



CITY OF KETCHUM, IDAHO

SPECIAL JOINT MEETING OF THE KETCHUM CITY COUNCIL AND THE KETCHUM
URBAN RENEWAL AGENCY
Tuesday, January 16, 2024, 4:00 PM
191 5th Street West, Ketchum, Idaho 83340

AGENDA

PUBLIC PARTICIPATION INFORMATION

Public information on this meeting is posted outside City Hall.

We welcome you to watch Council Meetings via live stream.

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

If you would like to comment on a public hearing 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/83058248212>

Webinar ID: 830 5824 8212

- Address the Council in person at City Hall.
- Submit your comments in writing at participate@ketchumidaho.org (*by noon the day of the meeting*)

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

CALL TO ORDER: By Mayor Neil Bradshaw

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

COMMUNICATIONS FROM MAYOR AND COUNCILORS:

1. Public comments submitted

CONSENT AGENDA:

ALL ACTION ITEMS - The Council is asked to approve the following listed items by a single vote, except for any items that a Councilmember asks to be removed from the Consent Agenda and considered separately.

PUBLIC HEARING:

2. Joint meeting between City Council and Ketchum Urban Renewal Agency to review and discuss streetscape designs for Main Street Rehabilitation Project - KURA Executive Director Suzanne Frick and City Administrator Jade Riley

ADJOURNMENT:

Participate

From: cfabian0202@aol.com
Sent: Friday, January 12, 2024 3:50 PM
To: Participate
Subject: Main Street

We are opposed to making the "bulbouts" and narrowing Main street as it is a highway and traffic needs to keep moving. We can't afford to lose all the parking that is there-the business owners need it there. The town is growing and there is not enough parking for older people to get to the restaurants on Main. And not enough parking with the affordable housing being built. Please consider these comments before making a final decision. Thanks.

Mike and Cindy Fabian

From: [Karin Martin](#)
To: [Participate](#)
Subject: Re: Updates on this year's Main Street project
Date: Thursday, January 11, 2024 6:42:42 PM

I am not able to attend either presentation. I am totally against the proposed building on the Serva lot. All the big box buildings negatively affect the charm of Ketchum. I am the former owner of Whiskey Jacques and first came here in 1977. Main Street needs parking, more trees, bike racks on side streets, some sculpture, ok depending on design. Main Street is a major throughfare to North Ketchum recreation activities and needs to remain a 4 lane road. The lack of parking in town is a big problem for retail businesses, and somewhere there needs to be a parking structure. Please, no more big boxes for expensive housing for 2nd homeowners, who mostly shop when then return home. Karin Martin

On Tuesday, January 9, 2024 at 02:29:40 PM MST, City of Ketchum <participate@ketchumidaho.org> wrote:

[View this email in your browser](#)

LEARN MORE ABOUT MAIN STREET'S STREETSCAPE DESIGN

From: [Mallory Walker](#)
To: [Neil Bradshaw](#); [Participate](#); news@mtexpress.com
Subject: Town Hall on Main Street
Date: Wednesday, January 10, 2024 9:51:02 PM

Dear Mayor Bradshaw and Members of the City Council,

Tonight I expressed my view that the only day ANYONE wants to sit on Main Street is Wagon Days.

Why would anyone want to watch constant traffic, inhale toxic exhausts and watch the relatively few people coming and going into retail establishments along the four blocks under consideration for benches? Benches at bus stops are an exception.

Main Street is small part of the longest highway in Idaho. During Winter & Summer Highway 75 is pack with cars and trucks. Rebuild Main Street for high density traffic and for the safety of our citizens, not for benches which will be empty and bike racks that are better placed away from heavy traffic and narrow sidewalks.

Mallory Walker

140 River Rock Road
Ketchum, ID 83340-1206
(Mail Address: Box 1206)

or

Apartment 3-D
3150 South Street, NW
Washington, DC 20007-4455

[202-255-1374](tel:202-255-1374) (Mobile)

mallwalk@mac.com

Participate

From: Liz Talley <ltalley@windermere.com>
Sent: Thursday, January 11, 2024 11:40 AM
To: Participate
Cc: Liz Talley
Subject: Concerns about changing Highway 75/Main Street in downtown Ketchum

At the end of the day, changes we make in Ketchum need to focus on safety, including pedestrian safety. It is wonderful to have a new plan to enhance the beauty of the highway going through Ketchum, but the designers of these plans perhaps forgot to focus entirely on our unique environment.

There are a few things I'd like to share about my concerns on changing the highway through Ketchum:

- 1) Businesses will have trouble surviving if there is no street parking to allow customers to stop in easily. If you lose customers, you lose revenue, and without enough revenue you may end up with empty storefronts, it is a downwards spiral and if someone took the time to ask the businesses where they rank parking in importance, it will be near the top of their list. We are a tourist town, we need shoppers, parking, and having wider sidewalks will not mitigate the revenue lost by removing parking spots.
- 2) If you think you are driving down a highway and there is snowfall covering the curbs, and proposed bulb-outs that stick into the travel lanes, how do you think you will feel when you slam into a bulb out, or how will you feel about needing to merge into the neighbor's lane to avoid it, if you are even aware of it? When covered with snow they will be invisible and will lead to problems. Driving in snow is a mixed bag, let's make it easy for our drivers to get through town quickly and efficiently. The bulb-outs are great in other cities with less snow, but I don't see them working on our highway.
- 3) Lane width is an issue, not only with our older population who have been used to driving on a highway through Ketchum with normal width lanes, but add to that the many construction trucks going up and down the highway through town, the very wide snowplows traveling through town on our highway and a narrower lane will be trouble. The width of the sidewalk as it currently stands seems to work just fine. Changing this and making wider sidewalks and narrower traffic lanes is a bad move and I would anticipate making that change will be expensive.
- 4) Pedestrian safety is big on my list, likely on yours as well. If there are parked cars along the highway going up to an intersection and a traveling driver loses control of their vehicle (be it a medical emergency, cell phone use or whatever) they will likely sideswipe the parked cars until they come to a stop. If there are no cars parked on highway 75 they will likely veer up onto the sidewalk and take out a pedestrian or storefront. It's a different way of looking at safety, but those parked cars create a buffer between the cars & trucks driving through town and the pedestrians on the sidewalks, walking to local businesses. Let's focus on anything that helps to protect our pedestrians and parked cars actually help in this instance.
- 5) Safety at crossing intersections is the last item I wish to comment on. I believe that money spent on reflective flags, on flashing yellow lights to alert drivers that there is a pedestrian in the crosswalk or intersection walking across, and other items in an effort to help pedestrians be more visible would be an excellent investment for both our community and visiting tourists. Sadly, many people feel good wearing dark colors, they often do not have on any reflective markings on their clothing, so having drivers be alert to pedestrians crossing streets would be the highest priority in my opinion. A car to car mishap usually leads to a visit to the body shop to remove a dent but often nothing more inconvenient than that. A vehicle/pedestrian mishap can have devastating effects, from concussions to even worse results for the hit pedestrian. With our dark evenings, anything done to help our pedestrians be visible would be money well spent.

Thank you for considering these comments as you weigh the expense and impact of making changes to our highway that might not really suit a snowy mountain town. It would be better in my opinion to look at what is being proposed, weigh how these suggestions would actually work in Ketchum, and then cherry pick those that are useful and fall in line with our duty to pedestrian safety. A quick visit to those businesses along the highway for a discussion about their concerns could be so helpful. If you don't have anyone on Council with time to do this, I would be happy to volunteer. Instead of leaving our future only in the hands of designers who may or may not be aware of travel issues through Ketchum on a typical snowy night, I would love to see us include the suggestions of those about to be impacted by these proposals. I want to make Ketchum the best town ever and hope that these suggestions might shed some light on additional ways to consider making or not making changes to help us get there.

Respectfully submitted, Liz Talley
Ltalley@windermere.com

I'm a text or phone call away at 206 235 6271

From: [Bruce Hinckley](#)
To: [Participate](#)
Cc: [Bruce Hinckley](#)
Subject: Main Street Streetscape Design
Date: Thursday, January 11, 2024 10:44:48 AM

Greetings,

As the City explores place making, bike and pedestrian networks, streetscape design and site furnishings, I urge the City Council and Staff to go into your archives and review some of the history on this subject in Ketchum.

Resulting from a competition held by the City of Ketchum in the late 1980's, a comprehensive set of Ketchum Streetscape Standards were developed and adopted by the City. Said standards include plans and specifications for signage, benches, ski racks, flag poles, light poles, trash receptacles, drinking fountains, intersection "bulbs", pedestrian pavements, planters, seasonal displays, and other particulars.

During the development of these Streetscape Standards, research into existing street furniture systems and prices, and extensive interviews with local artists and craftsmen, determined that Ketchum could produce a unique line of locally designed and constructed street furniture at prices comparable to those of existing high quality international brands.

While some details of said standards, in particular lighting and irrigation details, need to be updated, the bulk of the information remains very relevant to Ketchum's current condition. Rather than using the generic street furniture featured in the current proposal, Ketchum could and should build upon the work already completed, and install a comprehensive and coordinated Streetscape which reflects the unique heritage of our mining-sheepherding-winter sports heritage.

If you would like copies of the Streetscape Standards described above, and further information on the history of their development, please contact me.

Respectfully,

Bruce D Hinckley
Landscape Architect
Ketchum
206-910-2625
bdh@alchemiesites.com

ALCHEMIE

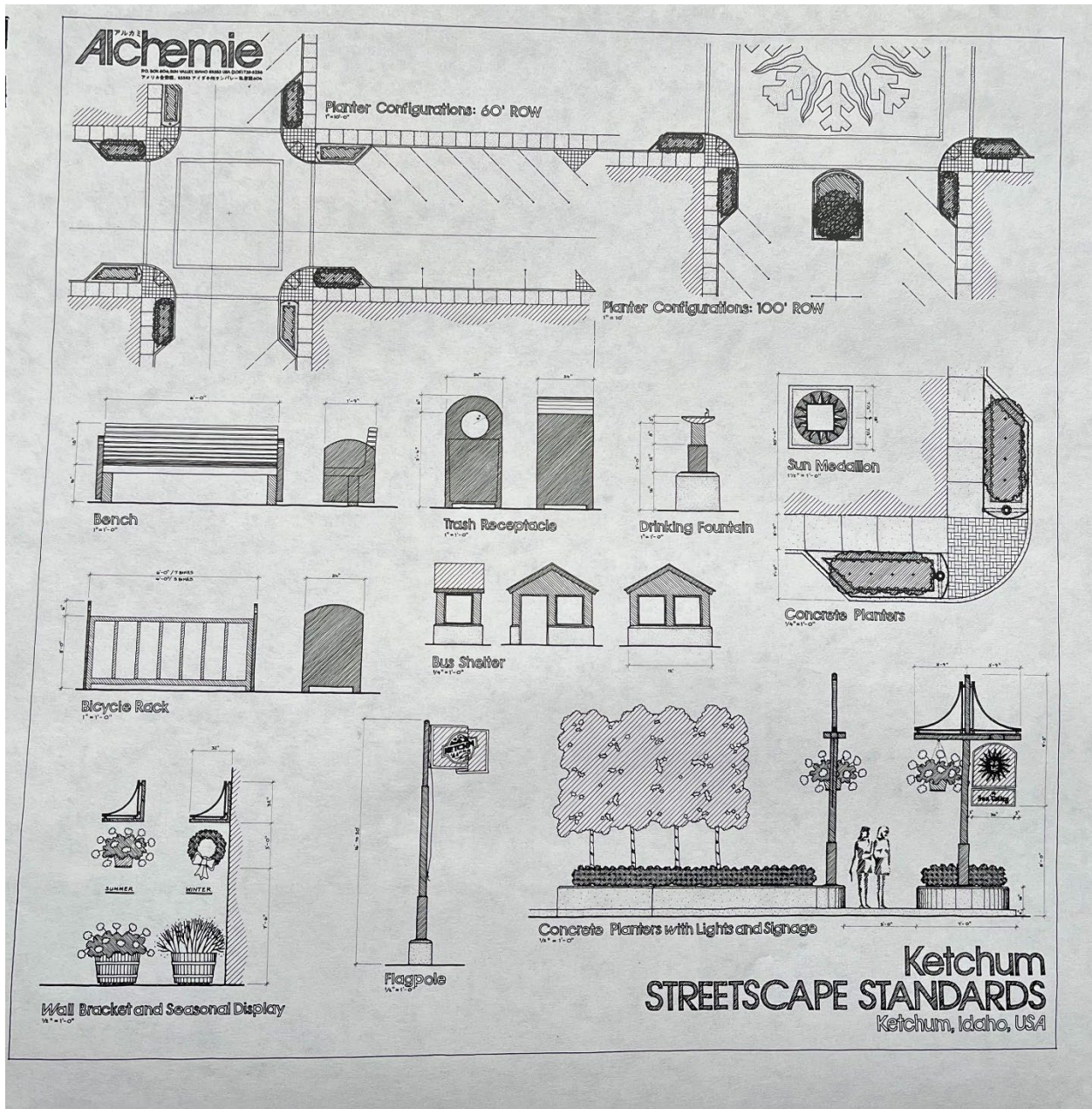
To Daniel, City of Ketchum Community Engagement Team

Thank you bringing this to the attention of the Council Daniel.

Here is a quick screen capture of some of the streetscape components mentioned in my email yesterday.

I hope that the Council will reach out to me;
it would be a shame to let all of this history and effort go to waste.

Happy Snow ❄️



Bruce D Hinckley
Landscape Architect
Topaz Street, Ketchum
bdh@alchemiesites.com
206-910-2625
ALCHEMIE

From: [Aimée Christensen](#)
To: [Participate](#)
Cc: [Lisa Horowitz](#)
Subject: EV Charging
Date: Tuesday, January 16, 2024 8:11:38 AM

Dear Ketchum City Council and KURA,

I participated in the learning session about the plans for Main Street and did not see mention of EV charging, so wanted to send this note, as I mentioned to Lisa, copied, that I would send.

I write to encourage readiness for the accelerating transformation of transportation, specifically requesting a site planning process for a multi charger site, as Hailey is considering on Main Street, entrance from the block parallel to Main Street. I also encourage adoption of a policy that requires at least one EV charger at each new project on City / KURA properties, and the addition of at least one more public charger now that the Ore Wagon charger is moving to charge city fleet vehicles. I understand that a charger has been ordered for the public to replace that single charger, and request at least one additional one be ordered. It is my hope that the location, east of access, signage and online visibility will be optimized. In addition, I'd like to request that the City consider developing a policy that at a minimum encourages, if not requires, that developers of Ketchum-based commercial projects to provide at least one EV charger for customers and/or employees.

As the vehicle fleet shifts to electric for a significant portion of fueling, the City and commercial property owners located therein may find themselves competing for charger availability for installations, potentially continuing inadequacy for what visitors, employees and residents need. (EV sales in Q4 2023 increased by 40% year over year, with overall 2023 increasing to 8% of new car sales).

Here are few resources that may be helpful:

- The National League of Cities: "[EV Primer for Municipal Officials](#)"
- The International Council on Clean Transportation: "[Electric Vehicle Charging Guide for Cities](#)"
- Electrification Coalition: "[Federal Funding Guidance for Cities](#)"
- US Department of Energy: "[Blueprint 4B: EV Charging Infrastructure for the Community](#)"

Please let me know if you have any questions or if I can otherwise be helpful.

Thank you for your consideration,
Aimée Christensen, Sun Valley resident, City of Ketchum business owner

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Aimée Christensen
Founder & CEO, [Christensen Global](#)
2011 Hillary Laureate
[LinkedIn](#)
[Christensen Global LinkedIn](#)
Instagram [@Christensen.Global](#)
She/her/hers
Tel: +1-208-721-8619

[Sign up to receive our newsletter!](#)



I acknowledge the indigenous stewards of the land on which I work and live, and recognize their continuing connection to land, water and culture. I pay respect to Elders past, present and emerging.

Participate

From: susan neaman <susancneaman@gmail.com>
Sent: Monday, January 15, 2024 11:45 AM
To: Participate
Subject: Main Street Project KURA

I am writing to give a view on the Welcome Sign at the South and North entrance to Ketchum .

When I was speaking to one of the gentlemen about the Entrance signs to Ketchum at the project meeting I expressed that there really wasn't a need for a sign at the North entrance to Ketchum. Since that conversation I have learned there are quite a few visitors that do come to Ketchum from the north. I am not sure how a north entrance sign would work near the 6th street area because of the congestion (maybe just a City of Ketchum sign) BUT.....

The sign at the south entrance would be great to have prior or around the Trail Creek bridge. But the bridge project won't happen until the IT begins their project. Maybe money could be set aside to build the Entrance Sign after 2025 project is done or incorporate it in while the project is being built.

What ever happens possibly a sign using metal for longevity, could be built representing what our town is about....Railroad, skiing, Fishing, Mining, Sheep, Wagon Days (which is part of mining). There is not really history in Ketchum of the Native American Indians they were in the Salmon area for fish and big game and in the Camus Valley and Shoshone also in Eastern Idaho. They were nomads moving to various areas in search of food and medicinal. I could be corrected on this but from the books and people I have spoken with it seems to be so.

The North entrance sign for Directions to Sun Valley, YMCA, National Forest out WarmSprings and into Ketchum needs to be Prior or at the Saddle road light. Thanks for you're time!

Susan Neaman



City of Ketchum

CITY COUNCIL MEETING AGENDA MEMO

Meeting Date:	January 16, 2024	Staff Member/Dept:	Jade Riley/City Administrator Suzanne Frick/KURA Executive Director
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Agenda Item:	Joint meeting between City Council and Urban Renewal Agency to review and discuss sidewalk amenities and bike infrastructure for Main Street Rehabilitation Project
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Recommended Motion/Action:

<p>There is no recommended motion. Staff will review the attached presentation consisting of:</p> <ul style="list-style-type: none"> • Sidewalk amenities/bike infrastructure • Community feedback • Updated preliminary budget <p>Staff is requesting direction on the following:</p> <ul style="list-style-type: none"> • Are there any concerns with the proposed design scope? • Does the Council and Commission support the draft budget as presented?
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Policy Analysis and Background:

<ul style="list-style-type: none"> • Public open houses were held on November 8th and 9th to review the 30% concept designs. A joint meeting of the City Council and Urban Renewal Agency was held on November 13th to review the design and community feedback. During the community meetings, the city committed to holding public engagement sessions in January on potential sidewalk amenities and bike infrastructure to improve safety. • The city approached ITD to advance the Main Street project to 2024 to address both the unsafe current condition as well as avoid the conflict with the south of town project (Elkhorn Road to River Street in 2025/26. ITD felt more comfortable with the city serving as the project manager to meet the desired schedule. On August 21, the City Council approved a Memorandum of Understanding (MOU) with ITD that outlined coordination and cost share responsibilities.
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Sustainability Impact:

The draft design envisions pedestrian improvements and increased tree canopy
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Financial Impact:

None OR Adequate funds exist in account:	The city has allocated \$222,000 in current fiscal year. ITD has contributed \$500,000 towards design and \$6.5m for construction.
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Attachments:

1. Public engagement presentation



project main street



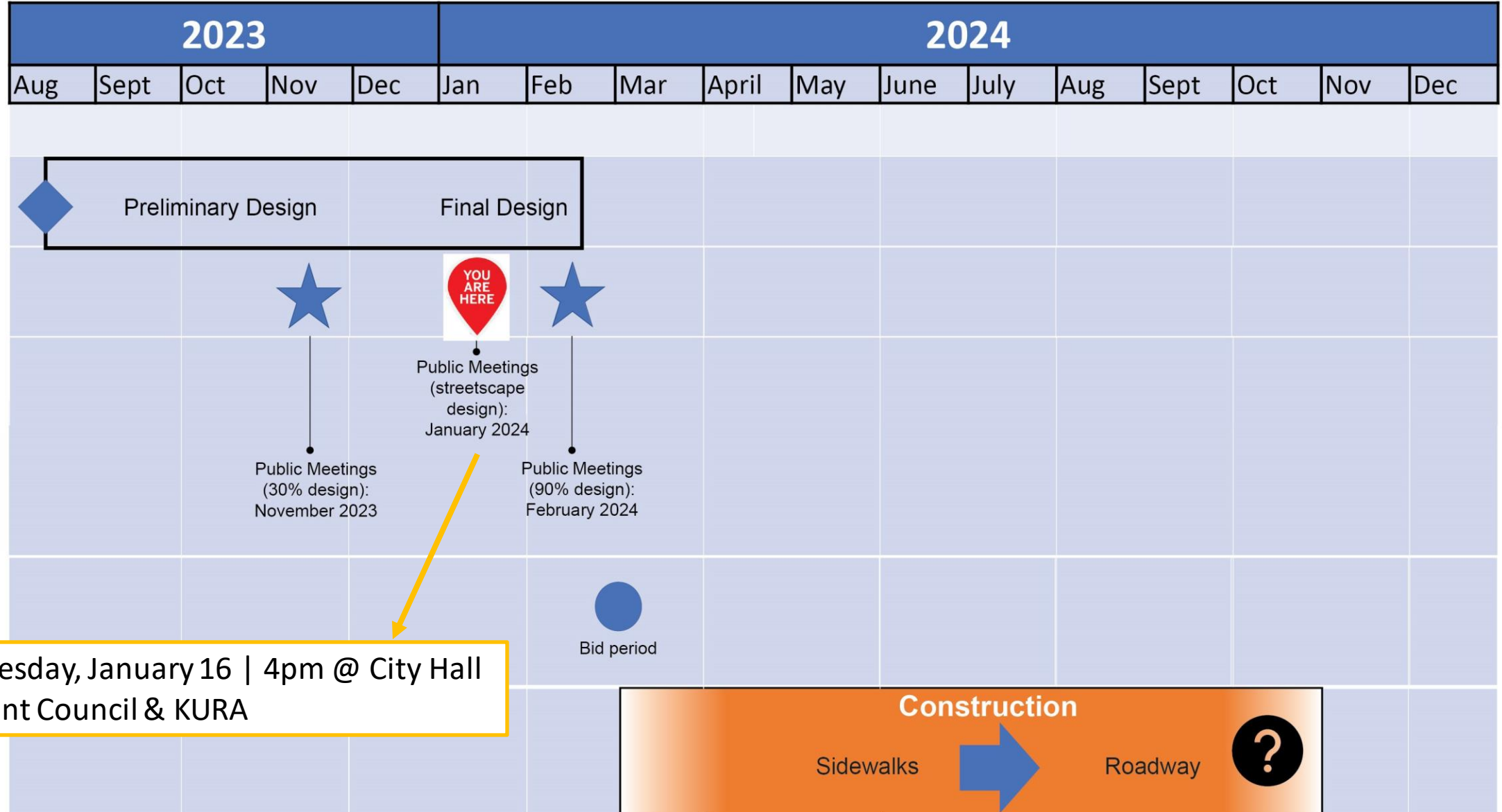
Meeting Agenda

- Staff presentation
 - Sidewalk amenities
 - Bike infrastructure
 - Arts & history design highlights
 - Community feedback
 - Preliminary budget
- Discussion/direction from Council and Commission
- Schedule/next steps

Project Scope



Project Schedule



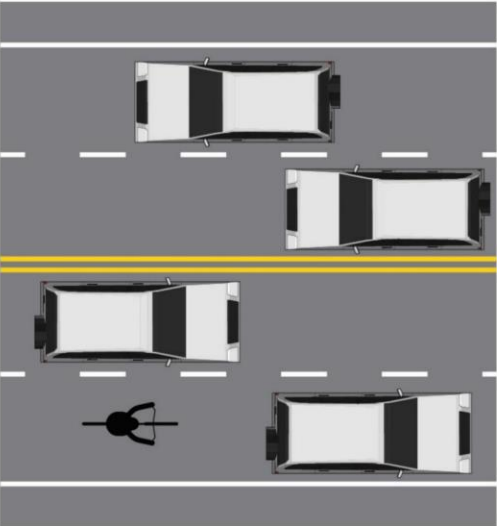
Downtown Bike Network

Bike Facility for Each Rider Type

Strong & Fearless



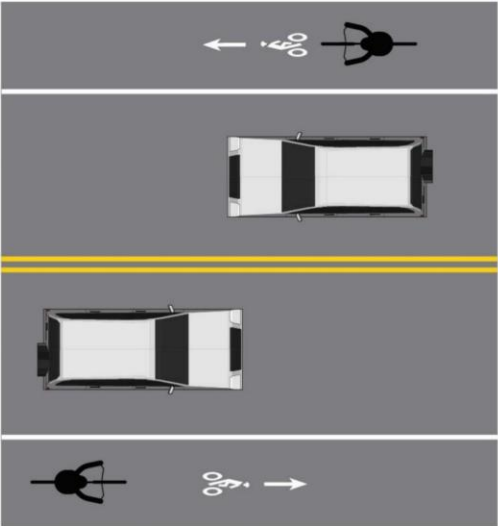
Level of Traffic Stress: 4
< 5%



Enthusied & Confident



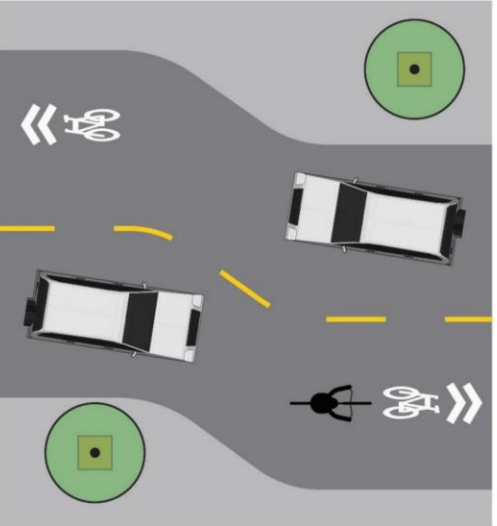
Level of Traffic Stress: 3
5 - 10%



Interested & Concerned



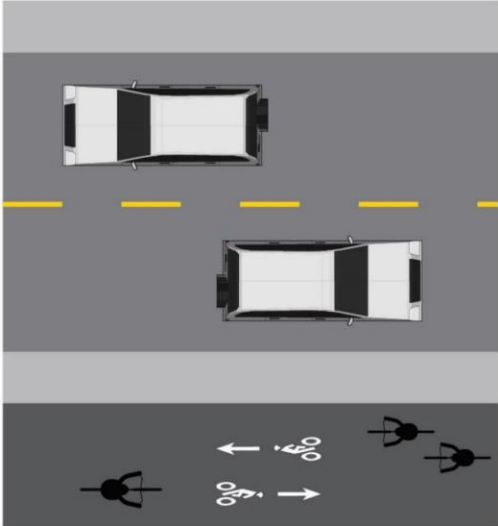
Level of Traffic Stress: 2
~ 60%

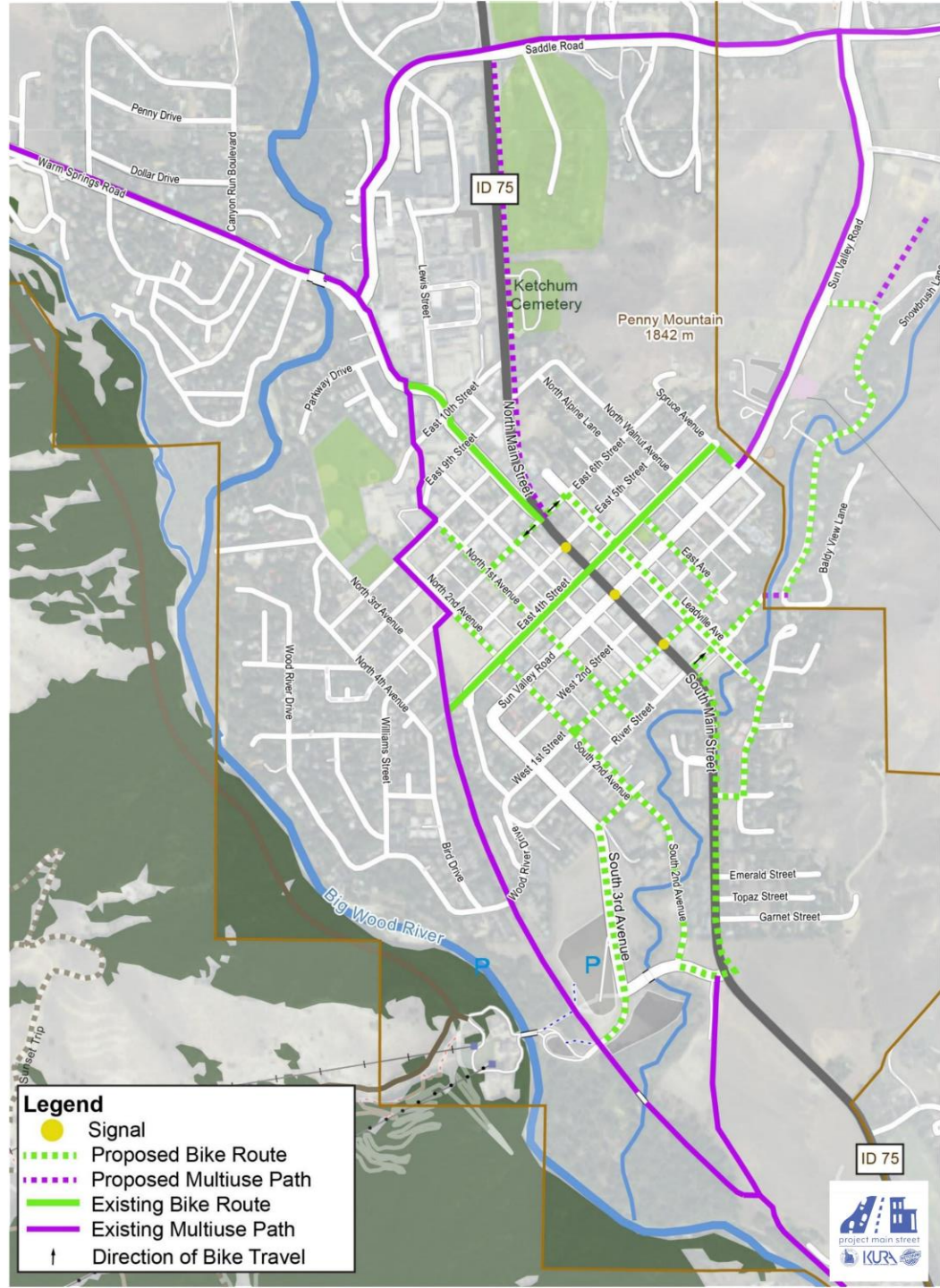


Enthusiastic & Unskilled



Level of Traffic Stress: 1
25 - 30%





Legend

- Signal
- ⋯ Proposed Bike Route
- ⋯ Proposed Multiuse Path
- Existing Bike Route
- Existing Multiuse Path
- ↑ Direction of Bike Travel



Bike Network Fundamentals

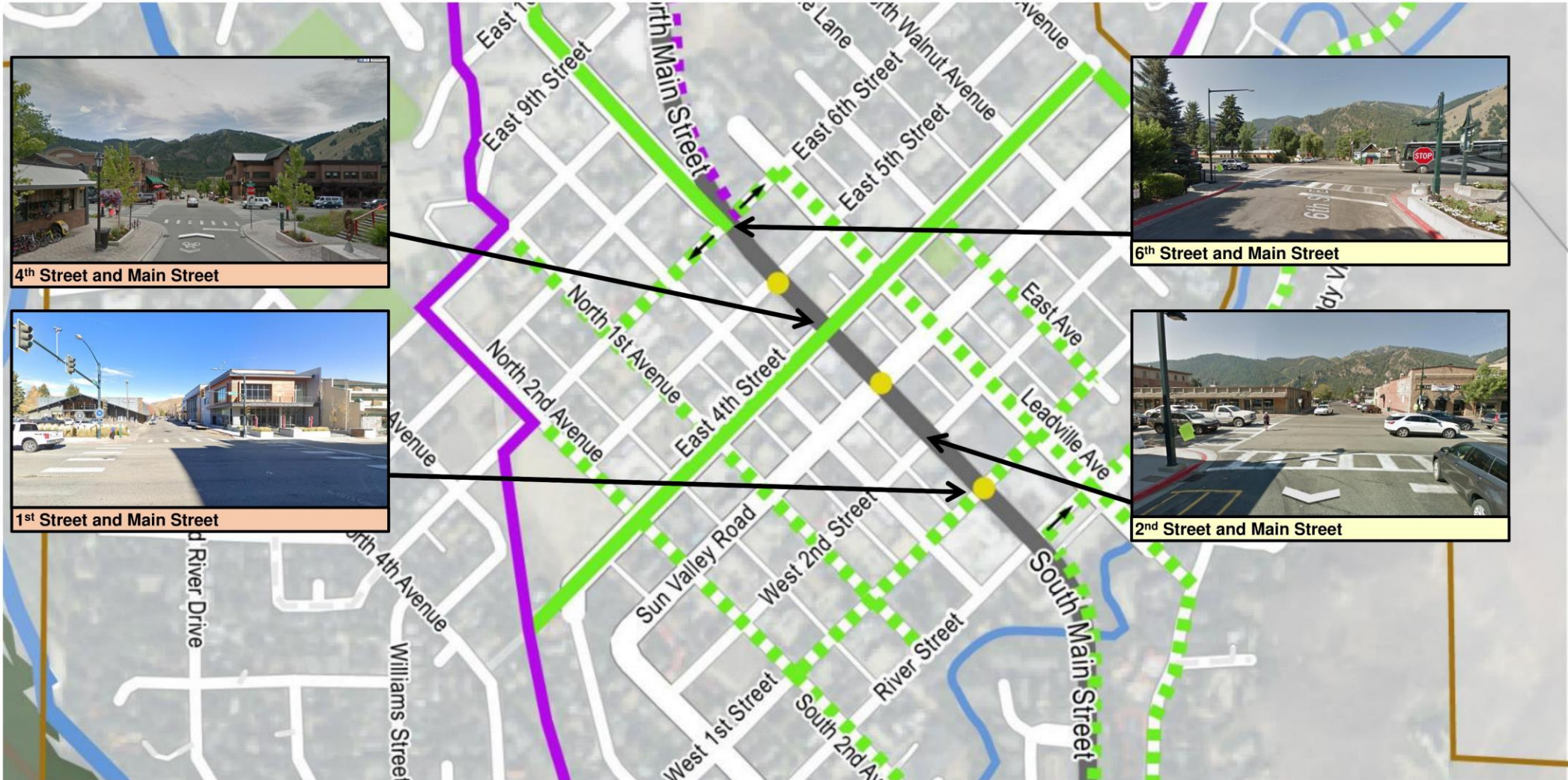
Vehicle Realm Shared with Cyclists

- Main Street crossings at 1st, 4th, and 5th Streets
- Cyclists remain on bike and cross with vehicle signal
- Intersection includes bicycle specific pavement markings
- Cyclists guaranteed crossing opportunity with signal

OR

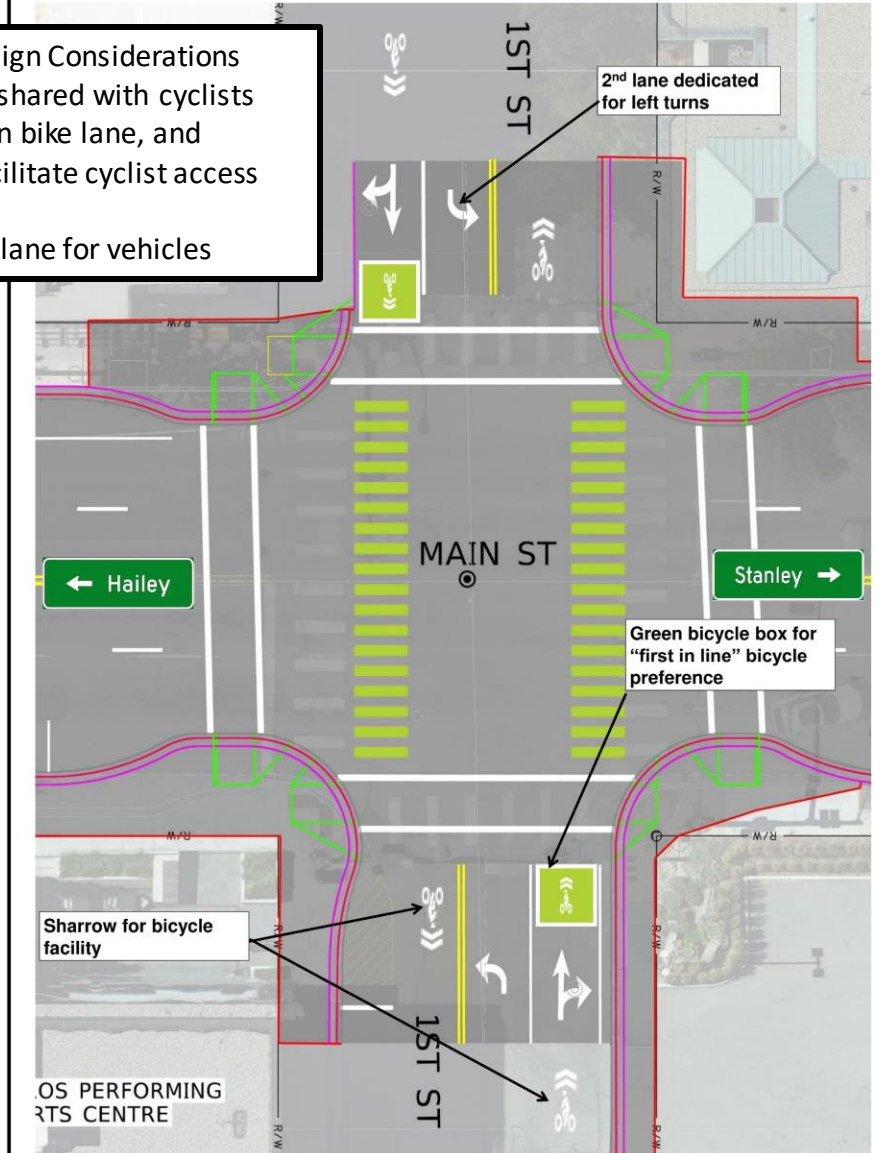
Pedestrian Realm Shared with Cyclists

- Main Street crossings at 2nd, 4th, and 6th Streets
- Cyclists dismount and walk bikes in pedestrian crossings
- No signal to guarantee break in traffic to cross
- No bike specific pavement marking
- Flags available for visibility



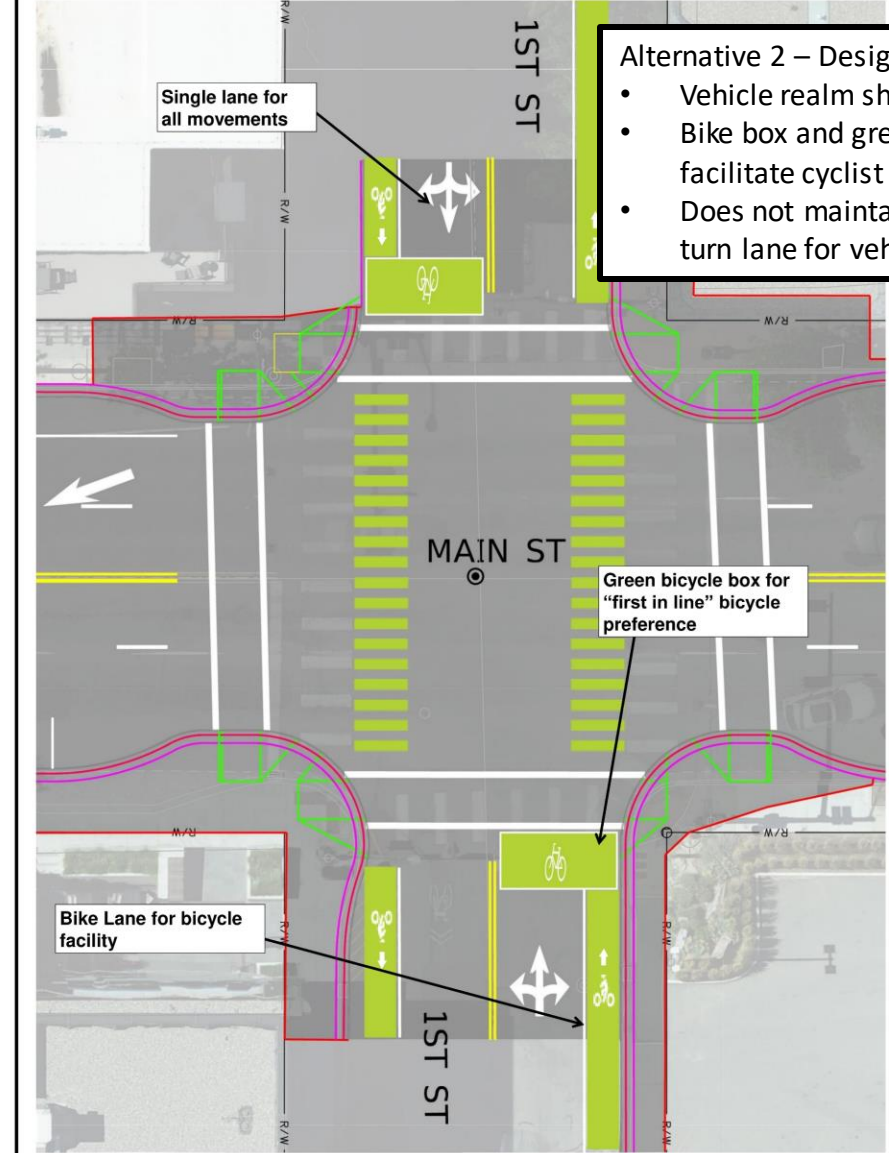
1st Street / 5th Street Alternative Configurations

ALTERNATIVE 1



- Alternative 1 – Design Considerations
- Vehicle realm shared with cyclists
 - Bike box, green bike lane, and sharrow to facilitate cyclist access and crossing
 - Adds left turn lane for vehicles

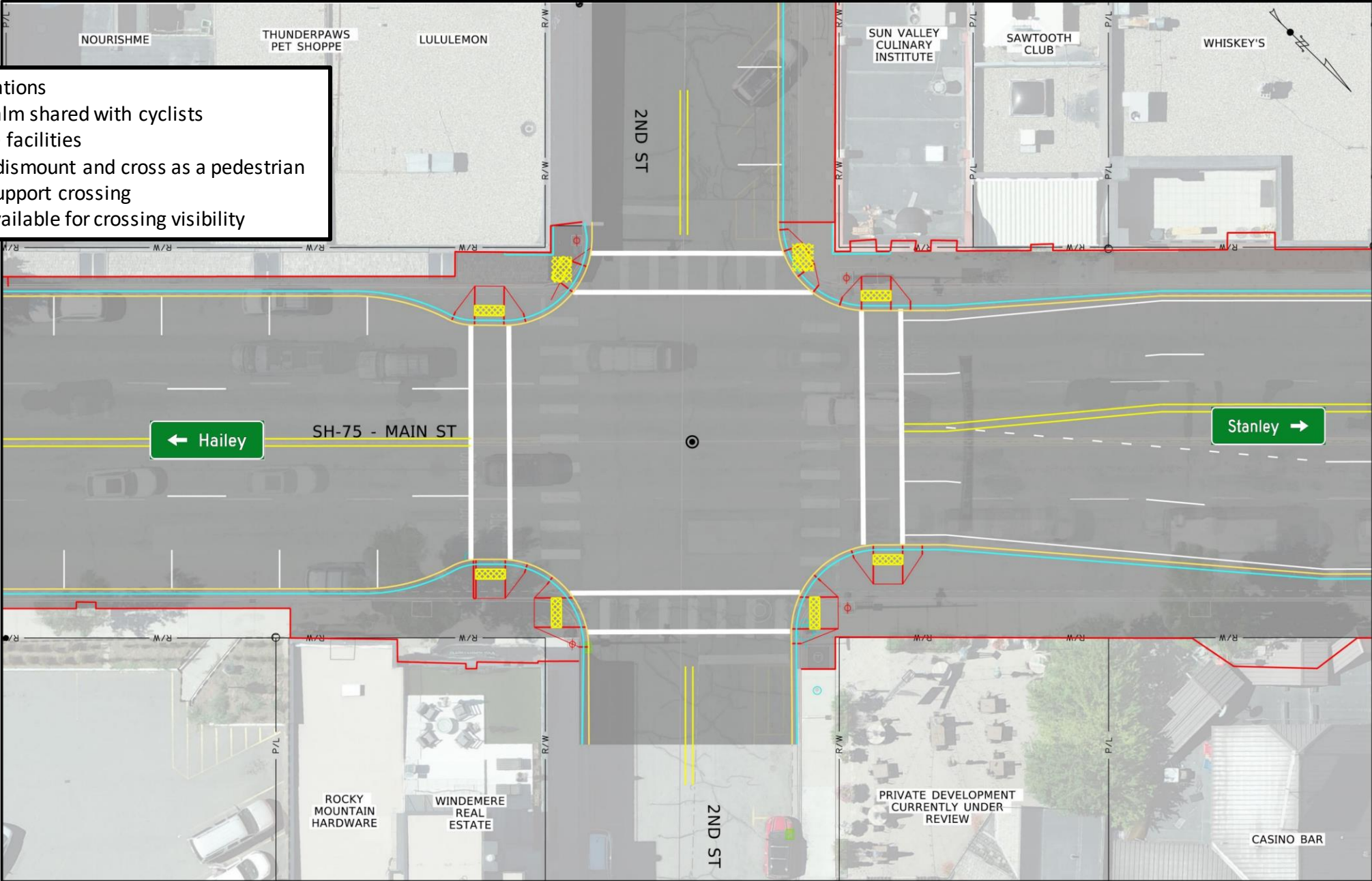
ALTERNATIVE 2



- Alternative 2 – Design Considerations
- Vehicle realm shared with cyclists
 - Bike box and green bike lane to facilitate cyclist access and crossing
 - Does not maintain separated left turn lane for vehicles

2nd Street and Main Street

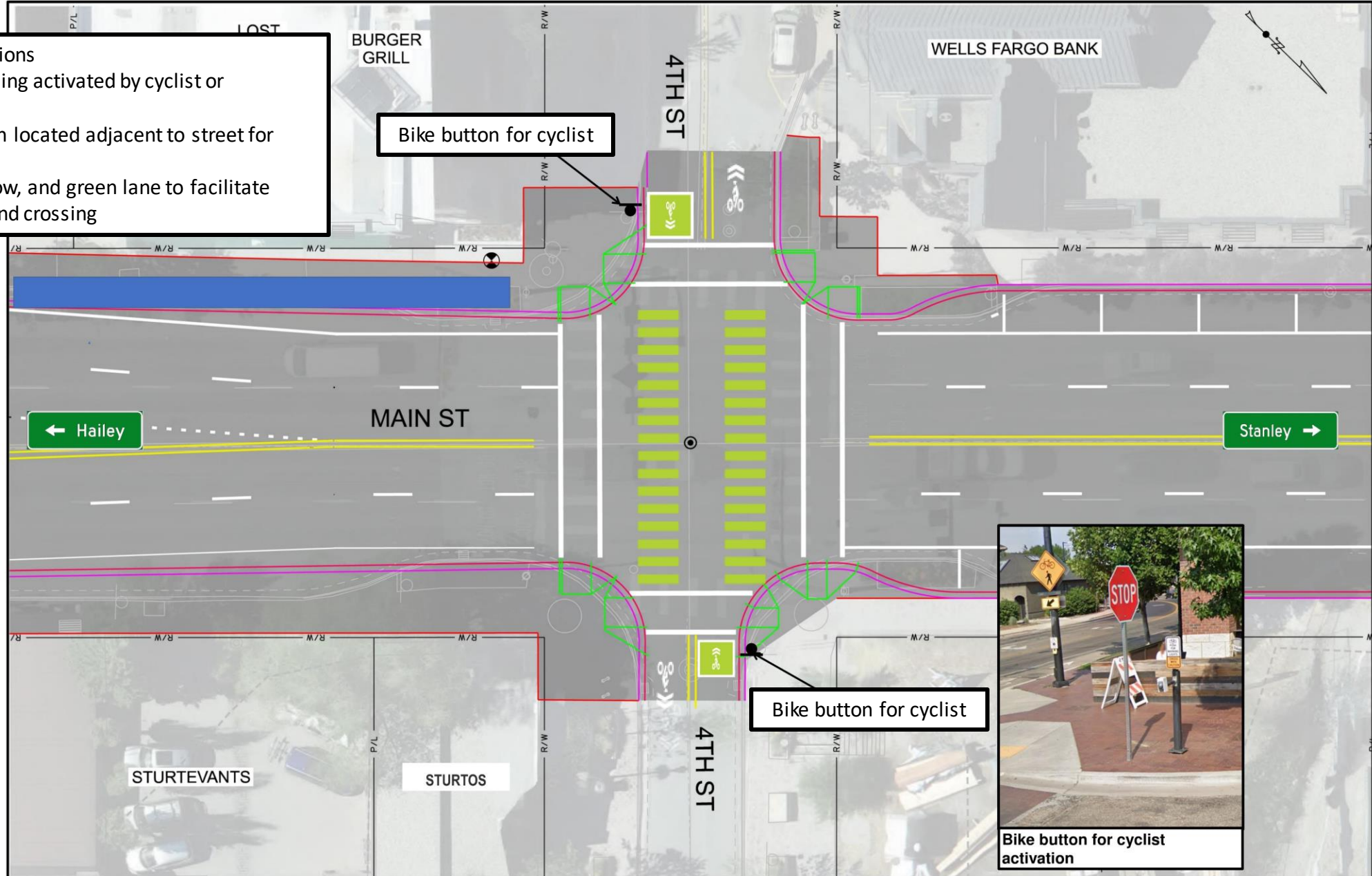
- Design Considerations**
- Pedestrian realm shared with cyclists
 - No added bike facilities
 - Cyclists must dismount and cross as a pedestrian
 - No signal to support crossing
 - Green flags available for crossing visibility



4th Street and Main Street

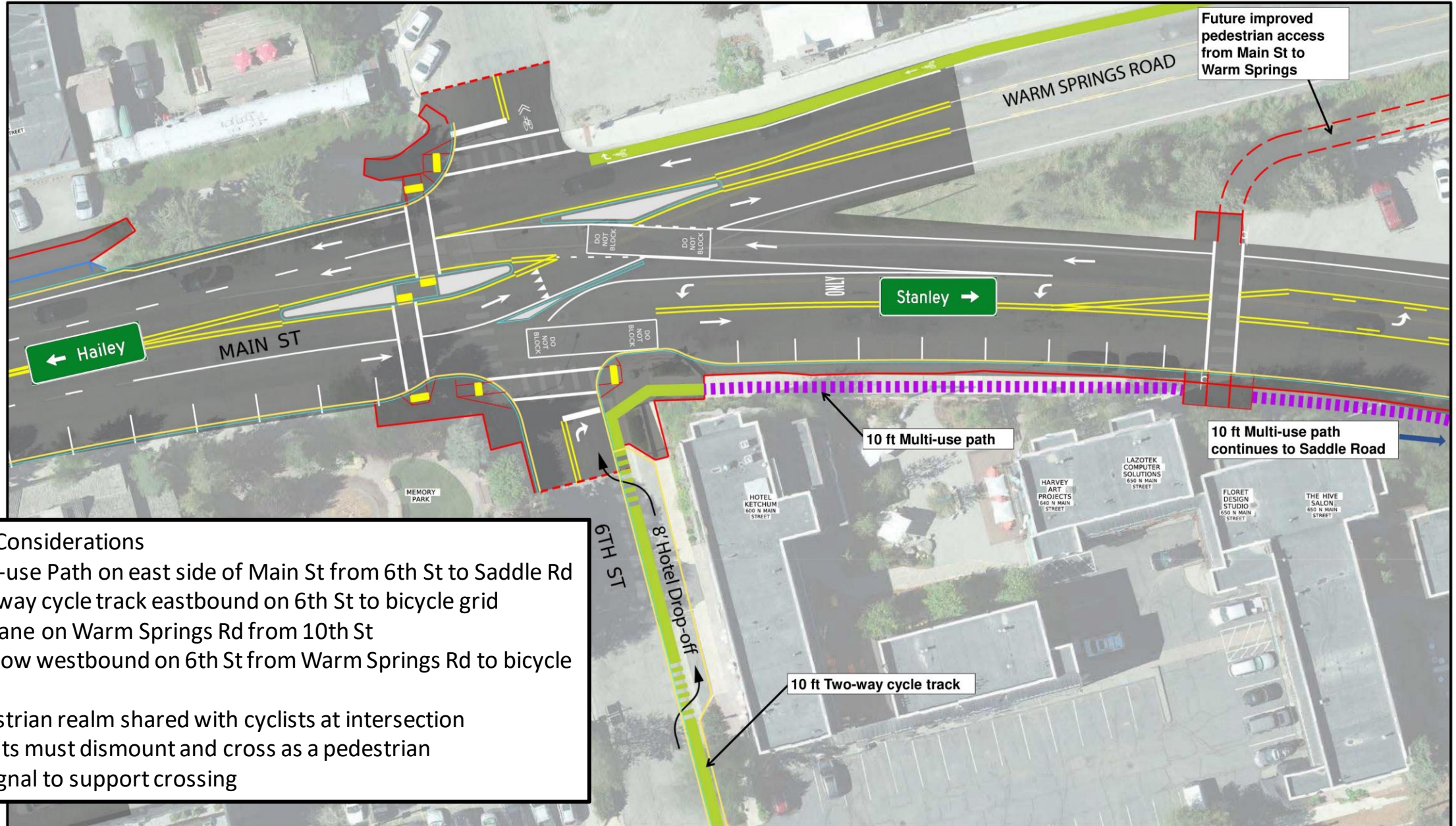
Design Considerations

- Signalized crossing activated by cyclist or pedestrian
- New bike button located adjacent to street for cyclist use
- Bike box, sharrow, and green lane to facilitate cyclist access and crossing



Bike button for cyclist activation

6th Street and Main Street



Design Considerations

- Multi-use Path on east side of Main St from 6th St to Saddle Rd
- Two-way cycle track eastbound on 6th St to bicycle grid
- Bike lane on Warm Springs Rd from 10th St
- Sharrow westbound on 6th St from Warm Springs Rd to bicycle grid
- Pedestrian realm shared with cyclists at intersection
- Cyclists must dismount and cross as a pedestrian
- No signal to support crossing

Sidewalk Furnishings

Sidewalks, Street Trees, and Furnishing Enhancements

Existing Condition



Potential Streetscape Enhancements



Sidewalks, Street Trees, and Furnishing Enhancements



Street Furnishings

Furnishings Layout

Sun Valley Road & Main Street Intersection



LEGEND

	BENCH		POTENTIAL ART LOCATION
	BIKE RACK		TRASH RECEPTACLE
	PEDESTRIAN LIGHT WITH FLOWERING BASKETS		
	PLANTERS		

Street Furnishings

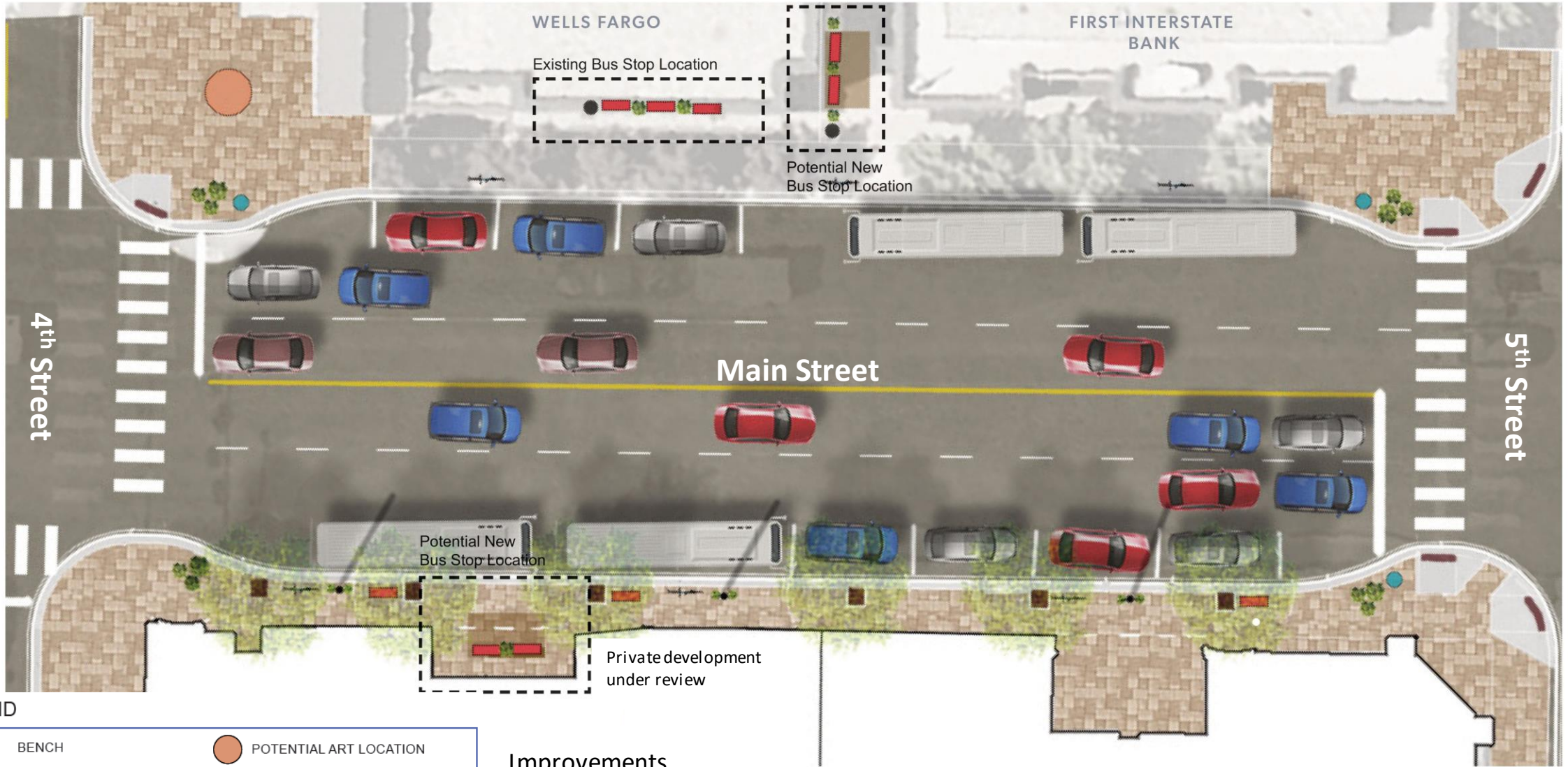
Furnishing Collection 1



Furnishing Collection 2



Bus Stop Locations & Improvements



LEGEND

	BENCH		POTENTIAL ART LOCATION
	BIKE RACK		TRASH RECEPTACLE
	PEDESTRIAN LIGHT WITH FLOWERING BASKETS		
	PLANTERS		

Improvements

- Cover
- Benches
- Planters
- Trash receptacles
- Outdoor heaters
- Reader boards

Transit – Example Bus Stop Furnishings



Art & History

Main Street Art & History Goals

ELEVATE THE PRESENCE OF ART & HISTORY DOWNTOWN

Create an artful and distinctive Downtown environment that brings Ketchum's history to life

STRENGTHEN KETCHUM'S REPUTATION AS A CULTURAL HUB

Enhance local, national, and international standing as a vibrant arts community and place for heritage tourism

STIMULATE LEARNING AND UNDERSTANDING OF KETCHUM'S HISTORY

Communicate Ketchum's culture and history through public art, architecture, wayfinding, and signage

MAINTAIN HISTORICAL RELEVANCE AND SENSITIVITY

Ensure that new installations demonstrate an appropriate scale and message befitting of Ketchum's history

DEMONSTRATE LOCAL AND CIVIC PRIDE

Connect locals and visitors to Ketchum's history and its commitment to arts and culture

INSPIRE IMAGINATION

Embrace public art as a means to encourage the community to view their surroundings from a fresh perspective

BECOME AN AGENT FOR CHANGE

Educate the community and visitors about the vital importance of historic preservation in a growing and developing western town

Main Street Art & History Themes

SHOSHONE-BANNOCK TRIBES



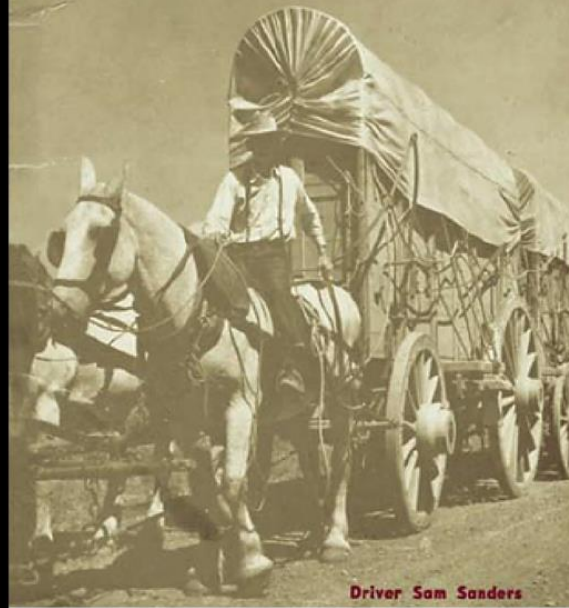
The Camas Lily Days celebrated by the Shoshone-Bannock tribes in Fairfield



INDUSTRY: Mining, Livestock, and Railroads

WAGON DAYS

KETCHUM, IDAHO



Driver Sam Sanders



FAMOUS FIRSTS AND FIGURES



Main Street Art & History Themes

RECREATION



ART AND CULTURE






NATURE AND WILDLIFE



Main Street Art & History Plan



LEGEND

-  Streetscape Enhancements
-  Locations for Public Art & History
 1. Large Scale
 2. Small Scale
 3. SV Road Intersection
 4. New bus stop locations
-  Locations for new wayfinding signage



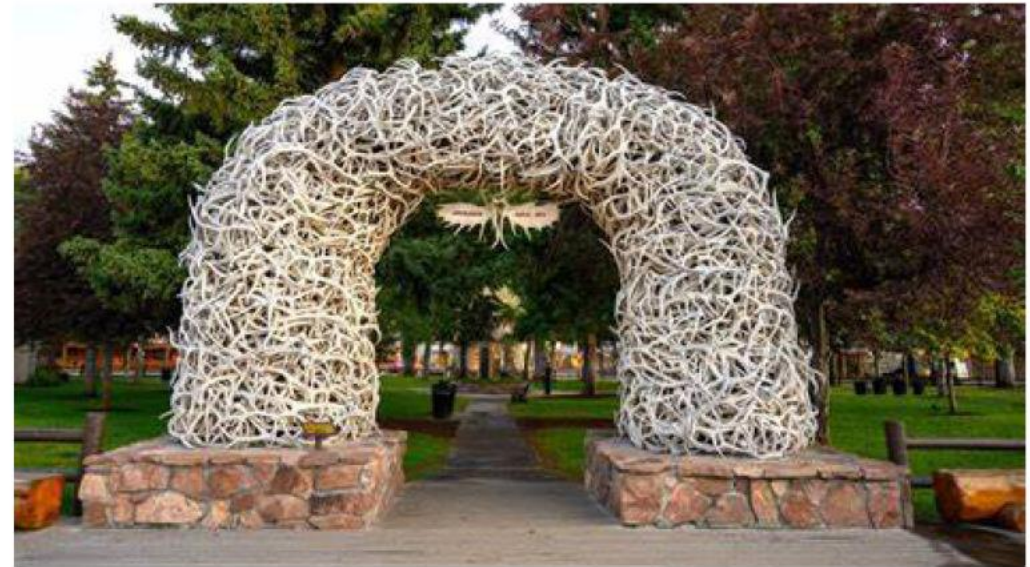
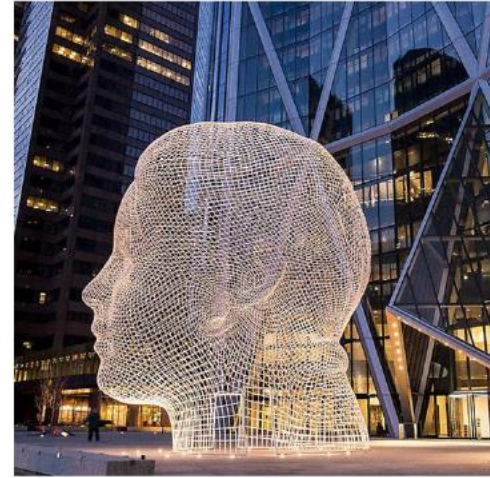
Main Street Art & History Concepts – Large Scale

The enhancements on Main St set the stage for substantial, Ketchum-specific public art installations in the downtown area—specifically at the southern entry at River St and the northern entry at the Warm Springs Rd “fork”. These artistic gateways are not only impactful in leaving a lasting impression on visitors but also stand as a powerful expression of Ketchum’s vibrant arts and cultural richness. The design and execution of these installations will also present significant opportunities for commissioning.

Northern Gateway

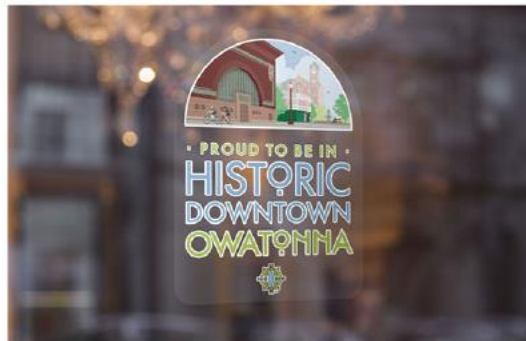


Southern Gateway



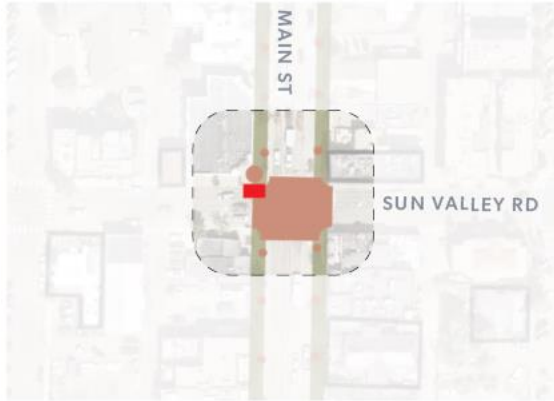
Main Street Art & History Concepts – Small Scale

Within the Main St corridor, amidst the enhancements of sidewalks, street trees, furnishings, and pavings, there exists an opportunity to tell the story of the past, present, and future Ketchum. This can be achieved through smaller-scale art strategically placed at key intersections and integrated into pedestrian lights, whether through banners showcasing vintage style posters, historic informational signage, painted murals, or smaller sculptures.



Main Street Art & History Concepts – SV Road Intersection

The redesigned Main St introduces a raised intersection at Sun Valley Rd, aiming to enhance both the pedestrian environment and traffic flow. An opportunity arises to utilize graphic art as a medium to imprint the pavement with meaning. Specifically, commissioning art from a native artist that can serve as a celebration and tribute to the land, honoring its significance as beloved and once inhabited by the Shoshone-Bannock Tribe.

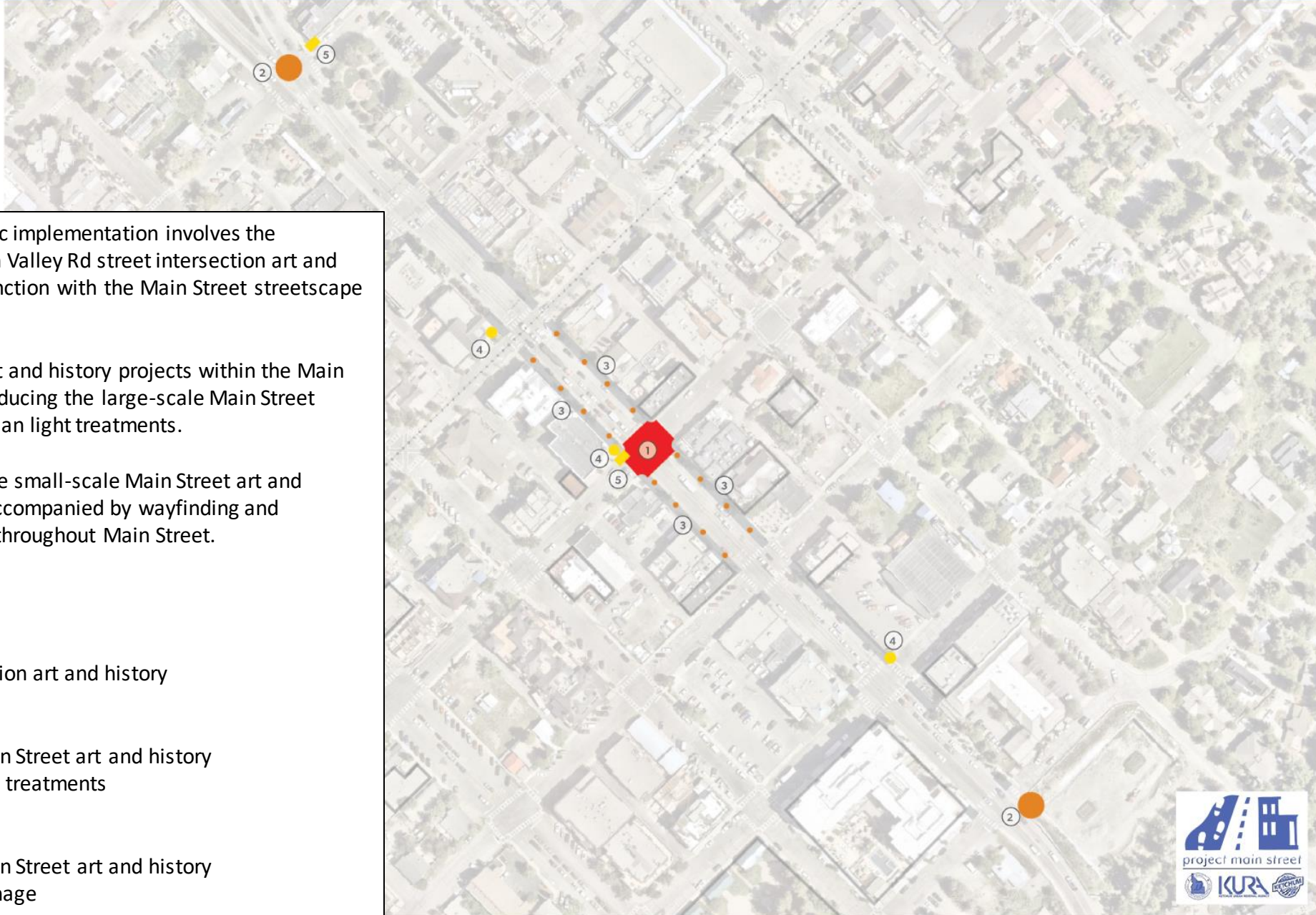


Main Street Interpretive and Wayfinding Signage

The storied past of Ketchum can be shared through creative interpretive signage woven throughout downtown's buildings, along streets and parks. Materials and design should be reflective of Ketchum's rustic surroundings, be simple and expressive.



Art & History Phased Implementation Plan






In Phase 1, the strategic implementation involves the construction of the Sun Valley Rd street intersection art and history design in conjunction with the Main Street streetscape improvements.

Phase 2 extends the art and history projects within the Main Street corridor by introducing the large-scale Main Street pieces and the pedestrian light treatments.

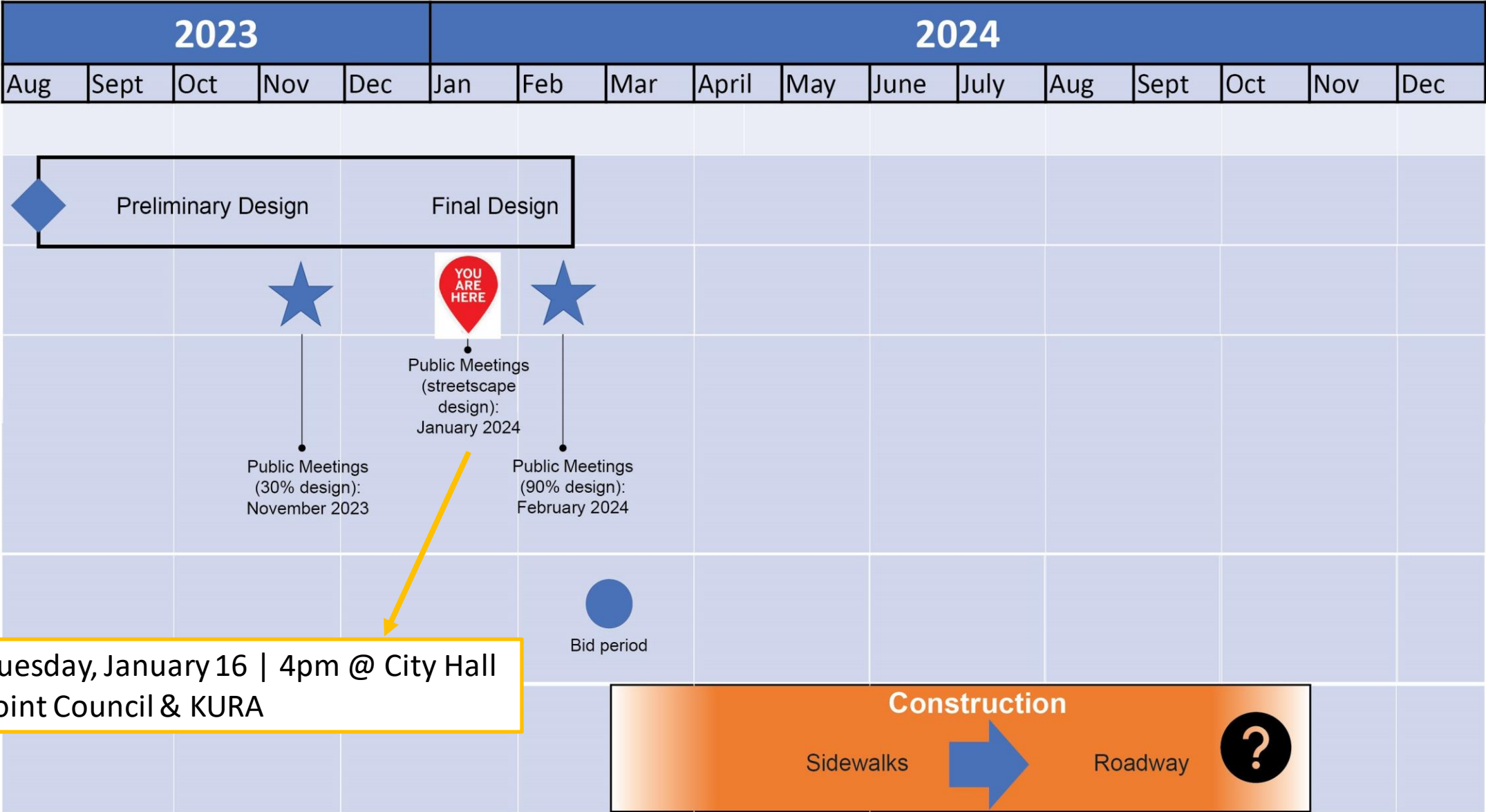
Phase 3 implements the small-scale Main Street art and history components, accompanied by wayfinding and interpretative signage throughout Main Street.

LEGEND

-  Phase 1
1. Street intersection art and history
-  Phase 2
2. Large scale Main Street art and history
3. Pedestrian light treatments
-  Phase 3
4. Small scale Main Street art and history
5. Wayfinding signage



Project Schedule



Tuesday, January 16 | 4pm @ City Hall
Joint Council & KURA

- Feedback/direction from Council and Commission
 - Bike infrastructure options
 - Sidewalk amenities
 - Arts & history elements
 - Updated budget