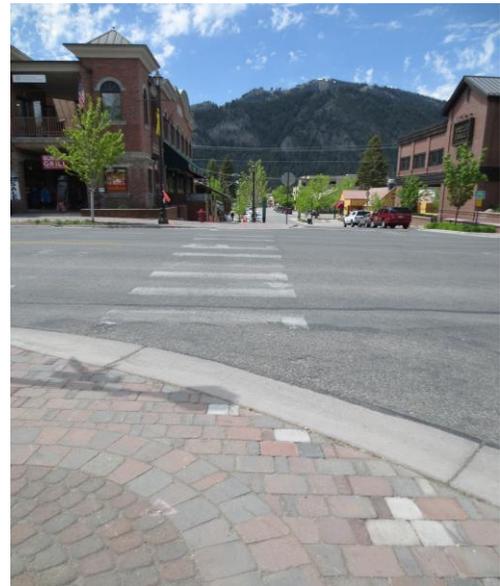
as Ketchum's Ped/Bikeway, acknowledging that bikes and pedestrians will be present and vehicles must share the road, 2.) Serve as a traffic calming device because a more focused and slower rate of travel will be required when signs are present at the centerline, and 3.) Suggest to cars that they only use 4th Street to travel one block, then move to other streets when possible. No parking will be removed or changed. We hope that by calling out this ped/bikeway more clearly, that cyclists will feel more comfortable using 4th Street and free up sidewalks for pedestrians. 4th Street gets very congested in the peak summer season and it serves as the main connection to the Sun Valley-Ketchum bike lane. (Status: Project to be installed in June. Consideration is being given to the messaging of the sign to ensure clarity. Council comment is desirable.)

- Paint diagonal crosswalk at 4th and East intersection. This allows for pedestrians to cross the street diagonally in a partially-delineated crosswalk lane. (According to the adopted MUTCD). In essence this allows for quicker and safer crossing to get to high use areas like Atkinson's, Town Square, Big Wood Bakery, etc. allowing the pedestrian to cut across or "legally J-walk" the intersection. (Status: Completed.)



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- Install a flashing pedestrian (on-demand push activated) crossing light at 4th and Main. This project would allow pedestrians to activate a yellow flashing light to assist in crossing Main Street. An evaluation is underway to determine the proper location for the two light poles (on the south or north corners of the intersection). Again, this would help build connectivity to the "West of Main" (WOMA) area of Ketchum's downtown and reinforce the initial intent of the 4th Street improvements. (Status: Project under evaluation. Project cost \$10k. Council input is desirable as to support.)



- Right turn in and right turn out only. Movements from 4th Street and Main would be restricted to right turn onto 4th only from Main, and right turn only from 4th onto Main. This would encourage use of the signalized intersections on Main Street, and discourage left turns and straight thru driving movements on 4th Street. Signs and/or a chicane would be used to advise the driver. (Status: Under evaluation and council input is desirable.)
- Paint “sharrows” on 4th Street.



Sharrows designate that a travel way is expected to be used by both bikes and cars. (To be completed this spring with city-wide street striping project.) (Sharrows will also be painted on 1st Avenue to connect the bike path in that part of the city.)

Spruce Street Bike Lane Painting:

- A full green bike lane will be painted along the northeasterly side of Spruce Street connecting the Sun Valley Road bike path with 4th Street. This will provide clarity to cyclists that a designated lane is available to them and leads to the 4th Street Ped Bikeway. (Status: To be accomplished with all street painting this spring.)

Bike Parking Corrals:

- Three bike parking corrals in the public right of way are proposed for installation to create designated on-street bike parking areas in high use parts of the downtown core. Each bike rack will accommodate 10 bikes and be clearly marked as bike parking. The goal of this strategy is to confirm to cyclists that Ketchum values bikes in our community by providing a protected and designated area to park in the right of way, just as cars do. One corral is slated for Walnut Street at the end of the center aisle parking in front of Velocio. This will help relieve the high level of sidewalk bike parking that is often found at Velocio and the Gold Mine. Jack Bariteau has offered to partner with the city to install a bike rack with protective side rails. Another corral

would be located on East Ave. at 4th Street intersection in front of the Big Wood Bread Café in a no car parking triangle. The third corral would be located on East Ave. and 4th Street intersection on the Town Square side of East Ave. and close to Leroy's. Again, this corral would be located in a no car parking triangle. (Status: To be installed this spring. Bike racks have been purchased.)

Public Bike Share Project with Mountain Rides – Discussions are underway with Mountain Rides to locate 3-4 “bike share” stations in the city. This program would create a membership and pay-as-you-go system for bike use.

Community Choices for Idaho Grant Program – The city has been nominated for final approval for two grants slated for sidewalk improvement and infill. Finalization of this grant money by the Idaho Transportation Board could come within 3 weeks. If finalized, approximately \$227,000 could be awarded to the city over the course of 3 years. This money will help us improve walkability through design and the upgrade of existing and construction of new sidewalks in the community core.

Financial Requirement/Impact

Ongoing operational costs include maintenance of improvements, restriping, painting and sign production/replacement. The estimated cost of installing a pedestrian activated light at the intersection of 4th Street and Main Street is \$10,000. Staff requests that the council weigh in on the desirability of the improvement and budget expenditure.

Recommendation

Review, discuss and provide comment for staff implementation of these strategies. These recommendations are made through the cooperative work of Mayor Jonas, Councilperson and Traffic Authority member, Michael David, Robyn Mattison, Public Works Director/City Engineer, Brian Christiansen, Streets Superintendent, Juerg Stauffacher, Parks and Natural Resources Superintendent, David Kasner, Assistant Police Chief, and Steve Harkins, former Police Chief.

Suggested Motion

No motion is necessary at this time.

Sincerely,

Joyce Allgaier, AICP
Director of Planning and Building