



**TRANSPORTATION PLANNING AND
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MEMORANDUM

DATE: March 19, 2012

TO: Jason Miller, Mountain Rides
Lisa Horowitz, City of Ketchum

FROM: Gordon Shaw, PE, AICP, LSC Transportation Consultants, Inc.

RE: Ketchum Transit Plaza – Additional Alternatives

As a follow-up to the public meeting on March 13th, I have evaluated several additional design alternatives for a Transit Plaza along East Avenue in downtown Ketchum. Notes recorded as part of this meeting are provided, attached. This memo provides sketches of three variations on Alternative 1, as well as discussion of the advantages/disadvantages of these options.

Option 1A

As shown in the attached sketch, an option was developed that shortens the eastern bus island, in an effort to increase the number of onstreet spaces along the eastern side of East Avenue. This island was reduced to the minimum needed to provide for one full-sized (40') bus bay in the northbound direction, which could be used for the northbound Valley Route bus, and by other routes at other times. A total of five transit vehicles could be on-site at one time, consisting of two 36-40' buses, one 29' bus, and two 20' vans.

This option would yield 10 auto parking spaces, which is only one more than the 9 that are provided under Alternative 1. Five of these spaces would be angled and five parallel, which can be considered to be an advantage compared to the all-parallel spaces under Alternative 1. This option, however, does not appear to result in a substantial benefit to the parking count, while accommodating two fewer buses.

This sketch also shows an additional potential option, specifically a traffic circle in the center of the East Avenue /Second Street intersection. This circle could allow southbound buses to make U turns in the intersection, which could avoid the need for vans and mid-sized buses departing the transit plaza that are heading east or north to use residential streets to turn around. There is adequate room for transit vehicles as large as 29' in length to make this U turn movement (but not full-sized 40' buses). Additional evaluation would be needed to determine whether this

provides a net benefit, whether it should be raised (such as a mountable curb) or painted, and whether it should be traversable (so it can be easily plowed) or not (so it can include signs and landscaping).

Option 1B

This option (also shown in an attached sketch) would do away with the eastern bus island altogether. Instead, one northbound bus bay would be provided on the eastern side of the street. To maximize auto parking, this bay would be provided on the angled part of the northbound travel lane. (If this bus bay were provided against the existing curb, approximately four of the auto spaces would need to be eliminated to provide an adequate bus travel path to the curb.) This option would provide 12 auto spaces, or 2 more than Option 1A and 3 more than Alternative 1. It has the modest disadvantage of requiring passengers transferring from the northbound bus to cross a general traffic travel lane to reach the transit center building or the other bus bays.

Option 1C

Under this option, the northbound bus bay would be eliminated, and replaced with an eastbound bus bay on Sun Valley Road adjacent to the transit center building (in the middle of East Avenue). As shown in the attached sketch, this allows the auto parking count on the east side of East Avenue to increase to 15 spaces. The problem with this option is that the sight distance for northbound auto drivers waiting at the East Avenue / Sun Valley Road intersection would be blocked by a bus in the eastbound bus bay. To see traffic coming from the west, these drivers would need to move up past the pedestrian crosswalk. Buses in this eastbound bus bay would also be trapped during periods when there is a steady queue of traffic heading northbound into the intersections. Even when there is not a steady northbound queue, bus drivers would need to pull out into Sun Valley Road while monitoring eastbound traffic, southbound left turning traffic, northbound traffic and pedestrians, which would be a potential safety hazard. For these reasons, this option is considered to be fatally flawed.

One similar option would be to provide this eastbound bus bay on the south side of Sun Valley Road just east of East Avenue (on the north side the The Elephant's Perch). This would still yield 15 60-degree angles spaces along East Avenue. It would be important to provide the 8' deep by 5' wide wheelchair loading pad required by the Americans with Disabilities Act.

Option – Provide a Center Bus Bay/Island on East Avenue Between Sun Valley Road and 4th Street As Well as Between Sun Valley Road and 2nd Street

One additional option that was considered would be to provide the transit center building island and the west (southbound) bus island similar to the layout shown in Option 1B, but also provide a raised bus island in the eastern row of parallel spaces on East Avenue between Sun Valley Road and 4th Street. Buses could then turn north from Sun Valley Road (at the existing departure leg location) and shift to the west side of this island (in the area currently used for the western row of parallel auto parking spaces). The existing angled parking spaces along the west side of this street would be converted to parallel, to allow a buffer between southbound

auto traffic and northbound bus traffic. The existing angled parking spaces along the east side of this street would remain unchanged.

This option would provide more than adequate bus bay space, and would provide 15 spaces along the east side of East Avenue between Sun Valley Road and 2nd Street. However, it would have several serious disadvantages:

- Buses using the north bus bays would need to negotiate the traffic congestion and narrower streets around Giacobbi Square/Atkinson's Market.
- This option would eliminate parking in an area of downtown with greater existing parking demand than the area south of Sun Valley Road.
- Passengers transferring between some buses would need to cross Sun Valley Road. As the shortest walking path between the buses on the north and the buses and transit center on the south would be through the center of the East Avenue / Sun Valley Road intersection, some (particularly those trying to catch a departing bus) would be tempted to cut directly through the middle of the intersection.

Based on these disadvantages, this option was not considered further.

Notes from Transit Plaza Meeting March 13, 2012 Ketchum City Hall

Andrew Tian-Concerns about impact on his business especially parking. Maintain parking spaces, possibly paid parking?, move plaza one block north.

Dale Bates-Ketchum needs to stop prioritizing cars, need more balanced system of bikes, buses, and cars as we move into the future. Great advantage to where it is. More economically vital and socially vital.

Vicky Graves-Ride a bike or bus is fine for those in town. Challenging for those who live in Hulen Meadows, etc. Not viable because this is a driving community, not feasible.

Brenda Norton (Sheepskin Clothing Store)-Move next block south?

Dave Norton- Customers are slim now. Core moves people to walk.

Nappy-Not speaking for the Perch. Photos don't show retail in other areas. Explore further south which is less used, could we do that now? Thinks option 1 is the best but the 4 spots in Alt plan 1 should be parking not vans. Concern about the aesthetics of buses idling. Must be a budget for maintenance. Parking already an issue for the UPS store. Focus on increasing bus ridership not increasing commercial traffic. Is one lane of buses possible to save parking? F-stop building is a commercial building; how would deliveries work?

Bob C.-How often would buses come together? Build the transit building in Phase 1.

Andrew's wife-Loves bus, rides bus, can't find parking so rides bus. Summer congestion, parallel parking, devastation to business (UPS).

Tracy Lee-Home Station building, 3 or 4 buses at same time. Parking is critical. Makes good sense but need parking.

Mickey Garcia-Brainwashing. Don't need it. Unacceptable impacts. Likes Grant but it should go 1 block south. People like to drive cars. Dale Bates is brainwashing people into dumping their cars.

Transfer point right on Sun Valley Rd is very convenient for tourists, makes it clearer and will bring customers.

Is it possible to do one lane on 2 different streets?

Starbucks is increasing parking pressure.

ROI in transit investment is impacted without the necessary infrastructure.

Transit center will help more people through this area. This is good for economic development and is necessary to help us compete.

How many people would be using the bus? Will people use this?

Doing the building at the same time makes sense.

Maybe eliminate Valley route from transit center?

Bus system grows customer base and helps merchants.

1A

F 5mp Camera
Fisher Appliances

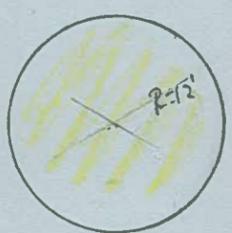
The
Elephant
Road

anyLink

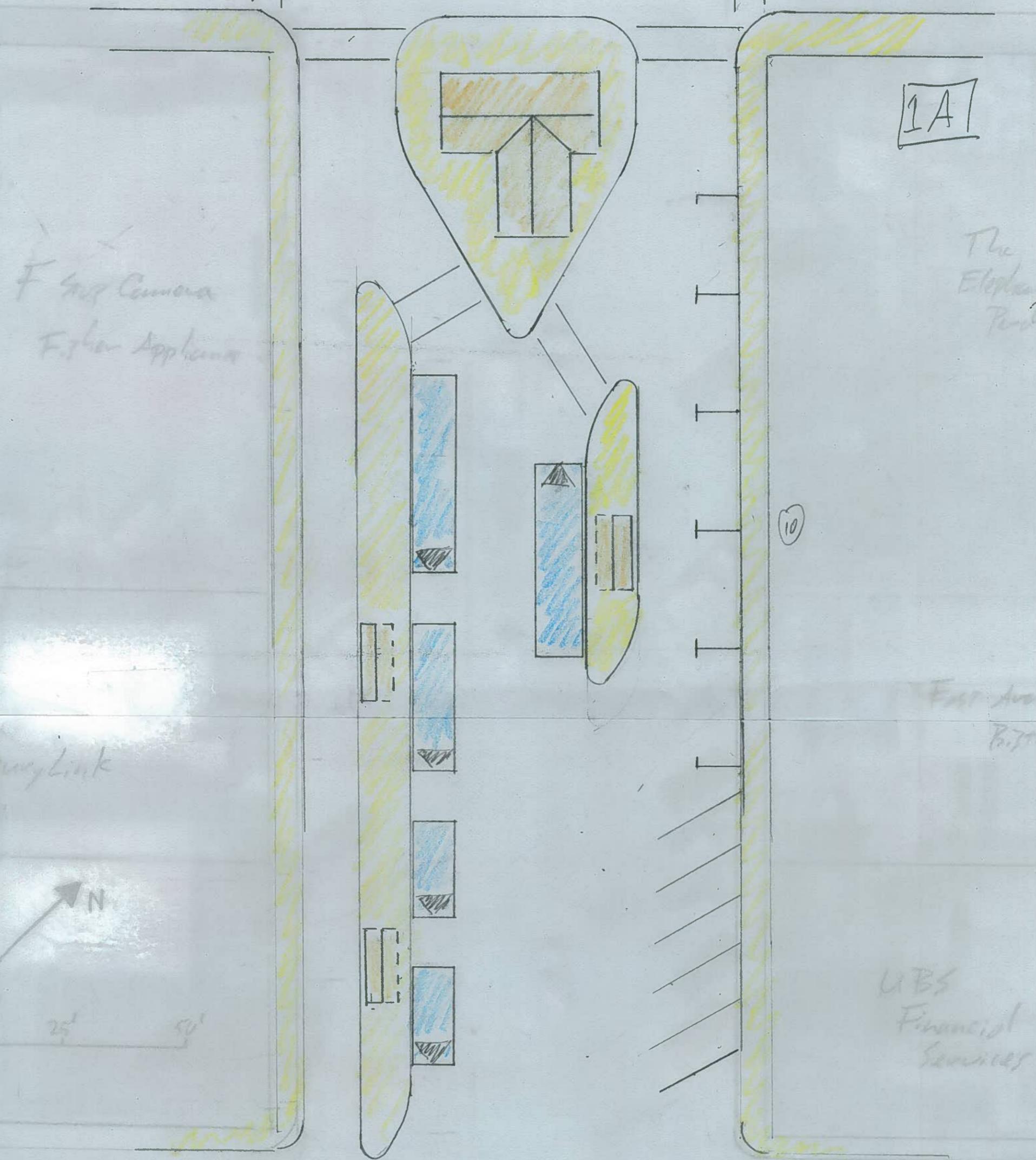
East Ave
Bldg

UBS
Financial
Services

2nd Street



490 E 2nd St



See Val

1B

F Shop Camera
Fisher Appliances

The
Elephant
Pool

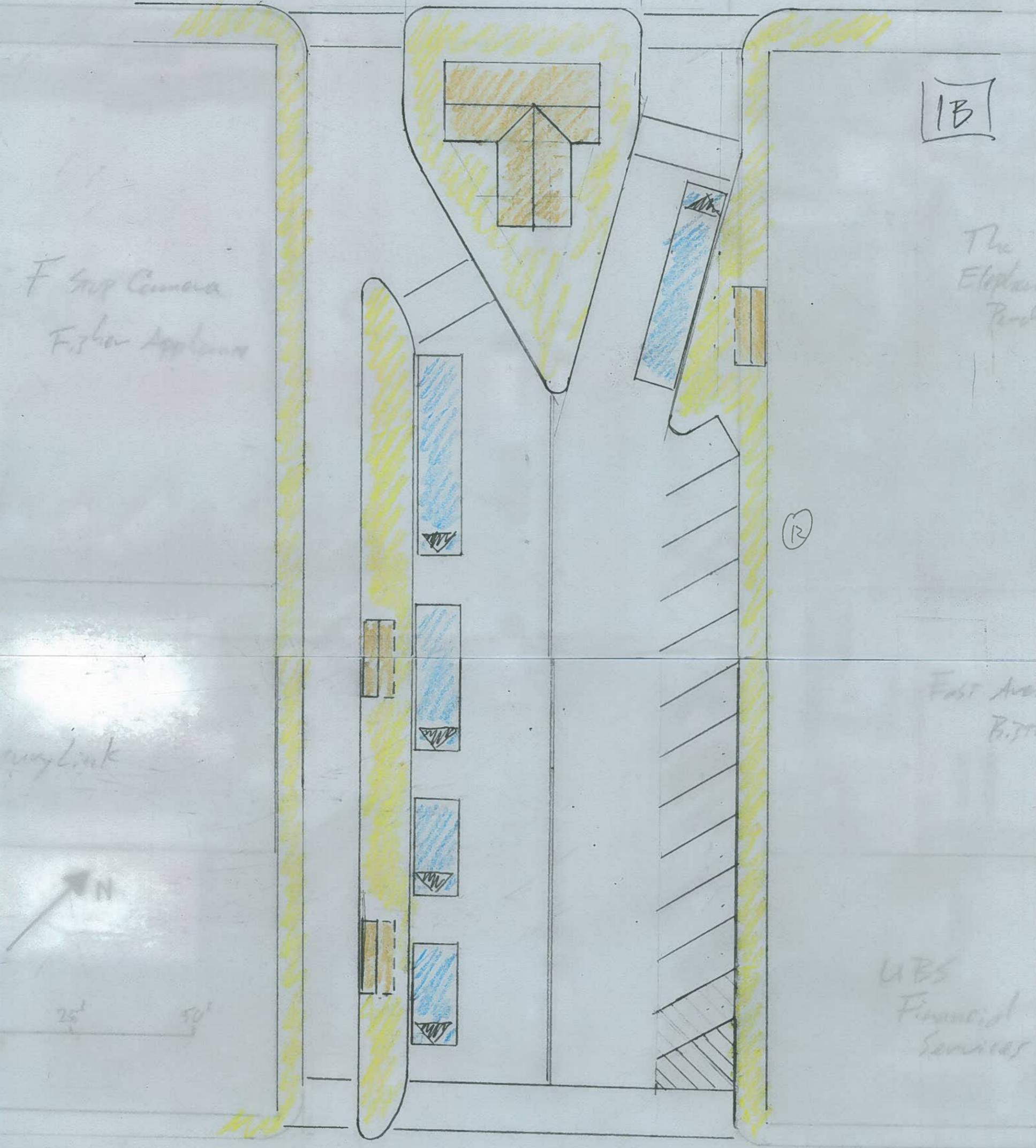
any Link

East Ave
B. 370

UBS
Financial
Services

E 2nd Street

480 E 2nd St



Sun Val

1C

The
Elephan
Tub

East Ave
B.370

UBS
Financial
Services

F. Gap Camera
F. Gap Appliances

my link



25' 50'

2nd Street

480 E 2nd St

