



2025 Mobility Projects

March 19, 2025



Agenda

GOALS FOR TODAY

- What to expect this summer and beyond
- Q&A
- Board review / chat with staff
- Survey / let us know what you think!

TOPICS COVERED – BOARDS TO VIEW

- 2025 construction projects
- Streets & sidewalks
- Traffic calming & bike/pedestrian network
- Capital Improvement Plan funding
- Parking Management Plan

PROPOSED NEXT STEPS

- Stay involved! projectketchum.org



World Cup is HERE!

WARM SPRINGS SKI AREA WORLD CUP TRAFFIC CONTROL

TRAFFIC FLOW KEY

No change from current pattern:

Change from current pattern:

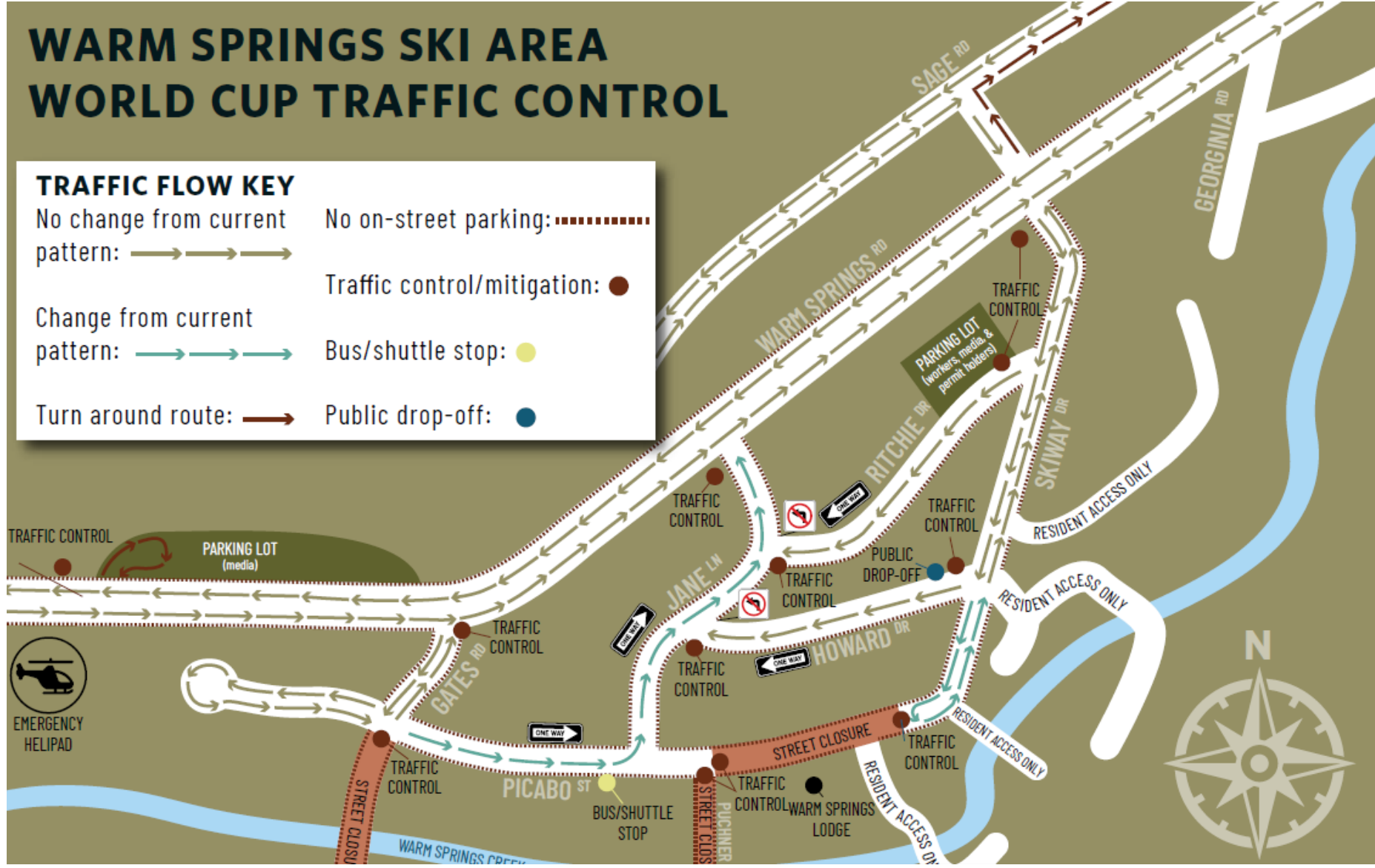
Turn around route:

No on-street parking:

Traffic control/mitigation:

Bus/shuttle stop:

Public drop-off:





2025 CONSTRUCTION PROJECTS



2025 Construction

ROADWAY CHIP SEAL

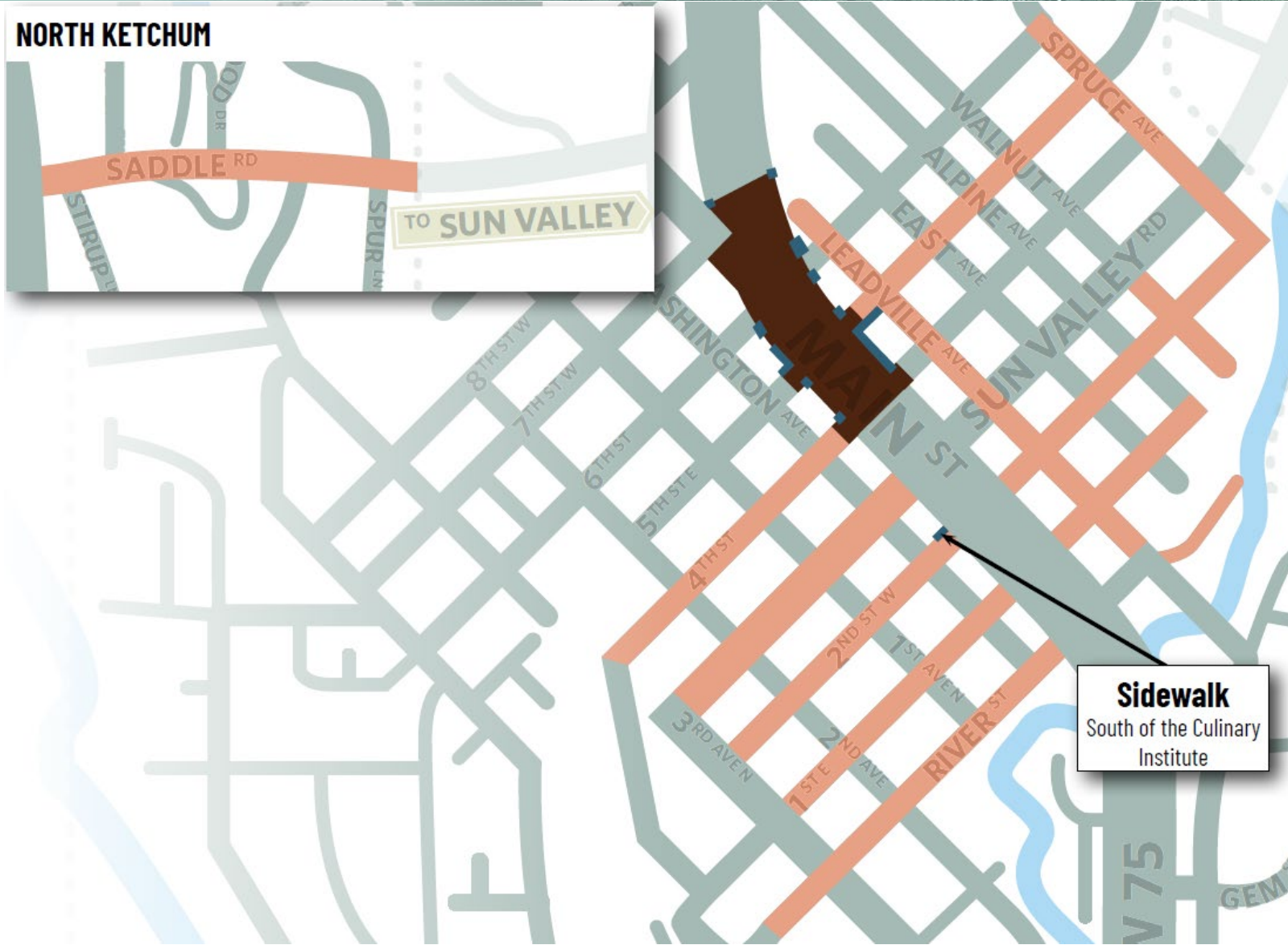
Mid-June (about 6 total days of work)

MAIN STREET ROADWAY RECONSTRUCTION (4TH-6TH STREET)

Mid-April to July 3

SIDEWALK RECONSTRUCTION

Mid-April to late July



Sidewalk
South of the Culinary Institute



South of Town / ITD

DURATION:
Spring 2025
through all
of 2026



**TRAFFIC FLOW: 2-way
vehicular traffic
throughout the corridor
EXCEPT:**

- Trail Creek Bridge work phase 1 – late summer 2025 through fall (first half of bridge)
- Trail Creek Bridge work phase 2 – spring 2026 (remaining half of bridge)

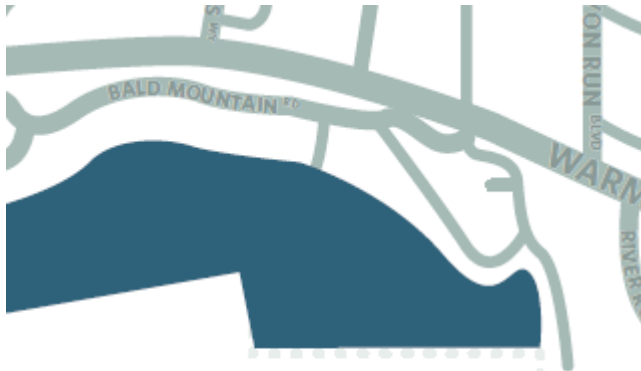




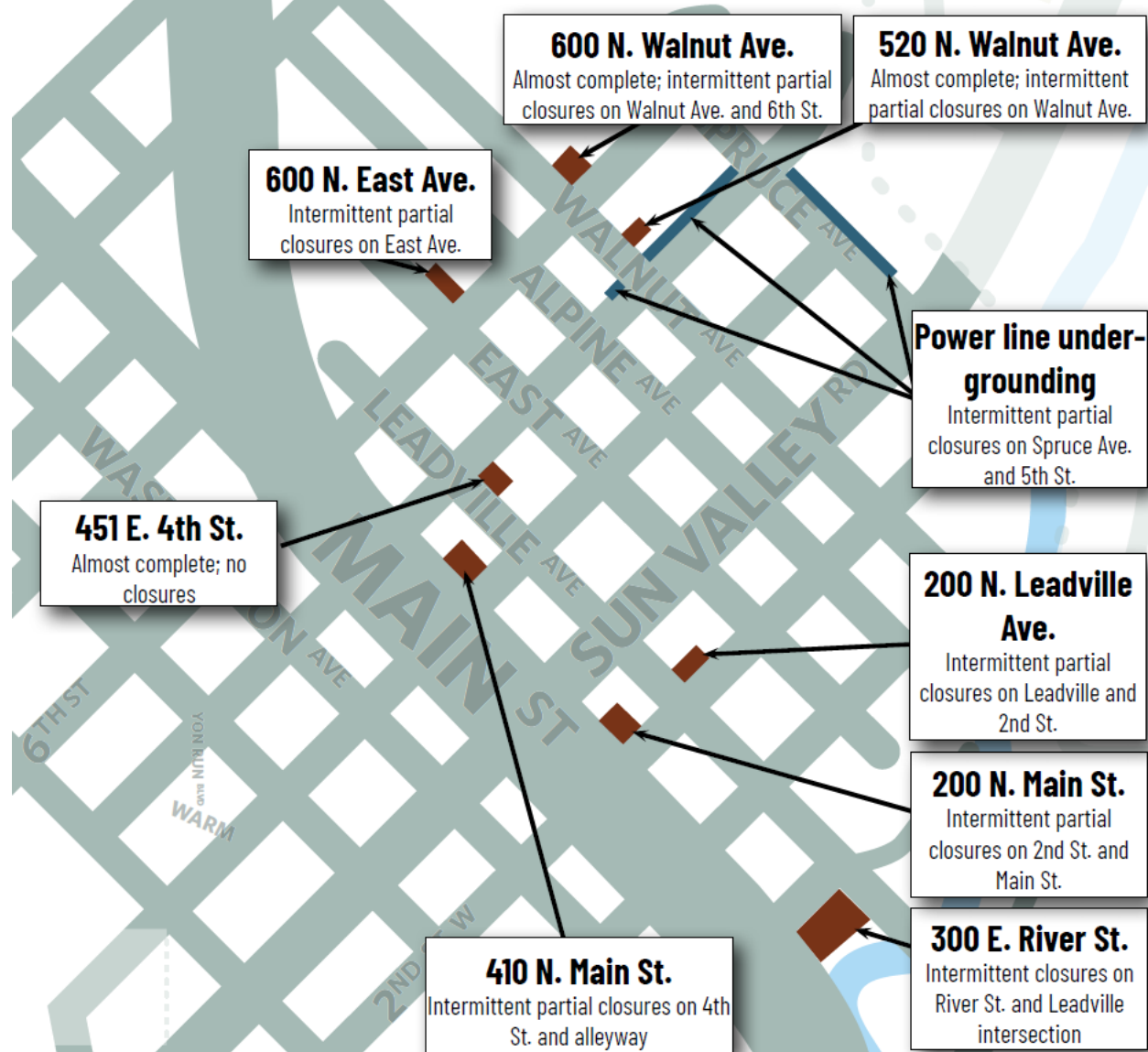
2025 Private Construction & Other

PUBLIC PROJECT

CITY PROJECT



Warm Springs Preserve
Partial public space closures; limited public will be available





Regarding 2025 construction projects...

Q1: What concerns or questions do you have?



STREETS



Streets Assessment Project

1. CURRENT ROADWAY CONDITIONS WERE EVALUATED

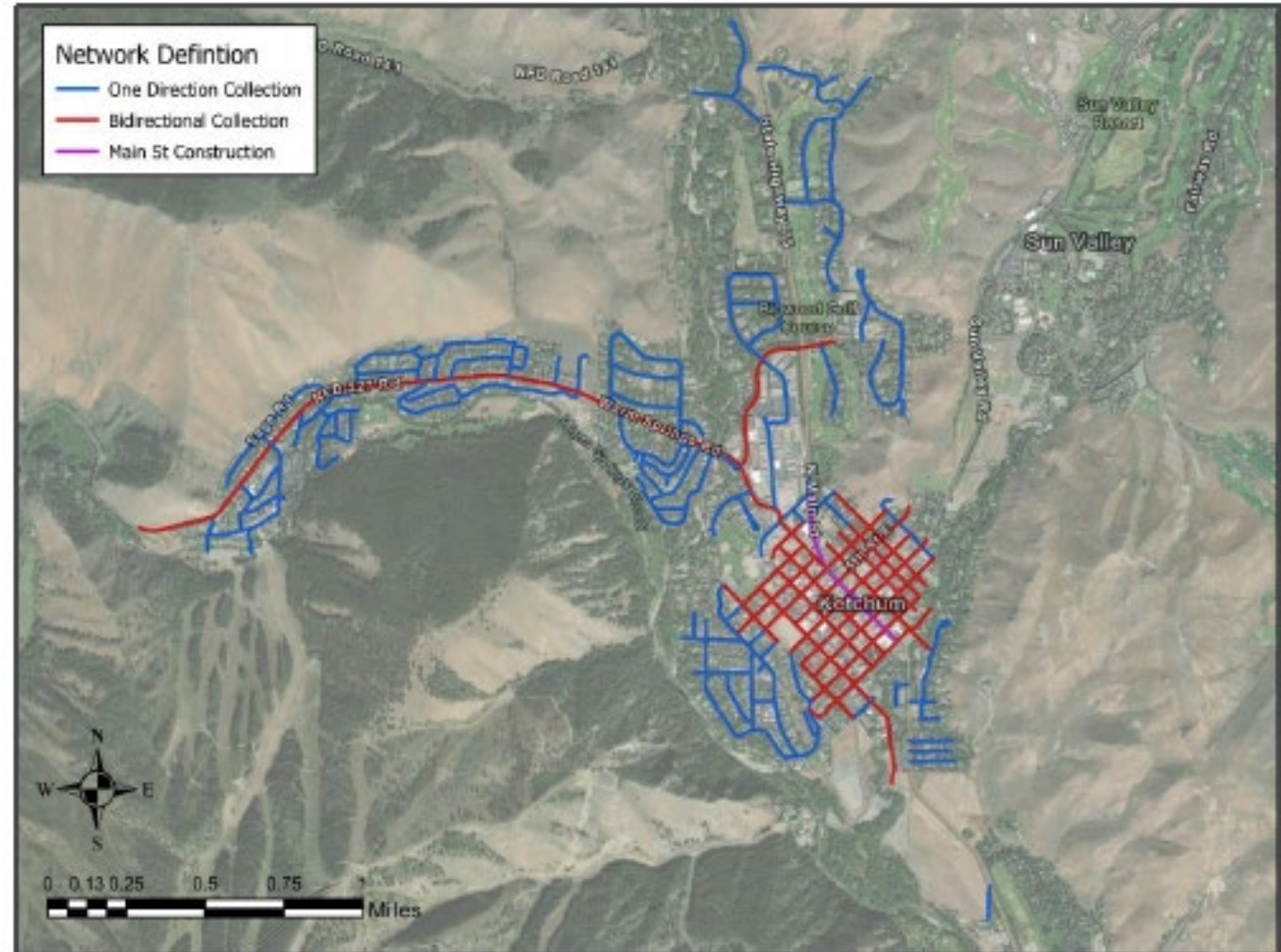


Figure 2. Roadway System Inventory



Streets Assessment Project

2. RESULTS WERE ANALYZED

3. PREVENTATIVE MAINTENANCE PLANS WERE CREATED TO REDUCE RESURFACING COSTS AND EXTEND LIFESPAN OF ROADWAYS

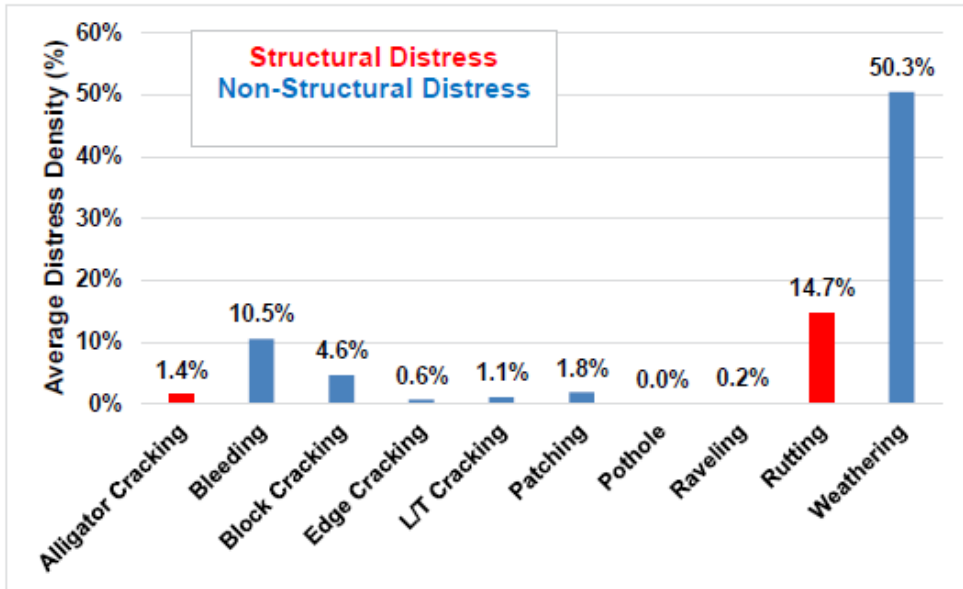
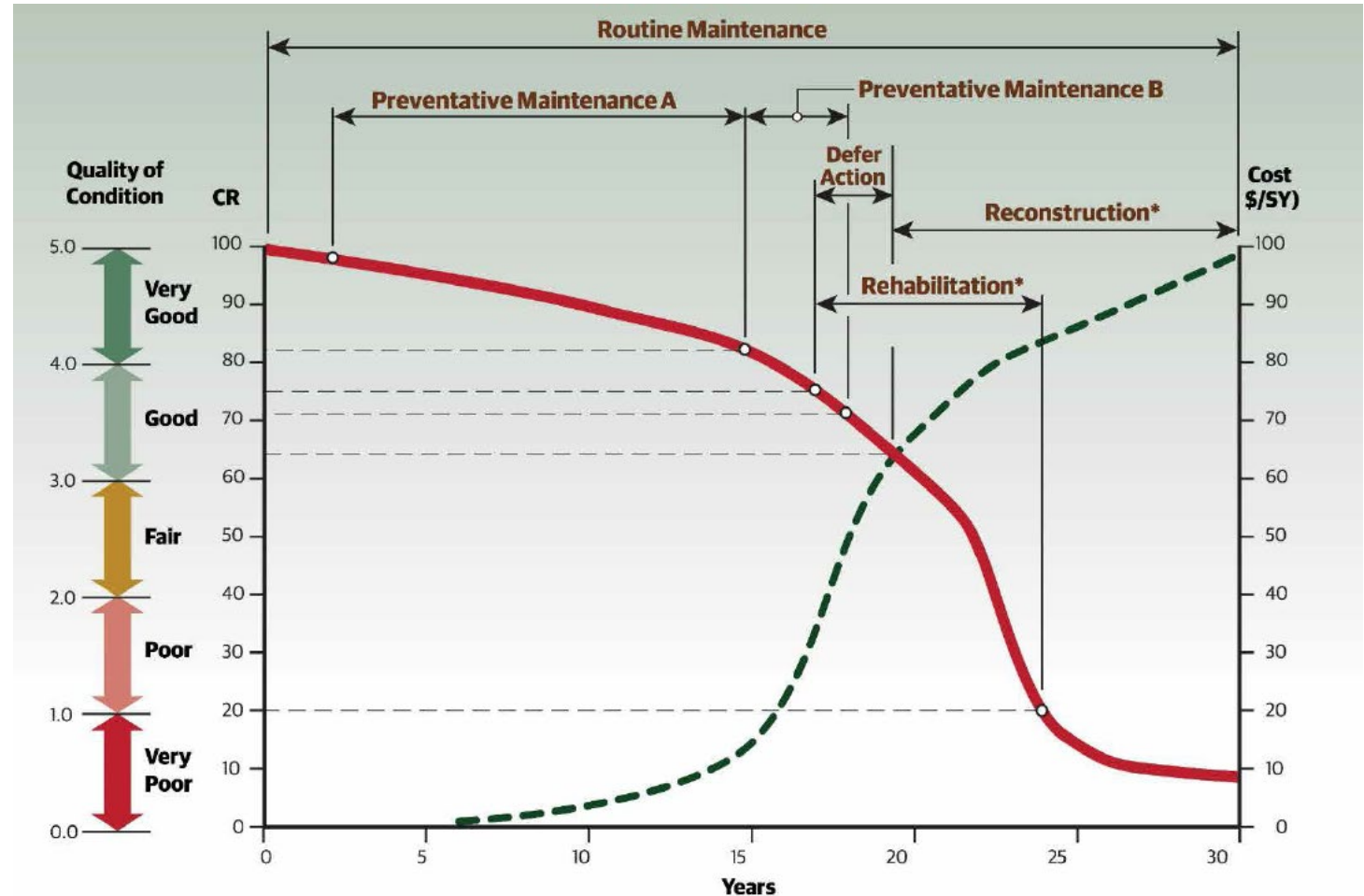


Figure 6. AC Distress Density Summary





Streets Assessment Results

Pavement Condition Index
(PCI): 76.5

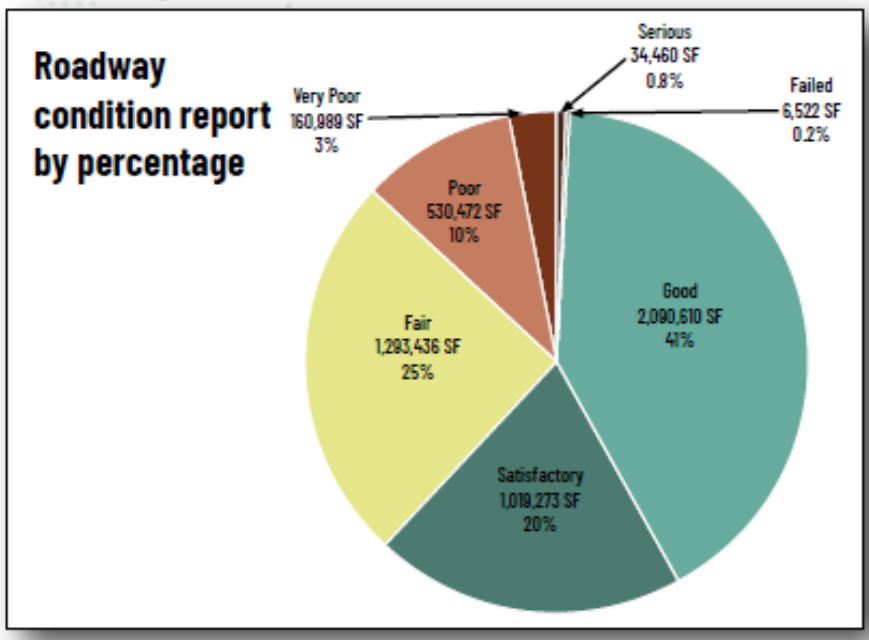
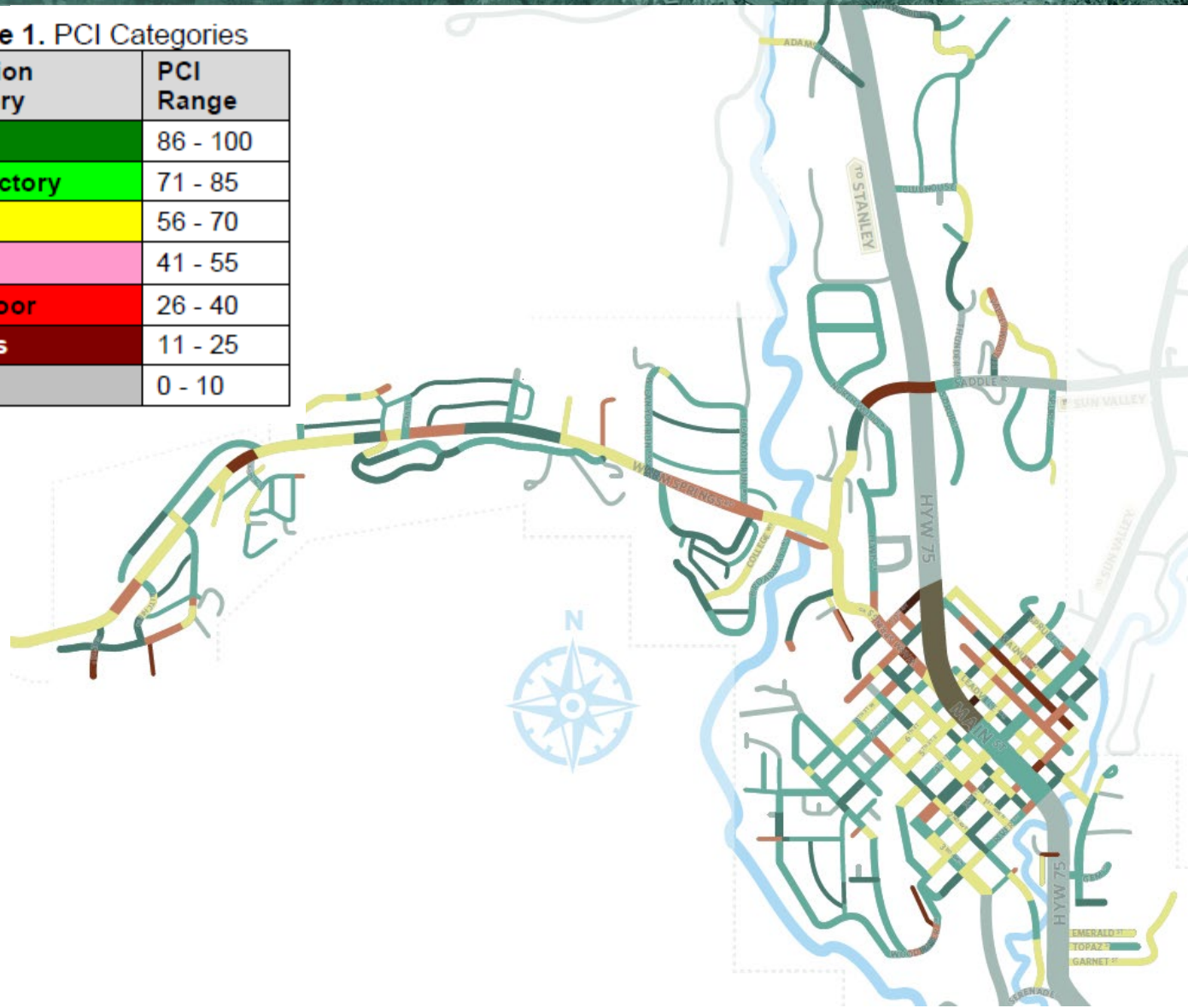


Table 1. PCI Categories



Condition Category	PCI Range
Good	86 - 100
Satisfactory	71 - 85
Fair	56 - 70
Poor	41 - 55
Very Poor	26 - 40
Serious	11 - 25
Failed	0 - 10






10-Year Street Plans



Short term (2026-2028)

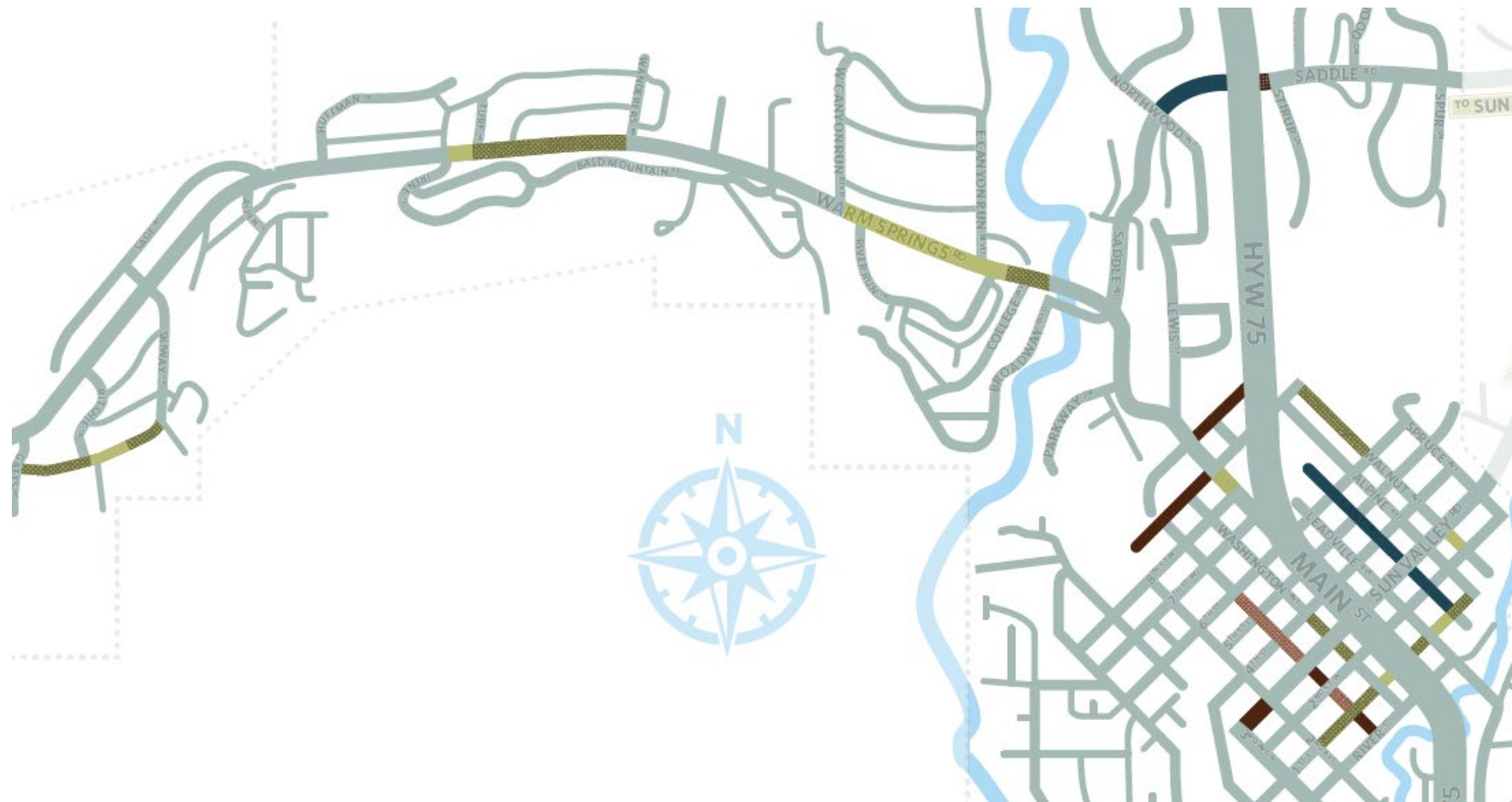
-  Mill and overlay
-  Full-depth reconstruction

Mid term (2029-2031)

-  Full-depth reconstruction

Long term (2032-2035)

-  Mill and overlay
-  Full-depth reconstruction





Q2: Do you support the recommended prioritization of street projects?

If not, what changes would you like to see?



SIDEWALKS



Sidewalks

WHY ARE SIDEWALK IMPROVEMENTS IMPORTANT?

1. Safety and separation from traffic
2. Accessibility
3. Effective drainage
4. Economic benefits

Safety Benefits:
Sidewalks
65-89%
reduction in crashes involving
pedestrians walking along
roadways.³



HOW WERE THE SIDEWALK PLANS PRIORITIZED?

1. Complete downtown core network
2. Better ADA access
3. Connectivity to parking/business
4. Incorporate neighborhood connections



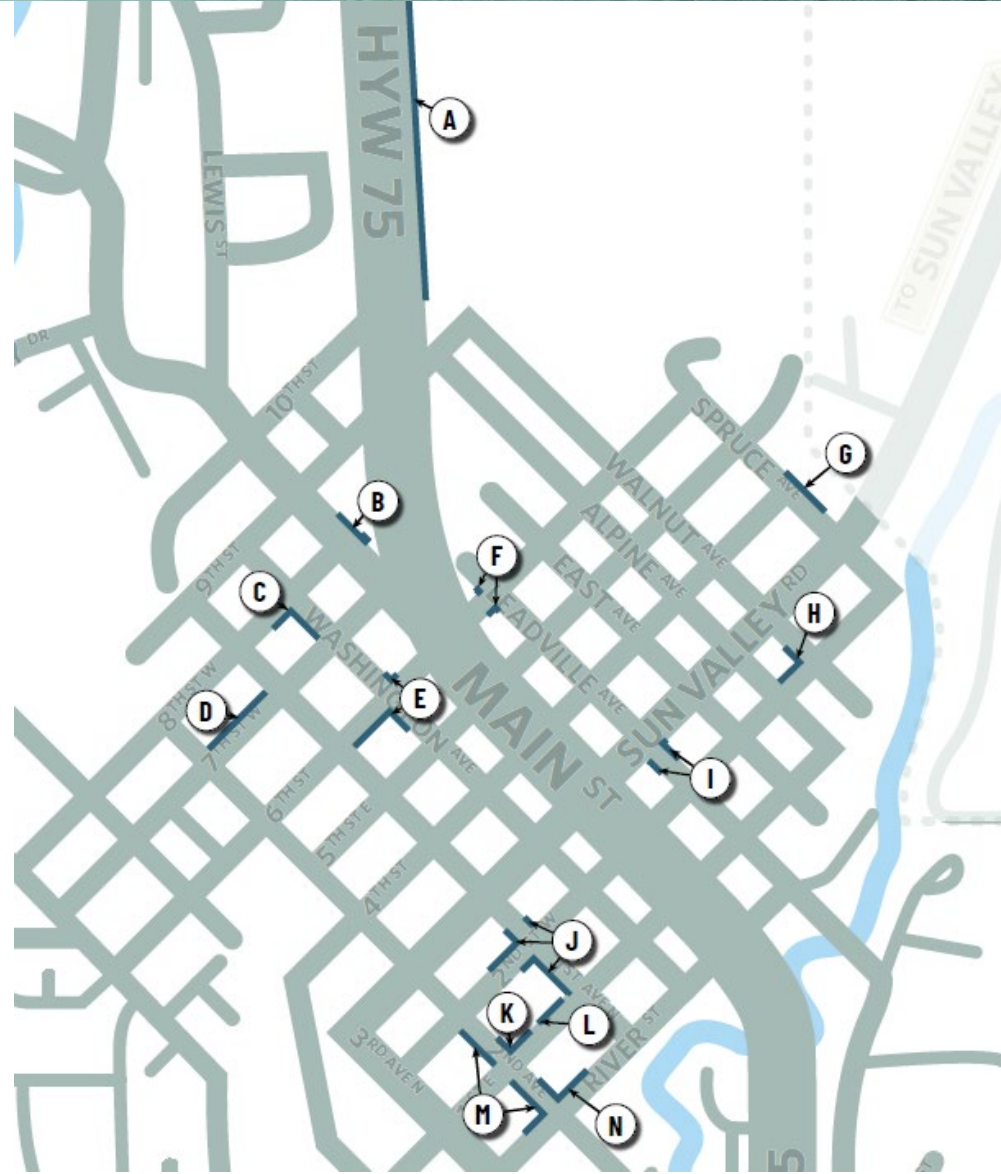


10-Year Sidewalk Plans

10-YEAR SIDEWALK PLANS

MID- TO LONG-TERM PROJECTS

2026-2031



2026: Multi-use path, Main St. to Warm Springs behind Backwoods Mountain Sports



2028: 1st St. between 2nd and 1st Ave. (north side from the alleyway to 1st Ave.)



Q3: Do you support the recommended prioritization of sidewalk projects?

If not, what changes would you like to see?



TRAFFIC CALMING



Downtown Stop Sign Analysis

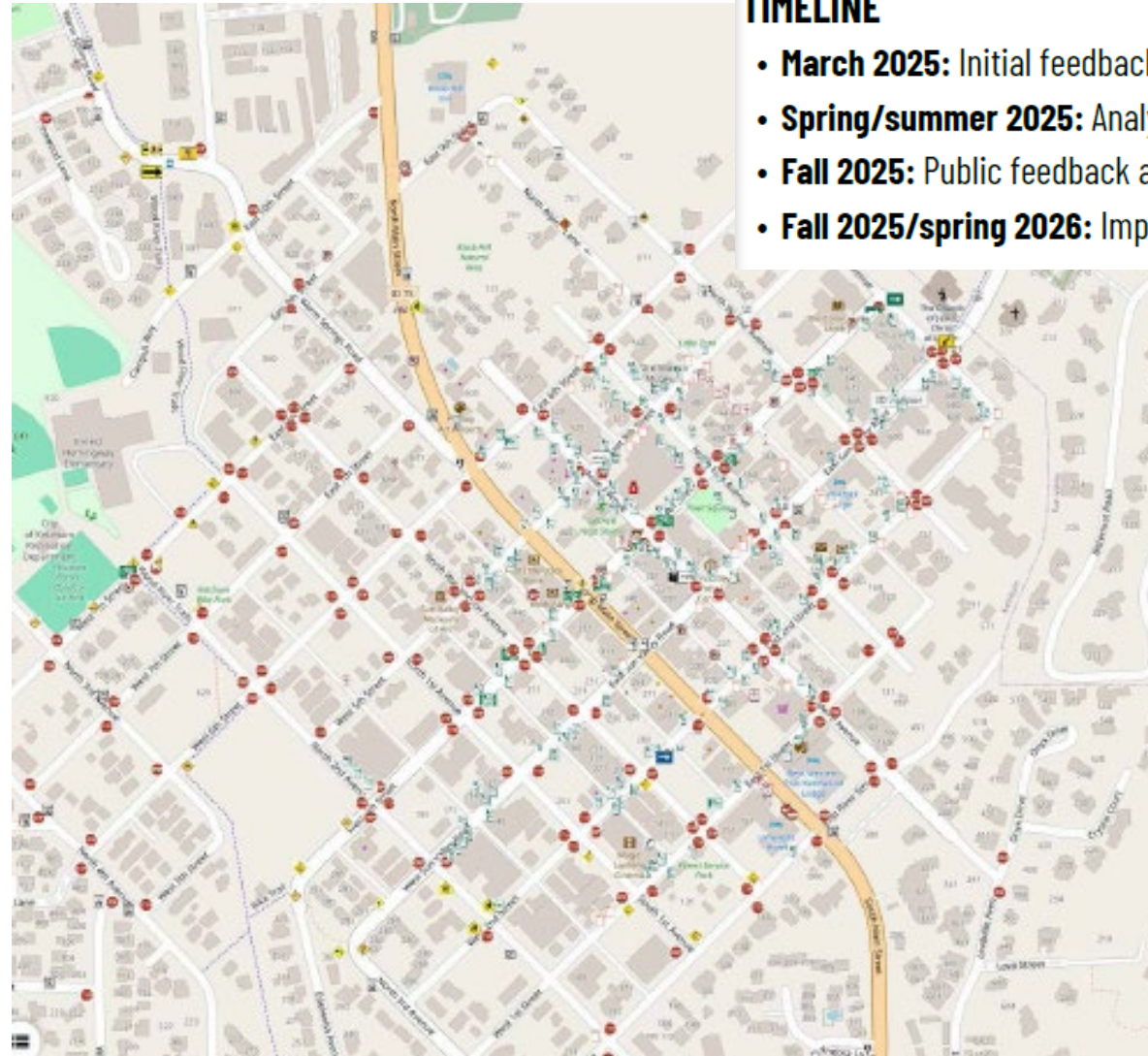
BACKGROUND AND CURRENT CHALLENGES

Ketchum residents/businesses have requested additional stop signs over the years to calm traffic around them, resulting in a stop sign system without patterns or coordination of intersections.

PROJECT GOALS

HDR Engineering will evaluate current stop sign locations and propose a coordinated, consistent plan, to address:

- pedestrian crossing;
- adjacent land use;
- posted speeds;
- traffic flow;
- vehicle volumes; and
- safety needs.



TIMELINE

- **March 2025:** Initial feedback
- **Spring/summer 2025:** Analysis and data collection
- **Fall 2025:** Public feedback and proposed plan to present to City Council
- **Fall 2025/spring 2026:** Implementation (if adopted)



Q4: Do you have any questions or concerns regarding the traffic calming/stop sign assessment project?



BIKE/PEDESTRIAN NETWORK PLAN



Bike/Pedestrian Network Plan

Presented for public and City Council feedback in January 2025.

Status: **POSTPONED**

PURPOSE: BIKE SAFETY

51%-56% of the total population

Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided; prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. May not bike at all if bicycle facilities do not meet needs for perceived comfort.

5-9% of the total population

Generally prefer more separated facilities, but are comfortable riding in bicycle lanes or on paved shoulders if need be.

4-7% of the total population

Comfortable riding with traffic; will use roads without bike lanes.



LOW STRESS TOLERANCE

HIGH STRESS TOLERANCE

CRASH LOCATIONS





Goals

CONNECT BIKE NETWORK TO THE REGIONAL TRAIL SYSTEM

Enhance connectivity between Downtown Ketchum, the Sun Valley Trail, and the Wood River Trail.

CONNECT BIKE NETWORK TO DOWNTOWN NEIGHBORHOODS

Connect the current gaps between West Ketchum, the Gem Streets, and Warm Springs to Downtown.

PROVIDE LOW STRESS NORTH/SOUTH ALTERNATIVE BIKE ROUTE TO MAIN STREET

Leverage the avenues with a focus on Washington Ave. and Leadville Ave.

CREATE A CONSISTENT AND QUALITY BIKE NETWORK EXPERIENCE

Make the path appealing and attractive to users with plantings, trees, lighting, and site furnishings.

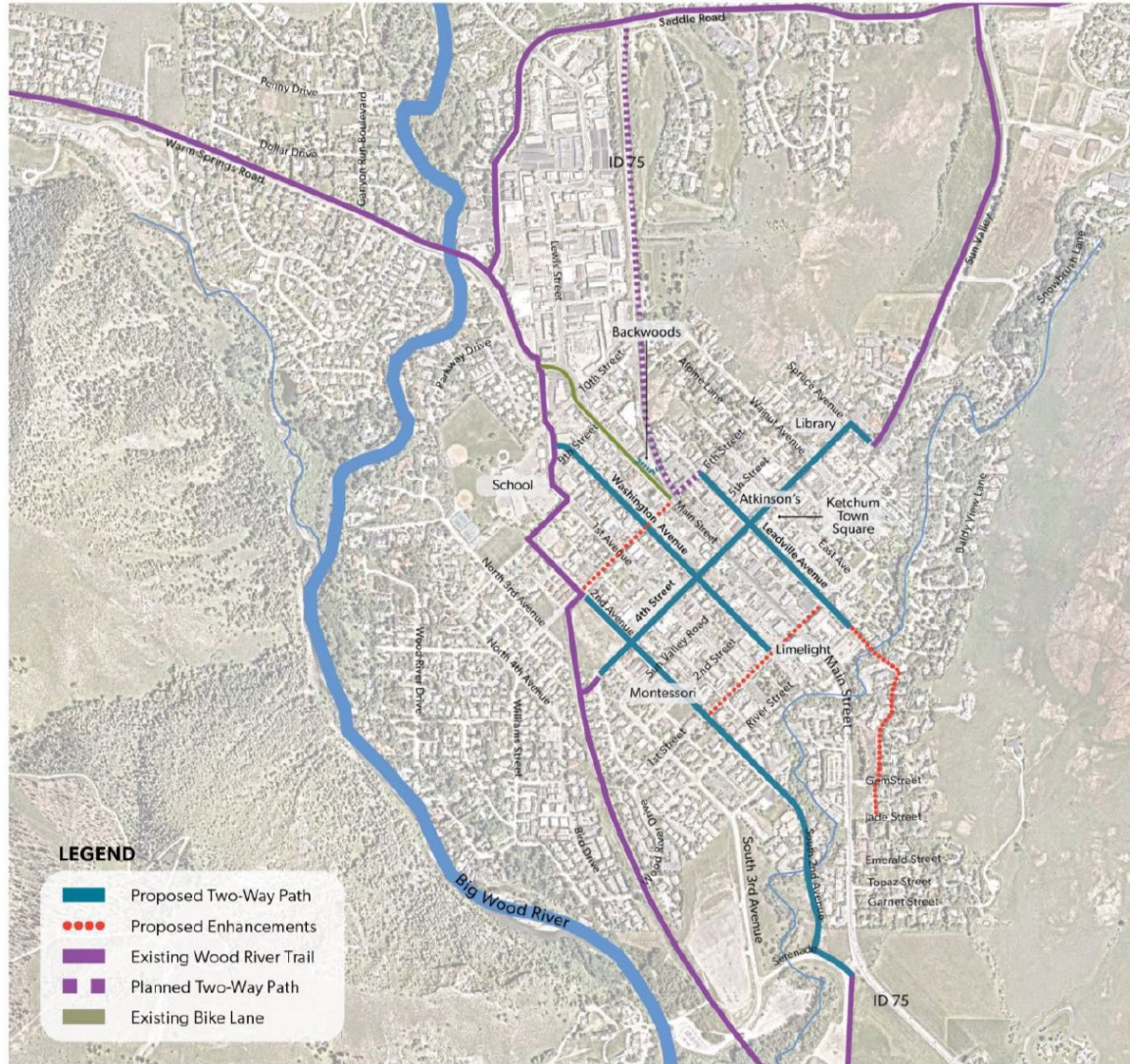
MAINTAIN EXISTING PARKING

No net loss of parking in Downtown. In some cases, relocation of parking is acceptable if it remains within one block.

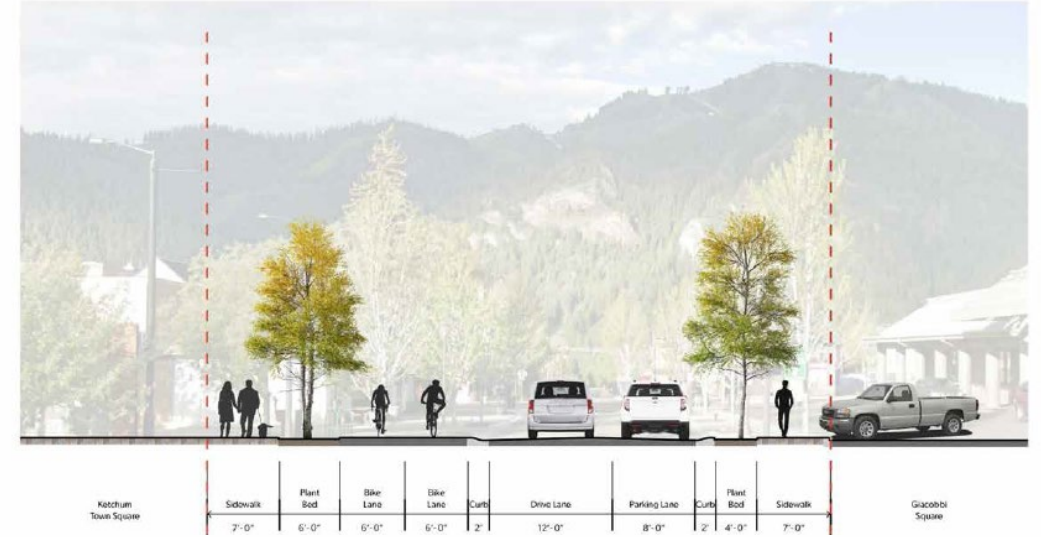
NO NET LOSS OF PARKING



Bike/Pedestrian Network Plan



4TH STREET
PROPOSED SECTION



4TH STREET
PROPOSED PLAN





The bike/pedestrian network plan project is postponed, however...

Q5: Do you support the goals of this project?

Q6: What questions or concerns do you have?



CAPITAL IMPROVEMENT PLAN FUNDING



Capital Improvement Plan Funding

PROBLEM AT HAND:

- City doesn't have a sufficient nor a dedicated revenue source to adequately fund streets/sidewalk projects

OPTIONS UNDER EVALUATION

- Local Option Tax
- Property Tax / override levy
- Permanent cuts to city budget (11.5%)

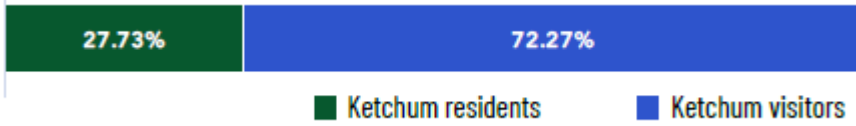
**ADDITIONAL ANNUAL MOBILITY
CAPITAL IMPROVEMENT PLAN
FUNDING NEEDED**

\$1,500,000



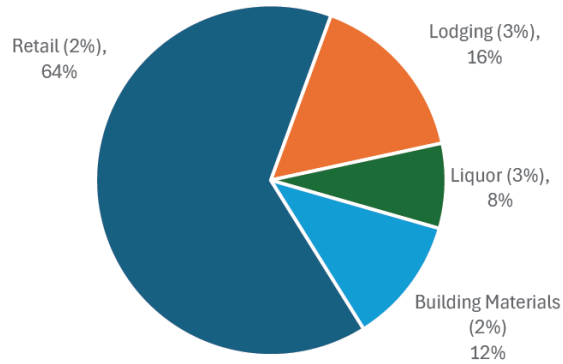
Tax Impacts

WHO PAYS LOCAL OPTION TAXES:

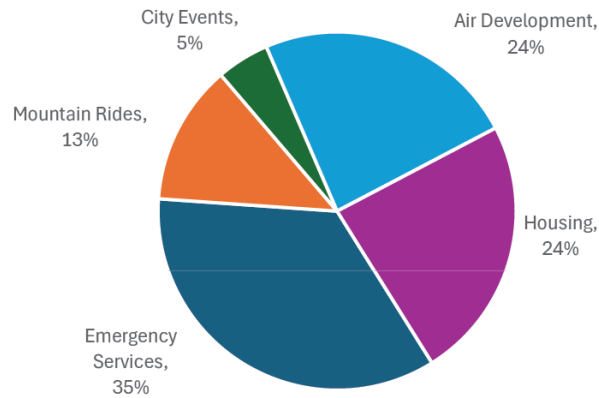


TOTAL LOT SOURCES & USES:

Total LOT Sources



Total LOT Uses



PROPERTY TAX COMPARISON





Next Steps / Timeline

- **May 2025:** Public outreach regarding long-term roadway/sidewalk maintenance and improvement funding options
- **June/July 2025:** Present findings to City Council for consideration and direction
- **TBD (Nov. 2025/May 2026)** Proposal presented to the public for consideration



Q7: Do you understand the City's Capital Improvement funding challenges?

Q8: What questions do you still need answers to as we move forward with these discussions?



PARKING MANAGEMENT PLAN



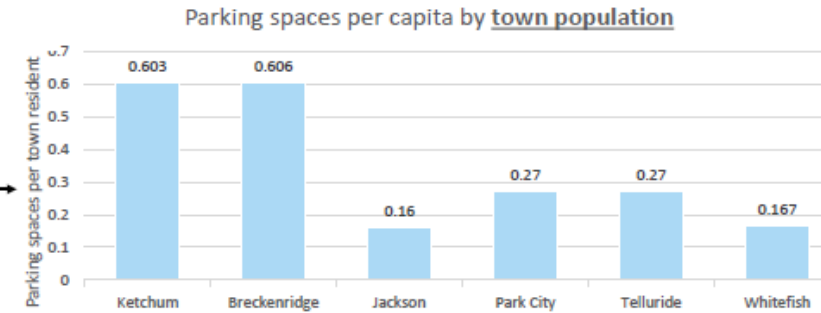
Parking Management Plan

MIX OF SHORT- & LONG-TERM PARKING:



PARKING INVENTORY:

Ketchum and Breckenridge have more than twice to nearly four times more parking spaces per resident than comparable towns.



PARKING SPACE USAGE DURING PEAK TIMES:





Parking Management Plan

ON-GOING

- Parking data is collected every day, year-round.
- The data is evaluated twice a year and parking management plans are adapted based on parking use trends.
- Adjustments to parking plan based on adjustments of final Comprehensive Plan


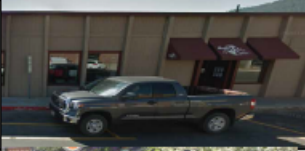


KEY TAKEAWAYS

1. Manage parking occupancy to 85% or less (about 1 open space per block)
2. Ensure retail customers are the #1 priority by managing short-term and long-term parking
3. Conduct enforcement and education as guiding principals



Parking Management Plan

SHORT-TERM

PROJECT	ISSUE		STRATEGY/SOLUTION
1st and Washington lot <i>(in progress)</i>	Who gets parking priority: customers or all-day parkers?		Evaluate paid vs free parking, short vs long term parking restrictions, and enforcement
Evaluation of current long- vs short-term space use <i>(in progress)</i>	Some spaces may be underutilized because their time regulations (short- vs long-term parking) may not best suite needs in the area		Monitor parking use data throughout town and change time regulations to match demand
Drop-off/pick-up zones <i>(in progress)</i>	Some spaces unsuitable for parking may be underutilized for other purposes		Convert these spaces to drop-off/pick-up locations so parking spaces aren't used instead
Re-evaluate parking striping plans <i>(in progress)</i>	Current striping plans may not provide enough ADA spaces or utilize areas for optimal parking capacity		Develop a new striping plan for ADA compliance and to create more spaces
Sensors/cameras pilot program	Not enough staffing for parking enforcement/parking use data collection at all times		Sensors and cameras can monitor more areas for enforcement and data collection
Business owner/employee education campaign	Employees are parking in spaces intended for customers		Education and enforcement on parking in spaces dedicated for your use makes customer parking more available

MID- TO LONG-TERM

- Sidewalk/pedestrian improvements (increase walkability)
- New comprehensive plan parking requirements
- More public/private partnerships to use private lots (i.e. LDS church parking)
- Public parking garage
- Park and ride programs
- Peak use/event shuttles
- Residential permit program



Q9: What questions or concerns do you have regarding the parking management plan?



Q10: Are there any other concerns or comments that have not been addressed?



Q&A

Stations / visit with staff

Take the survey!