



AGENDA

PUBLIC PARTICIPATION INFORMATION

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We welcome you to watch Traffic Authority Meetings via live stream.

You will find this option on our website at www.ketchumidaho.org/meetings.

If you would like to comment on an agenda item, please select the best option for your participation:

- Join us via Zoom (*please mute your device until called upon*).
Join the Webinar: <https://ketchumidaho-org.zoom.us/j/81704951785>
Webinar ID: 817 0495 1785
- Address the Traffic Authority Group in person at City Hall.
- Submit your comments in writing at participate@ketchumidaho.org (*by noon three days prior to the meeting*).

This agenda is subject to revisions. All revisions will be underlined.

CALL TO ORDER: by City Administrator Jade Riley

Pursuant to Idaho Code Section 74-204(4), all agenda items are action items, and a vote may be taken on these items.

ACTION ITEMS:

1. Adoption of July 20, 2023 meeting minutes
2. Appointment by adoption of a motion naming Ramsy Hoehn, Ketchum Street Superintendent, as a Group Member of the Ketchum Traffic Authority
3. Discussion on the new stop sign at Spruce & Sun Valley Rd, particularly the parking lot shared by Sun Valley Associates and St. Thomas Episcopal Church
4. Matt Paxton's complaint on the increase of traffic on Saddle Rd
5. Ben Verge's request for a Slow Children at Play sign and a speed limit sign on Georgia near the bottom of the hill
6. Terry Chester's request for a crosswalk at the intersection of Saddle & Valleywood
7. Monique Heatly's list of requests emailed to Jamie Shaw for the safety of children walking to Hemingway School
8. Debrief and next steps on West Ketchum Traffic Calming Project

ADJOURNMENT



CALL TO ORDER: (00:22 in video)

Ketchum Traffic Authority Chairperson pro tem Seth Martin called the meeting to order at 9:03AM

PRESENT:

Seth Martin, Ketchum Traffic Authority Chairperson *pro tem*
Brian Christiansen, Director of Streets & Facilities
Morgan Landers, Director of Planning & Building
Jamie Shaw, Ketchum Chief of Police
Michael David, City Councilmember
Sara Weaver, Community Service Officer
David Soares, Soares Builder, Inc.
Paul Conrad, Conrad Brothers Construction
Bryan Hromatko, Build Group, Inc (via Zoom)
Eric Vonderscheer, Build Group, Inc (via Zoom)
Kent & Cindy Forgeon, Best Western Plus Kentwood Lodge (via Zoom)
Trent Donat, City Clerk & Business Manager
Kelli Trapp, Recording Secretary

ACTION ITEMS

1. Adoption of Minutes

Motion to approve minutes of June 15, 2023

MOVER: Brian Christiansen

SECONDER: Jamie Shaw

All in favor, motion carried (00:56 in video)

2. Discussion of long term lane closure for construction at 300 E River Street, brought by Morgan Landers (01:26 in video)

Paul Conrad of Conrad Brothers Construction, Bryan Hromatko and Eric Vonderscheer of Build Group, Inc all spoke to the Group on this item.

MOTION:

Motion to approve the Construction Mitigation Plan for River Street to limit the size to two lanes, 26 feet, with signage onto Main Street right only and limited River Street closures for the purpose of helping to limit the closure of the roadway and to provide as much two lane travel as possible on River Street for the duration of the project, to add additional signage across Main Street to River Street to include Right Turn Only

MOVER: Brian Christiansen

SECONDER: Morgan Landers

All in favor, motion carried (35:23 in video)

3. Discussion and action on the process of receiving complaints pertaining to current construction projects (35:36 in video)

Brian Christiansen spoke about the Street Department receiving many construction project complaints and the need for streamlining the complaint process. The Group discussed this item and decided on forwarding the construction management complaints to Morgan Landers first and then she will triage the complaints appropriately.

4. Discussion and action on complaints received from Jody Zarkos regarding speeding near construction site at 8th Street and 4th Avenue, cars failing to drive the speed limit in neighborhoods and near the park, construction vehicles hauling trailers/heavy equipment driving too fast, excessive speed entering and exiting Ketchum (44:30 in video)

The Group discussed this item and the Street Dept will put the traffic counters out to gather current speed data for this area. Morgan Landers will send an email out to contractors of construction sites on Edelweiss Avenue reminding them of the speed limit in this area. KPD Chief Jamie Shaw will be in contact with Jody Zarkos and inform her of the outcome of this item.

5. Discussion and action on complaints received from Whitney Ellison regarding the construction traffic on Edelweiss Avenue (56:05 in video) Morgan Landers will reach out to contractors of construction sites in this area reminding them of the speed limit and have the Community Service Officers involved in construction management enforcement. Kelli will forward Morgan's contact information to Mrs. Ellison.

6. Discussion and action on current speed data per Bob Sarchett's request of a sign at each entrance to River Run Drive that says "SLOW, Children and Dogs at Play" (1:00:49 in video)

The Group discussed the results of the speed data collected which indicate there is not excessive speeding in this area. Additionally, signs have not been effective in the past to control speeding.

7. Discussion and action on complaint received from Jack Gilligan regarding the crosswalks at Warm Springs Road and Saddle Road (1:03:40 in video) The Group discussed this item and all agree that this needs an engineering review. We will take a holistic approach of the entire intersection.

8. Request by Sun Valley Museum of Art for a "loading zone" or "15 minute" parking spot in front of their building at 191 5th Street East (1:07:15 in video) The Group discussed this request and questioned the need for the requested parking spot. Morgan will reach out to the Sun Valley Museum of Art and work with Lisa Enourato on this item.

ADJOURNMENT

MOTION:

Motion to adjourn at 10:15AM

MOVER: Brian Christiansen

SECONDER: Jamie Shaw

All in favor, motion carried (01:14:15 in video)

Seth Martin
City of Ketchum Traffic Authority Chairperson *pro tem*
Ketchum Fire Dept Assistant Chief - Fire Marshall



Kelli Trapp
City of Ketchum Traffic Authority Recording Secretary
Administrative Assistant Dept of Streets & Facilities

KTA 10.19.23 Agenda Item: Discussion on the new stop sign on Sun Valley Rd at Spruce intersection, specifically the ingress and egress for the parking lot shared by Sun Valley Associates and the Episcopal church, item from Michael David

From: Michael David <mdavid@ketchumidaho.org>
Sent: Thursday, October 12, 2023 10:21 AM
To: Kelli Trapp <ktrapp@ketchumidaho.org>; Holly Cole <hcole@co.blaine.id.us>; Jade Riley <jriley@ketchumidaho.org>; Jamie Shaw <jshaw@co.blaine.id.us>; Morgan Landers <MLanders@ketchumidaho.org>; Ramsy Hoehn <RHoehn@ketchumidaho.org>; Seth Martin <SMartin@ketchumfire.org>; Trent Donat <TDonat@ketchumidaho.org>; Wes Whitesell <wwhitesell@ketchumidaho.org>
Cc: Lisa Enourato <LEnourato@ketchumidaho.org>
Subject: Re: Agenda Items for KTA 10/19 meeting

I would like to have a discussion about the new stop sign at Spruce & Sun Valley Rd. Specifically, the ingress and egress for the parking lot shared by Sun Valley Associates and the Episcopal church. Realtors in the office have expressed concern about their ability to get out of their parking lot at lunch time when there is a backup from Sun Valley coming in to Ketchum for lunch.

Thanks,
MD
Michael David Ketchum City Council 208-450-9178



KTA 10.19.23 Agenda Item: Matt Paxton's complaint on the increase in traffic on Saddle Rd.

From: City of Ketchum Idaho <participate@ketchumidaho.org>

Sent: Friday, August 25, 2023 9:13 AM

To: Participate <participate@ketchumidaho.org>

Subject: Form submission from: Contact Us

Submitted on Friday, August 25, 2023 - 9:13am Submitted by anonymous user: 184.177.130.239

Submitted values are:

First Name Matt Last Name Paxton Email scurvybr@aol.com

Question/Comment

Hi,

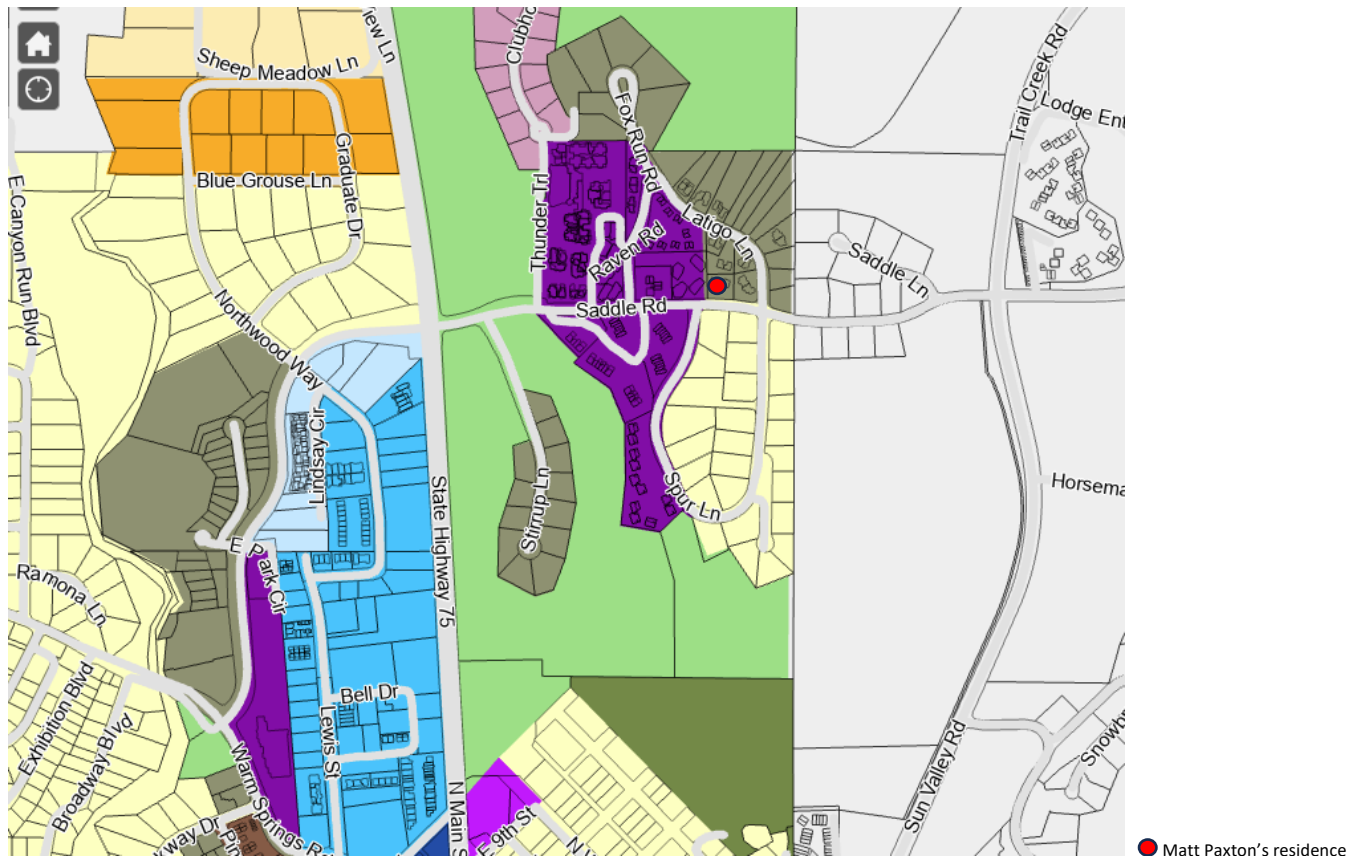
I would like to comment on the increase traffic and noise on Saddle road between highway 75 and Sun Valley road.

Yesterday morning starting at 7:15am I counted 10 Semi-trucks most of them side dump trucks in a 30 minute period transit Saddle road. Our (formally)? residential street with a 25 MPH speed limit has turned into a major thorough fare for large trucks. During the whole day I counted almost 75 Semi-trucks and many more regular trucks on the street.

The size, noise (jake brakes), speed and dust from unsecured dirt loads have spoiled our enjoyment of living on this street. The removal of the 25 MPH sign for widening the bike path (it is still laying on the grass where it was removed) has seen an increase in the speed of cars and trucks using the road. My 90 plus year old neighbor was almost struck by a truck just trying to cross the street, something must be done about this

A solution could be that Sun Valley road should be the designated a truck route and return some semblance that Saddle road is primarily for residences. Sincerely, Matt Paxton

The results of this submission may be viewed at: <https://www.ketchumidaho.org/node/7/submission/11642>

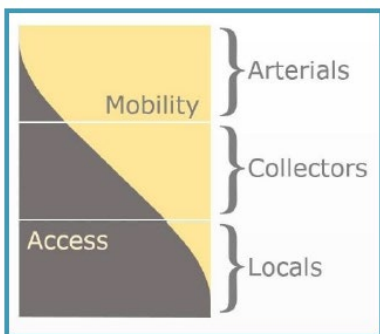
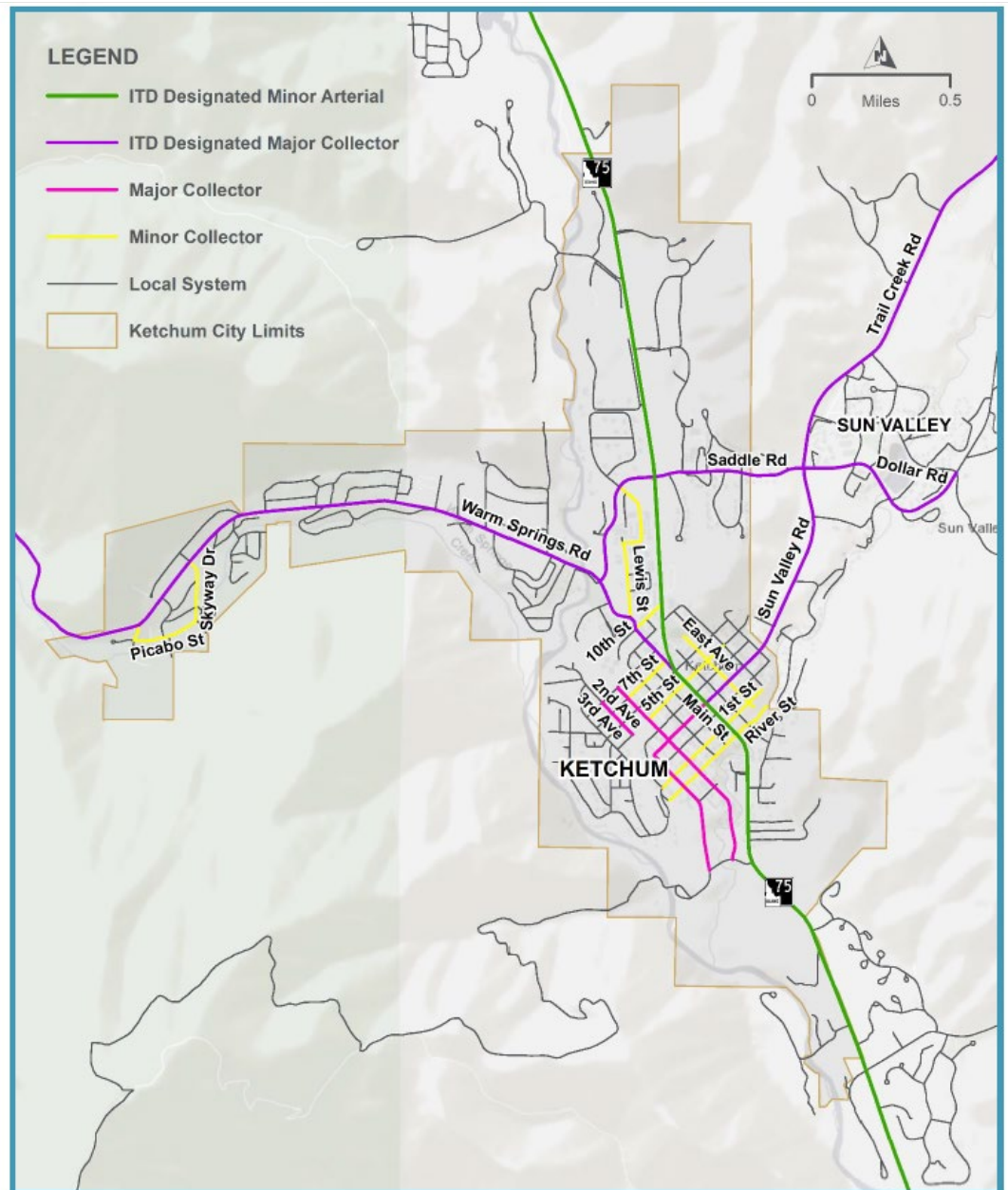


Matt Paxton, resident of Saddle Rd, brought this item to the KTA on 7.15.2021. He emailed again on 8.25.23 via Participate. The Street Dept gathered speed data twice after his initial complaint in 2021 with & without the KPD speed trailer present. The Street Dept put counters out on Saddle Rd between Spur & Valleywood and on Saddle Rd between Latigo & Spur on 7/29 - 8/5 2021. The Street Dept put counters out on Saddle Rd by Valleywood and on Saddle Rd by Latigo & Spur 9/15 - 9/22 2021. Data received from all reports indicated there is not excessive speeding in these areas. The highest 85% was 31.99 mph. (posted speed limit is 25 mph) Saddle Rd was historically classified as an arterial road (*City of Ketchum 2021 MTP adopted 3.15.2021*). In the COK 2021 MTP the recommendation was that Saddle Rd be designated a Major Collector within Ketchum. Council approved the 2021 MTP and recommendations on 3.15.21 which updated the functional classification of Saddle Rd to a Major Collector. This is the same classification as Warm Springs Rd & Sun Valley Rd. This is also the same classification of Saddle Rd in the City of Sun Valley extending to SH-75 (*City of Sun Valley 2015 Transportation Plan adopted 9.16.2015*). Since trucks can't really turn around at the city limit line, any change to prohibit trucks on Saddle Rd would have to occur by both Ketchum & Sun Valley. Additionally, Saddle Rd is an ITD Designated Major Collector.

3.2 Functional Classification

Functional classification is the federal system of classifying highways and streets according to their intended purpose in serving traffic vs. providing access to adjacent property. The functional classification system groups streets into three basic categories with some sub-groups:

- **Arterials:** These are usually major thoroughways that move high volumes of traffic at higher speed and connect communities and regional areas.
 - **Principal versus Minor:** Principal arterials are major highways of regional and/or statewide significance serving higher traffic volumes traveling relatively long distances at higher speeds. They rarely have direct property access. Minor arterials distribute traffic to smaller geographic areas providing service between and within communities.
- **Collectors:** Collectors provide both access to land uses and traffic circulation within residential, commercial, and industrial areas. They collect traffic from local streets and connect to the arterial system, carrying lower traffic volumes at lower speeds than arterials. They normally connect land uses within communities.
 - **Major versus Minor:** Generally, major collector routes are longer in length, have lower driveway densities, have higher speed limits, are spaced at greater intervals, carry higher traffic volumes, and may have more travel lanes than minor collectors. Major collectors are focused more on mobility while minor collectors provide more access.
- **Local:** Local roads provide direct access to adjacent land uses and connect to other local and collector streets. They normally connect residential areas to collectors over short distances with low speeds and traffic volumes.



MetroCount Traffic Executive Speed Statistics

Site: [Saddle Rd] Saddle Rd between Spur & Valleywood
Attribute: <25mph>
Direction: 4 - West bound, A trigger first. Lane: 0
Survey Duration: 9:26 Thursday, July 29, 2021 => 9:53 Thursday, August 5, 2021,

Speed Statistics

Site: Saddle Rd.0.0W
Description: Saddle Rd between Spur & Valleywood
Filter time: 9:27 Thursday, July 29, 2021 => 9:53 Thursday, August 5, 2021
Vehicles = 35538
Posted speed limit = 25 mph, Exceeding = 20015 (56.32%), Mean Exceeding = 27.99 mph
Maximum = 68.0 mph, Minimum = 5.1 mph, Mean = 25.4 mph
85% Speed = 29.08 mph, 95% Speed = 31.32 mph, Median = 25.50 mph
10 mph Pace = 21 - 31, Number in Pace = 29473 (82.93%)
Variance = 14.43, Standard Deviation = 3.80 mph

MetroCount Traffic Executive Speed Statistics

Site: [Saddle] Saddle Road between Latigo & Spur
Attribute: <25MPH>
Direction: 4 - West bound, A trigger first. Lane: 0
Survey Duration: 9:23 Thursday, July 29, 2021 => 10:00 Thursday, August 5, 2021,

Speed Statistics

Site: Saddle.0.0W
Description: Saddle Road between Latigo & Spur
Filter time: 9:24 Thursday, July 29, 2021 => 10:00 Thursday, August 5, 2021
Vehicles = 33468
Posted speed limit = 25 mph, Exceeding = 24243 (72.44%), Mean Exceeding = 28.75 mph
Maximum = 65.8 mph, Minimum = 5.8 mph, Mean = 27.0 mph
85% Speed = 30.76 mph, 95% Speed = 32.99 mph, Median = 27.07 mph
10 mph Pace = 22 - 32, Number in Pace = 27465 (82.06%)
Variance = 15.24, Standard Deviation = 3.90 mph

*These counts were taken with the KPD speed trailer present

* MetroCount Traffic Executive Speed Statistics

Site: [Saddle Road] Saddle Road by Valleywood
Attribute: <25MPH>
Direction: 1 - North bound, A trigger first. Lane: 0
Survey Duration: 8:45 Wednesday, September 15, 2021 => 8:09 Wednesday, September 22, 2021

Speed Statistics

Vehicles = 16722
Posted speed limit = 25 mph, Exceeding = 13559 (81.08%), Mean Exceeding = 29.45 mph
Maximum = 72.9 mph, Minimum = 5.3 mph, Mean = 28.1 mph
85% Speed = 31.99 mph, 95% Speed = 34.56 mph, Median = 28.19 mph
10 mph Pace = 23 - 33, Number in Pace = 13622 (81.46%)
Variance = 16.27, Standard Deviation = 4.03 mph

* MetroCount Traffic Executive Speed Statistics

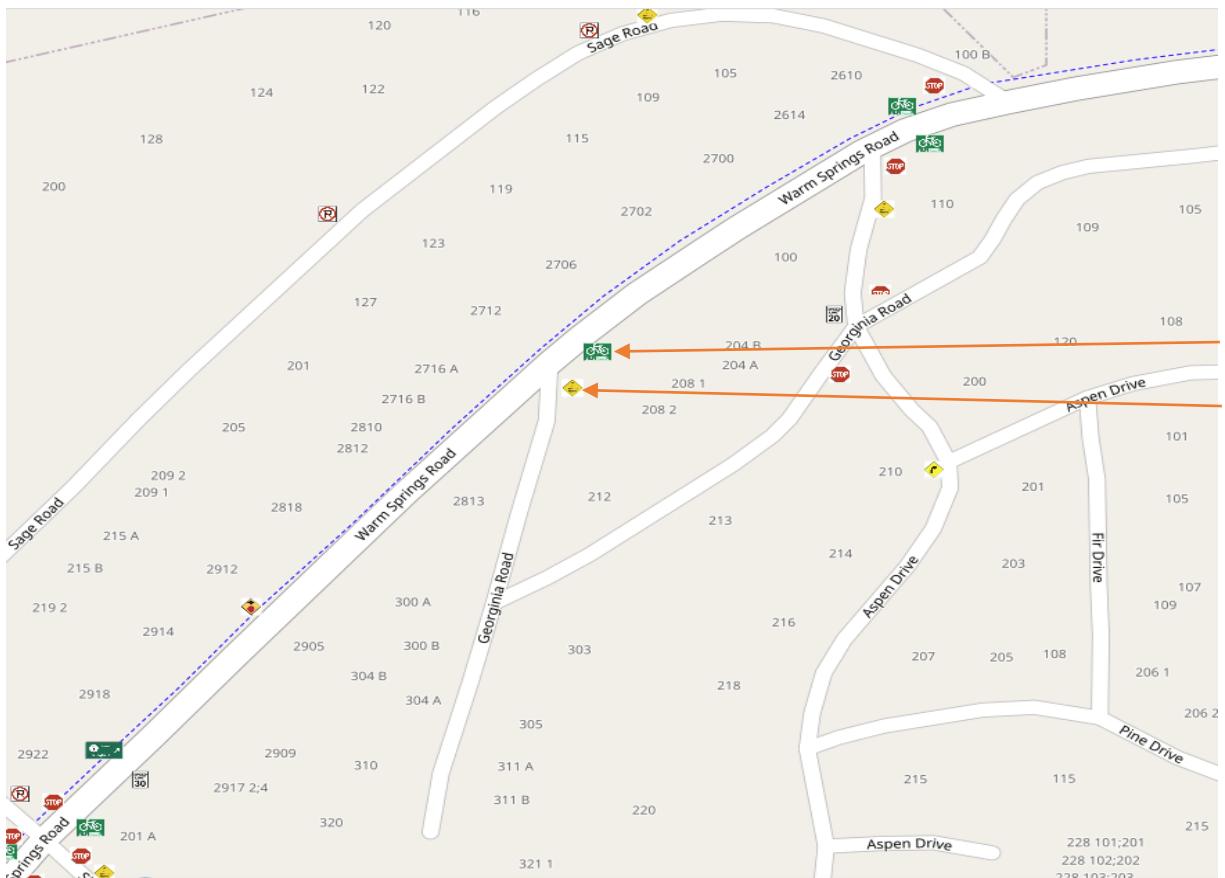
Site: [Saddle & Latigo] Saddle Road by Latigo and Spur
Attribute: <25mph>
Direction: 1 - North bound, A trigger first. Lane: 0
Survey Duration: 8:43 Wednesday, September 15, 2021 => 8:04 Wednesday, September 22, 2021

Speed Statistics

Vehicles = 26056
Posted speed limit = 25 mph, Exceeding = 19421 (74.54%), Mean Exceeding = 28.62 mph
Maximum = 45.0 mph, Minimum = 5.0 mph, Mean = 27.0 mph
85% Speed = 30.53 mph, 95% Speed = 32.66 mph, Median = 27.18 mph
10 mph Pace = 22 - 32, Number in Pace = 22053 (84.64%)
Variance = 13.58, Standard Deviation = 3.69 mph

KTA 10.19.23 Request by Ben Verge for a Slow Children at Play sign and a speed limit sign on Georgia Rd, near the bottom of the hill.

● Verge residence



Existing signs:
Bike Route sign
Not A Through Street sign

KTA 10.19.23 Agenda Item: Request by Terry Chester, Angela Hicks & residents of Bigwood Condos for a crosswalk at Saddle Rd & Valleywood

From: City of Ketchum Idaho <participate@ketchumidaho.org>

Sent: Tuesday, September 12, 2023 10:17 AM

To: Participate <participate@ketchumidaho.org>

Subject: Form submission from: Contact us

Submitted On Tuesday, September 12, 2023 - 10:16am

Submitted by anonymous user: 184.183.122.236 Submitted values are:

First Name Terry Last Name Chester Email terry@adbiz.com

Question/Comment

Good day. I live in the Bigwood condos on Saddle Road. Many of us cross over Saddle next to the bus stops at the upper entrance to Bigwood. This is directly across from Raven Road and the upper (eastern) entrance to Zenergy.

I believe it would be a safety plus to have a crosswalk there (like the one you have at Saddle and Latigo).

I have been walking across Saddle Road for 7 years and never thought to ask even though there were times I had to avoid being hit by a vehicle. Thank you so much for your consideration. Terry Chester

The results of this submission may be viewed at: <https://www.ketchumidaho.org/node/7/submission/11677>

Good afternoon,

Your comment submitted to the City of Ketchum regarding a crosswalk has been received. Are you requesting a crosswalk at the intersection of Valleywood and Saddle Rd? I'm trying to get a more specific vicinity of the request. Please respond directly to this email with location specifics.

Thank you,

Kelli

KELLI TRAPP | CITY OF KETCHUM

Administrative Assistant Streets & Facilities

Recording Secretary Ketchum Traffic Authority

P.O. Box 2315 | 200 10th Street | Ketchum, ID 83340

Office: 208.726.7831 | Fax: 208.726.7836

ktrapp@ketchumidaho.org | www.ketchumidaho.org

From: Terry Chester <terry@adbiz.com>

Sent: Thursday, September 14, 2023 4:22 PM

To: Kelli Trapp <ktrapp@ketchumidaho.org>

Subject: Re: City of Ketchum Participate comment

Thank you, Kelli. Yes, it is Saddle and Valleywood. There is a bus stop on the Bigwood departure western side, so I imagine the crosswalk would be more likely be at the eastern side of the Bigwood departure (third photo). However, I'm certain you folks would figure out the best location.

Terry





Crosswalks

Marked at grade crosswalks at uncontrolled locations must be carefully selected and designed to ensure that they enhance, rather than reduce, pedestrian safety. In some circumstances marked crosswalks should not be installed unless supplemental measures are taken to reduce traffic speeds, shorten crossing distances, enhance driver awareness, and/or provide an active warning of pedestrian presence. Locations chosen for marked crosswalks should also be convenient, ADA accessible and provide direct connection to a pedestrian route [AASHTO 2004].

Preliminary analysis indicates:

- Lack of pedestrian volume does not warrant installation of a marked crosswalk
- Proposed marked crosswalk is not near an intersection or traffic signal, decreasing driver awareness for a marked crosswalk
- Proposed marked crosswalk crosses a major highway with significant speed, increasing drivers stopping time
- Proposed marked crosswalk does not have direct connectivity to other pedestrian infrastructure
- Installing a marked crosswalk may give a false sense of safety and decrease pedestrian awareness

A crosswalk could be considered, but additional enhancements to crosswalk markings would be necessary and a detailed engineering study required. Additional enhancements referenced may include street lighting, an RRFB, pedestrian landings, etc.

References:

AASHTO (2004) A Policy on Geometric Design of Highways and Streets. The American Association of State Highway and Transportation Officials, AASHTO Green Book, Washington DC.

MUTCD, 2009 Edition with Revisions No. 1 and 2 Incorporated, Dated May 2012 (PDF) - FHWA MUTCD, 2009, mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm.

Seyfried, Robert K. *Traffic Control Devices Handbook*. Institute of Transportation Engineers, 2013. Zegeer, Charles. *Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations* .

Federal Highway Administration, 2005, pp. 49–61

S&C Associates Memorandum May 11, 2020 re Gem Street Crosswalk

KTA 10.19.23 Agenda Item: Monique Heatly's requests to improve the safety of students walking to school at Hemingway

From: Monique Heatly <moniqueheatly@gmail.com>

Sent: Tuesday, September 5, 2023 11:21 AM

To: Jamie Shaw <jshaw@co.blaine.id.us>; LFlynn@blaineschools.org

Cc: John Ryan Heatly <johnryanheatly@gmail.com>

Subject: [EXTERNAL]Driving concerns around Hemingway

Dear Jamie and Lydia,

I hope this letter finds you well. I am writing to express my deep concerns about the safety of our children while walking to school due to the reckless behavior of some drivers in our community. The safety of our children is of paramount importance, and incidents last year and as recently as this morning have raised serious alarm.

I have personally witnessed numerous instances of vehicles exceeding the speed limit on the roads leading to Hemingway - two of which occurred this morning - one being a parent speeding and rolling the stop sign while we were entering the crosswalk on First Ave & Sixth St and the second being someone who was distracted and almost hit a **group** of parents and kids **in** the crosswalk. The disregard for posted speed limits and pedestrian safety is not only concerning but also poses a significant risk to our children who walk to school daily. This issue is particularly acute during the morning rush hour and dismissal times and even more dangerous in winter conditions.

It is imperative that we take immediate action to address this problem and ensure the safety of our students. I respectfully request the following measures to be considered and implemented:

1. **Increased Police Presence:** Local law enforcement to increase patrols around the school during peak times to deter speeding and enforce traffic laws.
2. **Blinking Lights and/or Speed Bumps:** Install blinking stop lights or school crossing signs, additional speed limit signs and consider placing speed bumps or other traffic measures on the roads and intersections leading to the school.
3. **Educational Initiatives:** Launch awareness campaigns within the school community and among parents to emphasize the importance of obeying traffic laws near the school premises.
4. **Crosswalk Safety:** Improve crosswalk visibility, and if necessary, consider the installation of flashing lights or pedestrian-activated crossing signals.
5. **School Zone Designation:** Petition for the designation of the area around Hemingway as a school zone, which typically results in stricter speed limits and increased enforcement.
6. **Parental Education:** Share information with Hemingway parents and staff about the importance of student safety in/around school zone - including but not limited to speed limits, parking zones, penalties for traffic violations.

I believe that by working together with the school, local authorities, and concerned parents, we can create a safer environment for our children. I am more than willing to collaborate and volunteer my time to support any initiatives aimed at improving road safety around the school.

The safety and well-being of our children should always be our top priority. I urge you to take immediate action to address this pressing issue. Please let me know how I can assist in this endeavor and keep our school community safe.

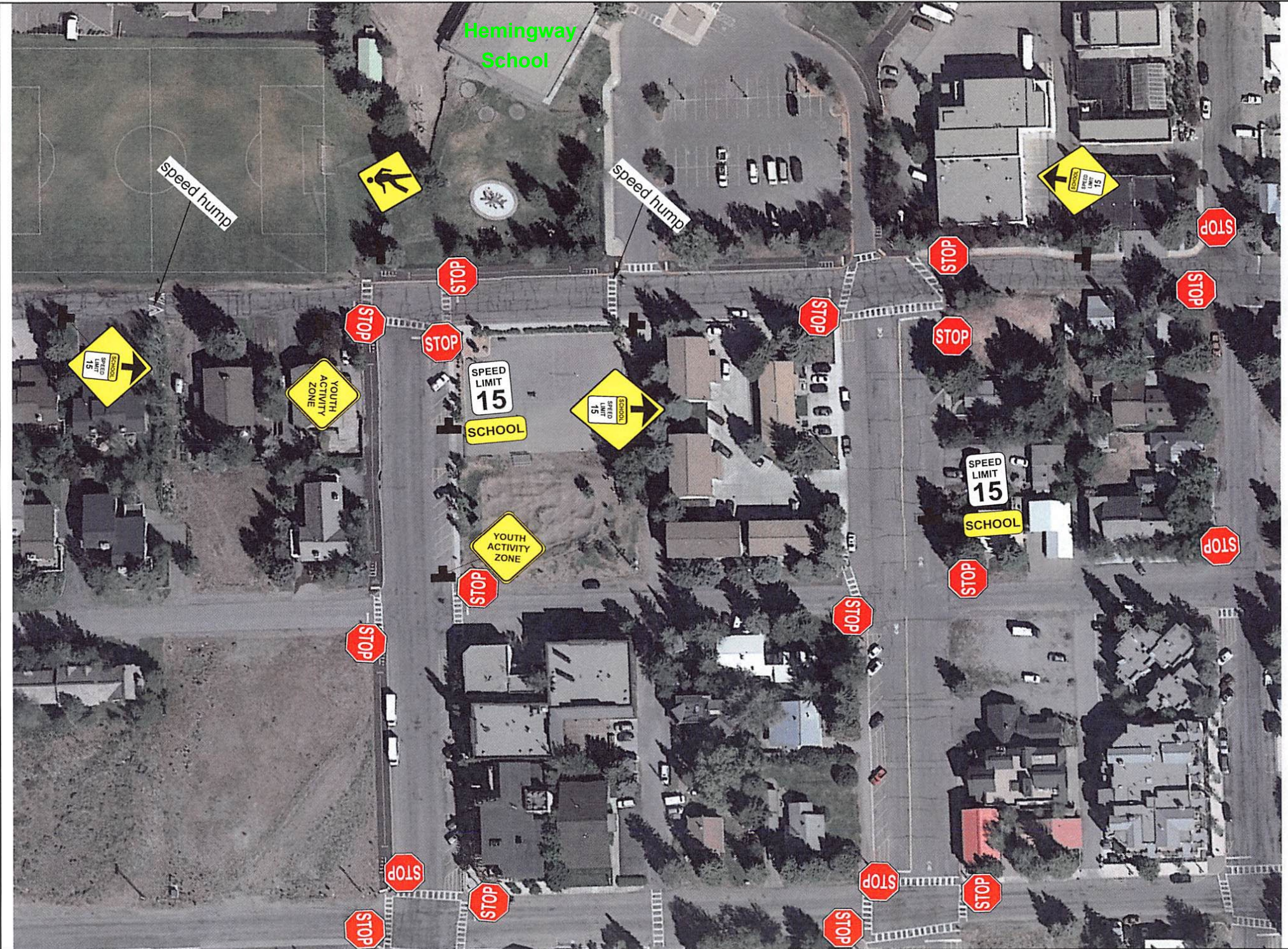
Thank you for your attention to this matter, and I look forward to your response.

Sincerely,

Monique Heatly

949-500-6549

moniqueheatly@gmail.com



West Ketchum Traffic Calming Preliminary Feedback Results

For	9
Against	13
Split	2
Total Comments Received	24

For - likes the WKTC Project

Against - dislikes the WKTC Project

Split - likes some aspects and also dislikes some aspects of the WKTC Project