

February 9, 2026

City of Ketchum  
City Council Members

Dear Ketchum City Council Members:

My brother and I are the majority owners of the property with the shared property line that is the subject of this appeal. We shortly will be submitting to Ketchum the subdivision of our property to be known as the Guyer Hot Springs Subdivision. I am currently planning to build a house on the proposed lot contiguous to Brian's lot. The back of my proposed lot and the design of my house has the back of the lot on Warm Springs Creek, similar to all other houses on Warm Springs.

Based upon the configuration of the two parcels, the property line functions as a side lot line rather than a rear lot line. As the adjacent property owner, allowing a 10-foot setback on the property line between us, similar to the 10 feet between Brian's lot and his neighbor to the east should be consistently applied.

Thank you for your consideration.

A handwritten signature in blue ink, appearing to read 'R Cimino', with a stylized flourish at the end.

Robert Cimino



200 E. RIVER STREET #1 P. O. BOX 6919 KETCHUM, IDAHO 83340 208-726-3336

February 09, 2025

City of Ketchum City Council Members  
participate@ketchumidaho.org

Dear Mayor and City Council Members:

Thank you for taking the time to review the safety of our streets and the stop signs in the downtown to west Ketchum locations.

I was just reviewing the proposed stop sign changes in the city of Ketchum and am urging you to reconsider removing the stop sign at the intersection of River Street and Washington Avenue.

River Street has one of the longest stretch of open roadway in the downtown area, four blocks with only a single stop sign between Main Street and 2<sup>nd</sup> Avenue. It has become a racetrack for vehicles going into town from 2<sup>nd</sup> Avenue and ones leaving town from Main Street to 2<sup>nd</sup> Avenue, especially in the afternoon when the bridge and road detours are occurring.

The River Street/Washington Avenue intersection has some of the busiest pedestrian activity in the city due to the proximity of Forest Service Park, the Limelight Hotel, parking related to the construction activity at the Conservatory SV (Bariteau's hotel project), and the Argyros Performing Arts Center.

The park attracts locals taking a break from work to have lunch, walking their dogs, and seeking a quiet place to sit outside; and locals and visitors attending events at the park, both public and private, especially in the summer when there are almost daily events (concerts, the Farmers' Market, private celebrations and memorials, kids events, and the special events that cause the road between the park and the Limelight to close).

Many are parking on the south side of River Street and walking across River Street. There are also hotel guests and employees parking there because River Street does not have a two hour parking limit. A lot of the foot traffic are children excited to be going to the park and the events and rush to get there.

If anything, I would strongly encourage the city to consider making this intersection a three way stop by adding an additional stop sign on the north side of River Street/First Street for safety and speed control.

My office, the River Run Building, is on River Street, and I am in the park and crossing River Street several times a day with my golden retriever. There used to be a marked crosswalk in the same location as the stop sign, which helped alert people to the existence of the stop and to be alert for people and dogs crossing the street, but some years it is painted and some years it is eliminated.

It is a dangerous crossing River Street even with the stop sign since it is a coin toss whether a car will stop, even if you are halfway in the middle of the east crosswalk. Removing the only stop sign will make this even more hazardous.

There are three units in the River Run Building and a large number of offices in the building to the east of us, and many of us have asked the city to consistently paint the crosswalk by the stop sign, cantilever the stop sign out so it is more visible (which they did when the Limelight was under construction but then replaced it with one on a post), and perhaps put a center marker in the road alerting vehicles to the stop sign and crosswalk, similar to what was done by the old city hall location by Giacobbi Square.

There is also a serious safety issue related to cars entering River Street from driveways and parking lots on the south side of the road. River Street is unique in the row of streets in this part of town because there is one block of office buildings next to Main Street and then three blocks of houses and small residential projects. The houses has short driveways and no way to turn around so they are backing right into the lane of traffic, and it is hard for them to see vehicles driving on the street until they are in the street, especially when there are cars parked next to the driveways.

My office building is at the corner of Washington Ave./River Street, and there are perpendicular parking spots right next to our driveway cutout. The parking spots are almost always taken up by high profile trucks and Sprinter vans, giving us no opportunity to see cars on River Street. We have to creep into the flow of traffic to get past the parked vehicles to see if it is “safe” to leaving the parking lot.

This was one of the primary reasons the stop sign was put there in the first place, and the dangers that existed at the intersection have increased as this part of town has become more developed.



The following section of the stop sign study appears to directly address this challenge but it does not seem to take into account parking lots with vehicles entering the roadway especially with parked vehicles obstructing the view corridors for vehicles exiting the parking lot and the safety of vehicles traveling the roadway where cars may enter unexpectedly from parking lots that they cannot see.

### **Adjacent Parking to Intersections**

Nearby parking may interfere with intersection operations depending on the configuration of the street parking. Additionally, parked vehicles may prevent drivers from seeing pedestrians or other vehicles due to sight obstruction. The study area contains two primary parking configurations: angled head-in and parallel parking. Based on an aerial imagery review, 43 intersections contain nearby angled parking, 13 have parallel parking, and two do not have nearby parking. Median parking is present on portions of 1<sup>st</sup> Avenue, East Avenue, and Walnut Avenue.

### **Minor Road Stop Control**

If an intersection does not have adequate sightlines for uncontrolled operations, stop control on the minor road may be appropriate. An additional check was performed to evaluate the sight distance of stopped vehicles on the minor road for right or left turns per the AASHTO's guidelines. In this case the sight triangles are dependent on the speed of the uninterrupted direction of travel. Due to the high prevalence of on-street parking, only six intersections have unimpeded sight lines. Some sight line interruptions such as buildings and topography are unavoidable, as is the case for two of the intersections. For the remaining 50 intersections, the only obstructions within the sight triangles are parked vehicles. Results of the sight triangle analysis are presented in **Appendix A**.

I am not advocating for the parking to be removed since parking spaces are precious but I do think at a minimum that the stop sign should be retained for the safety of vehicles leaving the parking lot and cars traveling on River Street. At least with the houses on the south side of River Street, the houses and driveways are fairly visible from the street so drivers can see someone trying to enter traffic. Since the River Run Building is set back from the street by a parking lot, drivers are not expecting or can see vehicles that suddenly appear between the large profile vehicles parked in the street.

I would strongly encourage you to spend some time observing traffic on River Street in the afternoon from 3:30 to 5:30 to see what happens when you have four blocks of free flowing, quickly moving traffic that goes past a hotel, a large public park, office buildings, single family houses, and condominium buildings. It is hazardous now and the removal of this stop sign will make it more dangerous.

Thank you for your time and consideration. It is greatly appreciated.

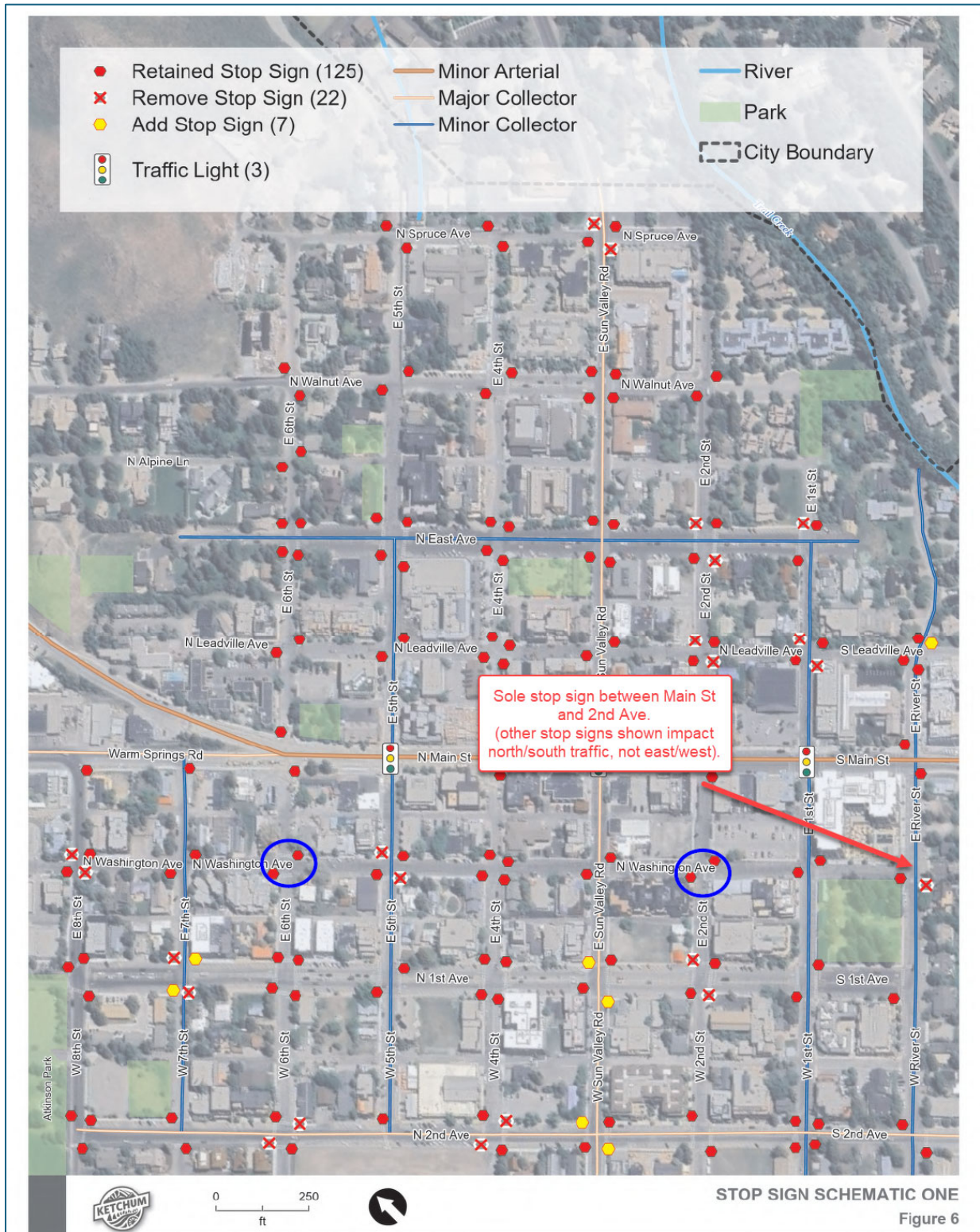
Sincerely,



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Patti (Lentz) Felton  
200 E River St.

Map from stop sign study. There are stop signs at other intersections along River Street but they control north to south traffic, not east to west.



View of intersection with stop sign proposed to be removed, facing east to Main Street. River Run building parking lot is on the other side of the SUV and truck.



View from my Tahoe, a high profile vehicle, leaving the parking lot trying to get on to River Street.





Sun Valley Board of REALTORS®  
200 River Street East,  
Ketchum, ID 83340

Dear Mayor and City Council Members,

I am writing on behalf of the Sun Valley Board of REALTORS. We respectfully ask that you retain the eastbound stop sign on River Street near our parking lot and the adjacent crosswalk.

This stop sign was installed to address real and ongoing safety concerns. Because vehicles are parked on both sides of the street near the driveway, exiting the lot requires pulling into the lanes of oncoming traffic to provide adequate vision of the intersection. This creates a hazardous situation for both exiting drivers and through-traffic, especially given the speed at which River Street is often traveled.

Pedestrian safety is also a daily concern. Crossing River Street can be unpredictable, as drivers are frequently focused on moving quickly toward Main Street or exiting town via 2nd Avenue. That crosswalk is used as a pathway to Forest Service Park and Washington Avenue by users on the west side of Main Street, coming from Andorra Villa and residences farther south. The presence of the stop sign helps slow traffic and reinforces awareness in an area heavily used by pedestrians and bicyclists.

Removing this stop sign would reintroduce known risks that the City previously worked to correct. I respectfully urge the Council to retain the stop sign and continue prioritizing safety along this corridor.

Thank you for your consideration.

Sincerely,  
Francisco Herrera, Association Executive  
Sun Valley Board of Realtors®