



project main street





Agenda

Staff presentation:

- 30% design highlights
- Community feedback, to-date
- Preliminary budget

Discussion/direction from Council and Commission

- Design scope
- Budget

Schedule/next steps

Project Schedule



2023

2024

Aug Sept Oct Nov Dec Jan Feb Mar April May June July Aug Sept Oct Nov Dec

Preliminary Design
30% Drawings

Detailed Design
90% Drawings



Public Meetings:
November
2023



Public Meetings:
January
(streetscapes) &
February
(90% design)
2024



Bid period

Construction

Sidewalks



Roadway



Tonight – Monday, November 13

Don't miss out on our presentation of the preliminary draft design for the Main Street Reconstruction Project. Your input matters!

Wednesday | Nov. 8 | 5:30 p.m.
Lighthouse Hotel - Silver Creek Room
No Hope Bar

Thursday | Nov. 9 | 11:30 a.m.
Guthrie City Hall

If you cannot attend, view the November 9th meeting online at <https://www.kura.org>

To RSVP, please email participate@kathumidaho.org
Reservations will be provided

Project Scope



River Street

10th Street

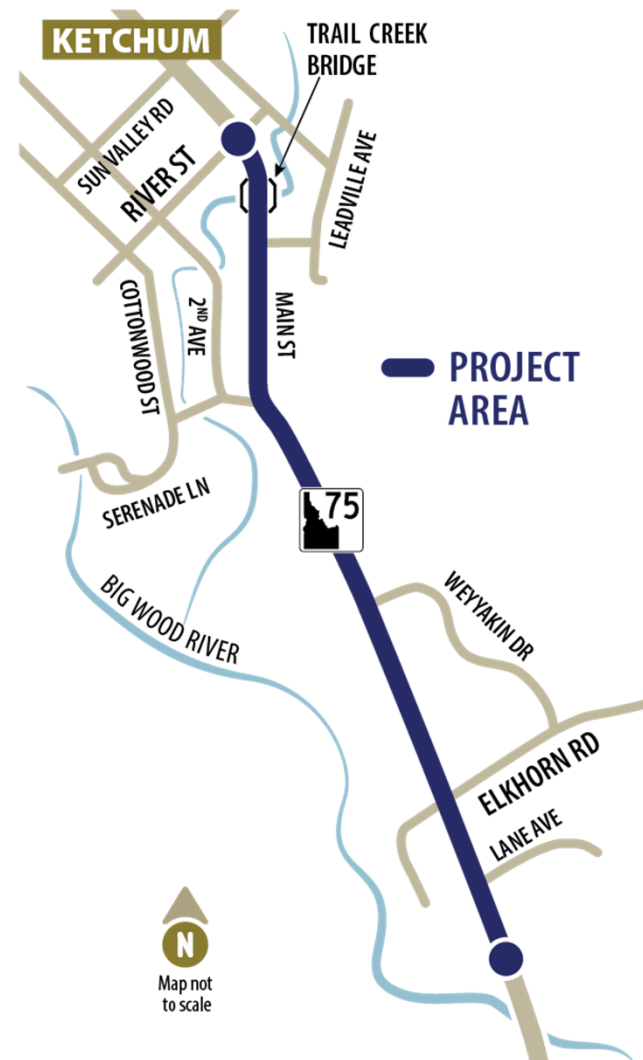


ITD South of Town Project

Elkhorn to River Street – 2025 / 2026

- Full rebuild and expanding the roadway
- New sidewalk between Serenade and River Street
- New intersection at Serenade (traffic light)
- 2025 – East side
2026 – West side

[Link on projectketchum.org](http://projectketchum.org)





Main Street Timing Options

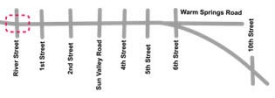
ITD's Plan – 2026, during the south-of-town project

To avoid the conflict, we could:

- Ask ITD to defer to 2027
- City assume project management and executes in 2024

Listening sessions in Spring of 2023 with business owners and residents revealed support for the **2024 option**.

Current Roadway Conditions





Project Goals

Rebuild the roadway – for the next 20-30 years

- Rebuild is more work than Hailey's, less work than Sun Valley Road

Improve efficiency during morning and evening 'rush hour(s)'

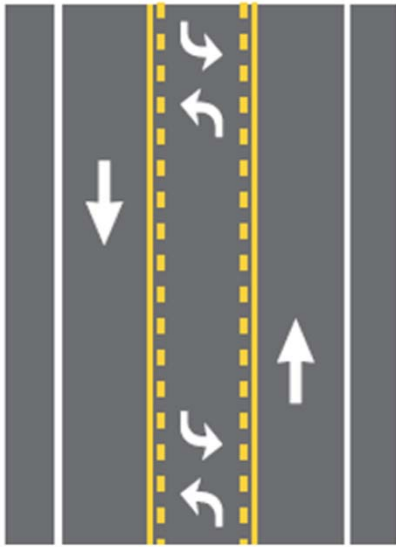
- Current pm travel time (6th to River): **2.7** minutes
- Future (2042 no changes): **5.1** minutes
- Sun Valley Road intersection reconfiguration with added left turn lanes
- Upgrading signal equipment to decrease unused 'green' time
- Address the issue of left turns

Improve ADA/pedestrian realm – safety and user experience

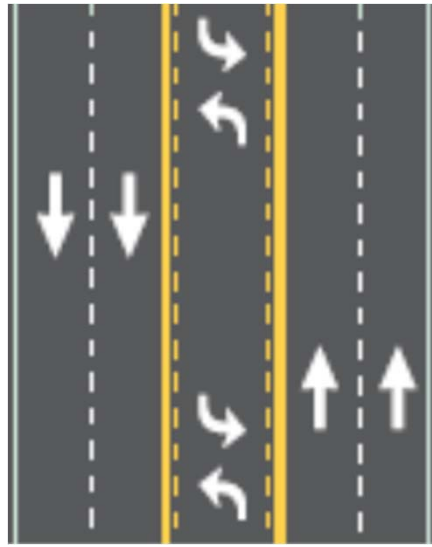
- Install bulbouts to decrease pedestrian crossing distance
- Raised intersection at Sun Valley Road
- Safety at crosswalks
- Improve tree canopy to create shade and safety barriers for pedestrians

Options

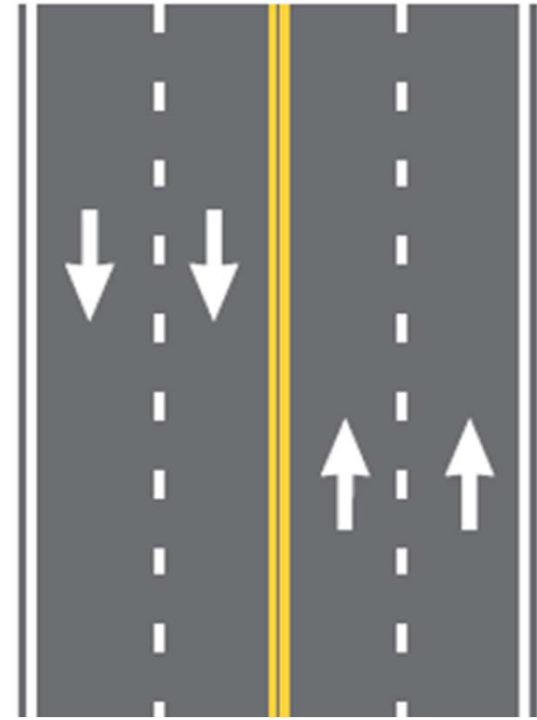
Council evaluated all options in 2022.



3 Lanes



5 Lanes



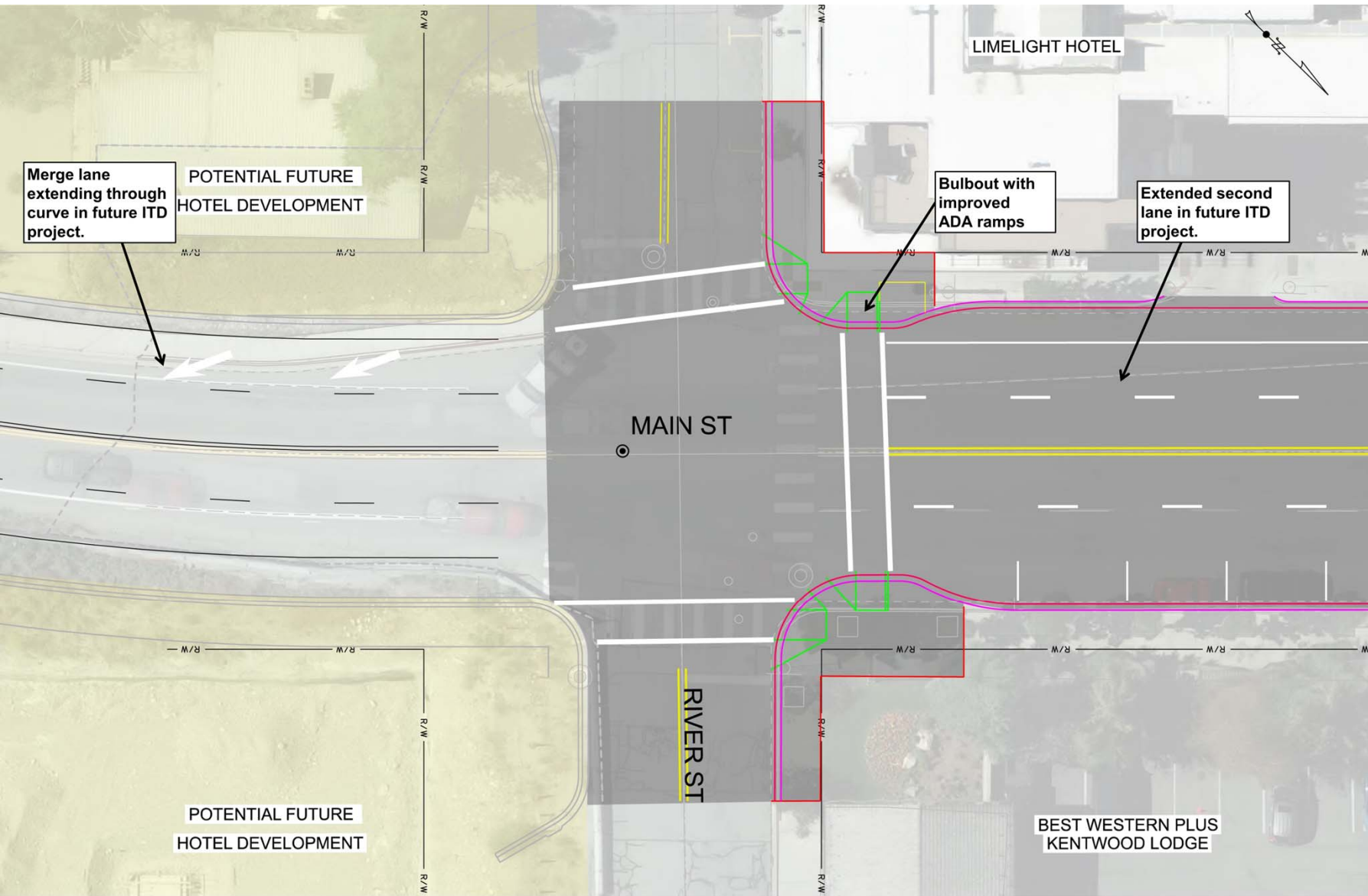
4 Lanes (current configuration)





Design Highlights

- Bulbouts at all intersections
- New Sun Valley Road/Main Street dedicated turn lanes
- New 1st Street (side street) and 5th Street (side street) dedicated turn lanes
- Improving connectivity on 2nd Street and 5th Street
- Improving safety at 6th Street intersection
- Improving connectivity North of town (6th to Saddle)
- New streetscapes where possible



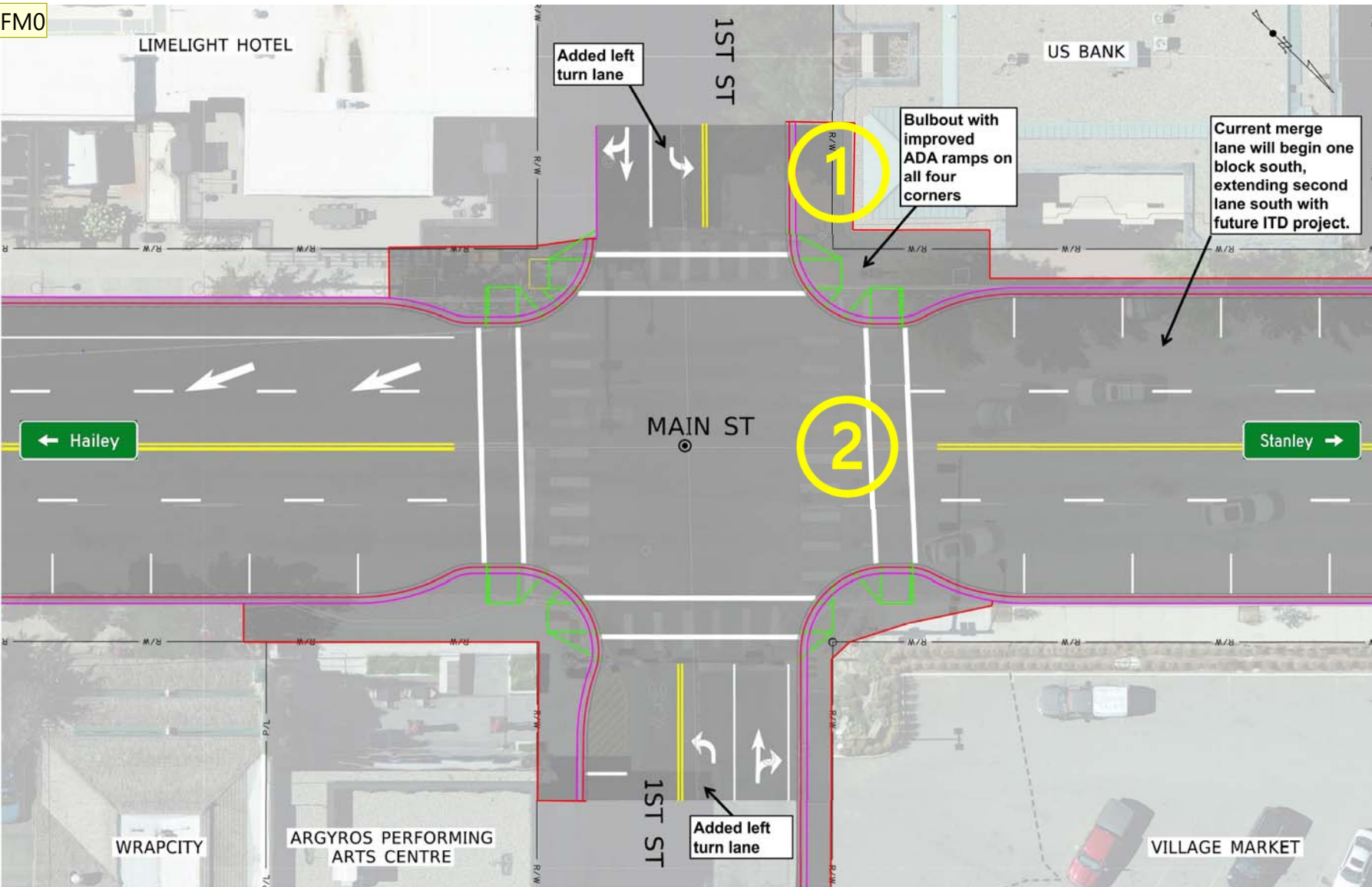
River Street Intersection

Potential Improvements

- Added bulbouts with improved ADA ramps
- Reduced pedestrian crossing by 10 ft or more
- Sidewalk improvements for poor condition
- Curb and gutter replacement
- Improvements to pedestrian realm



FMO



1st Street Intersection

Potential Improvements

- Added bulbouts with improved ADA ramps
- Reduced pedestrian crossing by 10 ft or more
- Sidewalk improvements for poor condition
- Improved drainage at Argyros & Village Market
- Curb and gutter replacement
- Improvements to pedestrian realm
- Added left turn lane on 1st Street



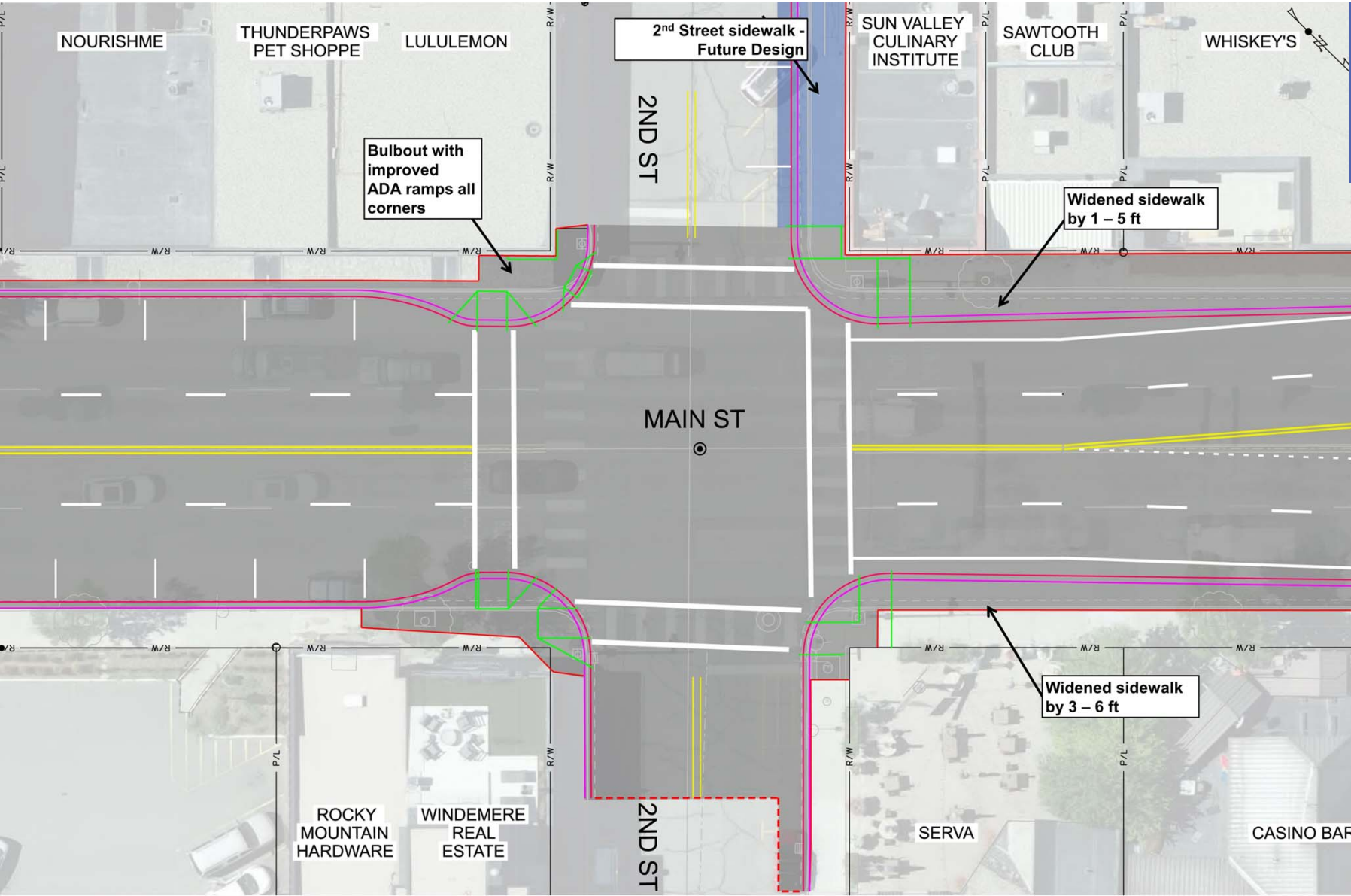
Slide 12

- FMO**
- Map in the top right corner needs color change so it can be better seen
 - Potential Improvements – build a box around it and/or put some background color so it pops.
 - Add turn pocket on Main south of River (see drawing Jade sent)

Franzoia, Mateo, 2023-11-03T02:26:58.174

- FMO 0** Turn lane added

Franzoia, Mateo, 2023-11-03T14:32:19.887

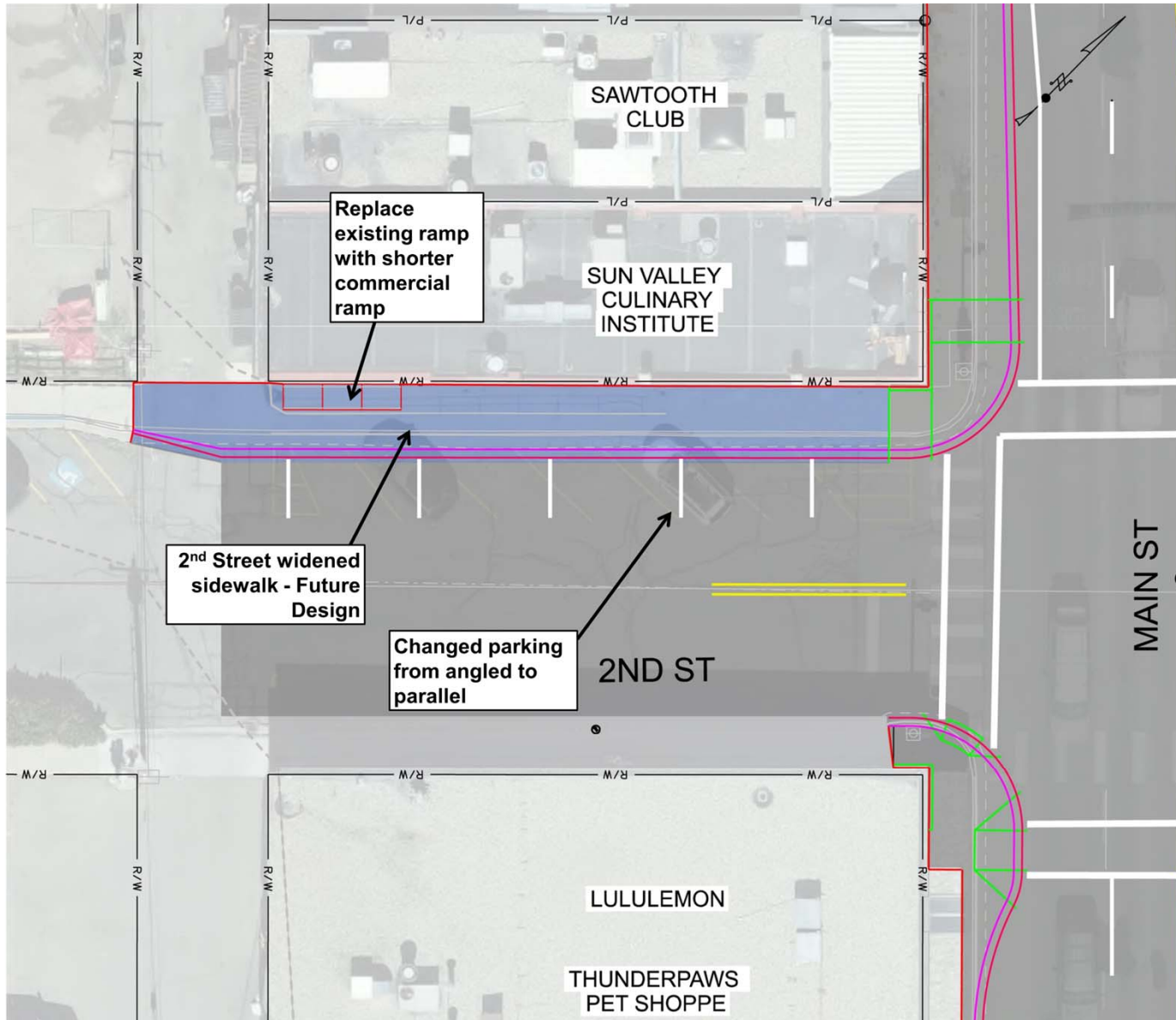


2nd Street Intersection

Potential Improvements

- Added bulbouts with improved ADA ramps
- Reduced pedestrian crossing by 9 ft or more
- Added sidewalk width
- Sidewalk improvements for poor condition
- Improvements to pedestrian realm



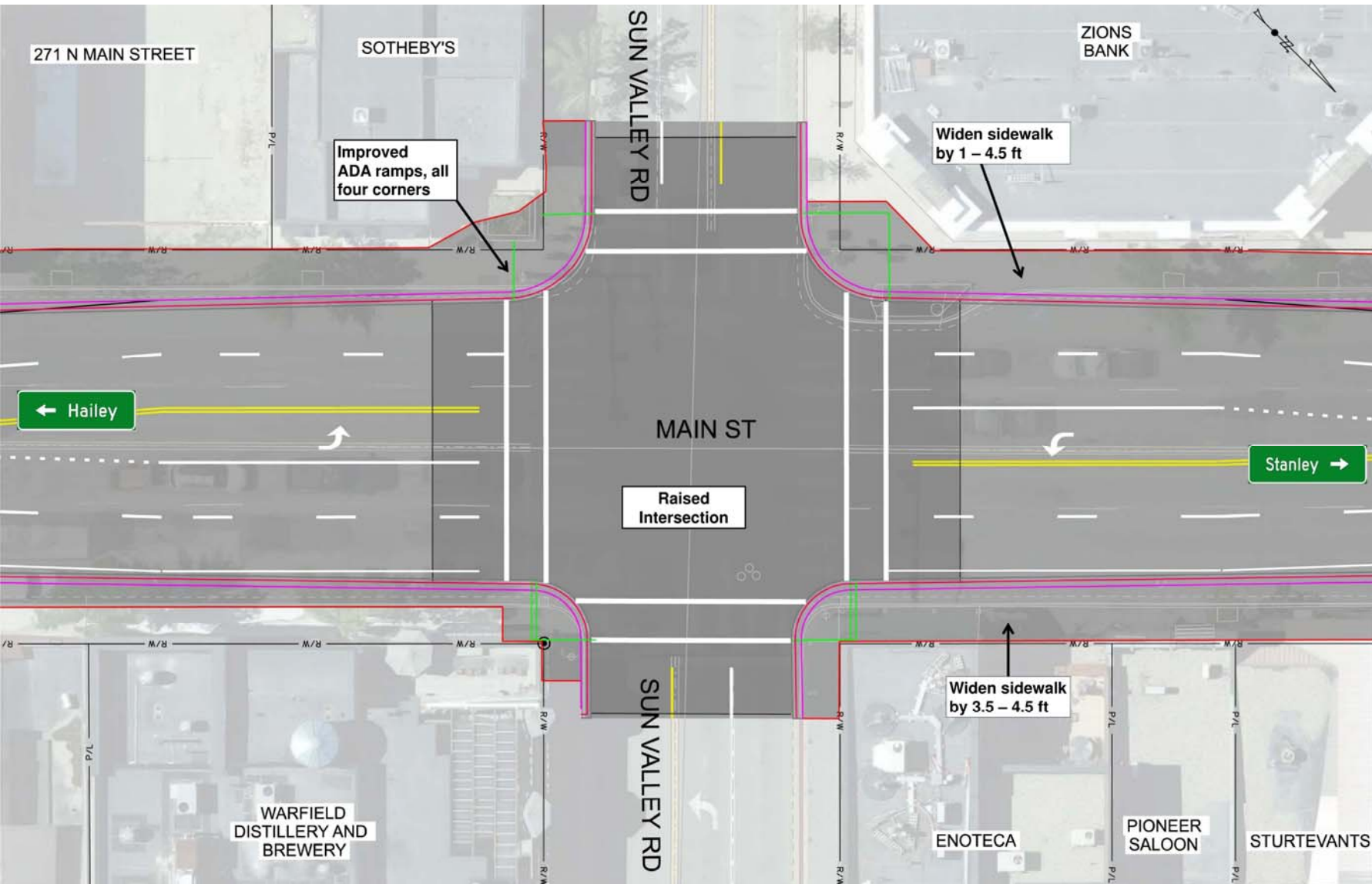


2nd Street Intersection

Potential Improvements

- Added bulbouts with improved ADA ramps
- Sidewalk improvements for poor condition
- Improvements to pedestrian realm
- Remove exiting ramp with new, shorter commercial ramp and landing
- On-street parking changed from angled to parallel parking, eliminating 2 stalls





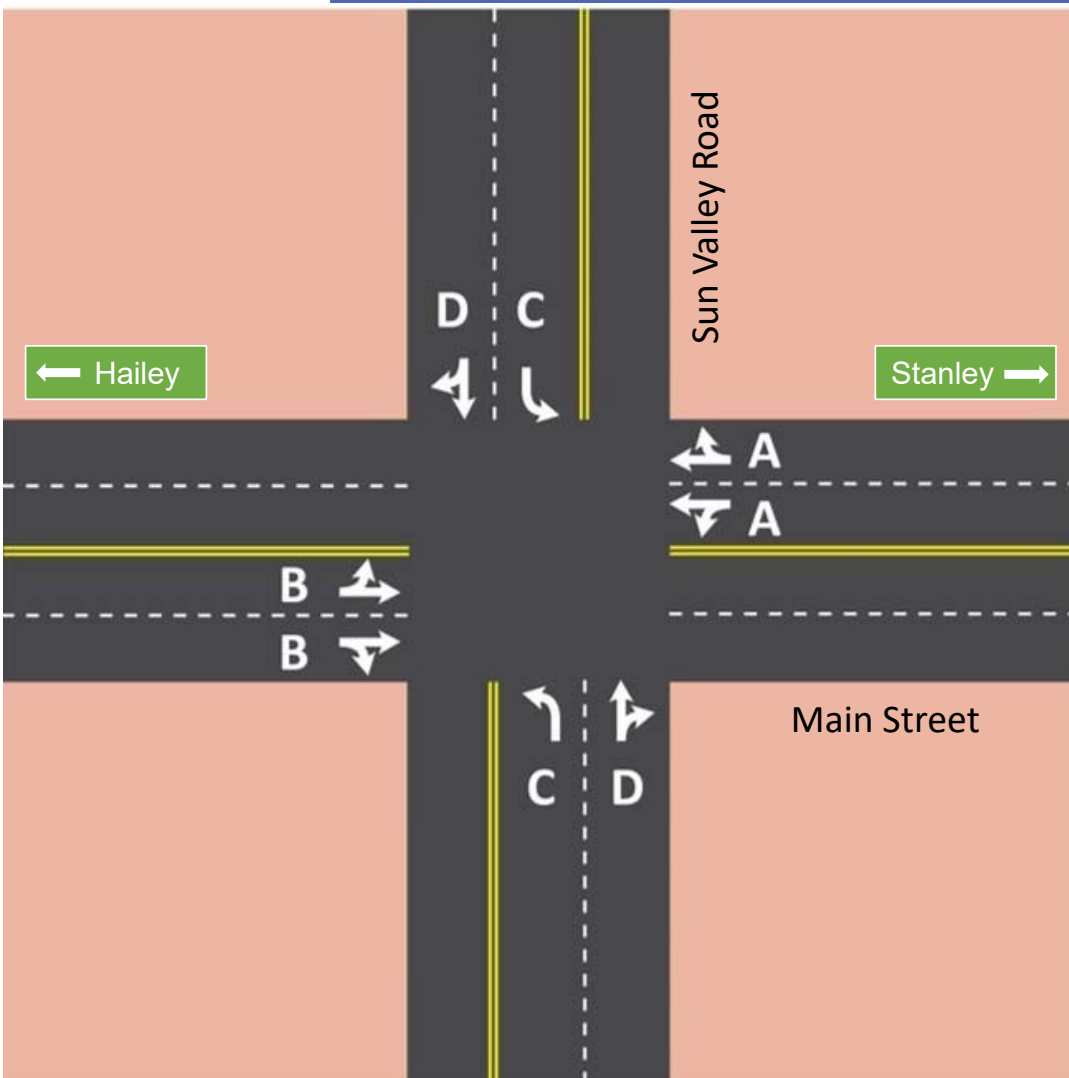
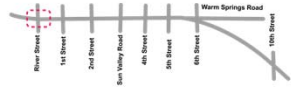
SV Road Intersection

Potential Improvements

- Raised intersection with improved ADA ramps
- Reduced pedestrian crossing by 2 ft
- Added sidewalk width
- Sidewalk improvements for poor condition
- Improvements to pedestrian realm
- On-street parking eliminated from 2nd to 4th Streets to add left turn lane (remaining portion added to sidewalks)



Sun Valley Road Intersection – Current Traffic Movements



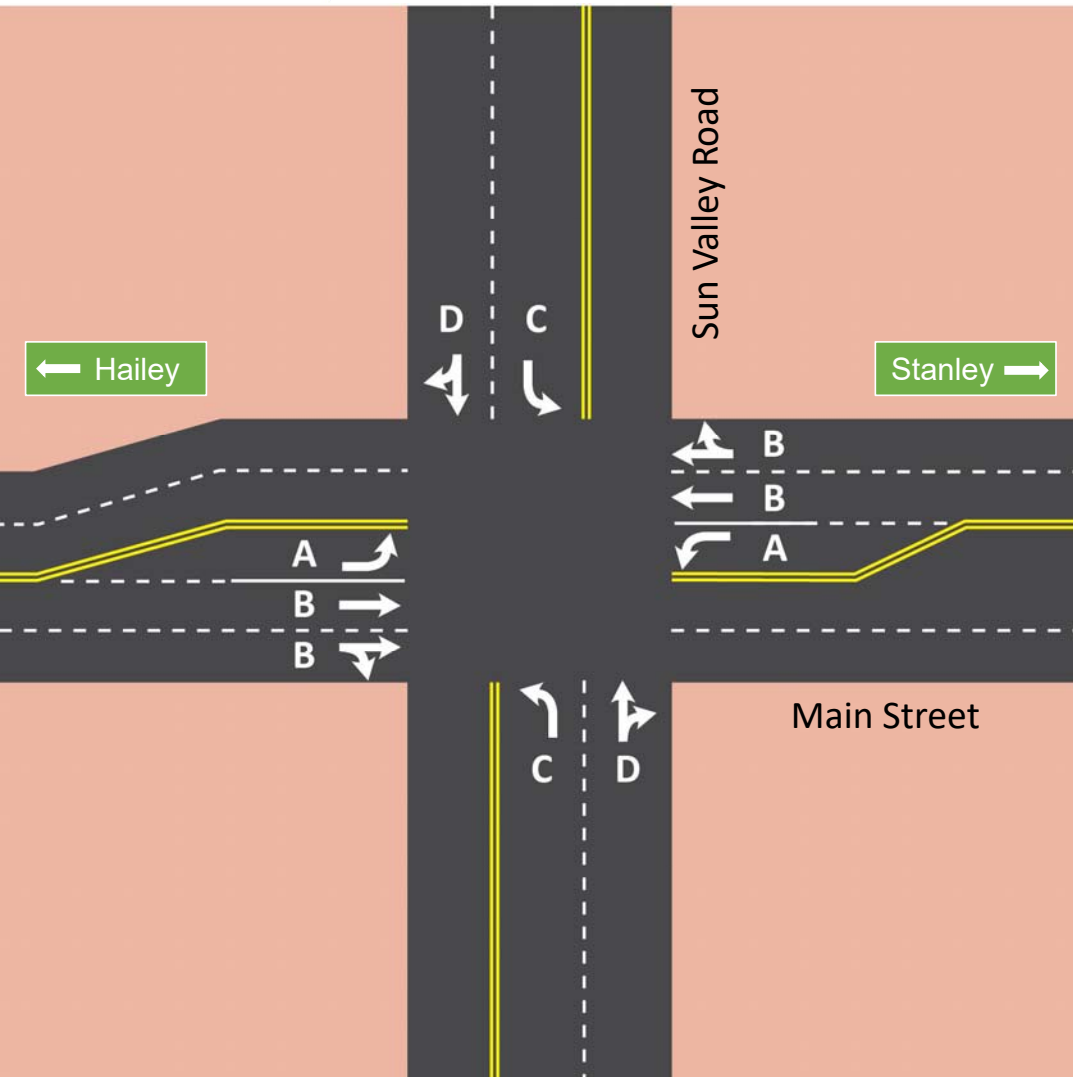
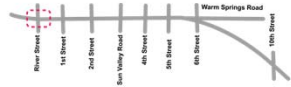
A – MAIN ST south-bound traffic moves, all other lanes stopped

B – MAIN ST north-bound traffic moves, all other lanes stopped

C – SUN VALLEY RD left-turn traffic moves, all other lanes stopped

D – SUN VALLEY RD through/right-turn traffic moves, all other lanes stopped

Sun Valley Road Intersection – Proposed Traffic Movements



- A – MAIN ST left-turn traffic moves, all other lanes stopped**
- B – MAIN ST through/right-turn traffic moves, all other lanes stopped**
- C – SUN VALLEY RD left-turn traffic moves, all other lanes stopped**
- D – SUN VALLEY RD through/right-turn traffic moves, all other lanes stopped**

Travel Time (6th to River in the Evening Rush Hour):

Current: **2.7** mins

- Southbound decreases: **30** secs
- Northbound decreases: **42** secs

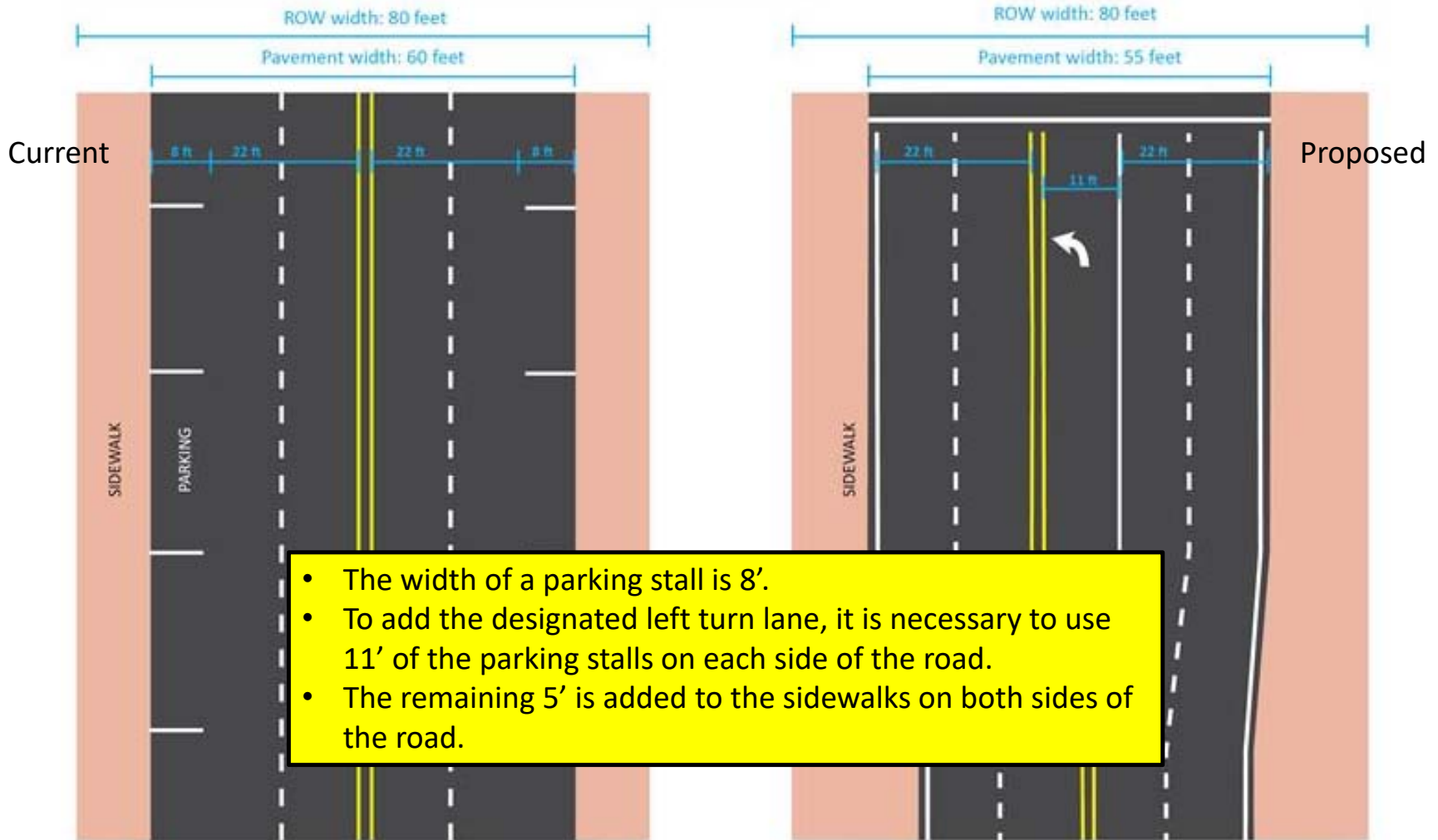
Future (2042 No Changes): **5.1** mins

Future (2042 new Left Turn Lane): **2.2** mins

Other benefits:

1. Easier to sync up the signals.
2. Better two-way progression during peak periods
(*Not stopping one direction of traffic while the other direction goes.*)
3. More crossing opportunities for pedestrians
4. Reduced vehicle queue lengths

Sun Valley Road Intersection



Sun Valley Road Intersection Improvements

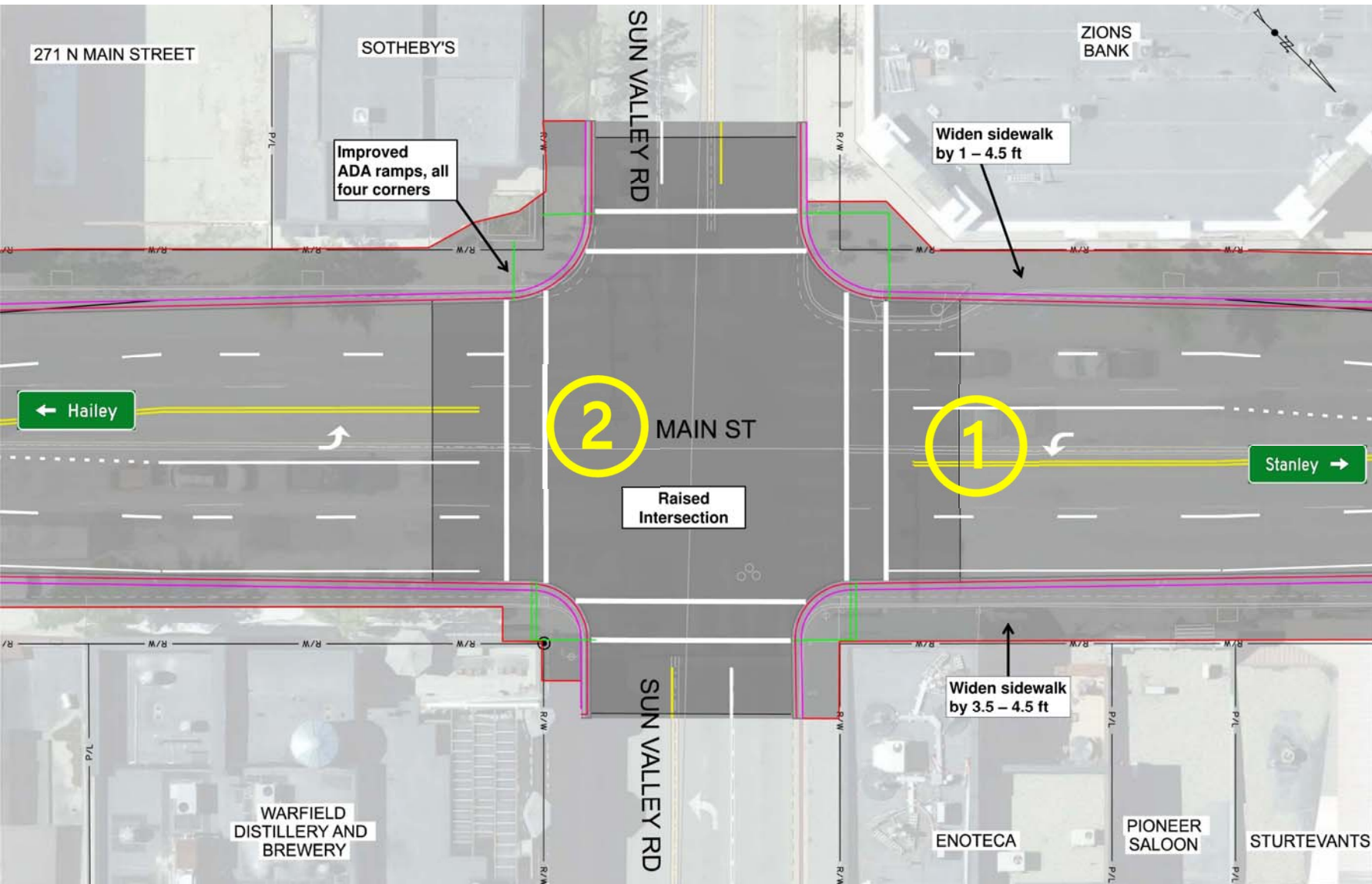


Main Street

Sun Valley Road

Grade change from street to raised intersection

Road surface flush with sidewalk on all corners

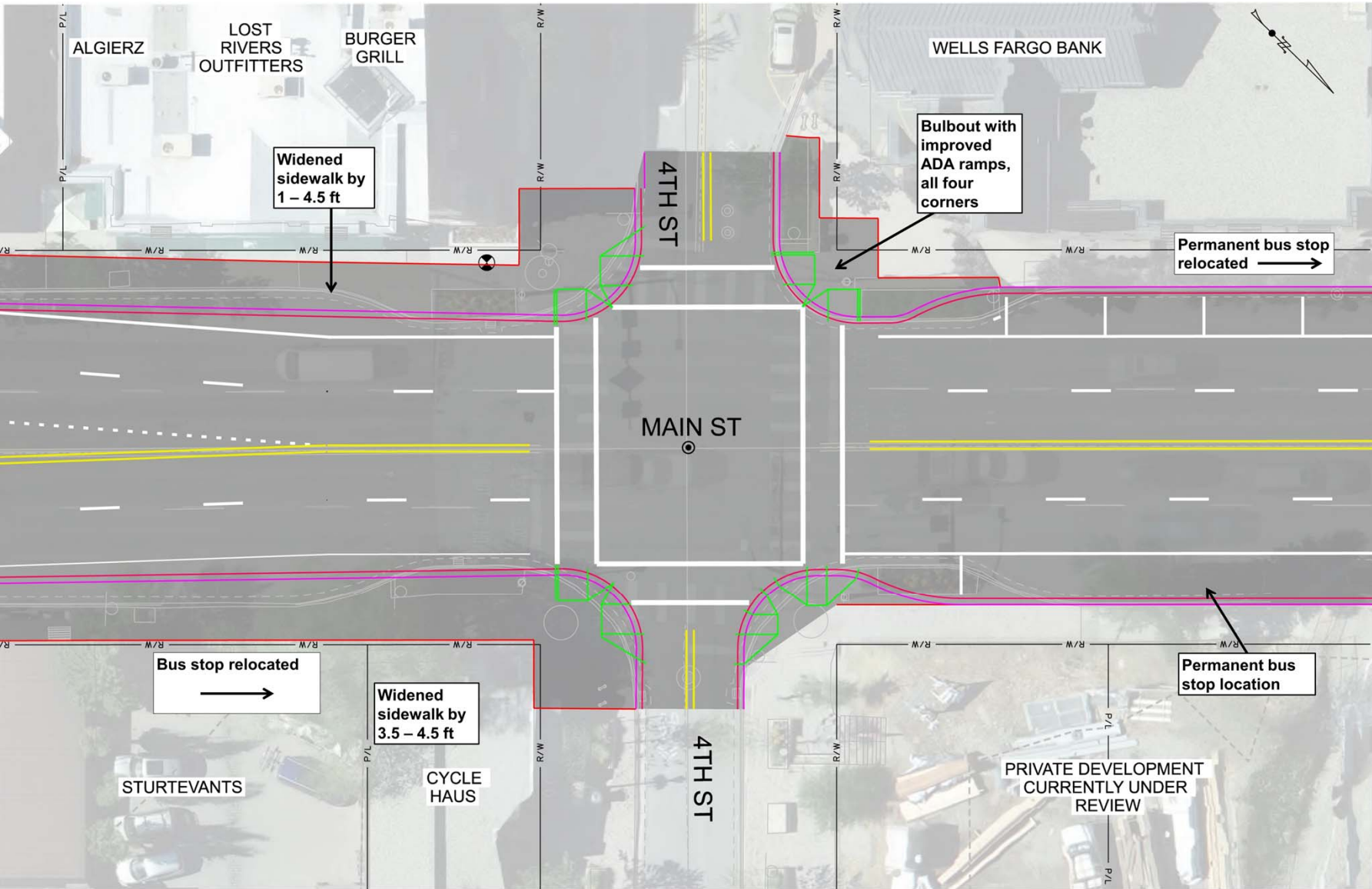


SV Road Intersection

Potential Improvements

- Raised intersection with improved ADA ramps
- Reduced pedestrian crossing by 2 ft
- Added sidewalk width
- Sidewalk improvements for poor condition
- Improvements to pedestrian realm



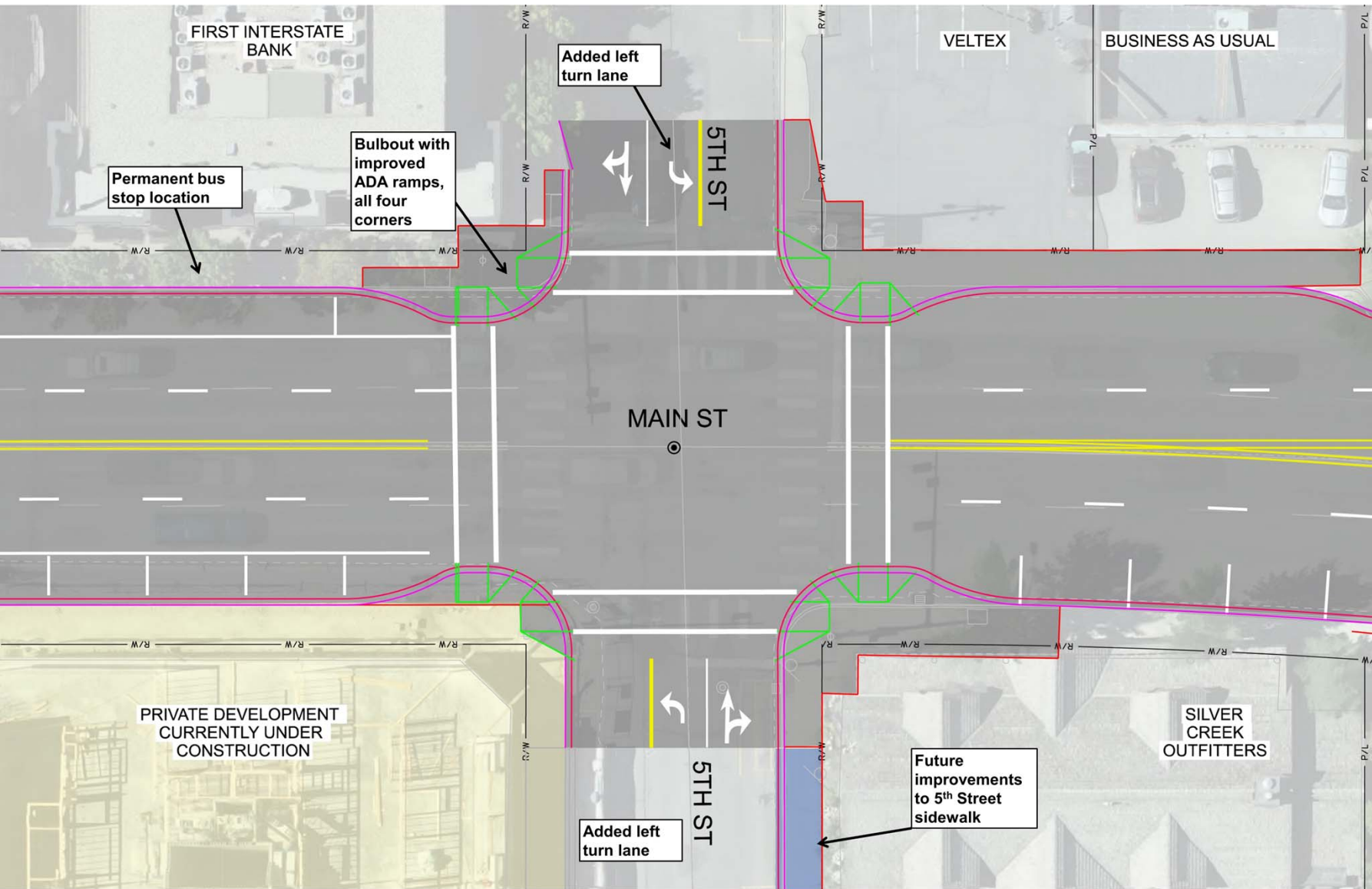


4th Street Intersection

Potential Improvements

- Added sidewalk width
- Sidewalk improvements for poor condition
- Improvements to pedestrian realm
- On-street parking eliminated between 2nd & 4th for wider sidewalk and left turn lane





5th Street Intersection

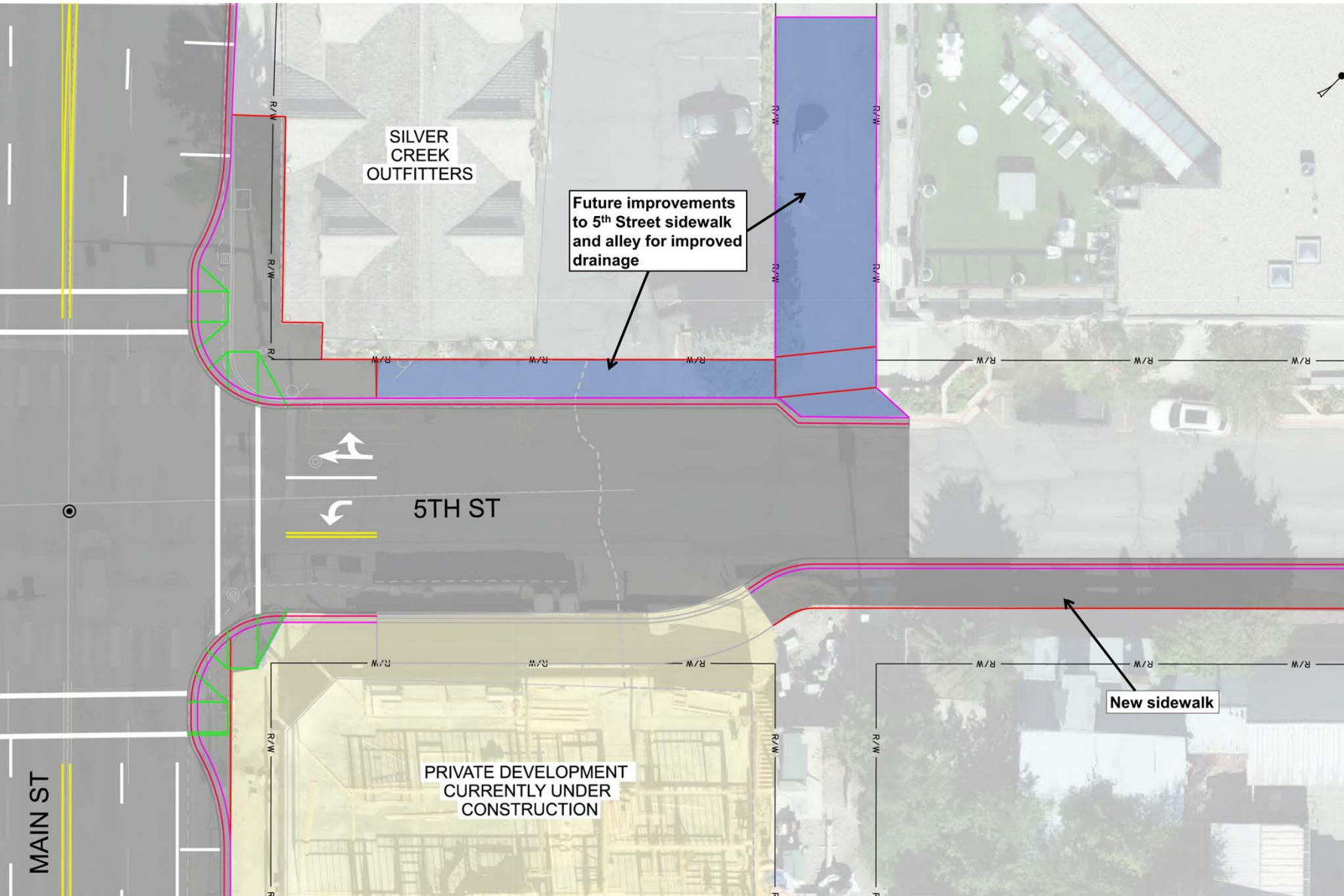
Potential Improvements

- Added bulbouts with improved ADA ramps
- Reduced pedestrian crossing by 12 ft or more
- Sidewalk improvements for poor condition
- Improve drainage at Silver Creek Outfitters
- Improvements to pedestrian realm
- On-street parking eliminated along 5th Street for added left turn lane

5th Street Intersection

Potential Improvements

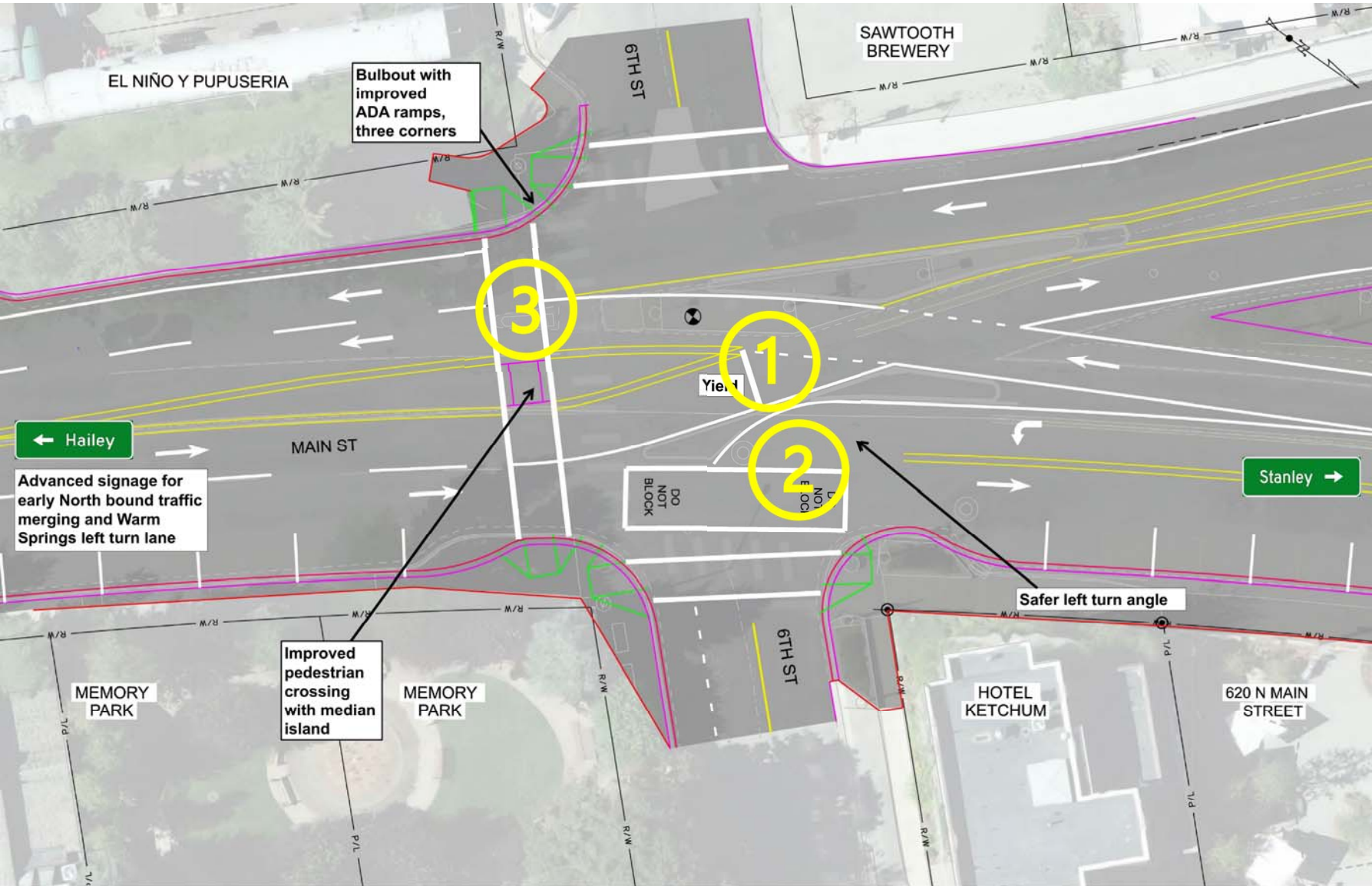
- Sidewalk improvements for poor condition
- Improve drainage at existing corner
- Improvements to pedestrian realm
- Future improvement for drainage at alley

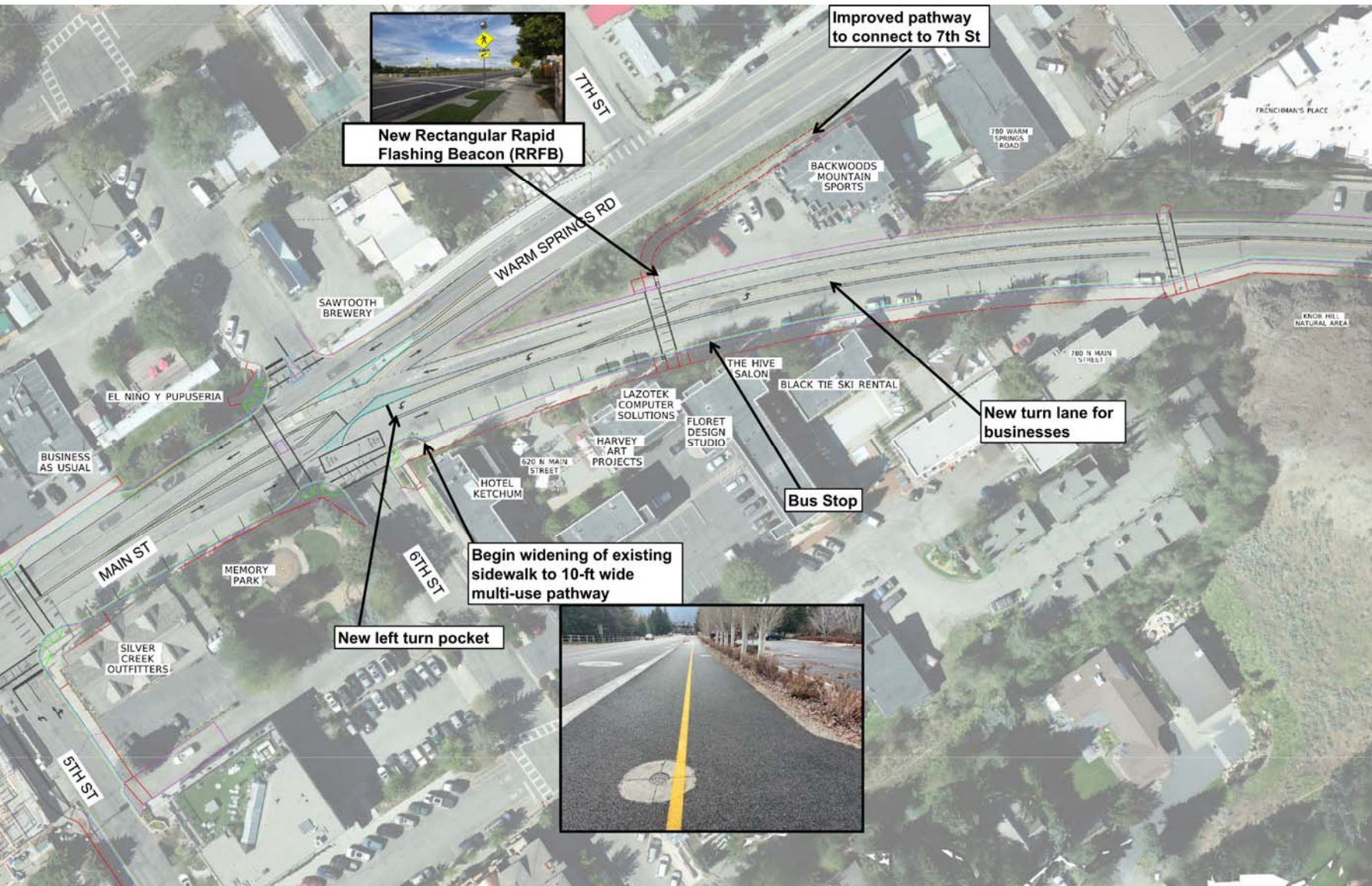


6th Street Intersection

Potential Improvements

- Safer pedestrian movements and refuge
- Eliminating crash conflict points
- Efficient traffic flow
- Reducing driver confusion





6th Street to Knob Hill

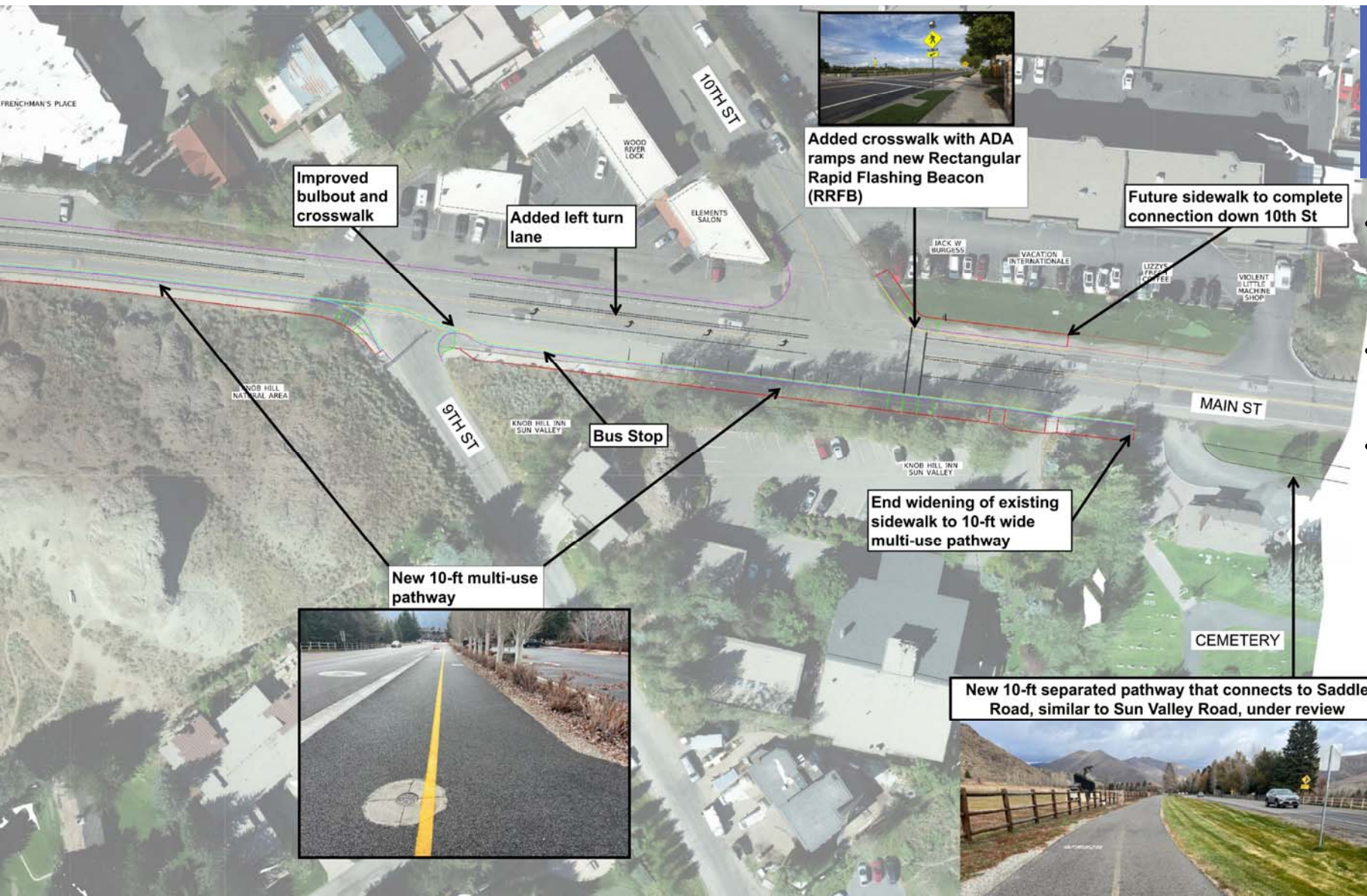
Potential Improvements

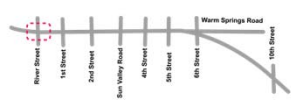
- Improved pathway to 7th Street
- RRFB installed
- Begin widening of (east side) sidewalk for future connection to multi-use pathway
- New turn lane for businesses

Knob Hill to 10th Street

Potential Improvements

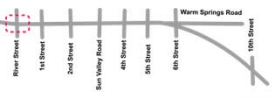
- Efficient traffic flow with added left turn lane
- New pedestrian pathways
- RRFB installed





Streetscape Enhancements

Sidewalks, Street Trees, and Furnishing Enhancements

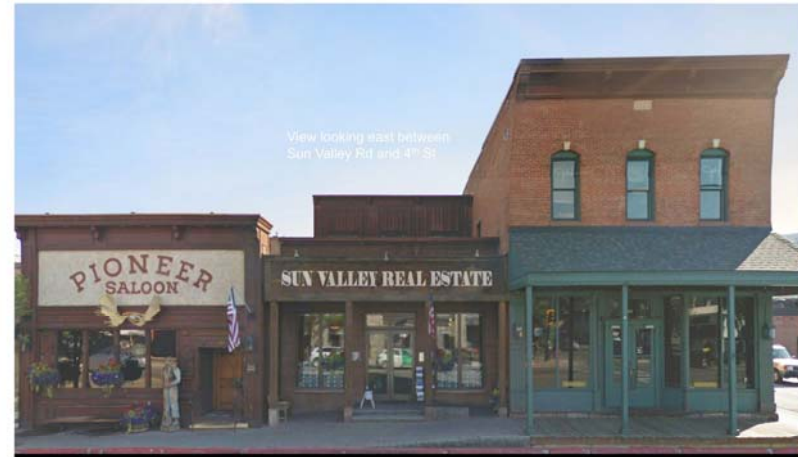


Sidewalks, Street Trees, and Furnishing Enhancements



Sidewalks, Street Trees, and Furnishing Enhancements

Existing Condition



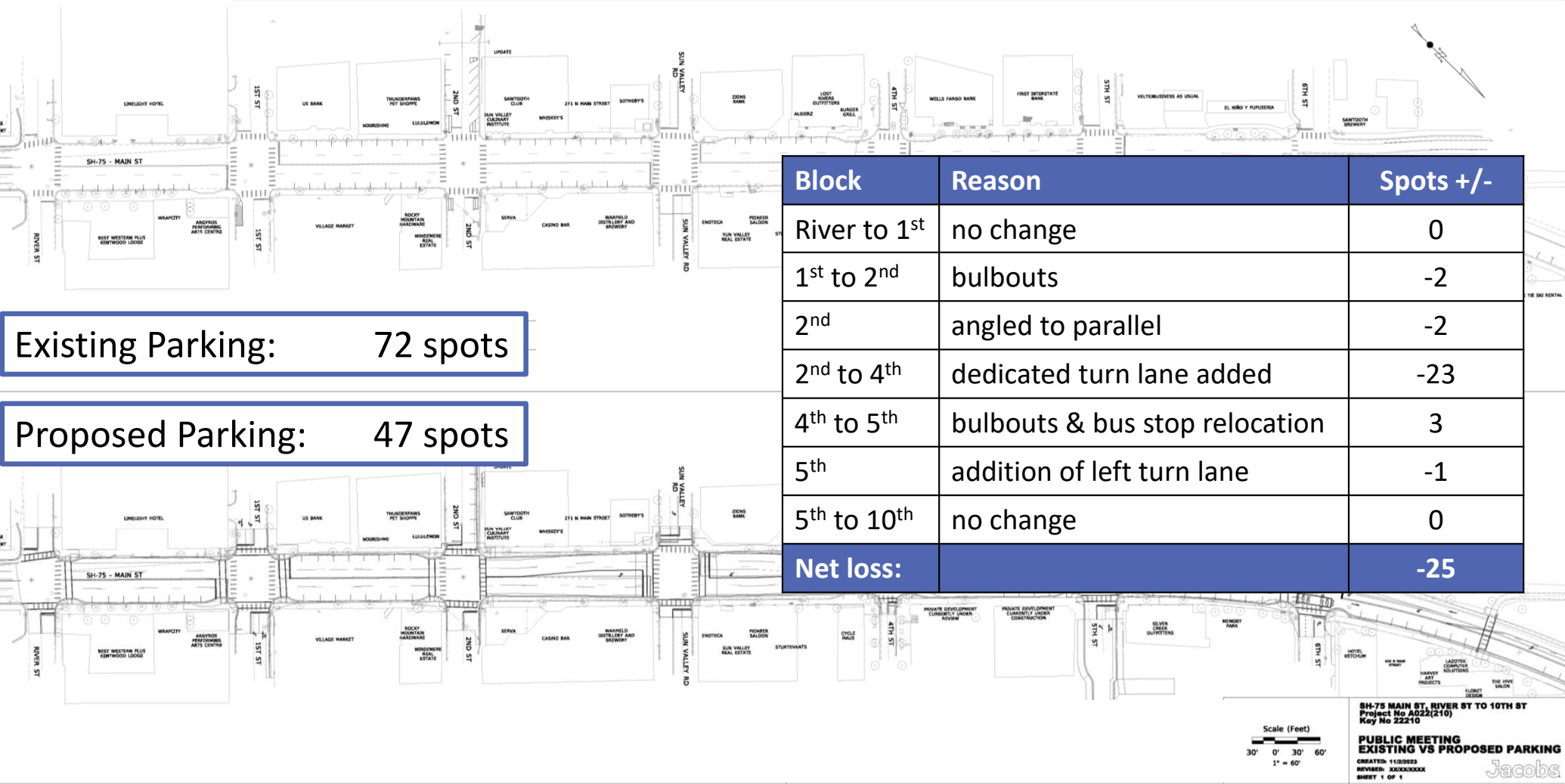
Potential Streetscape Enhancements





Parking

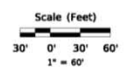
Parking



Existing Parking: 72 spots

Proposed Parking: 47 spots

Block	Reason	Spots +/-
River to 1 st	no change	0
1 st to 2 nd	bulbouts	-2
2 nd	angled to parallel	-2
2 nd to 4 th	dedicated turn lane added	-23
4 th to 5 th	bulbouts & bus stop relocation	3
5 th	addition of left turn lane	-1
5 th to 10 th	no change	0
Net loss:		-25



SH-75 MAIN ST, RIVER ST TO 10TH ST
 Project No AD22(210)
 Key No 22210
PUBLIC MEETING EXISTING VS PROPOSED PARKING
 CREATED: 11/2/2023
 REVISED: XXXX/XXXX
 SHEET 1 OF 1
 Jacobs



Parking

- Parking Action Plan
- Focus groups on October 4 & 5, with more to come
- Best practices:
 - Real time utilization data (LPR technology)
 - Downtown managed via four quadrants
 - Mix of visitor/customer and all-day parking (employees)
 - Goal is to make sure we do not have greater than 85% occupancy/block

Parking – Comparable Cities

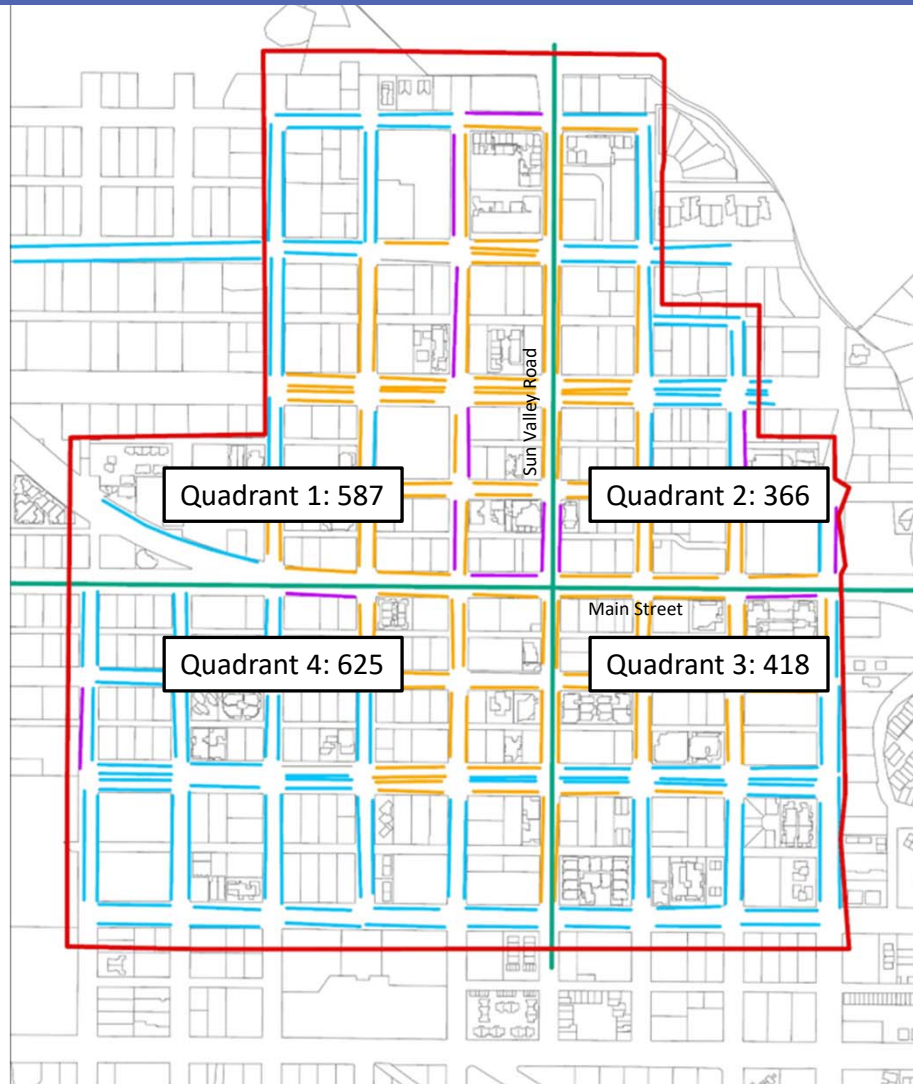
Town	Ketchum	Breckenridge	Jackson	Park City	Whitefish
Resident population	3,588	5,024	10,849	8,457 (1,200)	8,492
Paid on-street	N	Y	N	Y	N
Park & Rides/Off-street lots	146	1,500	384	900	0
Parking structures	0	959	281	601	221
Total # on-street spaces	1,996	585	1,078	800	1192
Grand Total Spaces	2,142	3,043	1,742	2,300	1,412

Parking

Fourth Street Lot	56
Washington Ave Lot	64
Leadville Lot	26

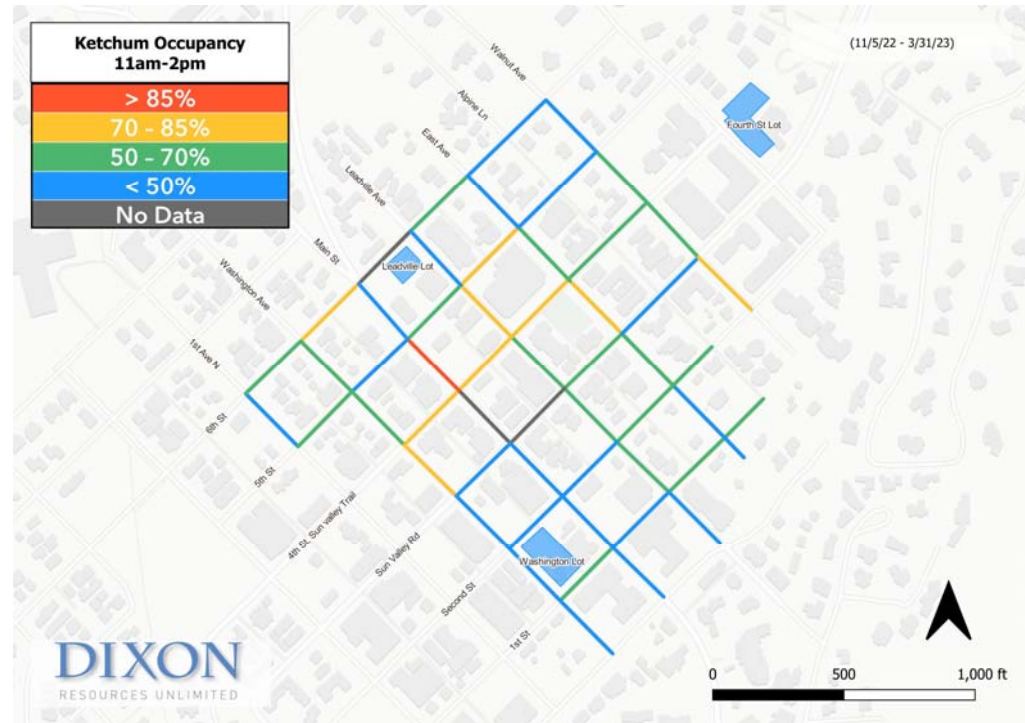
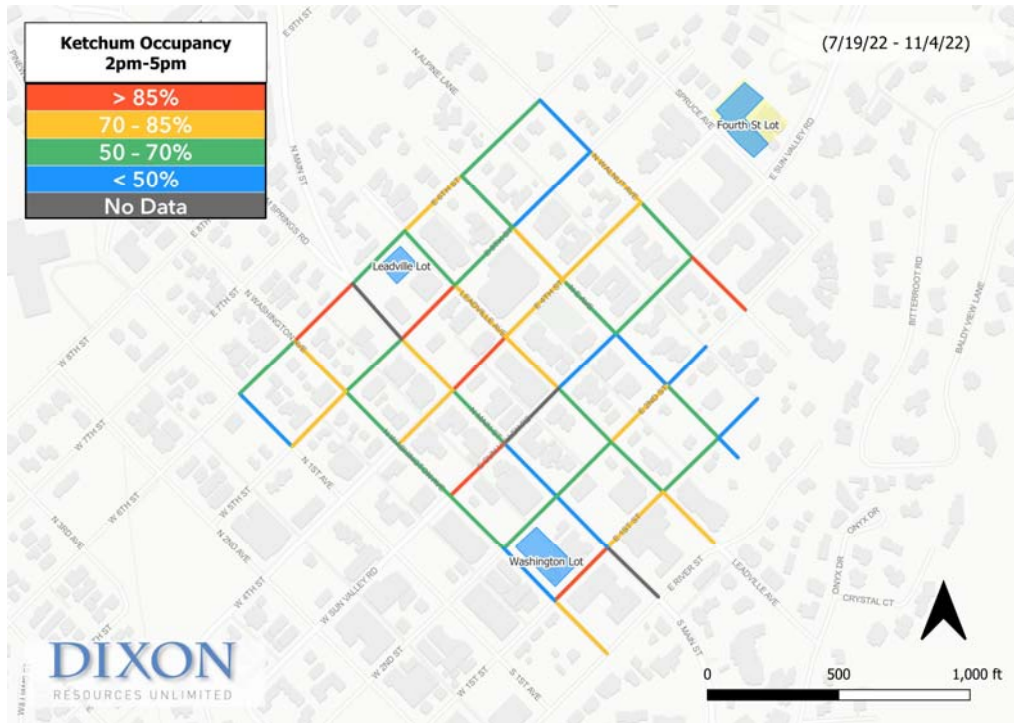
Miscellaneous = ADA, loading zones, City vehicle parking, and others which don't fall under a clear restricted or unrestricted category

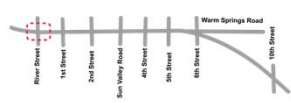
Grand total:
1,996 on-street spaces
146 lot spaces



- Non-time restricted —
- Time restricted —
- No parking —

Parking Occupancy





Logistics



Impacts | Logistics

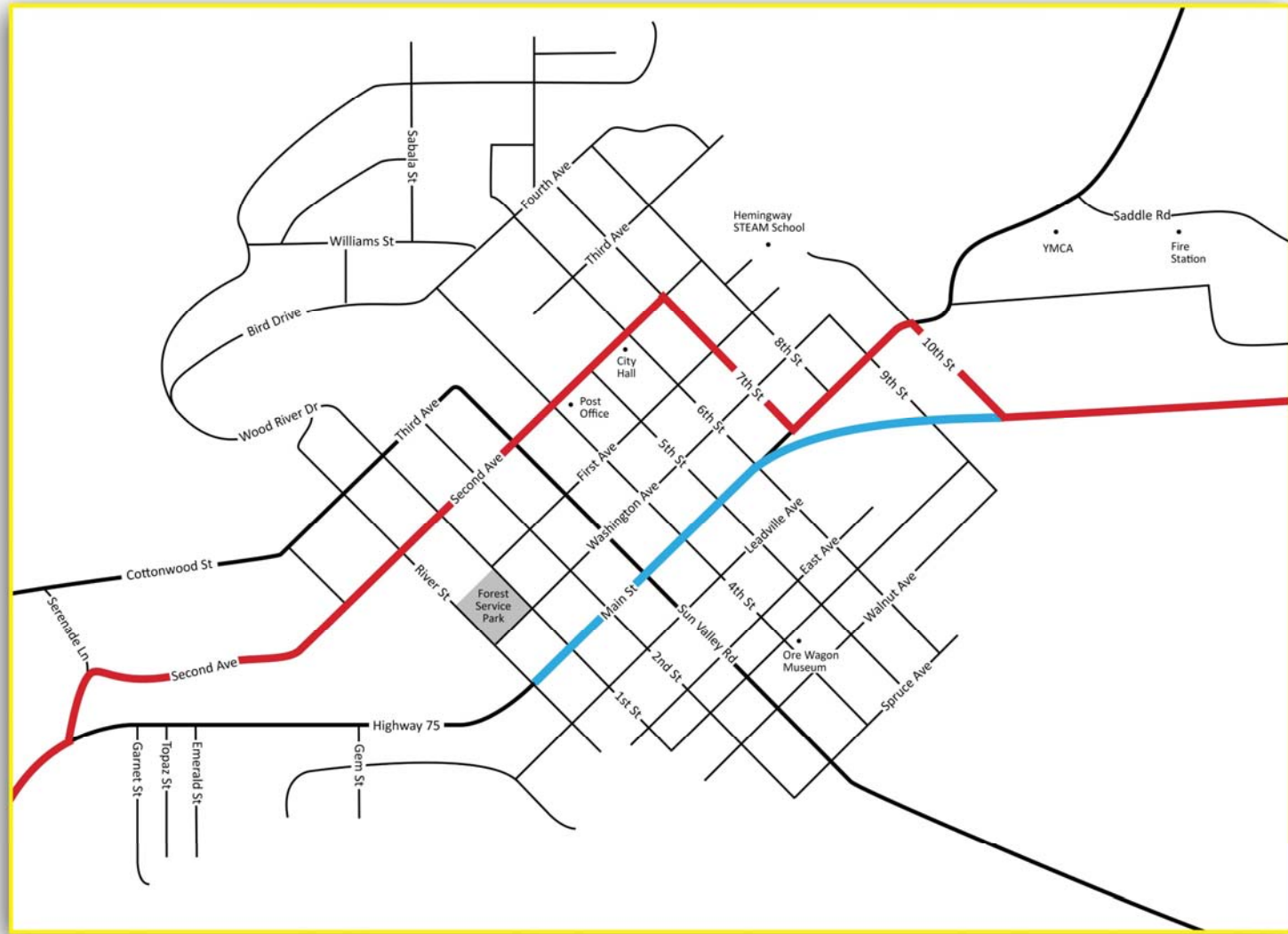
Project's bid will:

- Allow for max work flexibility (nights/weekends)
- Require pedestrian & delivery access to businesses

Closures:

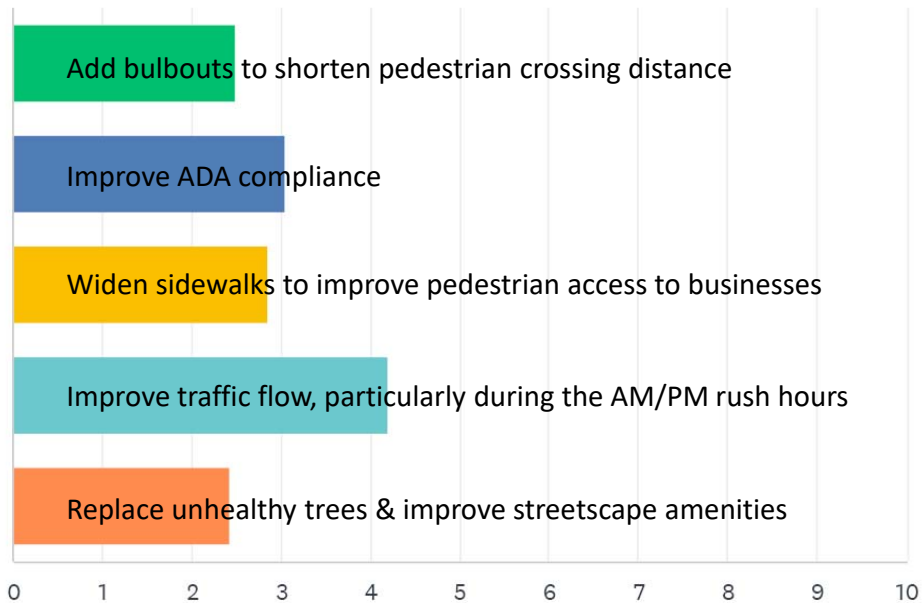
- Could range from one-lane to multi-block
- Local traffic
- Through-traffic

 Project area
 Through traffic detour
Detour route will have flaggers during peak times.

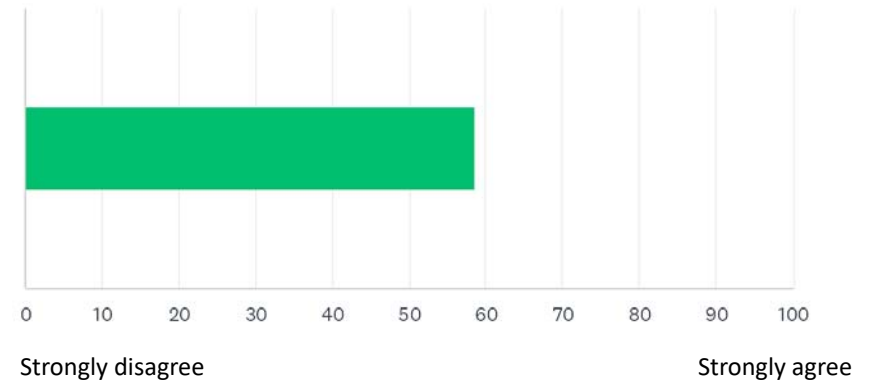


Preliminary Community Feedback (133)

Please prioritize the project's goals below from most to least important.



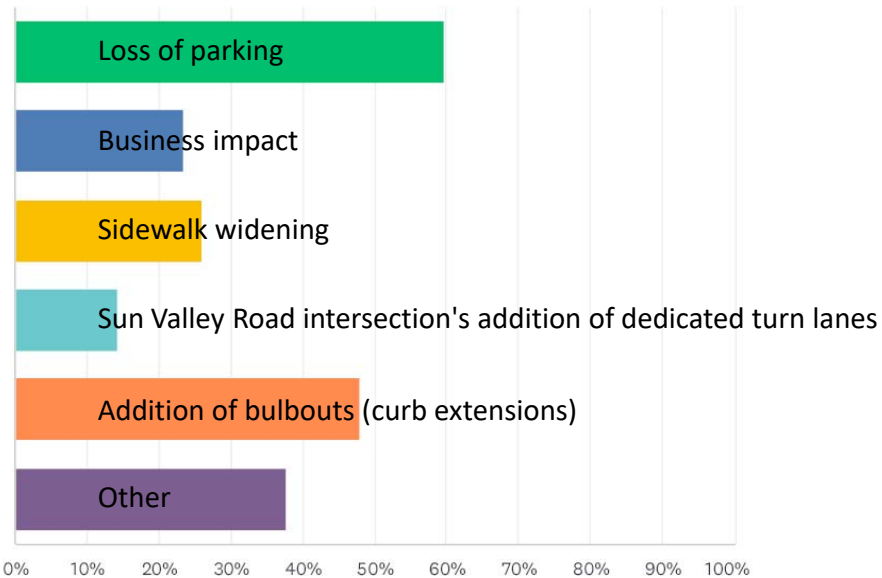
Do you agree that the project is going in the right direction?



Is there a particular intersection you have design concerns about?
(see handout)

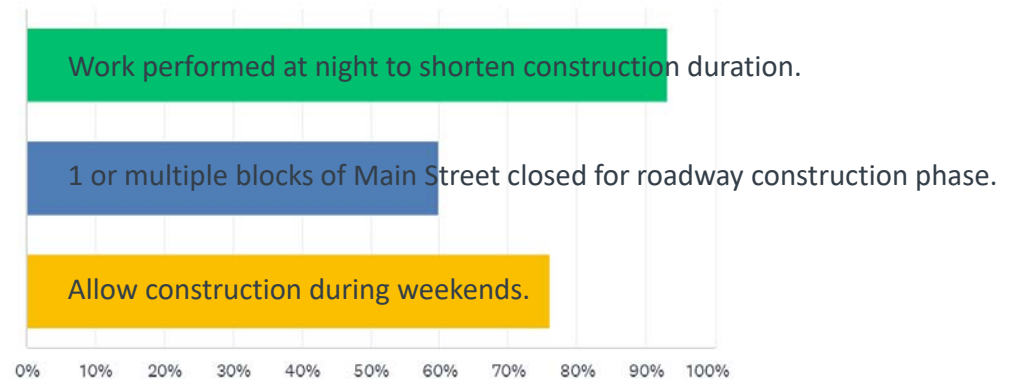
Preliminary Community Feedback (133)

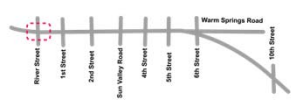
If you disagree, which aspect(s) of the project concerns you?



Is there a particular intersection you have design concerns about?
(see handout)

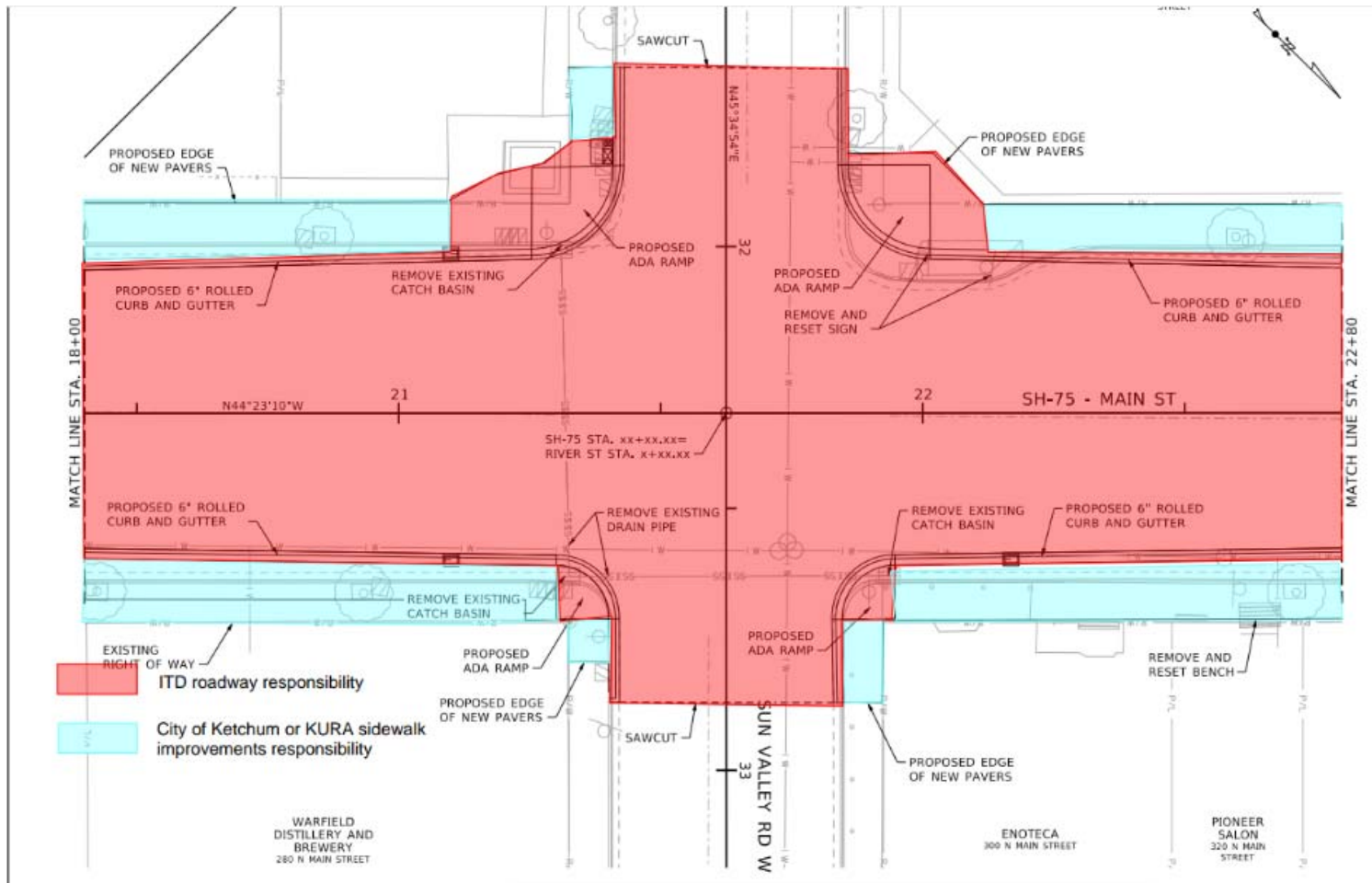
In an effort to reduce the overall construction timeline, which of the following construction methods would you support?





Draft Budget

Draft Budget – ITD vs. local portion



Draft Budget

Funding & Cost Source	ITD	City of Ketchum
DESIGN PHASE		
Available Design Funds	\$500,000	\$175,000
Jacobs & GGLO Design Cost¹	(\$325,000)	(\$175,000)
Net Remaining	\$175,000	\$0
CONSTRUCTION PHASE		
Available Construction Funds	\$6,500,000	\$1,325,000
Jacobs and GGLO Construction Management¹	(\$270,000)	(\$180,000)
Cost Categories		
1-ITD Roadway Rehabilitation	(\$4,890,000)	
2-Ketchum Sidewalk Base effort		(\$870,000 ³)
Construction Contingency (30%) ²	(\$2,000,000)	See note
Design & Construction Net Remaining	(\$485,000)	\$275,000

¹ Shared cost split is 60% ITD and 40% Ketchum

² Final Design will have a 10% Construction Contingency

³ Ketchum Water Utility to fund \$250,000 (not included above) to relocate waterline

Draft Budget



3-Ketchum Streetscape effort		
Includes Street Trees and sidewalk amenities		(\$1,080,000)
Funding Deficit		(\$805,000)
POTENTIAL PROJECT EXPENSE TOTAL:	\$7,485,000	\$2,305,000
4-Bid Alternates		
2 nd Street Sidewalk (Adjacent Cornerstone Building)		\$200,500
5 th Street A (Main St to Alley – Adjacent Silver Creek Outfitters)		\$207,000
5 th Street B (Alley to Leadville St)		\$250,000
Attached Multiuse path (6 th to 10 th)		\$478,000
(Sum of 4) Subtotal Extras		(\$1,135,500)
Funding Deficit for Phase 3 and 4		(\$1,940,500)
5-Future Phases		
Detached Multiuse path		\$500,000
GRAND TOTAL	\$7,485,000	\$3,940,500

Note: All construction elements include 30% Construction Contingency, which comes to approximately \$2M. Additionally, nearly \$1M for Traffic Control at this time.



Draft Budget

City Funding Sources	Status	Amount
Design (FY23) & Construction (FY24)	Council-approved	\$374,100
Miscellaneous sidewalks (FY24)	Council-approved	\$222,000
Unallocated LOT FY23 revenue	Pending approval	\$597,090
Available funds via GF or CIP fund balances	Pending approval	\$131,810
Available construction funds		\$1,325,000



Discussion/Direction

Policy Question #1:

Are there any concerns with the proposed design scope?

Policy question #2:

Does the Council and Commission support the draft budget as presented?



Next Steps

Next Steps:

- Revise scope and budget based on feedback
- Proceed with detailed design
- Public engagement meetings:
 - TBD – Streetscape and bike connectivity
 - February – 90% designs
 - March – Out to bid

Project Schedule



2023

2024

Aug Sept Oct Nov Dec Jan Feb Mar April May June July Aug Sept Oct Nov Dec

Preliminary Design
30% Drawings

Detailed Design
90% Drawings



Public Meetings:
November
2023

Public Meetings:
January
(streetscapes) &
February
(90% design)
2024

Bid period

Construction

Sidewalks



Roadway



Tonight – Monday, November 13

Don't miss out on our presentation of the preliminary draft design for the Main Street Reconstruction Project. Your input matters!

Wednesday | Nov. 8 | 5:30 p.m.
LimeLight Hotel - Silver Creek Room
No Open Bar

Thursday | Nov. 9 | 11:30 a.m.
Cinthium City Hall

If you cannot attend, view the November 9th meeting online at <https://www.kur.gov>

To RSVP, please email participate@kathumidaho.org
Reservations will be provided

Public Parking

1st & Washington project – recap of options

	Number of Spaces	Number of Parking Levels	Residential Levels (#)	Cost Estimate	Compliance with KURA Goals
Option 1	93	2 levels above grade, 1 level at grade	1 level	\$10,548,868	In conflict with Goal 1
Option 1A	54	1 level above grade, 1 level at grade	2 levels	\$7,698,868	In conflict with Goal 1
Option 2	93	1 level above grade, 1 level at grade, 1 level below grade	2 levels	\$12,349,096	In conflict with Goal 1
Option 3	93	1 level at grade, 2 levels below grade	3 levels	\$13,568,747	Meets all Goals
Option 3A	54	1 level at grade, 1 level below grade	3 levels	\$9,448,868	Meets all Goals
Option 4	31	1 level at grade	3 levels	\$4,898,868	Meets Goal 1, in conflict with Goal 2
Option 4A	49 (17 public, 32 dedicated residential)	1 level at grade	3 levels	\$4,898,868	In conflict with Goals 2 and 3

Public Parking

Ketchum's downtown blocks and garage design criteria

Lots	Downtown		Half Blocks		Full City Block (alley included)
Dimensions	55' x 100'	55' x 150'	100' x 220'	150' x 220'	220' x 220'

Lots	6th & Leadville	1st & WA
Dimensions	100' x 110'	100' x 220'

Even a full city block does not meet the ideal length for a parking structure.





Hot Topic #1 - Bulbouts

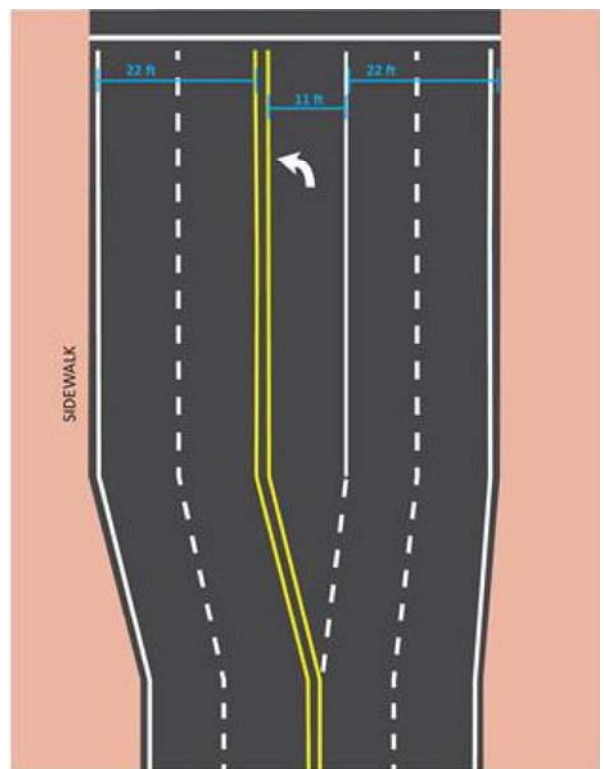
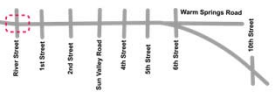
Why bulbouts (aka curb extensions)?

- Safer visibility for both driver and pedestrian
- Shortened distance for pedestrian
- Decreases speed of cars on corners
- EX: installed on East Avenue and Walnut & Sun Valley Road

Community concerns:

- Take up parking spots
- Snow removal – not an issue due to new designs

Sun Valley Road Intersection



Dedicated turn lanes at Sun Valley Road intersection

- Remove split phasing
- Reduces congestion