

Cyndy King

From: James Hungelmann <jim.hungelmann@gmail.com>
Sent: Wednesday, June 5, 2024 5:28 PM
To: Participate
Subject: Fwd: public comment: TAXPAYER LAWSUIT TO SHUTDOWN AND DISMANTLE KURA
Attachments: KURA SHUTDOWN LAWSUIT june 5 2024.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

FYI, For the record

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

De: James Hungelmann <jim.hungelmann@gmail.com>
Date: mié, 5 jun 2024 a las 17:17
Subject: public comment: TAXPAYER LAWSUIT TO SHUTDOWN AND DISMANTLE KURA
To: Neil Bradshaw <nbradshaw@ketchumidaho.org>, Amanda Breen <abreen@ketchumidaho.org>, Courtney Hamilton <chamilton@ketchumidaho.org>, Tripp Hutchinson <thutchinson@ketchumidaho.org>, Spencer Cordovano <scordovano@ketchumidaho.org>, Participate <participate@ketchumidaho.org>, Suzanne Frick <sfrick@ketchumidaho.org>, srubel@ketchumidaho.org <srubel@ketchumidaho.org>, tdonat@ketchumidaho.org <tdonat@ketchumidaho.org>

Date June 5, 2024

To Ketchum City Council and Mayor
Ketchum Urban Renewal Agency Board

Re General Public Comment/ *for the record*
KCC meeting of June 17, 2024
KURA Meeting of June 17, 2024

Subject
TAXPAYER LAWSUIT TO SHUTDOWN AND DISMANTLE KURA

Introduction

This submission to the public record lays out the legal case of certain Ketchum Taxpayers against Ketchum City and the Ketchum Urban Renewal Agency (KURA) and various of its wrongful actors. It is intended to facilitate public understanding and discourse as well as determination of appropriate legal action under consideration. It is not legal advice to anyone.

Relief Requested

This litigation would seek the following relief from the Court:

1. A Judgment Declaring that the existence and operation of KURA is and has been illegal from the start of its existence, in flagrant violation of clear and unambiguous Idaho Constitutional and Statutory Law;
2. A Permanent Injunction prohibiting KURA from continuing in existence and forcing the shutdown and orderly dismantling of all its illegal projects, in full compliance with law; and,
3. An award of court costs and attorneys' fees required to bring a halt to defendants' ongoing violation of Constitution and law.

Statement of the Case

1. The Idaho Constitution prohibits a municipality from incurring an indebtedness or liability exceeding its income and revenue for a specific year unless there is two-thirds voter approval for it and provisions are made for collection of an annual tax sufficient to cover interest and principal when due. (Idaho Constitution Article VIII Section 3.)
2. The purpose of this Constitutional Mandate is to ensure fiscal responsibility and prevent Idaho municipalities from accumulating excessive debt. It requires any large borrowing to be directly approved by the voters with clear plans in place to repay the borrowed money responsibly over time. This requirement helps maintain the financial stability of municipalities and ensures that they operate within their means, preventing budget deficits and potential financial crises. By adhering to this mandate, Idaho municipalities are forced to manage their finances prudently, prioritize spending, and maintain balanced budgets.
3. The Idaho Urban Renewal Law, Idaho Code Section 50-2001 et seq., provides a means by which Idaho municipalities may legally "end-run" this Constitutional prohibition, by setting up an urban renewal agency essentially to do what it cannot do with respect to incurring debt for capital projects without the need for voter approval.
4. However, this statutory "exception" to the Constitutional Mandate is available only if there exist conditions in the municipality that are "deteriorated" or "deteriorating" which the municipality seeks to remedy or alleviate by "urban renewal". Specifically, a qualifying "urban renewal project" may include undertakings and activities of a municipality in an urban renewal area only *for the elimination of deteriorated or deteriorating areas and for the prevention of the development or spread of slums and blight* and may involve slum clearance and redevelopment in an urban renewal area, or rehabilitation or conservation in an urban renewal area, or any combination or part thereof in accordance with an urban renewal plan. [Idaho Code Sections 50-2002, 50-2005]. If such deteriorated or deteriorating, blight-ridden conditions are not in place, the mechanism of Urban Renewal is not available to the municipality and the Constitutional Mandate controls.
5. "Deteriorated" or "deteriorating" are terms that are thoroughly, precisely and unambiguously defined in Idaho Urban Renewal Law to describe conditions so broken-down and dangerous as to constitute a bona fide threaten to public health, safety and morals:
 - (8) "*Deteriorated area*" shall mean an area in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors *is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime, and is detrimental to the public health, safety, morals or welfare.* . . .

(9) "*Deteriorating area*" shall mean an area which by reason of the presence of a substantial number of deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, substantially impairs or arrests the sound growth of a municipality, retards the provision of housing accommodations or constitutes an economic or social liability *and is a menace to the public health, safety, morals or welfare in its present condition and use; . . .*

[*emphases added*, Idaho Code Section 50-2018]

6. Despite what is asserted in "boilerplate" Resolutions establishing KURA in 2006 and restating and expanding it in 2010, it is factually indisputable that from the inception of KURA in 2007 through the present date, there never has existed anywhere with the City of Ketchum any conditions even remotely constituting dire danger and a menace or threat to public health, safety, morals or welfare, as required for lawful creation of any urban renewal agency in Idaho.

7. Ketchum's Urban Renewal Plan adopted in 2006 by Ketchum City Council Resolution 06-034 and reaffirmed in 2010 by City Council Resolution 10-026 is fatally flawed. Each Resolution cites as its *raison d'être* numerous factual assertions, most of which were and are false:

"*Substantial amount of deteriorated or deteriorating structures including*

- A lack of affordable workforce housing
- A lack of affordable downtown retail space
- Stalled population growth at 3000
- Weekday traffic congestion and parking difficulty
- A preponderance of defective and inadequate street layouts
- Leading to an unsafe pedestrian environment and difficulty way finding
- Unsafe conditions
- Substantial economic underdevelopment . . ."

Importantly, even if all these "asserted facts" were true, they are legally irrelevant, as they fall far short of meeting the criteria for *deteriorated or deteriorating conditions* as clearly and exhaustively defined by law, Idaho Code 50-2018 recited above.

8. The boilerplate assertion in these city council Resolutions, that the conditions described in paragraph 7 are "all impairing or arresting the sound growth of the city, retarding the provision of housing accommodations, and constituting an economic and social liability and a menace to the public safety, health, morals, and welfare in its present condition," is a serious falsehood. It reflects disregard for the rule of law on the part of certain officials seeking to bootstrap their way to gain "authority" to shape Ketchum's development future without adhering to the strict financial responsibility and voter approval requirements mandated by the Idaho Constitution.

9. As posited by the defendants, the law would allow them free reign to orchestrate the future of downtown Ketchum including via large capital projects requiring significant long-term debt.

According to its Mission and Vision statement, the Ketchum Urban Renewal Plan, and the KURA website, Ketchum city officials have ambitious plans to use KURA to create what they envision as a "better world"

for Ketchum. They aim to address a wide range of issues they believe require urban renewal intervention, all without voter oversight or control, including the following:

- Affordable” workforce housing downtown
- Improvements to streets, sidewalks and other public infrastructure
- Parking lots/structures. public parking in anticipation of long-term downtown growth and development.
- \$1.5 million “contribution” from KURA to help fund Ketchum City’s main street project
- 4th Street Heritage Corridor Project - a multi-phase streetscape renovation designed to increase street life through wider sidewalks, outdoor seating, landscaping, and public art. a unified streetscape from the Library southwest to the Ketchum Post Office
- The Walkable Ketchum Project: Making Ketchum More Pedestrian Friendly

In addition, KURA has a five-year capital budget calling for spending many millions of dollars to address a wide range of “perceived needs” for Ketchum:

- Underground power lines for Main Street
- Master plan for town square
- Reimburse Bluebird for infrastructure
- Town square improvements
- Infrastructure for housing
- Pump park relocation
- Wagon museum improvements
- Bike improvements
- Forest Service housing
- “Sustainability projects”
- Recreation facilities
- Parks and open space
- Underground power lines

10. However, as a matter of law, the Urban Renewal Agency vehicle is not available for perceived altruistic projects of any type including all the projects in KURA’s purview listed in paragraph 9 above, regardless of the intentions or professional competency of the defendants. Again, an urban renewal agency can become established and empowered to act only if there are conditions in the municipality that are *deteriorated or deteriorating* as those terms are thoroughly and precisely defined in the law, and, as indicated in paragraph 6 above, no such conditions have ever existed in Ketchum.

The improper establishment and continued operation of KURA has enabled a small group to act as the dominant drivers of Ketchum’s development, operating outside the transparency and accountability mandated by law. KURA represents an unlawful interference with free market development of Ketchum pursued in compliance with Constitutional and law. The development of the city according to the whims of a few appointed overseers with funding from burdensome debt is precisely what the Constitutional provision is designed to prevent.

11. Whether any of the many projects indicated in paragraph 9 should be pursued by Ketchum City is up to the city council and the voters. Development should take place in an orderly fashion under transparent public scrutiny and with voter approval of any projects involving significant indebtedness.

Most Ketchum residents treasure the casual mountain western culture and lifestyle and oppose “robust development” as envisioned by KURA. They don’t want the ruination of quality-of-life, soaring property taxes, and other problems that abound in hyperdeveloped mountain resorts like Park City, Aspen and Vail.

12. To support its various projects, KURA has been provided with valuable city resources free of charge, enabling it to circumvent constitutional restrictions that prevent the city from undertaking these actions directly. This practice also undermines the transparency and accountability of city employees. Currently, individuals working "part-time" for KURA include the city treasurer, who also serves as KURA treasurer, and the city clerk and business manager, who also serves as KURA Secretary. Before transitioning to KURA employment in 2020, KURA's executive director similarly provided services to KURA while working full-time as the City Administrator for Ketchum.

13. Defendants would have taxpayers believe that the Urban Renewal Law should be liberally construed to allow them the right to develop Ketchum as they see fit. However, established rules of statutory construction strictly prohibit any expanded interpretation.

Idaho Code Section 73-113 mandates that “[t]he language of a statute should be given its *plain, usual and ordinary* meaning”. In the context of Idaho urban renewal law, the operative terms “deteriorated” and “deteriorating” are exhaustively and unambiguously defined. The statute is clear and precise that to constitute “deteriorated”, the conditions must be “. . . conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime, and is detrimental to the public health, safety, morals or welfare..” Further, to constitute “deteriorating”, the conditions must constitute “a menace to the public health, safety, morals or welfare. . .” No such conditions have ever existed in Ketchum, Idaho, and none of the conditions asserted as justification for the establishment of KURA, listed in paragraph 7 above, even remotely meets these legal definitions.

Furthermore, it is well-established law that an interpretation of statutory language is not allowed if it results in a violation of fundamental constitutional protections, such as those contained in Article VIII, Section 3 of the Idaho Constitution that safeguard municipal fiscal responsibility and require public vote on significant debt-incurring projects.

14. With dismissive expressions like “The horse is out of the barn”, defendants would have the Ketchum public believe that because KURA has been in existence now going on 18 years, any objection from the public is too late to do anything about and must be disregarded. This position flies in the face of fact and law. In fact, public objection to the justification for the existence of KURA has been raised many times over the years, only to be ignored and dismissed out of hand by Ketchum’s mayor, city council, and KURA.

More significantly, as a matter of law, fundamental constitutional rights cannot be negated, waived, or estopped by inaction or acquiescence. This is because the protection of these rights is of paramount public importance. Acts that flagrantly violate Constitutional protections are considered void *ab initio* (from the beginning). They are inherently invalid, and no amount of inaction or acquiescence by the citizenry can make them valid. The Idaho Constitution says just that: “Any indebtedness or liability incurred contrary to this provision shall be void.” Article VIII Section 3.

Moreover, citizens retain the right to challenge unconstitutional actions regardless of how long those actions have been in place. Courts have the authority to declare null and void laws and actions that violate constitutional provisions, and this power is not negated by the passage of time or acquiescence on the part of the public.

15. Because there is absolutely no legal basis for the existence of KURA, as a matter of law, Idaho Urban Renewal may not be used in Ketchum. Ketchum City may pursue capital projects involving serious indebtedness such as envisioned by KURA only if it first secures a vote of two-thirds of the qualified electors with an annual tax sufficient to pay principal and interest on such debt as it becomes due, in compliance with the Idaho Constitutional mandate.

16. Standing: Plaintiffs are tax paying residents of Ketchum who are at imminent risk of being harmed in exactly the way the Idaho Constitution was intended to prevent, specifically, loss of municipal fiscal responsibility and voter control over the city's future which adversely impacts all Ketchum residents.

17. Plaintiffs seek the following relief:

A. In accordance with Idaho Rule of Civil Procedure 57, a Judgment Declaring that the existence and operation of KURA is and has been illegal from the start of its existence, in flagrant violation of clear and unambiguous Idaho Constitutional and Statutory Law;

B. In accordance with IRCP 65, a Permanent Injunction against KURA and Ketchum City barring KURA from continuing in existence and forcing the immediate shutdown and unraveling of all its projects. There is no remedy at law adequate to address this ongoing serious constitutional violation that worsens daily as KURA expands its wrongful reach.

C. An award of court costs and attorneys' fees against defendants for wrongfully ignoring taxpayer demands for them to cease and desist from ongoing violation of Constitution and law thereby making this lawsuit necessary.

Respectfully,

Cyndy King

From: Gigi Prior <gmprior@gmail.com>
Sent: Tuesday, June 4, 2024 5:48 PM
To: Participate
Subject: Re: City of Ketchum | Word on the Street

Follow Up Flag: Follow up
Flag Status: Flagged

Sorry but the roundabout at 4th and 6th was the worst idea last year and can't even believe you are doing this again. I've lived on 4th Ave for at least 45 years. That intersection has and is no problem so WHY??

Sent from my iPhone

On Jun 4, 2024, at 11:28 AM, City of Ketchum <participate@ketchumidaho.org> wrote:



Cyndy King

From: Neil Bradshaw
Sent: Friday, June 14, 2024 10:04 AM
To: Courtney Hamilton; Amanda Breen; Tripp Hutchinson; Spencer Cordovano
Cc: Participate; Jade Riley; Aly Swindley; Matthew A. Johnson; Trent Donat
Subject: Fwd: Ketchum PO Boxes

Council

I spoke with Craig yesterday (Simpson's office)

This is a summary of the latest update on our investigation into USPS billing (see below)

Cheers

Neil

NEIL BRADSHAW | CITY OF KETCHUM

Mayor

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

o: 208.727.5087 | m: 208.721.2162

nbradshaw@ketchumidaho.org | www.ketchumidaho.org

Begin forwarded message:

From: "Quarterman, Craig" <Craig.Quarterman@mail.house.gov>
Subject: Ketchum PO Boxes
Date: June 14, 2024 at 9:28:35 AM MDT
To: "nbradshaw@ketchumidaho.org" <nbradshaw@ketchumidaho.org>
Cc: "Culver, Linda" <Linda.Culver@mail.house.gov>

Mayor Bradshaw,

Linda and I spoke with the USPS contact in Washington, DC regarding the Ketchum post office /PO Box fees for rural communities without home delivery service.

USPS has been working on this topic and is looking at the policy which could have affects on other Post Offices throughout the country. They want to make sure that if something changes to the

policy that there are no unintended consequences in other rural communities in the US. We were assured they were looking into it on a National level.

Sorry we don't have better information at this time, but we will continue to follow up with USPS on his matter.

Regards,

Craig Quarterman

Congressman Mike Simpson (ID-02)

Cell: 208-297-9898

Craig.Quarterman@mail.house.gov

Cyndy King

From: Steve <steve@morconefamily.com>
Sent: Tuesday, June 11, 2024 10:25 AM
To: Participate
Cc: Jade Riley; Tripp Hutchinson; Amanda Breen; Neil Bradshaw
Subject: bird and 4th traffic calming
Attachments: 4.15.24_West Ketchum Traffic Calming_packet.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear City Council,

I live on 4th Ave N commonly known as Bird Dr. The Bird Dr corridor, from Wood River Dr north to Atkinson's Park, is one of the longest stretches of residential road in Ketchum without so much as a stop sign. With plenty of runaway cars and trucks routinely get up to high speeds well above the posted limit. For the past 12 years I've been asking the Traffic Authority, City Council and the police to please do something to calm traffic and speeding.

Thank you for your recent attention and the traffic calming pilot program efforts. While I was not able to attend meetings I verbally give my approval on several occasions to members of Council and staff. I am in favor of the traffic calming project "staff proposed changes" outlined in the city council meeting agenda memo dated April 15, 2024, showing speed cushions along Bird Dr and 4th Ave. I and some of my neighbors mistakenly thought this was approved but was not. I request the council reconsider.

Please submit my comments for the record.

Respectfully,
Steve Morcone



City of Ketchum

CITY COUNCIL MEETING AGENDA MEMO

Meeting Date: Staff Member/Dept:

Agenda Item:

Recommended Motion:

"I move to approve the outlined traffic calming pilot project, associated budget request and report back findings."

Reasons for Recommendation:

- Residents in West Ketchum have complained of speeding and inadequate facilities for over a decade.
- In summer of 2023, the City installed several temporary fixes – a roundabout at the 6th street intersection, pinch points via tubular markers along Bird Drive, and crosswalk enhancements at the Bird & Wood River Drive intersection.
- Feedback (October 2023), gathered via an online survey, was mixed. Staff then held a neighborhood meeting to identify next steps; the consensus was “There is a problem, but we only like part of the solutions offered.”
- February 2024 – Traffic Authority discussion. Suggested to add Williams Street to the pilot, with one treatment on Williams and a different treatment on Bird Drive.
- April 2024 – Meeting with neighbors produced a small turnout.
 - Staff proposed changes:
 - speed humps (instead of pinch points) along Bird Drive
 - radar speed feedback sign on Williams
 - Neighbor requests:
 - less tubular markers
 - exploration of vertical planters at roundabout (still to come)
 - Explore removing all stop signs along Williams
 - Explore adding stop signs
 - Per HDR “There’s no crash history here to suggest that there is a safety problem. The MUTCD states that stop signs shall not be installed for speed control, so I don’t recommend the city install these at this time.”
 - Mixed feedback, but Williams Street attendees advocated for speed humps instead of the sign
- Thus, staff is recommending the following:

Location	Treatment
Bird Drive	Pinch points (via tubular markers) Speed humps
Bird & Wood River Drive intersection	Crosswalk enhancement (no change from '23)
6 th Street intersection	Roundabout (no change from '23)
Williams Street	Radar speed feedback sign Speed humps

Next steps:

- May/early June – Installation of calming solutions
- June-September – Monitoring of installation (speed checks)
- October – Survey of residents

Sustainability Impact:

None.

Financial Impact:

None OR Adequate funds exist in account:

Materials cost should not exceed \$23,000. Adequate funds are available in the CIP contingency account.

Attachments:

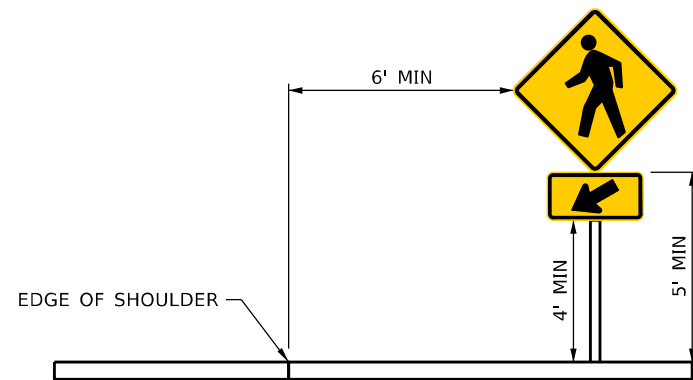
1. HDR Traffic Calming Design Elements
2. Quotes for signage and speedhumps

GENERAL NOTES:

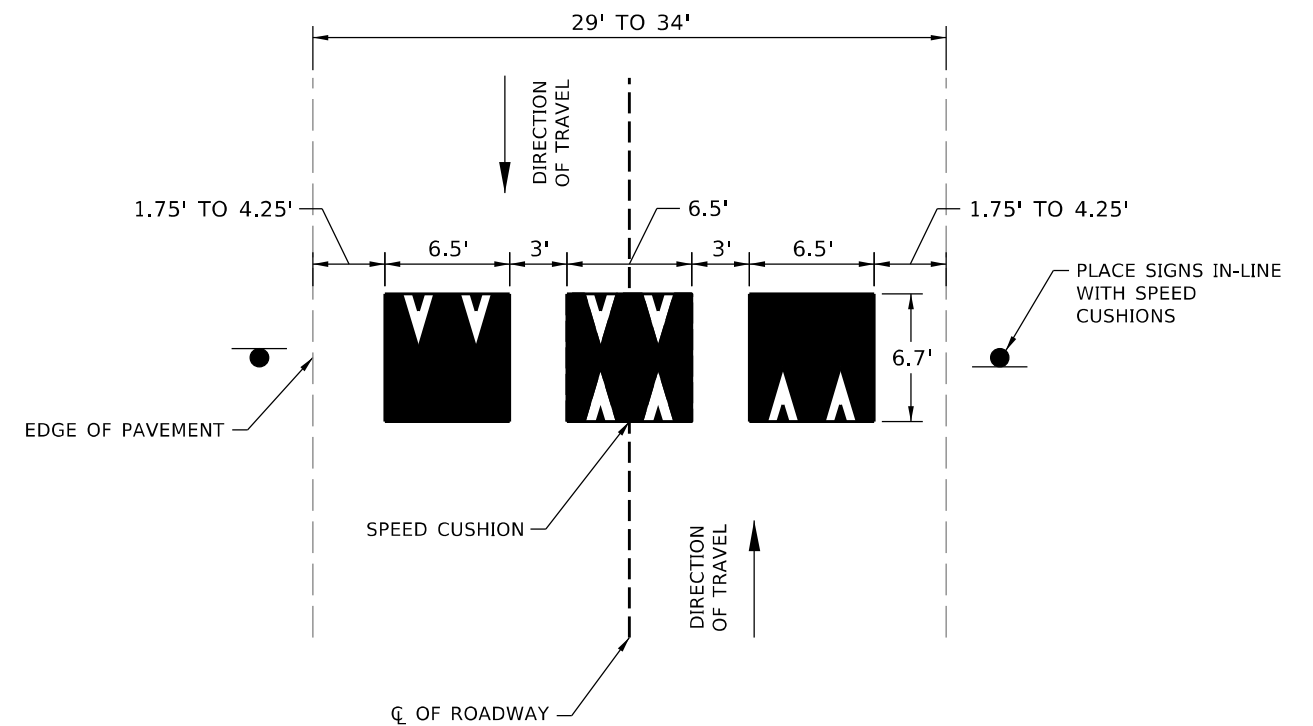
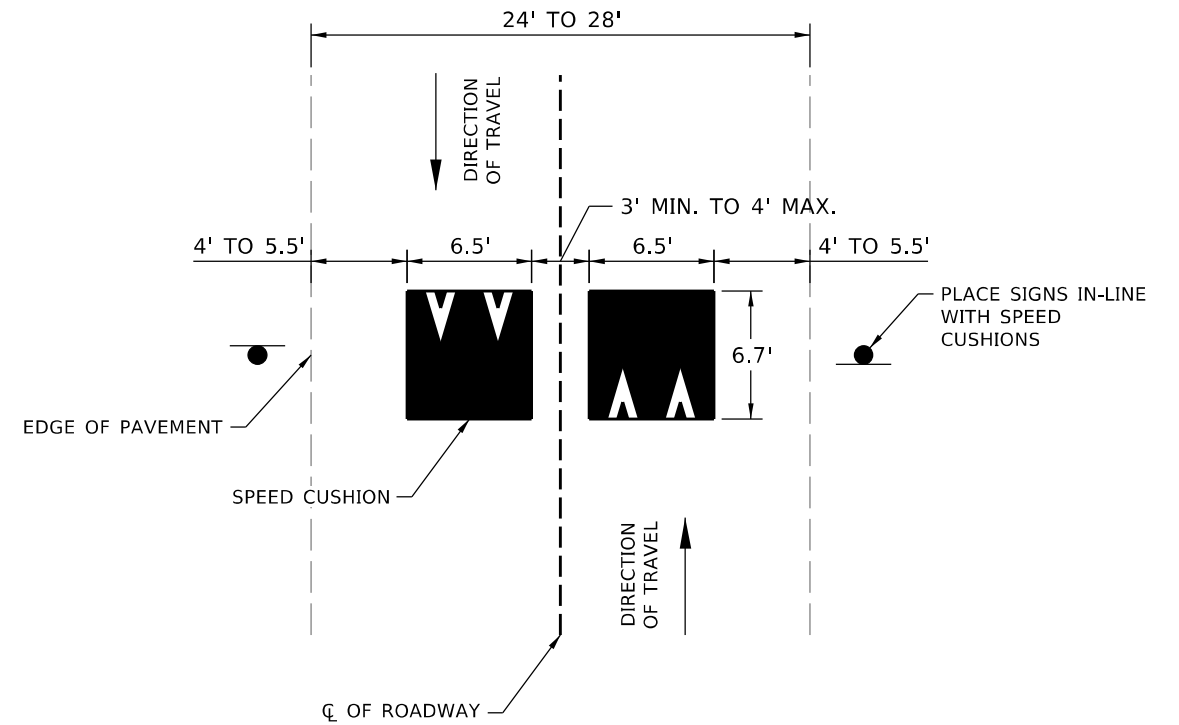
- DESIGN IS CONSIDERED TEMPORARY INSTALLATION TO TEST BENEFITS OF A TRAFFIC CALMING STRATEGY. CITY TO CONFIRM MATERIALS FOR CONSTRUCTION AND APPROPRIATE DURATION OF TRAFFIC CALMING TEST.
- ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- INSTALL SIGNS ON TEMPORARY STANDS. TEMPORARY STANDS MUST BE BREAKAWAY. SPACE SIGNS A MINIMUM OF 100' APART UNLESS OTHERWISE NOTED.
- MONITOR INSTALLATION A MINIMUM OF ONCE DAILY TO ENSURE TEMPORARY DEVICES ARE OPERATING EFFECTIVELY AND ALL DEVICES USED ARE CLEARLY VISIBLE AND IN GOOD REPAIR.
- DESIGN BASED ON AERIAL IMAGERY AND ADJUSTMENTS MAY BE NEEDED IN THE FIELD. MAINTAIN MINIMUM OR MAXIMUM VALUES AS IDENTIFIED.
- SURVEY AND PROPERTY BOUNDARY LINE DATA NOT DETERMINED DURING DESIGN. VERIFY RIGHT-OF-WAY LIMITS PRIOR TO INSTALLATION.
- COMPLETELY COVER ALL EXISTING WARNING AND REGULATORY SIGNS IN CONFLICT WITH PROPOSED DESIGN.
- OBLITERATE CONFLICTING PAVEMENT MARKINGS. REINSTALL EXISTING PAVEMENT MARKINGS AT CONCLUSION OF TEST.
- STOP BARS, CROSSWALKS AND YIELD LINE PAVEMENT MARKINGS SHALL BE WATERBORNE PAINT. OBLITERATE AT CONCLUSION OF TEST.
- PARKING BLOCK AND TUBULAR MARKER QUANTITIES INCLUDE A 10% CONTINGENCY. VERIFY QUANTITY PRIOR TO ORDERING.

MATERIAL QUANTITIES

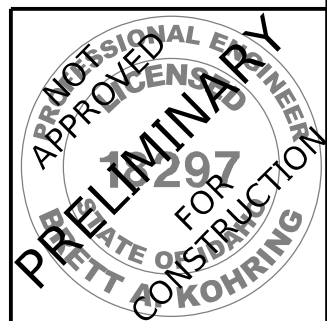
DESCRIPTION	QUANTITY	UNITS
SIGN PANELS	269	SF
6.5'x6.7' SPEED CUSHIONS	23	EA
6' COMPOSITE PARKING BLOCKS	13	EA
18" TUBULAR MARKERS (WHITE)	111	EA
36" TUBULAR MARKERS (YELLOW)	13	EA
PAINTED MARKINGS	225	SF



TYPICAL SIGN INSTALLATION
N.T.S.



TYPICAL SPEED CUSHION INSTALLATION
N.T.S.



NOTES:

1. PLACE SPEED CUSHIONS AND SIGNS OUTSIDE THE LIMITS OF PRIVATE APPROACHES.

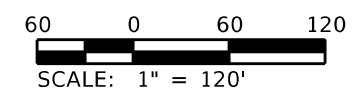


- LEGEND:**
- PROPOSED SIGN
 - EXISTING SIGN
 - 18" WHITE TUBULAR MARKER



BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW
NORTH BIRD DR






NOTES:

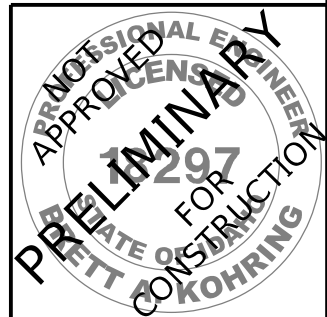
1. PLACE SPEED CUSHIONS AND SIGNS OUTSIDE THE LIMITS OF PRIVATE APPROACHES.



MATCH LINE

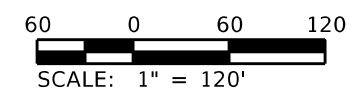
SEE BIRD/WOOD RIVER
DETAIL FOR INTERSECTION
IMPROVEMENTS PLACEMENT
DETAILS

- LEGEND:**
-  PROPOSED SIGN
 -  EXISTING SIGN
 -  18" WHITE TUBULAR MARKER



BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW
SOUTH BIRD DR






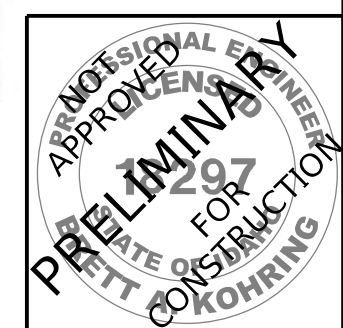
NOTES:

1. PLACE SPEED CUSHIONS AND SIGNS OUTSIDE THE LIMITS OF PRIVATE APPROACHES.



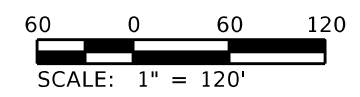
LEGEND:

-  PROPOSED SIGN
-  EXISTING SIGN
-  18" WHITE TUBULAR MARKER



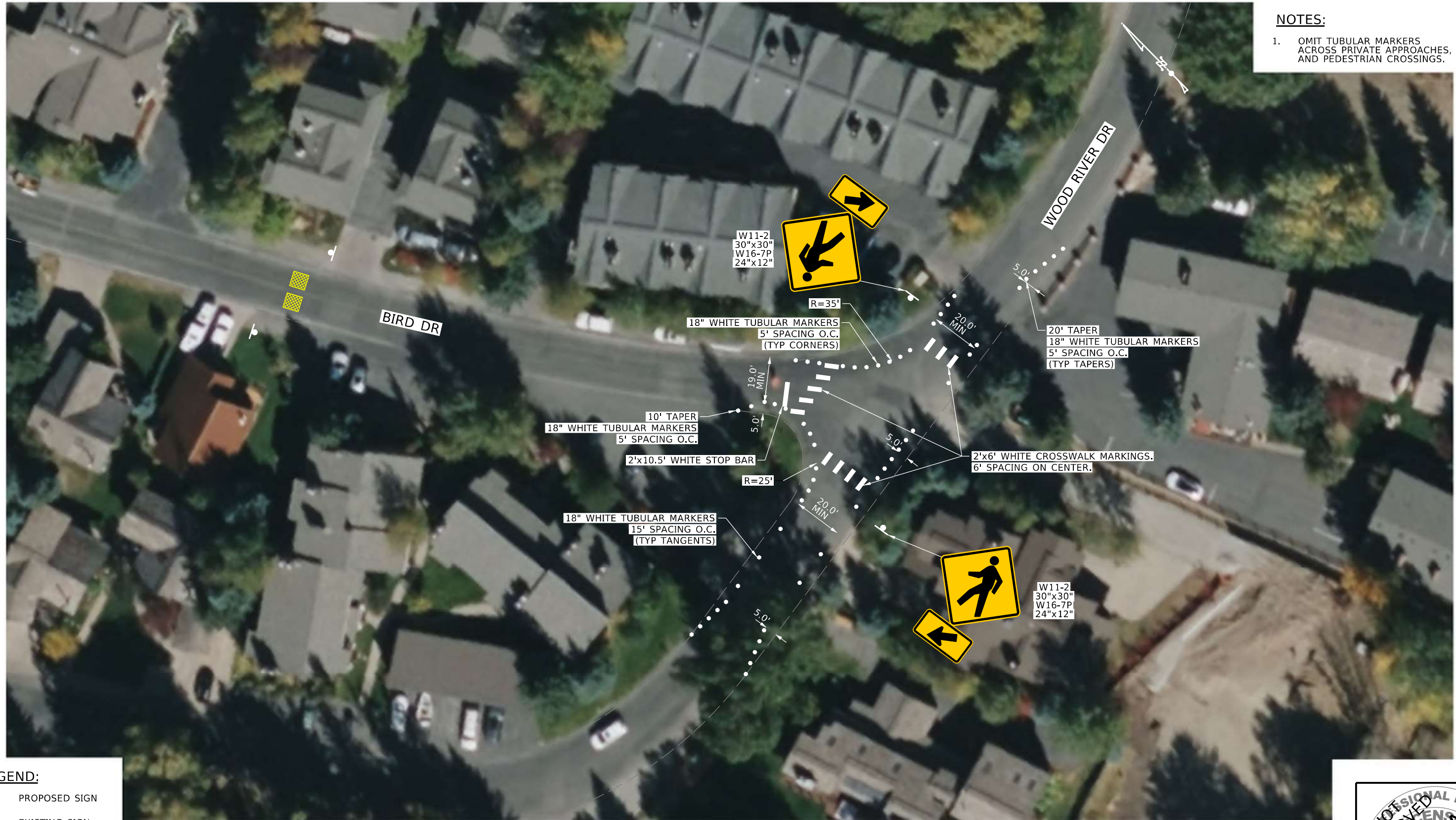
BIRD DRIVE TRAFFIC CALMING TEST

PLAN VIEW WILLIAMS ST






NOTES:

1. OMIT TUBULAR MARKERS ACROSS PRIVATE APPROACHES, AND PEDESTRIAN CROSSINGS.



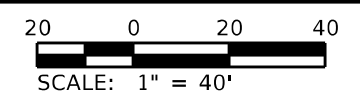
LEGEND:

-  PROPOSED SIGN
-  EXISTING SIGN
-  18" WHITE TUBULAR MARKER



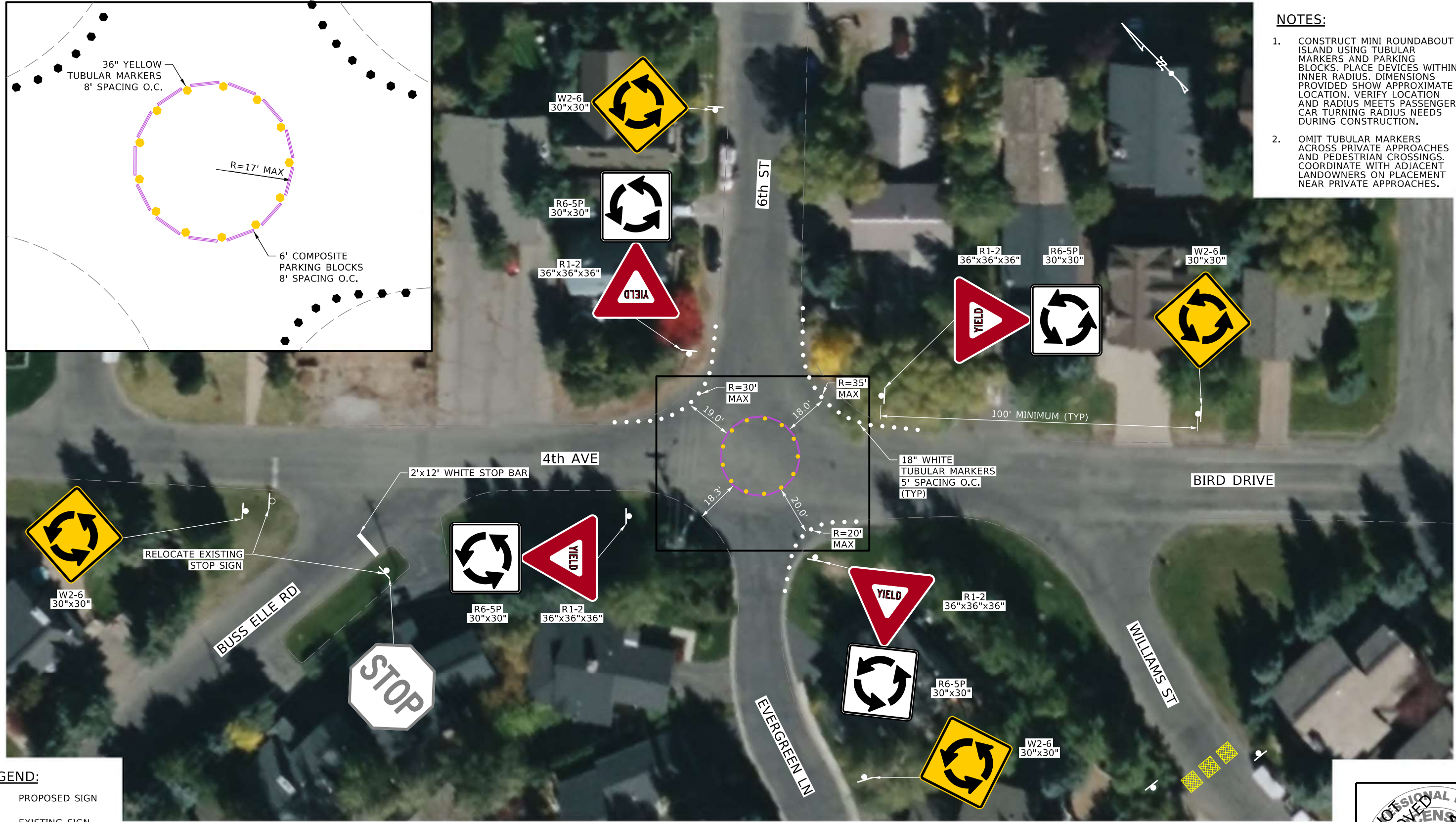
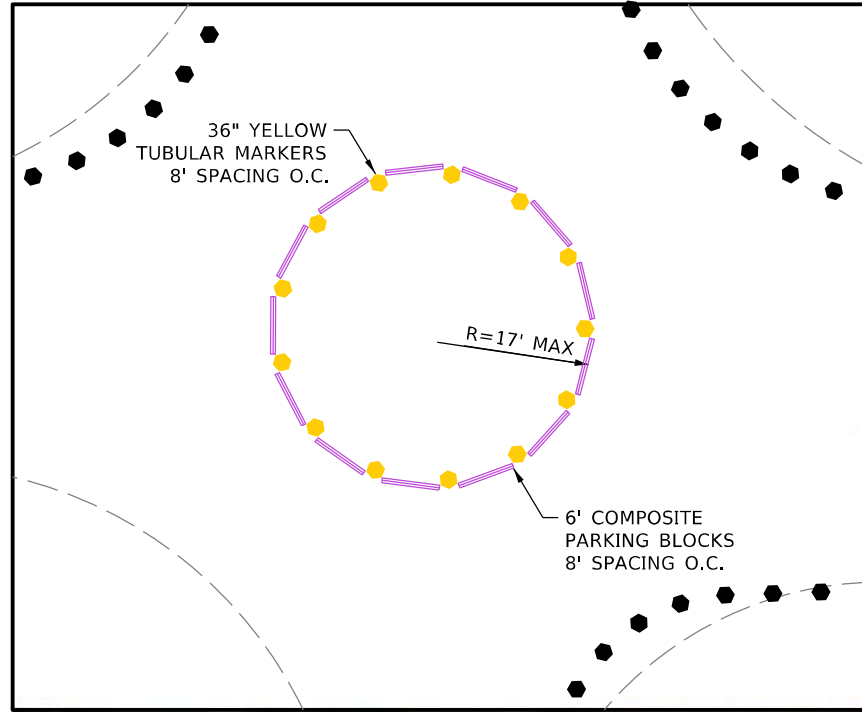
BIRD DRIVE TRAFFIC CALMING TEST

BIRD/WOOD RIVER DETAIL



NOTES:

1. CONSTRUCT MINI ROUNDABOUT ISLAND USING TUBULAR MARKERS AND PARKING BLOCKS. PLACE DEVICES WITHIN INNER RADIUS. DIMENSIONS PROVIDED SHOW APPROXIMATE LOCATION. VERIFY LOCATION AND RADIUS MEETS PASSENGER CAR TURNING RADIUS NEEDS DURING CONSTRUCTION.
2. OMIT TUBULAR MARKERS ACROSS PRIVATE APPROACHES AND PEDESTRIAN CROSSINGS. COORDINATE WITH ADJACENT LANDOWNERS ON PLACEMENT NEAR PRIVATE APPROACHES.

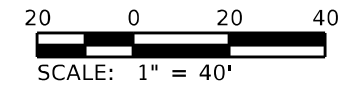


- LEGEND:**
- PROPOSED SIGN
 - EXISTING SIGN
 - 18" WHITE TUBULAR MARKER
 - 36" YELLOW TUBULAR MARKER



BIRD DRIVE TRAFFIC CALMING TEST

MINI ROUNDABOUT DETAIL







1816 Louisville Road Bowling Green, KY 42101

Quote

Date	Quote No.
4/11/2024	08-132115

Customer
CITY OF KETCHUM PO BOX 2315 KETCHUM, ID 83340

Ship To:
KETCHUM STREET DEPT. ATTN: RAMSY HOEHN 200 10TH ST KETCHUM, ID 83340 208-726-7831

Customer Fax	Sales Rep	Customer No.	Terms	Production Time
	MW	83340	Net 30 DAYS	

Qty	Item	Description	Rate	Total
20	W17-1AHIA16	24" x 24" SPEED HUMP - HIGH INTENSITY PRISMATIC - .080 ALUMINUM	47.91	958.20T
20	W13-1HIA8	18" X 18" SPEED ADVISORY PLATE - HIGH INTENSITY PRISMATIC - .080 ALUMINUM SPECIFY MPH: 20	39.81	796.20T
1	FREIGHT	FREIGHT	144.19	144.19T

Due to the multiple price increases in 2021 on steel and aluminum, this quote is valid for 24 hours.
***** Free Items may be excluded from quoted**

Sales Tax (0.00)	\$0.00
Total	\$1,898.59



75 Michigan Street
 Lockport NY 14094-2629
 (716) 478-0404
RubberForm.com

Quote

#RRPQ40133

2/28/2024

Sold To:	Ship To:	Shipping Info	
City of Ketchum, ID 200 Tenth St. Ketchum ID 83340 United States	City of Ketchum, ID 200 Tenth St. Ketchum ID 83340 United States	Ship Via:	R+L Carriers
		Order Weight:	5,995.8 lbs
		FOB	Lockport, NY

PO #	Terms	Sales Rep	Territory	Price Level	Customer Type
TBD	TBD	Zielinski, Nick	North-West USA	(04) Government	Government

Qty	Part #	Description	Unit Weight	Line Weight	List Price	Unit Rate	Ext. Price
		NOTE: (20) 78"W x 80"L (2 Arrow) Speed Cushions with install hardware:					
40	RF-SCLC Speed Cushion Left Corner	RubberForm Speed Cushion: Left Corner - 3in H x 15-1/4in W x 40in L, no hardware (requires RF-SCHWK)	18 lbs	720 lbs	\$56.57	\$45.25	\$1,810.00
40	RF-SCRC Speed Cushion Right Corner	RubberForm Speed Cushion: Right Corner - 3in H x 15-1/4in W x 40in L, no hardware (requires RF-SCHWK)	18 lbs	720 lbs	\$56.57	\$45.25	\$1,810.00
80	RF-SCRPA Speed Cushion Ramp No Arrow	RubberForm Speed Cushion: Ramp - 3in H x 16in W x 40in L, No Arrow, no hardware (requires RF-SCHWK)	29.5 lbs	2,360 lbs	\$78.94	\$63.16	\$5,052.80
40	RF-SCRPA-WHT Speed Cushion Ramp With White Arrow	RubberForm Speed Cushion: Ramp - 3in H x 16in W x 40in L, with white Arrow, no hardware	26 lbs	1,040 lbs	\$120.50	\$96.40	\$3,856.00
20	RF-SCHWK10-1/2IN-PLA 10 Piece RubberForm Speed Cushion Hardware Kit, 1/2in Hardware, Plastic Lag Anchors	RubberForm Speed Cushion 10 Piece 1/2in Plastic Hardware Kit: - (40) Lag bolts 1/2in x 6in - (40) washer 1/2in x 1-1/16in - (40) 1/2in x 3in Plastic Lag Shields - (40) Black Rubber caps - (24) dual flange connector (dogbone)	18 lbs	360 lbs	\$169.10	\$135.28	\$2,705.60
20	RF-SCEPR Epoxy Resin Tube	Hardware: Speed Cushion 2 Component Epoxy Resin (tube with 2 nozzles)	1.5 lbs	30 lbs	\$51.30	\$41.04	\$820.80
		NOTE: Resin Gun Needed for Install:					
1	RF-SCRDG Speed Cushion Resin Gun	Hardware: Speed Cushion 2 Component Epoxy Resin Dispensing Gun	2.3 lbs	2.3 lbs	\$170.86	\$136.69	\$136.69
		NOTE: (3) 78"W x 80"L(4 Arrow) Speed Cushions with install hardware:					
6	RF-SCLC Speed Cushion Left Corner	RubberForm Speed Cushion: Left Corner - 3in H x 15-1/4in W x 40in L, no hardware (requires RF-SCHWK)	18 lbs	108 lbs	\$56.57	\$45.25	\$271.50
6	RF-SCRC Speed Cushion Right Corner	RubberForm Speed Cushion: Right Corner - 3in H x 15-1/4in W x 40in L, no hardware (requires RF-SCHWK)	18 lbs	108 lbs	\$56.57	\$45.25	\$271.50
6	RF-SCRPA Speed Cushion Ramp No Arrow	RubberForm Speed Cushion: Ramp - 3in H x 16in W x 40in L, No Arrow, no hardware (requires RF-SCHWK)	29.5 lbs	177 lbs	\$78.94	\$63.16	\$378.96
12	RF-SCRPA-WHT Speed Cushion Ramp With White Arrow	RubberForm Speed Cushion: Ramp - 3in H x 16in W x 40in L, with white Arrow, no hardware	26 lbs	312 lbs	\$120.50	\$96.40	\$1,156.80



RRPQ40133



RUBBERFORM
RECYCLED PRODUCTS, LLC

75 Michigan Street
Lockport NY 14094-2629
(716) 478-0404
RubberForm.com

Quote

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3	RF-SCHWK10-1/2IN-PLA 10 Piece RubberForm Speed Cushion Hardware Kit, 1/2in Hardware, Plastic Lag Anchors	RubberForm Speed Cushion 10 Piece 1/2in Plastic Hardware Kit: - (40) Lag bolts 1/2in x 6in - (40) washer 1/2in x 1-1/16in - (40) 1/2in x 3in Plastic Lag Shields - (40) Black Rubber caps - (24) dual flange connector (dogbone)	18 lbs	54 lbs	\$169.10	\$135.28	\$405.84
3	RF-SCEPR Epoxy Resin Tube	Hardware: Speed Cushion 2 Component Epoxy Resin (tube with 2 nozzles)	1.5 lbs	4.5 lbs	\$51.30	\$41.04	\$123.12

NOTE:

**This freight rate includes liftgate
service at delivery**

Subtotal	\$18,799.61
Shipping	\$2,108.13
Tax Total (%)	\$0.00
USD Total	\$20,907.74

Thank you for the opportunity to quote you on our American made recycled products, made with American sourced recycled materials, and manufactured by American workers. RubberForm is one of the only U.S. Manufacturer of these types of recycled and composite products.

FOB Our Plants: Freight charges are valid for 7 business days and product quotes are valid for 30 days from date of quote. Freight charges are subject to change based on Fuel Surcharges. If your delivery requires such as a liftgate, call ahead, appointment, limited access, residential delivery, or other special delivery services, let us know as soon as possible so that we can adjust your shipping requirements and rate. If any delivery services are added or requested after your order ships our plants, you will be responsible to pay for those services.

RubberForm Recycled Products, LLC does not warrant any installation work and specifically disclaims liability for any direct or indirect personal injury, property damage or other costs or losses resulting from incorrect or inadequate installations. Please refer to our Terms and Conditions



RRPQ40133

Cyndy King

From: Warren Benjamin <benjmarketing4@gmail.com>
Sent: Monday, June 17, 2024 10:14 AM
To: Participate
Cc: Julie Johnson
Subject: Ketchum Town Square- Public Comment

I would like to express my comments related to the proposed discussion on upgrading Ketchum Town Square.

As reported in the April edition of Idaho Mountain Express, the city is investigating improvements to the Town Square and Information Center due to the aging and structural needs of the building.

The article went on, with agreement from city officials and city council members, that priorities must be set in order to evaluate which projects get approved from a long list.

With a proposed \$1.5-\$5.0 million budget for the Town Square improvements, I would offer that you consider assisting and prioritizing the local Main Street businesses that are suffering financially during the Main Street project instead of funding the Town Square project.

As a local business owner recently mentioned, "would city council members not take a paycheck for a 6 months period"? That's what is occurring for several businesses on Main Street due to the lengthy construction. Perhaps funds can be used to assist these local businesses during this time of crisis.

I realize the Town Square is a vital part of the character and vibrancy of Ketchum but so are the local businesses that contribute to the character of our town and at this time, need your support more than ever.

Warren Benjamin
Ketchum

Cyndy King

From: Sawtooth Club <sawtoothclubketchum@gmail.com>
Sent: Monday, June 17, 2024 10:37 AM
To: Participate
Subject: Public Comment for June 17th City Council

Good Morning!

Below please see my public comment related to the June 17th City Council agenda item on Town Square updates:

City officials have shared with the public that there is no funding available for sidewalk improvements, lighting, or parking as related to Main Street reconstruction and the request by the City for local business employees and customers to park further way from local businesses. Local businesses have shared with the City that sidewalk improvements, lighting, and the creation of additional parking is needed for safe, convenient access to local businesses.

The City/KURA are now proposing investing funds in a renovation of Town Square. How can there be funds for Town Square, but not for addressing issues created by Main St. construction? I would like to ask that the City/KURA pause renovation on Town Square until the Main St. project is complete in all aspects, including sidewalk improvements, lighting, and parking.

Thank you,
Bronwyn Nickel

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