



City of Ketchum

CITY OF KETCHUM, IDAHO TRAFFIC AUTHORITY MEETING MINUTES

Thursday, May 13, 2021 9:00AM

Ketchum City Hall Council Chambers

480 East Avenue North

Ketchum, Idaho

Present:

Jade Riley, City Administrator
Suzanne Frick, Director of Planning & Building
Brian Christiansen, Director of Streets & Facilities
Jamie Shaw, Ketchum Chief of Police
Michael David, City Councilmember
Kelli Trapp, Recording Secretary

1. Opening of Meeting

Meeting called to order at 9:00 AM by City Administrator Jade Riley

ACTION ITEMS:

2. ACTION ITEM: Adoption of Minutes

A. April 8, 2021

MOTION:

Motion to approve the minutes of April 8, 2021

MOVER: Brian Christiansen

SECONDER: Jamie Shaw

All in favor

3. ACTION ITEM: Recommendation to approve two 15-minute parking spots on Walnut Avenue outside of The Community Library

Brian Christiansen said that during their remodel, The Community Library requested two 15-minute parking spots. The spots would be north of the handicapped parking spots and it is an appropriate position for in and out traffic.

MOTION:

Motion to approve the installation of two 15-minute parking spots on Walnut outside of The Community Library in a location that Brian Christiansen deems necessary

MOVER: Suzanne Frick

SECONDER: Jamie Shaw

All in favor

4. ACTION ITEM: Discussion on public comment from Adam Kesselman about the installation of a crosswalk across 6th Street near 3rd Avenue

Christiansen stated that this was brought to the Traffic Authority about a year ago and it was denied based on previous direction we had on similar crosswalks. Their concern was an ADA style crosswalk going across the street to a non-ADA style crosswalk. The City was advised against it due to the liability issue. We have direction now that is a bit different. Jeff Loomis with Galena Engineering said from a legal standpoint any intersection is crossable and it does not have to necessarily have ADA accesses on both sides. Loomis recommended the City paint the crosswalks. Frick stated there are certain standards in Public Works improvements that require ADA accessibility, and she wants to make sure we are not going against those standards. Frick wants our ADA consultants to weigh in on this and the Group agreed.

MOTION:

Motion to approve the painting of a crosswalk at 3rd Ave and 6th St pending advice from ADA consultants

MOVER: Michael David

SECONDER: Jamie Shaw

All in favor

DISCUSSION ITEMS:

5. DISCUSSION ITEM: Discussion item on installing Slow Children at Play signs on Huffman Drive as requested by Ketchum resident Katie Minor

Christiansen said for many years the City has put these signs out as requested. Due to so many signs being out, the City chose that they were not as effective as everyone hoped they would be. The Group discussed this item and want to do something that is more effective than placing signs. Frick said that we could put these in every neighborhood, although putting up the signage does not solve the problem. Frick added we should be looking at configurations of the streets, how to better manage the traffic and the speed based upon design as opposed to putting up signs. Riley agreed and said the signs should not be on specific streets and if there is a problem, we should look to a solution in all the neighborhoods with this problem. Michael David agreed and said we need to look at the streets design-wise. Christiansen added that on Huffman the speed limit posted is 15mph at this time. *Riley said that they would engage a traffic engineer group to help look at neighborhood traffic calming measures for West Ketchum neighborhoods.*

Ben Flandro, Wally Limburg and Justin Ross joined the meeting in person to give public comment on the next item.

6. DISCUSSION ITEM: Discussion on public comment from Ketchum resident Ben Flandro proposing solutions to speeding in the Bald Mountain Road/Irene Street neighborhood by adding speed bumps at blind corners or closing the East intersection of Irene and Bald Mountain Road to decrease through traffic

Ben Flandro resident of Bald Mountain Road spoke to the Group about this issue and stated that he has seen an increased volume of traffic specifically accessing the dog park. Flandro said that people who don't live in the Bald Mountain Rd area are utilizing side streets to get to the dog park and he is concerned about the safety of children and vehicles coming around the blind curve. Wally Limburg resident of Bald Mountain Road spoke about the speeding on Bald Mountain Road and the dangers this imposes to the children in the area. Justin Ross, resident of Warm Springs Road, spoke to the Group and said that his children do not consider the front yard a play area due to this problem and thanked the Group for their consideration on trying to calm traffic in a smart way.

Frick said based upon our Street Standards there is a requirement that we cannot create dead end streets, there must be cul-de-sacs so that the Fire Dept has that turn around. The standards for that cul-de-sac are fairly significant because they have to be able to get fire trucks turned around; the radius is about 60 feet at the property line and not less than 45 feet at the curb line. We will have to see if this could accommodate that and it's something the Group would evaluate with the Fire Dept. Looking at the surface, it's likely that someone would have to give up some property in order to provide for that turn around. Fire Code has a cap on the number of residential units that they can serve with one way in and one way out. We need to look at what that cap is as it may be less than the 47 that exist there. Frick added that they will look at all of those issues but also look at an engineering solution such as reconfiguration of street widths, or other measures to slow down traffic. Riley stated that getting fresh data on traffic and speed would be necessary. Riley told the attendees that we would keep them in the loop as we have future discussions on this issue and thanked them for their comments. *The Group agreed to put the counters out to collect some baseline data and Riley added this would be the second project that Jacobs looks at.*

7. DISCUSSION ITEM: Crosswalk at Main and River Street

The Group has received feedback on residents concerned about safety in this area. Christiansen said that part of the problem is visibility at the hill coming into town. Putting a light there would back up traffic and in the past ITD has not been in favor of putting a signalized cross there. Currently there is a painted crosswalk on the north end of the intersection crossing Main St and two crosswalks, one on each side of Main Street on River are painted. We will see fresh paint on these crosswalks as the painters will be

here next week. The light on the corner that illuminates the crosswalk near the Kentwood is controlled by the Kentwood and at dark you can't see because sometimes they don't turn the light on. Riley suggested the Group have a discussion on short term solutions as our Main Street analysis will provide more data for long term options. We need to know ultimately what the design is going to be, what are the pedestrian amenities and what is the traffic flow, Frick said. Frick suggested for the short term maybe restricting the turning movements there. The Group discussed short term options such as the pedestrian flags. *Riley and Christiansen will follow up on the flags and investigate the turn movement piece.*

Items not on the agenda:

Michael David stated that he recently had a meeting with some of the residents of Gem Street, representatives of ITD, Idaho Smart Growth and Safe Rides to School about bringing in a crosswalk somewhere near the Gem Streets so people can cross Main Street safely. David suggested we use jersey barriers where the road narrows on a temporary basis along with painted crosswalks. Riley said that Nathan Jerke with ITD will be here June 1st to discuss the whole south of town and the next steps on public engagement. *Riley will discuss the crosswalk topic with him at that time.*

Riley stated that he and Christiansen are working on taking the current flashing system at 4th going to the bike path and costing out a radar sensor so that anyone on the bike path coming towards Warm Springs can just go through the radar and it would activate that sensor.

David asked if the HAWK system that is being installed will be on the north side. Frick said the signal itself, the structure and the buttons to push it will all be on the north side. Frick added that for bicyclists there will likely be a radar detector, so bicyclists don't have to push a button to cross. David asked if the scramble was still in the works and Frick said yes.

David said that he spoke to someone at ITD about the traffic light at Saddle and Hwy 75 and requested they look at the cycles and timing of the light. Riley said that he is looking forward to ITD coming to town not only for intersection counts but also to look at our existing and proposed ITS (Intelligent Transportation Systems) technology on each of those.

MOTION:

Motion to adjourn at 10:00AM

MOVER: Michael David

SECONDER: Suzanne Frick

All in favor