

Dawn Hofheimer

From: Courtney Hamilton
Sent: Monday, August 4, 2025 4:05 PM
To: Participate; AllCouncil
Subject: Fw: Public comment

COURTNEY HAMILTON | CITY OF KETCHUM

City Council Member

P.O. Box 2315 | 191 5th Street West | Ketchum, ID 83340

mobile: 208.481.1211

chamilton@ketchumidaho.org | www.ketchumidaho.org

Courtney Hamilton
208.481.1211

----- Forwarded message -----

From: **Erika Daly** <erikasdaly@gmail.com>

Date: Mon, Aug 4, 2025 at 4:03 PM

Subject: Public comment

To: Courtney Hamilton

I would like to write in support of Ketchums comprehensive plan. I grew up in Ketchum, I work in Ketchum, my kids go to school in Ketchum, and we own a condo in Ketchum. After having a second child, we quickly realized we outgrew our small condo and could not make it work for our family. As such, we relocated to Hailey. Ya ya, tale as old as time...you say. But it doesn't have to be. In supporting the housing portion of the comprehensive plan, Ketchum may be able to attract and retain families and increase its vibrancy and economic viability. Hemingway enrollment might be full again, small businesses in Ketchum might have employees, and parking just might not be an issue because families ride their bikes and walk! The list goes on and on. And while I do love Hailey, I'd like to one day see Ketchum full of families (with more than one kid) who live, work, and care about the amazing mountain town it is.

Erika Daly

Dawn Hofheimer

From: Judy Whitmyre <jwhitmyre1@gmail.com>
Sent: Tuesday, August 5, 2025 12:59 PM
To: Participate
Subject: Tripp Hutchinson

Follow Up Flag: Follow up
Flag Status: Flagged

I attended the July 6th and the August 4th City Council meetings.
One of our city council members was dressed like a 14 year old boy.
I'm not a fan of dress codes but I would think that someone with common sense and in his position would dress appropriately while attending a CCmeeting. But, we all know that this Council member does not exhibit common sense. He should be asked to resign after stealing property from the airport. He is truly an embarrassment to the city of Ketchum and an embarrassment to the council.

I wonder what I was thinking when I voted to have youth on our city council. It's apparent they do not have the life experiences to make important thoughtful and educated decisions.

Judy Whitmyre

Dawn Hofheimer

From: Heidi Schernthanner <heidischernthanner@gmail.com>
Sent: Tuesday, August 5, 2025 9:22 AM
To: Participate
Subject: Re: Comments / Comprehensive Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you City of Ketchum Staff, Council & Mayor for taking the time to work towards solutions that will help create clarity & intent with the land use segment of the comprehensive plan.

Heidi Schernthanner
Sun Valley, Idaho
208.720.4312

On Fri, Aug 1, 2025, 3:11 PM Participate <participate@ketchumidaho.org> wrote:

Thank you for your email Heidi,

Your public comment will go to City Council for their next meeting on 08/04/25.

Regards,

CITY OF KETCHUM COMMUNITY ENGAGEMENT TEAM

P.O. Box 2315 | [191 Fifth St. W. | Ketchum, ID 83340](#)

o: 208.726.3841 | f: 208.726.7812

participate@ketchumidaho.org | ketchumidaho.org

From: Heidi Schernthanner <heidischernthanner@gmail.com>
Sent: Friday, August 1, 2025 2:52 PM
To: Participate <participate@ketchumidaho.org>
Subject: Comments / Comprehensive Plan

City of Ketchum Superstars!

I want to begin with a thank you to all! The time, wisdom and leg work that has gone into the Comprehensive Plan is remarkable. I am grateful to have had the opportunity to step back and have conversations and learn more about what could be for the City and the Community. One aspect that has been helpful are the neighborhood talks, and perhaps more people are aware of the process that takes us toward the beginning of zoning changes. Thank you again for your expertise and patience.

After attending Thursday's chat, I want to be clear with where I stand. This note is 'in response to the list of requests from WS Residents that was available on Thursday. I disagree with the requests. Here are 3 of mine.

1 – I suggest a green space change in the Warm Springs Area. I would like to see the green space dropped down to the three subdivided lots on Hillside drive. This will help provide a continued wild buffer on the westside of Wanderers Way / Heidelberg Hill.

2 – The idea of rural character was expressed as a value. I would also agree that looking at rural / open space is needed and needs to be included as mixed density opportunities.

Overall, I am okay with the Med & High Density designations if this is necessary. I am not happy about them but I do understand the value of them IF this is used as a possibility to create community / deed restricted housing opportunities. Otherwise, these designations are only assets to any developer with deep pockets. Of which of late, few show happy results. I call for more mixed density opportunities. With a positive result of density looking at the small bungalow designs of some of the Cutter's projects.

3 – Then there is the height issue as an easy target to dislike. Again, this could be an opportunity to over build for max floor space and needs to be tightened up with design review elements of existing neighborhoods. A zoning aspect and the need to keep moving forward is my recommendation. There are plenty of 3 story buildings that set fair examples that fit into neighborhood designs, not just the box.

In closing, I will continue to voice the need for mixed density versus a one size fits all. One size fits all is not a universally accepted good. Over the years, changes with the Comprehensive Plan have not received support from all who could be impacted by it. Knowing there is flexibility in this plan allows for the exploration of mixed density, this act would assist rural character of each area of impact.

Lastly, I agree with comments that state the need to address the Code is a priority. Standing in West Ketchum last week gives clear demonstrations as to how the Code has been pushed to the maximum. And NO one wants this to happen again in the future. If moving forward to the Code necessitates passing the Comp Plan or at least parts of the Comp Plan, it's time to move forward.

Thank you for your time & diligence!
May we all bring future to the community,
Sincerely,

Heidi Schernthanner

Ketchum / Sun Valley, Idaho

Dawn Hofheimer

From: Linda Woodcock <ldwoodcock@cox.net>
Sent: Monday, August 4, 2025 9:18 PM
To: Participate
Subject: Affordable Units...

Follow Up Flag: Follow up
Flag Status: Flagged

TO: Ketchum City Council

RE: Reclassifying Affordable Units in a Consent Agenda

Mayor and City Council,

I am writing this letter to voice my opposition to a “consent agenda vote” on reclassifying Affordable Units, as this will adversely impact many of our neighbors and needs to have a longterm sustainable solution. This Solution must included: full input from affordable unit owners & the community at large. There are legal liabilities involved that need further study to prevent needless and expensive litigation.

BCHA proposed: “solutions do nothing to prevent this from happening to other affordable unit owners in the future.” So now is the time to act responsibly to find a lasting and sustainable solution to this issue.

It is not reasonable to decide this in a “Consent Agenda” without full community discussion of these changes and allowing participants to be involved in crafting lasting solutions.

I respectfully request that you set aside voting regarding : “changing the category of these units” until you have given greater consideration to this concern.

Sincerely,

Linda Woodcock
resident since 1974

Dawn Hofheimer

From: annbondcrossland@aol.com
Sent: Tuesday, August 5, 2025 2:37 PM
To: Participate
Subject: Fw: Suggestions for enhancing mass transit in and out of the Wood River Valley
Attachments: Scanned from a Xerox Multifunction Printer (1).pdf

Follow Up Flag: Follow up
Flag Status: Completed

Dear Board and Council Members,

I am attaching a proposal to improve the mass transit system through the Wood River Valley. The intention of this proposal is to offer the locals, whether small business owners and employees in the Wood River Valley, an opportunity to be able to commute to and from Ketchum, without having to deal with the on going traffic situation and lack of parking. I have shared my ideas with many local employees commuting to and from Hailey and Bellevue as well as several small business owners, and they all suggested I share this with the local administration for City of Ketchum. I felt it was my duty, as a concerned citizen, to pass my proposed plan on to you. Many of these ideas, and suggestions, may have already been brought to your attention, but I am hopeful that some portions of this improved transit plan may be incorporated into the present or future transit plan.

Thank you for taking your time to review this.

Sincerely,

Ann Bond
annbondcrossland@aol.com
(970) 948-1844

Proposal to Improve Mass Transit System in Wood River Valley

As most residents agree, we are facing an urgent situation on how to be able to assist a necessary work force in this valley to keep the businesses thriving. During a recent meeting, someone mentioned the idea that there should be a precedence for the transit situation we are facing. There is a precedence. It is Aspen. I spoke with several local business owners and they all mentioned that they personally would ride the bus as much as possible and thought it would increase profits for their business if some of these improvements could be made to the transit system.

Points to consider:

1. Year round Population of Aspen in the late 1980's was around 5,000. This is very similar to Ketchum. Both communities have a work force that is coming from "down valley" into town to work.
2. Similar geographies between communities. Aspen located at the end of a valley with Hwy 82, the main road leading into town with workers commuting up to 1.5 hours each way.
Local communities distances from Aspen: Snowmass Village 9-10 miles, Basalt 18 miles, Carbondale 29-31, Glenwood Springs 41-44 miles, Silt 64 miles, Rifle 68 miles.

Solutions to improve the mass transit system.

1. Increase frequency of routes (every 20 minutes) in peak season, while reducing routes low season.
2. Have a localized "transit station" near to St. Luke's Hospital or other, that provides additional local routes to Sun Valley, Downtown Ketchum and Warm Springs.
3. Have an HOV lane for portions of the route designated for busses and commuters coming from Down Valley to transit station.
4. Summer, have special busses built specially to accommodate bicycles inside the bus that can be changed to regular seats in winter.(Aspen's RFTA BRT)
5. Have more frequent "direct routes" to and from transit hubs like the VelociRFTA routes offered between Aspen and Glenwood Springs)
6. Have additional "local routes" to and from down valley that may take longer but accommodate more specific stops.
7. Have public parking available at both the up valley and down valley transit station.
8. To fund the proposal have a tiered bus pass to include a monthly pass, a punch pass, an employee pass and a seniors (ride for free pass). This would encourage many more employees, local patrons and business owners, to use the bus system and not have to worry about being stuck in traffic or finding parking in town.

After living in Aspen for 30 +years, moving there in the late 80's, the transit system (RFTA) became a necessity for me to get to and from my place of employment. I have spoken to several business owners in the valley and they definitely loved this proposal providing them an easier commute to and from work with a potential of increased revenue due to the easy and accessibility for local residents.

Helpful Website as a starting point :

Transit System :RFTA.com

Ann Bond

(970) 948-1844

annbondcrossland@aol.com

Dawn Hofheimer

From: Julie Johnson <jjnourishme@gmail.com>
Sent: Wednesday, August 6, 2025 9:54 AM
To: Tripp Hutchinson; Carissa Cooper; Carissa Cooper; Participate
Subject: Trail Creek Bridge 4 lanes versus 2 lanes

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Tripp;
At the city council meeting you said you would rather have 2 lanes crossing Trail Creek bridge with a center lane.

All the commuters and business owners feel this would frustrate drivers and those of us doing business on Main street. We feel it would be more efficient and less frustrating for drivers to exit Ketchum in 4 lanes.

A center lane on the bridge makes no sense, it will confuse drivers. Center lanes are the most hazardous lanes in road configurations. It is a 'no mans' area.

After slogging through three years of road construction the people deserve a more fluid passageway into Ketchum upon completion of the 4 lane redo of highway 75.

Thank you
JWJ

P.S. NourishMe employees have a lot to say about this.
Get ready.

--
Nourishme & Julie Foods

Julie Johnson NTP
151 north main st.
Ketchum, ID 83340
208 928 7604 /fax 928 7605

August 6th, 2025

I am writing to state my unwavering support for the Limelight Hotel. The Limelight is one of our strongest participants with pre-function space and direct access for guests, performers, and patrons alike.

We have collaborated many, many times over the years to coordinate pre and post functions and value the Limelight participation with the Argyros immensely.

Any additional potential patron who could reside near the Argyros within the Limelight residences is strongly encouraged as we highly value any and all residents and/or guests visiting Ketchum for our various shows, musical events, and presentations. Our featured performers regularly stay with the Limelight, many utilizing the condominiums as homes away from home and are always treated wonderfully.

I see no reason the current proposal for “room-to-condo” conversion by the Limelight should not go forward immediately.

Thank you.

A handwritten signature in black ink, appearing to read 'Tim Mott', with a stylized flourish at the end.

Tim Mott the Chairman of Board and Founder of the Argyros Theatre.

Dawn Hofheimer

From: susancneaman@gmail.com
Sent: Thursday, August 7, 2025 2:47 PM
To: Participate
Subject: Bike path proposed for trail creek bridge

I am writing to express my concern as well as others(who do not write to express their concerns 🙄) on the proposal to change the highway coming into town from a four lane down to a two lane in order to include a bike path. We have a bike path that is safe that has various ways through town to connect on to it. The experienced road biker can ride with traffic if they choose to ...but to open it up to families to use a path into town through a congested area is extremely dangerous. With two and a possible third hotel will make this a very busy area and dangerous for pedestrians on bike with kids . Traffic and bikers is a dangerous combination.

To make sure the highway is efficient it needs to include two more lanes totaling four!!!

I hope you will move forward with the 4 lane plan.

Thank you,

Susan Neaman

Sent from my iPhone

Dawn Hofheimer

From: Lee Chubb <contact@leechubb.com>
Sent: Thursday, August 7, 2025 4:47 PM
To: Participate
Subject: Next Comp Plan Meeting

The Mountain Express states that the next comp plan meeting will be held September 2nd, and I am writing to request that it be delayed from September 2nd to the subsequent council meeting in September. It is too close to the Labor Day holiday and citizens will either still be out of town or fairly run down from the holiday.

I made this point during the walk and talks and was told that the meeting would definitely not be held September 2nd, so I am frustrated to find that it will be.

Lee Chubb

Dawn Hofheimer

From: marlow.smrt@gmail.com
Sent: Friday, August 8, 2025 9:09 AM
To: Participate; council@sunvalleyidaho.gov
Cc: ejones@mtexpress.com
Subject: FW: e-bikes

Follow Up Flag: Follow up
Flag Status: Flagged

Fyi...

From: marlow.smrt@gmail.com <marlow.smrt@gmail.com>
Sent: Friday, August 8, 2025 8:54 AM
To: emily.rodrique@haileycityhall.org
Cc: ejones@mtexpress.com
Subject: e-bikes

Read the article on e-bikes. Please see below. Travis Smart 208-450-9000

This is what ChatGTP produced:

I live in a small community, about 15,000 total residents. some believe that e-bikes are becoming a concern because they go fast and kids and adults on e-bikes do not obey regular traffic signals. What can be done?

ChatGPT said:

In a community of around 15,000 residents, e-bikes can feel like both a blessing and a headache — they make getting around easy, but when riders ignore traffic rules or travel at high speeds, it can create real safety concerns for pedestrians, drivers, and the riders themselves.

The most effective approach usually combines **education, enforcement, and infrastructure** rather than relying on only one. Here's a breakdown:

1. Education & Awareness

- **School-based programs** – Work with local schools to include e-bike safety lessons in assemblies, PE classes, or driver's ed. This can cover speed control, helmet use, and obeying traffic laws.
- **Community workshops** – Partner with local bike shops or law enforcement to host free "E-bike Safety Days" with demonstrations and test rides.
- **Social media & flyers** – Run short campaigns on community pages reminding people that e-bikes are subject to the same rules as cars and regular bikes.

2. Enforcement

- **Police traffic stops & warnings** – Early on, a "warning ticket" approach can raise awareness before moving to fines.
 - **School resource officers** – If many riders are teens, have officers patrol school start/end times in high-traffic areas.
 - **Helmet and age law enforcement** – If your state has e-bike age restrictions or helmet laws, enforce them consistently.
-

3. Infrastructure Adjustments

- **Clear signage** – Mark bike lanes, trail speed limits, and “no riding” pedestrian zones.
- **Speed-limiting measures** – Post lower speed limits in high-pedestrian areas (some towns set 10–15 mph for e-bikes on shared paths).
- **Dedicated e-bike routes** – Separate e-bike and foot traffic where possible, especially in parks or near downtown.

4. Policy & Local Ordinances

- **Adopt local e-bike rules** – Your city council can create ordinances about where e-bikes are allowed, speed caps, and whether throttle-only e-bikes can use certain paths.
- **Require lights & reflectors** – Especially for night riding, this improves visibility for drivers.
- **Registration programs** – Voluntary or required registration can help with accountability and theft prevention.

5. Positive Peer Influence

- **Youth ambassador program** – Involve local teens who ride e-bikes in promoting safe riding. Peer influence often works better than adult lectures.
- **Community challenges** – “Safe Rider of the Month” or discounts from local businesses for riders caught following the rules.

A good starting point in a small town like yours would be **a short-term public awareness push + light enforcement at key intersections**, then revisit in a few months to see if compliance improves before making heavier rules.

If you’d like, I can put together a **sample 3-month action plan** that your community leaders could actually implement without a huge budget. That way, it’s more than just “someone should do something” — it’s a ready-to-go strategy.

Yes, please.

ChatGPT said:

Here’s a **3-Month E-Bike Safety Action Plan** tailored for a community of about 15,000 residents. It keeps costs low, focuses on quick wins, and builds momentum for longer-term solutions.

Month 1 – Awareness & Education

Goal: Get everyone talking about e-bike safety and knowing the rules.

Actions:

1. **Kickoff Announcement**
 - Mayor, city council, or police chief issues a public statement:
“E-bikes are welcome, but safety is everyone’s job.”
 - Post on social media, local news, and community boards.
2. **School Outreach**
 - 20-minute safety talks in middle/high schools about obeying stop signs, riding predictably, and helmet use.
 - Hand out simple “E-Bike Rules” cards.
3. **Community Safety Day**
 - Partner with a local bike shop for a Saturday event:
 - Free helmet fittings
 - Demonstrations of safe riding
 - Speed demonstrations (so people see how fast e-bikes actually are)
 - Offer small prizes (gift cards, ice cream vouchers) for kids who pass a short safety quiz.
4. **Signs & Reminders**
 - Post temporary “E-bikes follow traffic laws” and “Slow for Pedestrians” signs in busy areas.

Month 2 – Light Enforcement & Visibility

Goal: Start changing behavior without alienating riders.

Actions:

1. **Targeted Patrols**
 - Police focus on key areas (school routes, downtown, popular trails) during peak riding hours.
 - First offense: verbal or written warning explaining the rule.
 - Second offense: small fine (if local ordinances allow).
2. **Helmet & Lighting Checks**
 - Give out free or discounted lights and helmets to riders caught without them.
 - Partner with local businesses to sponsor supplies.
3. **Social Media “Caught Doing It Right”**
 - Post weekly shout-outs with photos of riders obeying the rules.
 - Offer small rewards like free coffee or smoothies.

Month 3 – Reinforce & Adjust

Goal: Cement habits and prepare for long-term rules.

Actions:

1. **Community Survey**
 - Ask residents for feedback:
 - Are things safer?
 - Where are problem areas?
 - Should speed limits or bike lane changes be considered?
2. **Policy Proposal**
 - If needed, present ordinance updates to city council:
 - Clear definition of e-bike classes
 - Speed limits in certain zones
 - Helmet requirements for under-18
 - Where throttle-only e-bikes are restricted
3. **Permanent Infrastructure Adjustments**
 - Install permanent signs or paint clearer bike lane markings in high-use zones.
 - Consider speed limit decals directly on bike paths.
4. **Celebration Ride**
 - End with a community ride that models safe behavior — led by police, local leaders, and teen ambassadors.

Keys to Success

- **Lead with education, not punishment** — people respond better to “we want you safe” than “you’re in trouble.”
- **Get teens involved early** — peers influence each other more than adults do.
- **Make safety visible and rewarding** — praise good behavior as often as you correct bad.

If you want, I can also **draft the actual flyer, social media posts, and a one-page “E-Bike Rules” handout** that your city or school could start using right away so this plan is ready to roll. That would make it nearly plug-and-play for your local leaders.

yes, please.

ChatGPT said:

Perfect — here’s a **ready-to-use e-bike safety packet** you could hand directly to a school principal, city council member, or local police department.

It includes:

1. **Community Flyer** (print or PDF)
 2. **Social Media Posts** (Facebook, Instagram, Nextdoor)
 3. **One-Page “E-Bike Rules” Handout**
-

1. Community Flyer – 8.5x11, simple, bold colors

Headline:

 **E-Bike Safety Starts With You** 


Body Text:

E-bikes are a fun, fast, and eco-friendly way to get around — but they come with responsibility. In our community, riders must follow the same traffic laws as cars and traditional bikes.


Top 5 E-Bike Safety Rules in [Your Town Name]


1. **Obey stop signs and traffic lights** — no exceptions.
2. **Ride on the right side of the road** and in bike lanes where available.
3. **Wear a helmet** — it’s the best protection in a crash.
4. **Slow down in pedestrian areas** — 10–15 mph max.
5. **Use lights at night** — front white light & rear red reflector.

Community Safety Event

 Date: Saturday, [insert date]

 Location: [local park or school lot]

 Free helmet fittings, safety demos, and e-bike test rides.

 Prizes for safe riders!




Footer:

Brought to you by [Police Dept., City of X, Local Bike Shop]


Ride smart. Ride safe. Protect yourself and others.

2. Social Media Post Templates

Post 1 – Launch

 **Attention E-Bike Riders** – In [Town Name], e-bikes follow the same rules as cars and bicycles. That means stopping at stop signs, using lights at night, and slowing down in crowded areas.  
Let’s keep our roads and trails safe for everyone! #EBikeSafety #OurTownCares

Post 2 – Safety Tip of the Week


 **E-Bike Tip:** Your stopping distance on an e-bike is longer than on a regular bike. Start braking sooner, especially at intersections.
Ride safe. Protect yourself. Protect others. #RideSmart #EBikeSafety

Post 3 – Event Invite

 **Join Us for E-Bike Safety Day!** 

 Saturday, [date] – [location]

 Free helmet fittings

 Safety demonstrations

 Fun prizes for riders who pass our safety quiz

Let’s make [Town Name] the safest place to ride! #CommunityFirst #EBikeSafety

3. One-Page “E-Bike Rules” Handout

Front:

Know the Rules – Ride with Respect

- Stop at **stop signs** and **red lights**
- Yield to pedestrians
- Ride on the right side, with traffic
- Don’t weave between cars

- Use bike lanes when available
- Signal turns with your hand
- Slow down near walkers and pets
- Wear your helmet — it's just smart
- Use lights & reflectors at night
- No riding two people unless the bike is built for it

Back:

Why It Matters

- Most e-bike crashes happen because a rider ignored traffic laws.
- Speed + inexperience = more severe injuries.
- Safe riders help keep trails, paths, and streets open to e-bikes.

📌 **Report unsafe riding:** [Police Dept. non-emergency number]

📌 **Questions about local laws?** Visit [city website or link]

If you want, I can also make this into a **visually polished, print-ready PDF packet** with colors, images, and your town's name/logo so it's literally ready to hand out or post online without any extra work. That way you could just email it to your city clerk or school district and they could start distributing it immediately.

Thanks, Travis Smart

Dawn Hofheimer

From: Patricimo <packinpizza@yahoo.com>
Sent: Friday, August 8, 2025 3:56 PM
To: Participate
Subject: Wtf?
Attachments: lv_0_20250808155254.mp4

How long are we going to put up with this? This is EVERYDAY on Warm Springs. This child is driving in the middle of the road like a motorcycle, texting nonetheless. I'm honestly flabbergasted we let this continue.

Dawn Hofheimer

From: Courtney Hamilton
Sent: Monday, August 11, 2025 9:06 AM
To: Participate
Subject: Fw: Council meeting/ Nov. election

COURTNEY HAMILTON | CITY OF KETCHUM

City Council Member

P.O. Box 2315 | 191 5th Street West | Ketchum, ID 83340

mobile: 208.481.1211

chamilton@ketchumidaho.org | www.ketchumidaho.org

From: Mark Maykranz <mmaykranz@hotmail.com>
Sent: Tuesday, August 5, 2025 4:13:54 PM
To: Amanda Breen <ABreen@ketchumidaho.org>; Courtney Hamilton <CHamilton@ketchumidaho.org>
Subject: Council meeting/ Nov. election

Hi Amanda and Courtney,

Hope things are well. I thought you both did a nice job comporting yourselves in the meeting last evening. The mayor did as well. I sense a slight shift in the direction of council's respect for our community's wishes. Hopefully, said shift can move into the seismic range. The "Build it and They Will Come" reign of terror needs to come to an end.

We built the huge Limelight because "They will Come," and now we are shrinking it because they didn't (54 per cent occ.). We are once again in the throes of approving the Marriott, so "they will come," but they will not- we will just lower the occupancies of the existing hotels and increase the need for housing. We approved numerous massive buildings with incentivized penthouses to fund Bluebirds, but now many sit empty and unsold and threaten our real estate market because after they were built and diminished the character of our sweet town, "they didn't come." And when enough people "didn't come" for Bluebird, we advertised for people in Twin, reclassified Nannie's as essential workers, and housed retirees in workforce housing that was sold to the community as a project for essential workers. Etc. Etc. These endless mistakes lead to a breach of trust, not because you women do not have integrity, but because so many of us do not believe in the soundness of your decision-making skills in the public realm.

Both of you women have served the Community for going on 8 years. That is a long time. You are both lovely, caring people, but I hope you can follow the Mayor's lead and step away from public office for at least several terms. To run again would be an unimaginable display of hubris. It is time for fresh ideas steeped in pragmatics. This next election should speak to a mandate, not an election divided 5 or 6 ways with no clear outcome. If you are truly here for the community, show it by standing down. If your drive to serve persists, revisit the topic in 6 or 8 years or seek to serve on advisory boards.

Most Sincerely,
Mark Maykranz
Sent from my iPhone

Dawn Hofheimer

From: Abby Rivin
Sent: Tuesday, August 12, 2025 3:53 PM
To: Participate
Cc: Dawn Hofheimer; Daniel Hansen; Cyndy King
Subject: 8.18 CC Meeting: Public Comment Letters
Attachments: Support ltrs - mottwhitmanbatesgarry.pdf

Follow Up Flag: Flag for follow up
Flag Status: Completed

Hi Participate Team,

Attached please find a pdf of compiled public comment letters regarding the Limelight Hotel PUD CUP & DA Amendment Applications to include in the public comment packet for the upcoming August 18 City Council Meeting.

Best,
Abby

ABBY RIVIN, AICP | CITY OF KETCHUM

Senior Planner

P.O. Box 2315 | 191 5th Street W | Ketchum, ID 83340

office: 208-726-7801 | direct: 208-727-5082

arivin@ketchumidaho.org | www.ketchumidaho.org

From: jim Garrison <jim.d.garrison@outlook.com>
Sent: Tuesday, August 12, 2025 11:30 AM
To: Morgan Landers <MLanders@ketchumidaho.org>; Abby Rivin <ARivin@ketchumidaho.org>
Cc: Reed, Andrew <areed@aspenhospitality.co>; Curnow, John <jcurnow@limelighthotels.com>
Subject: LLK Support letters

Thanks Morgan,

Letters attached - since issues with the download at Planning - (probably operator error).

Jim G.

August 6th, 2025

I am writing to state my unwavering support for the Limelight Hotel. The Limelight is one of our strongest participants with pre-function space and direct access for guests, performers, and patrons alike.

We have collaborated many, many times over the years to coordinate pre and post functions and value the Limelight participation with the Argyros immensely.

Any additional potential patron who could reside near the Argyros within the Limelight residences is strongly encouraged as we highly value any and all residents and/or guests visiting Ketchum for our various shows, musical events, and presentations. Our featured performers regularly stay with the Limelight, many utilizing the condominiums as homes away from home and are always treated wonderfully.

I see no reason the current proposal for "room-to-condo" conversion by the Limelight should not go forward immediately.

Thank you.

A handwritten signature in black ink, appearing to read "Tim Mott". The signature is stylized with a large, looped initial "T" and a distinct "Mott" following it.

Tim Mott the Chairman of Board and Founder of the Argyros Theatre.

Douglas Whitman letter

August 5, 2025

To: Ketchum City Council, planning dept.

From: Douglas Whitman, Limelight resident

RE: Hotel room conversion project

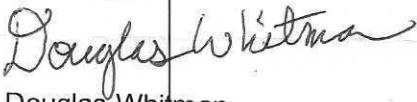
Good evening Council. My name is Douglas Whitman and I am a resident owner in the Limelight since it opened almost 10 years ago.

I fully endorse and support the proposed plan of the ownership of the Limelight to convert the 4th floor guest rooms to resident condominiums and ownership. It is important to me as an owner that the Limelight is encouraged and capable of investing in upgrades to all areas and facilities in the building in order to maintain the value and condition of the property. My observation is that the users of the condos, both rentals or owners, are more family oriented and add to the town and community in a positive manner.

The Limelight and the owners have been supportive of the community and charitable to local needs. Personally, I believe that there is a danger of government overreach here. What the Limelight management wants to do seems more than reasonable and given their history of supporting the community, I hope you will trust their professional judgement for what they do internally on an existing structure.

I hope this project will go forward and allow the Limelight to become even better. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Douglas Whitman". The signature is written in dark ink and is positioned above the printed name.

Douglas Whitman

“My name is Jeff Bates. I’ve lived in Ketchum near the Limelight for about 20 years. I raised my family here and expect I will soon seek to downsize to something smaller and easier to maintain, as many do at a certain stage. Accordingly, I’m interested in seeing what a new condominium at the Limelight might offer.

I regularly enjoy meeting friends at the Limelight, a glass of wine, some music and the great environment to be enjoyed there. The staff and management are exceptional, polite, attentive, and many have become friends.

I am the perfect potential new resident there if it works out. The residences are wonderful, clean, up to date and accessible. The amenities of shuttle services, food services, storage, underground parking and other facilities are well appointed and constructed – and more than any other project in town offers at this time.

I can see no reason why the change from seldom used guest rooms to owned condominiums would be controversial or difficult for this body to approve. Further, I don’t understand why it is the business of the City at this point to permit or condition it in any way. It’s an existing business that should be able to legally operate as it sees fit.

Let’s get this done – there seem to be many more significant items for the Council to discuss.

Thank you.”

Garry Pearson letter

Submitted to City website

Dear City Council,

My name is Garry Pearson and I have been a Ketchum resident for 13 years.

I am writing in support of the Limelight condominium proposal in front of you.

I am a frequent visitor to the Limelight holding regular morning business meetings in their open public meeting spaces – and at no charge – even for an occasional morning coffee.

I also believe the addition of both residences and guest rooms have been a welcome and valued addition to Ketchum proper and the Valley generally.

As with any business in Ketchum or this valley, they must be allowed to function and internally operate their business as they deem appropriate. And, I see this request/proposal as motivated in precisely that vein.

As it meets all conditions of approval including agreement to fund an excessive and unwarranted housing fee of almost \$500,000 this project should be approved forthwith.

Thank you.

Garry Pearson

Dawn Hofheimer

From: Bruce Hinckley <bdh@alchemiesites.com>
Sent: Wednesday, August 13, 2025 11:54 AM
To: Participate
Subject: Main Street South of Trail Creek

As a resident long-time of the Gem Street area, I have been waiting patiently for the City to properly connect my neighborhood with the addition of safe, pedestrian-friendly sidewalks, crosswalks, bike lanes, and a center turn lane.

This can only be accomplished by constructing the current plan with one northbound lane, one southbound lane, a center turn lane, plus sidewalks and bike lanes on each side of the street.

To consider compromising pedestrian and cyclist safety by constructing two vehicular travel lanes in each direction would increase traffic speeds (in an area where many are already exceeding the speed limit), and make it even more difficult to cross the road as a pedestrian.

So please, do the right thing, and stay with the two lane plan as originally proposed.

Sincerely,
Bruce D Hinckley
209 Topaz Street
Ketchum

Dawn Hofheimer

From: Randi McEntee <Randi@rpcreativegroup.com>
Sent: Wednesday, August 13, 2025 11:20 AM
To: Participate
Subject: Public Comment for Striping Main Street between Serenade Lane and River Street

This is a public comment regarding the proposed striping of Main Street (highway 75) between Serenade Lane and River Street.

It's very frustrating to see the council considering abandoning the current striping plan in this location in favor of more vehicle travel.

I strongly support the current striping plan with 2 travel lanes (1 northbound, 1 southbound), a turning lane and bike lanes, sidewalks and crosswalks. As a resident of the Gem Streets neighborhood in Ketchum, a turning lane and adequate bike/ped infrastructure are critical to a safe and vibrant neighborhood. There are very few full time residents of this neighborhood who haven't been rear ended or nearly rear ended while trying to pull into our street.

Our residents have been requesting minimum infrastructure improvements for years only to be told that the city was not willing to spend resources on building a sidewalk or even painting a crosswalk because the Idaho Department of Transportation would be rebuilding the roadway at some point in the future. The future is finally here after decades of study, waiting and public input and we were all excited and relieved to be connected to our town via sidewalks and bike lanes. Imagine our disappointment that the city is reconsidering this plan in favor of increasing vehicle traffic and decreasing residents safety and quality of life.

I'm raising my family in this neighborhood and though we are so close, many times I don't let the kids walk or ride into town solo as it's simply unsafe.

I urge the council to consider its residents first and keep the striping plan as originally intended, with 2 travel lanes, a turning lane and bike/ped infrastructure. Please do not give up on making Ketchum a pedestrian and bicycle friendly town!!

Thank you for your consideration,

Randi McEntee
111 Garnet Street, Ketchum

Randi McEntee
Creative Director | RP CREATIVE

208.720.7988
rpcreativegroup.com

Mail: PO Box 5424, Ketchum, ID 83340

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify us.

From: James Hungelmann <jim.hungelmann@gmail.com>
Sent: Wednesday, August 13, 2025 7:14 AM
To: Neil Bradshaw; Courtney Hamilton; Amanda Breen; Spencer Cordovano; Tripp Hutchinson; Participate
Subject: KCC Meeting Aug 18 Genetral Public Comment for Resignation Mr Hutchinson
Attachments: KCC aug 18 2025 .docx

Dear Mayor and Council members:

Enclosed please find a document for the record, text appearing also below.

Civil Disobedience or Criminal Excuse?

In re Hutchinson: Holding Public Officials Accountable (Aug 2025)

Introduction

Recently, Ketchum City Council member Tripp Hutchinson admitted to committing theft, an act he has attempted to justify as “civil disobedience.” While his explanations invoke the language of protest, they bear little resemblance to the legal or historical meaning of that term and lack the defining elements of legitimate civil disobedience. Theft for personal or symbolic reasons is still theft under the law.

At the same time, our community recognizes that individuals—particularly those early in public service—can make grave errors, learn from them, and grow. This discussion is offered in the spirit of accountability and clarity, and with the hope that Mr. Hutchinson will take responsibility, gain a deeper understanding of the principles he invokes, and perhaps ultimately return as a more grounded and effective public servant.

1. Foundations

Civil disobedience in the United States, as in many places around the world, has a proud tradition rooted in moral opposition to unjust laws. Understanding what true civil disobedience entails is crucial for preserving its power as a tool for social change.

Every legitimate civil disobedience protest is grounded in six core principles:

A. Conscientious Objection to Specific Unjust Laws or Policies

Civil disobedience must target laws violating fundamental rights or fairness—not merely express disagreement with a person or company’s politics. For example, Henry David Thoreau famously refused to pay a poll tax in 1846 to protest slavery and the Mexican-American War, grounding his action in moral opposition to unjust government policies. Similarly, civil rights activists challenged segregation laws codifying racial discrimination. By contrast, claiming civil disobedience to justify stealing from or vandalizing a legally operating business because of its perceived political orientation fundamentally misunderstands the concept and blurs the line between principled protest and personal grievance.

B. Openness and Transparency

Civil disobedience should be public and transparent. Protesters openly defy laws to attract attention and spark debate. Rosa Parks’s refusal to give up her bus seat in Montgomery in 1955 was a deliberate, visible act inviting

scrutiny and dialogue. Secretly committing illegal acts such as theft or property damage lacks this openness and accountability, making it indistinguishable from ordinary criminal conduct and undermining the protest's legitimacy.

C. Nonviolence

Nonviolence is a cornerstone of effective civil disobedience. Peaceful sit-ins, marches, and symbolic gestures expose injustice without causing harm to others or their property. The Southern Christian Leadership Conference, led by Martin Luther King Jr., championed nonviolent resistance during the civil rights era, including the 1963 Birmingham campaign, winning widespread sympathy. Similarly, the 2016 Standing Rock Sioux protests against the Dakota Access Pipeline were marked by peaceful resistance despite aggressive police responses.

Another powerful example is Muhammad Ali, who refused the Vietnam War draft out of moral conviction and religious faith. His stand was a public and unwavering act of conscience, carried out without violence but at immense personal cost—losing his heavyweight crown, facing criminal conviction, and surrendering the best years of his career in defense of his beliefs. His willingness to accept these consequences highlighted his deep commitment to justice and cemented his status as an iconic figure in American civil disobedience. By contrast, violence or threats of violence shift the focus from the underlying injustice to the protestors' conduct, undermining credibility and provoking backlash.

D. Willingness to Accept Legal Consequences

Genuine civil disobedience involves accepting legal consequences. Historical figures like Susan B. Anthony willingly accepted arrest and fines after illegally voting in 1872 to highlight the injustice of denying women the right to vote. Avoiding consequences or selectively obeying laws signals disrespect for the legal system, weakening moral authority.

E. Clear, Specific Objectives Aimed at Meaningful Change

Civil disobedience must focus on clear, specific injustices to create meaningful change. The Montgomery Bus Boycott (1955–1956), a coordinated and sustained campaign, successfully pressured the city to end segregation on public transit. Random or symbolic acts without organized objectives appear ineffective or self-serving, failing to mobilize support or effect reform.

F. Targeting Unjust Laws or Government Actions, Not Private Entities

Civil disobedience should address unjust laws or government policies — not private individuals or entities lawfully operating within the system. Thoreau's tax protest targeted government policies rather than tax collectors personally. Gandhi's Salt March protested the British salt tax law, not private citizens.

Attacking or stealing from a business solely because of political opposition is criminal retaliation, diminishing the legitimacy of the protest and inviting legal consequences. Focusing on unjust laws preserves civil disobedience as a powerful tool for social change.

2. Why Accused Member Hutchinson's Actions Do Not Constitute Civil Disobedience

Applying these principles to Hutchinson's actions shows his conduct falls far short of genuine civil disobedience.

- **Target:** His protest targeted a legally operating company, not an unjust law or government policy.
- **Transparency:** The theft of art posters was conducted secretly, lacking public declaration or accountability.
- **Nonviolence:** Theft violates property rights and is neither peaceful nor nonviolent.

- **Accountability:** Hutchinson refuses to fully accept legal consequences and uses his public office to downplay the offense. He will not step down and, instead, is pushing for huge salary increases for himself and other city councilors.
- **Purpose:** His actions lack connection to any coherent legal or social reform strategy, appearing driven by personal grievance or political posturing.

In sum, the accused council member's conduct aligns with criminal misconduct, not civil disobedience, and rightly invites legal sanction.

3. Misguided Justifications and Dangerous Precedents

The council member's attempt to justify stealing as "civil disobedience" is misguided and irresponsible. Civil disobedience is not a license to break laws based on personal ethics or disagreement with legal conduct. Stealing is theft, violating law and respect for property and community.

Invoking Robert Hunter's lyric:

"Since it costs a lot to win and even more to lose. You and me bound to spend some time wonderin' what to choose."

is emblematic of Hutchinson's vague, sentimental approach, lacking substantive engagement with serious legal and ethical questions. Hunter is a respected lyricist but neither a legal scholar nor moral authority on civil disobedience. Relying on ambiguous poetry as defense reduces the gravity of theft to a shallow flourish.

This cultural allusion acts as a smokescreen — sounding thoughtful without addressing the core issues: law breach, public trust abuse, and refusal to accept responsibility. True leadership and civil disobedience require clear principles, transparent motives, and accountability — not vague musings from song lyrics.

4. Flawed Claims and Misinformation

Accused Member Hutchinson's vague claims of "concentration of power" and "corruption" lack concrete evidence and rely on generalized fear. Rationalizing theft with such rhetoric is intellectually lazy and morally hollow.

His conduct sets a dangerous precedent. Elected officials breaking laws and justifying it with vague morality and patriotism erode the rule of law and encourage lawlessness.

Despite the stolen goods exceeding felony thresholds, he was only charged with petty theft misdemeanor — a legal break undermining accountability and discrediting his protest claim.

His privileged background exposes the hollowness of his claims. Unlike historical civil disobedience leaders who risked freedom confronting brutal oppression, he benefits from the systems he pretends to oppose, including family investments and trusts connected to companies tied in various ways to the U.S. military-industrial complex — deepening the irony in protesting government contractors.

If theft is justified due to viewing a company as a "bad actor" despite legal compliance, where does it end? Could violence or harassment also be excused? This dangerously erodes legal and moral boundaries.

5. Disabusing the Rhetoric of "Patriotism" and "Shedding Light on Corruption"

Accused Council Member Hutchinson's invocation of patriotism—claiming that "true patriots value morality and humanity over power and profit" and urging citizens to "shed light on corruption"—is a hollow device rather than a sincere call to principled action. While the concern about "concentration of power kept in the dark until it is too late" may sound profound, Hutchinson offers no concrete evidence to support these claims in any context. Without factual basis, such statements serve only as vague and wholly inadequate justifications for his unlawful conduct.

True patriotism means respecting the rule of law, embracing transparency, and accepting accountability. It is about working within democratic systems to bring about change through lawful, constructive means—not justifying theft or evading responsibility by wrapping oneself in the flag. Hutchinson’s self-portrayal as a courageous whistleblower or moral crusader is unfounded and misleading. Rather than shedding light, his actions risk deepening confusion, fostering mistrust, and undermining genuine efforts to combat corruption.

6. Disinformation and Responsibility

The accused council member relies heavily on sensationalized, misleading media alleging ICE abuses. Independent experts and forensic specialists have widely debunked these claims as exaggerated or false. Credible, documented ICE rights violations are extremely rare; many alarming stories have been disproven. By accepting and amplifying misinformation without scrutiny, Hutchinson fell for a campaign designed to distract, inflame tensions, and provoke unrest. This reckless embrace of falsity undermines his credibility and the legitimacy of his “civil disobedience” claims.

Genuine civil disobedience demands the ability to separate truth from fiction through careful examination of credible evidence. When actions are based on rumors, half-truths, or outright misinformation, they cease to be principled protest and instead become reckless gestures that weaponize falsehoods—undermining both the cause and the public’s trust.

7. Bigger Threats to Civil Liberties

If Mr. Hutchinson were genuinely concerned about civil liberties and governmental overreach, he might focus on far greater threats to freedom, such as the Patriot Act — a law widely criticized for granting sweeping surveillance powers that make every citizen a potential suspect. Such measures strike at the very fabric of American liberty, rooted in the principle that the people are sovereign and the government serves them. This stands in stark contrast to systems like China’s, where the government dominates the people. Allowing such a reversal in the United States — without the deliberate consent of the people through a constitutional amendment — would undermine the nation’s founding principles and erode the very liberties it was established to protect.

8. Accountability and True Civil Disobedience

Will the accused council member show the same boldness before a judge, openly requesting sentencing of a year or more in jail for his “civil disobedience”? True civil disobedience requires public acknowledgment and acceptance of legal consequences as moral statements. His refusal reveals mere posturing rather than principled protest.

Evading responsibility, refusing to resign, and using office to justify theft shows disrespect for rule of law and democratic ideals. Mr. Hutchinson sets a dangerous example, eroding trust and encouraging others to ignore legal boundaries under the guise of activism.

His privileged background and lenient misdemeanor charge (despite felony thresholds) expose a troubling double standard. How can he credibly claim to fight “corruption” while benefiting from systems shielding him from accountability?

9. The Challenge for the Judiciary

Judges faced with defendants like Mr. Hutchinson must uphold that no one — regardless of rank — is above the law. Allowing elected officials to evade accountability by trivializing illegal acts undermines public confidence and risks encouraging misconduct.

In sentencing, judges consider a defendant’s remorse and acceptance of responsibility — or lack thereof. Defiance, justification without accountability, and denial weigh strongly against leniency. Continuing in office while minimizing the seriousness of his crimes—and simultaneously pushing for large salary increases—is likely to aggravate sentencing, and it undermines the expectation that public officials must uphold the highest ethical and legal standards.

10. Campaign Promises vs. Recent Conduct

During his campaign for Ketchum City Council just two years ago, Accused Council Member Hutchinson emphasized his deep commitment and passion for public service despite his relative youth. He assured voters that serving the community was his genuine interest and priority. Sadly, however, his recent actions stand in stark contrast to those assurances.

Conclusion

Accused Council Member Hutchinson's actions and attitude represent a profound breach of public trust and an affront to justice and democracy. Cloaking theft as "civil disobedience" is a selfish evasion undermining office integrity and the rule of law.

Public officials set society's tone and must meet the highest accountability standards. Failure risks encouraging lawlessness, weakening protections, and eroding democratic trust. Firm consequences, a clear resignation demand, and renewed public education on true civil disobedience are imperative.

Beyond legal and ethical breaches, Mr. Hutchinson is dangerous to community well-being and democratic health. His poor judgment and reckless rationalizations make him untrustworthy in public service. More concerning, he's a poor role model, especially for youth seeking leadership and clarity. His inability to articulate values or embrace leadership responsibilities reveals a profound lack of self-awareness and integrity, deepening public cynicism and undermining the values he claims to defend.

Accused Council Member Hutchinson needs to leave office immediately; pursue gainful work to appreciate the value of private property; and study American constitutional law and the common law rules of evidence to protect himself from future incidents of self-inflicted harm.

While Mr. Hutchinson's actions warrant strict accountability, there remains a significant opportunity for personal growth, renewed responsibility, and regained community trust. True activism demands both courage and a steadfast commitment to the rule of law—without one, the other loses its power and purpose. If he embraces this moment not as a political fight but as a personal turning point, he can emerge with a deeper understanding of civic responsibility, a stronger moral compass, and the ability to serve with integrity in the future—qualities our community needs and would welcome with open arms.

.

Dawn Hofheimer

From: Harry Griffith <harry@sunvalleyeconomy.org>
Sent: Tuesday, August 12, 2025 2:58 PM
To: Participate
Subject: SVED Support Letter for Aug 18 Council Meeting on Llimelight Conversion Proposal
Attachments: SVED Support Lettre for Limelight Hotel Proposed Unit Conversion.docx

Follow Up Flag: Flag for follow up
Flag Status: Flagged

See attached for next weeks package. Regards

Harry Griffith

Executive Director, Sun Valley Economic Development

www.SunValleyEconomy.org



To: Participate@ketchum.idaho.gov

RE: Limelight Hotel Proposed Unit Conversion

SVED supports the proposed conversion of 11 hotel for rent units to 2 residential for sale units on the terms and conditions recommended by Ketchum Planning and Zoning in their staff report of May 7, 2025. Subsequent discussions by City Council on this proposal of July 21 and August 4 2025 suggesting the Limelight should pay significantly more for this conversion than the recommended ~\$466k in in-lieu fees are mis-guided, illogical and extortionary.

I was very involved with the Limelight's decision to enter this market in 2010. At that time, the Great Recession was biting hard on our Blaine Co economy, with unemployment of 8%, record lows in real estate sales and airport enplanements and hotel occupancy at less than 45%. Traditional hotel rooms inventory in the North Valley was at a record low of 481 (off their peak of 767 rooms in 1998) and the STR market did not exist. Aspen Ski Co took the risk of investing \$30+ million, knowing they needed a major turn around in the tourism economy combined with a minimum occupancy of 63% in the medium to long term to make the numbers work. SVED also helped with their market entry decision by securing a million dollar Idaho Tax reimbursement incentive.

Fast forward to today. Competition in the occupancy market has heated up substantially. In just the last 5 years, over 130 units were added to Blaine Co traditional hotel inventory in addition to 1000+ STR units. Planned developments will add another 170 units, increasing traditional supply by 32%. In light of these circumstance, the Limelight will struggle to maintain an economically viable occupancy level of 63%. Our economy needs the Limelight's sizable contributions through property taxes, net LOT increases, in-lieu fees, related construction activity and employment.

The proposed conversion helps monetize their residual unit inventory to the benefit of both Limelight and the City of Ketchum, meets the objectives of the Comp Plan and is in compliance with all ordinances.

Respectfully

Harry Griffith, ED Sun Valley Economic Development

August 12, 2025

Dawn Hofheimer

From: Matt McNeal <matthewmcneal@gmail.com>
Sent: Wednesday, August 13, 2025 12:47 PM
To: Participate
Subject: Public Comment for Striping Main Street between Serenade Lane and River Street

This is a public comment regarding the proposed striping of Main Street (highway 75) between Serenade Lane and River Street.

After years of public input and state and city planning, I am very disappointed to see the council considering abandoning the current striping plan in this location in favor of more vehicle travel.

I support the current plan with 2 travel lanes (1 northbound, 1 southbound), a turning lane and bike lanes, sidewalks and crosswalks. As a resident of the Gem Streets neighborhood in Ketchum, a turning lane and adequate bike/ped infrastructure are critical to a safe and vibrant neighborhood.

Our residents have been requesting minimum infrastructure improvements for years only to be told that the city was not willing to spend resources on building a sidewalk or even painting a crosswalk because the Idaho Department of Transportation would be rebuilding the roadway at some point in the future. The future is finally here after decades of study, waiting and public input and we were all excited and relieved to be connected to our town via sidewalks and bike lanes. Imagine our disappointment that the city is reconsidering this plan in favor of increasing vehicle traffic and decreasing residents safety and quality of life.

I have four children in elementary school in Ketchum. We walk or ride our bikes to school whenever possible but it feels like we are taking our lives in our hands every time we venture out, and we certainly don't feel comfortable letting them take this very short journey without supervision, strictly because there are no safe routes into town without risking an incident with a vehicle.

I urge the council to consider its residents first and keep the striping plan as originally intended, with 2 travel lanes, a turning lane and bike/ped infrastructure. Please do not give up on making Ketchum a pedestrian and bicycle friendly town.

Matt McNeal
330 Topaz Street, Ketchum

Dawn Hofheimer

From: Matthew Harrigan <matthew.harrigan@gmail.com>
Sent: Wednesday, August 13, 2025 2:00 PM
To: Participate
Cc: Sonja Harrigan
Subject: Public Comment – Main Street (Highway 75) Striping Between Serenade Lane and River Street

Follow Up Flag: Follow up
Flag Status: Completed

This is a public comment on the proposed striping of Main Street (Highway 75) between Serenade Lane and River Street.

Ketchum has spent years gathering public input, working with the Idaho Department of Transportation, and developing a safety-focused plan for this stretch of Main Street. Now, with construction finally underway, the council is considering abandoning that approved design for the sake of adding more vehicle lanes. This is a mistake — and it puts lives at risk.

The approved plan — one lane northbound, one lane southbound, a dedicated center turn lane, and continuous bike lanes, sidewalks, and crosswalks — is the safest and most balanced design for our community. As residents of the Gem Streets neighborhood at 101 Emerald Street and parents of two boys who bike to school, we depend on safe, connected infrastructure. Without it, children, seniors, and anyone walking or biking remain exposed to dangerous traffic conditions.

For years, basic safety improvements were deferred because we were told this project would fix the problem. If the council walks away from the approved design now, it will waste years of planning, ignore public consensus, and signal that vehicle throughput matters more than the safety of residents.

Right now, my boys cannot safely travel into town on their own. Fast-moving traffic and the lack of protected space make it too dangerous. This project is our one opportunity in a generation to change that. If we miss it, we may not get another chance for decades.

We urge you to keep the approved striping plan in full — not water it down, not compromise it away — and make good on the promises made to Ketchum's residents.

Concerned Parents,
Matthew & Sonja Harrigan
101 Emerald Street, Ketchum

Matthew Harrigan
415.271.2394 (mobile)

Sent from my iPhone. Please excuse typos.

Dawn Hofheimer

From: Sean McEntee <seanfj62@gmail.com>
Sent: Wednesday, August 13, 2025 3:06 PM
To: Participate
Subject: Highway 75 striping from Serenade lane to River street.

Hey city counsel-

We were PROMISED a turning lane for this section of the highway. Do you have any idea how unsafe it is turning into the Gem streets when coming south from Ketchum. Everyone is accelerating trying to get home and they are on their phones and local residents are slowing down to cautiously turn left into these narrow streets and BAM we get hit by a plumbing truck.
Bullshit.

This is YOUR chance to improve the entrance into our amazing town.

4 lanes piling into town ?

Wall to wall vehicles.
Or sidewalks and bike lanes for the few of us who care about this town. And not trying to make a dime on every decision.

And-
You know the four lanes is NOT SAFE for a BIKE FRIENDLY TOWN.

Get it right this time.
Seems to me that you have been getting it wrong and DOING IT WRONG for years now. Think of us - not California. They moved here because there were too many cars and traffic lanes. Now we are them. That sucks.

Sean McEntee
111 Garnet st

Have a great day.