



City of Ketchum

CITY COUNCIL MEETING AGENDA MEMO

Meeting Date: April 7, 2025 Staff Member/Dept: Jade Riley – Administration

Agenda Item: Request to reconsider February 20, 2025, decision of Traffic Authority regarding Right-of-Way Management on East 10th Street and North Leadville Ave.

Recommended Motion:

There is no recommended motion. Per City Code, the City Council must determine:
1. Whether the Council wishes to consider the request for re-consideration.
2. At such hearing, the City Council shall determine whether the decision appealed is reasonable, and shall thereupon sustain, overrule, or modify such decision or remand to the traffic authority for further consideration

Policy Analysis and Background:

A. During the February 20, 2025, Traffic Authority meeting, property and business owners were invited to provide feedback on a staff recommended approach to improve public use/access to the public right-of-way in the area.
Attachment one provides the staff report and associated staff recommendations.
Attachment two outlines the members of the public who testified.
B. Following public feedback, the Traffic Authority made the following adjustments to the staff recommendations in the Motion that passed:
Exception of the loading/unloading zone becoming a temporary 30-minute parking zone (referenced on the staff report in GREEN as a No Parking; loading and unloading only).
C. Mr. Glenn is a property owner in the area and has appealed the decision to the City Council.
Attachment three outlines Mr. Glenn’s requests.
D. The request was made within the thirty-day window outlined below in City Code. There was a miscommunication between staff, and it was not promptly scheduled.
E. City Code outlines the following process for Traffic Authority decisions: (10.05.060 – Appeals)
Any person aggrieved by any decision made by the traffic authority under the provisions of this chapter may make an appeal therefrom to the City Council by delivering notice of such appeal to the City within 30 days of such decision. Such notice shall be in writing, addressed to the traffic authority and shall be hand delivered or mailed via certified mail to the traffic authority. Failure to deliver such notice within the 30-day period shall result in the waiver of the right to appeal. After receipt of such notice, the City shall schedule a hearing at the next regularly scheduled City Council meeting which takes place more than five business days after receipt of such notice. At such hearing, the City Council shall determine whether the decision appealed is reasonable, and shall thereupon sustain, overrule, or modify such decision or remand to the traffic authority for further consideration. The City Council member who serves Ex Officio on the traffic authority shall participate and vote in proceedings under this section unless otherwise unable to do so.
(Ord. 972 § 2, 2006).

Sustainability Impact:

None
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Financial Impact:

None OR Adequate funds exist in account:	There is no financial impact.
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Attachments:

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| 1. Staff report for 2/20/25 Traffic Authority Meeting |
| 2. Minutes of 2/20/25 meeting                         |
| 3. Reconsideration request by Mr. Glenn               |



City of Ketchum

### CITY COUNCIL MEETING AGENDA MEMO

Meeting Date:  Staff Member/Dept:

Agenda Item:

**Recommended Motion:**

I move to approve staff recommended parking adjustments along 10<sup>th</sup> Street

**Reasons for Recommendation:**

- Parking should be available for all businesses owners, employees, and customers along 10<sup>th</sup> Street
- Traffic flow and key bus routes on 10<sup>th</sup> Street are oftentimes blocked by delivery trucks
- Pedestrian safety will be improved with unobstructed traffic flow

**Policy Analysis and Background (non-consent items only):**

Staff is addressing the parking and enforcement issues on 10<sup>th</sup> Street to ensure equitable access to parking for all businesses and their employees while maintaining the street’s functionality as a key traffic corridor.

Over the years, parking on 10<sup>th</sup> Street has been monopolized, forcing businesses to use customer-designated areas and creating congestion that hinders traffic flow, including buses.

Delivery trucks exacerbate the problem by parking on the street due to the congestion in this area, blocking visibility and causing safety concerns. Additionally, the improper use of public rights of way impacts the overall accessibility and use of the area.

Staff proposes the implementation of solutions that balance the needs of all businesses and improves safety and traffic flow. Measures include:

- Designating specific areas for deliveries
  - Trucks will be allowed to make deliveries in a designated area of the public right of way on Leadville Ave. Parking will not be permitted in this area at any time.
- Preventing parking in problematic locations
  - Overnight parking will not be permitted on the west end of 10<sup>th</sup> Street to prioritize employees’ access to parking and keep parking lots available for customers.

- Ensuring clear sightlines at intersection
  - While the city will continue to allow the use of the public right of way on the south side of 10<sup>th</sup> Street between the alley and Leadville Avenue, parking at the corner of the alley will be prohibited to allow visibility for vehicles exiting the alley.

Introducing these changes will restore fairness and functionality and improve vehicular movement on this key bus route.

Sustainability Impact:

None OR state impact here: None

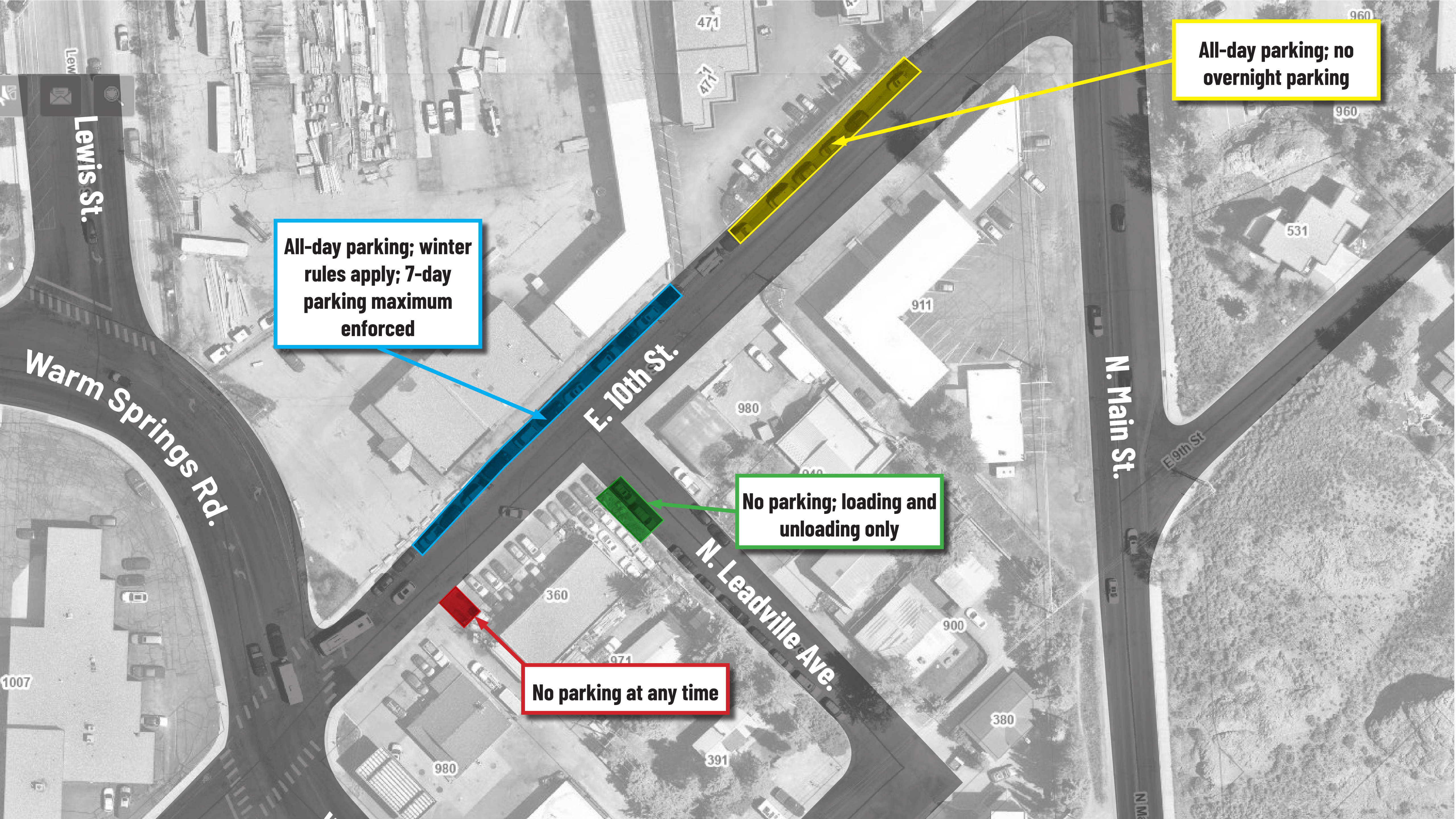
Financial Impact:

None OR Adequate funds exist in account:

None

Attachments:

1. Map



**All-day parking; no overnight parking**

**All-day parking; winter rules apply; 7-day parking maximum enforced**

**No parking; loading and unloading only**

**No parking at any time**

Lewis St.

Warm Springs Rd.

E. 10th St.

N. Leadville Ave.

N. Main St.

1007

471

477

960

960

531

911

980

940

360

971

900

380

980

391

N.M.



**CITY OF KETCHUM**  
**MEETING MINUTES OF THE TRAFFIC AUTHORITY**

Thursday, February 20, 2025  
191 5<sup>th</sup> Street West, Ketchum, Idaho 83340

**CALL TO ORDER:** *(00:55 in video)*

Ketchum Traffic Authority Chairperson Jade Riley called the meeting to order at 9:00 a.m.

**PRESENT:**

Jade Riley, City Administrator  
Courtney Hamilton, City Council member  
Jamie Shaw, Ketchum Chief of Police (remote)  
Morgan Landers, Director of Planning and Building  
Ramsy Hoehn, Street Superintendent  
Sara Weaver, Community Service Officer  
Seth Martin, Assistant Chief - Fire Marshall  
Trent Donat, City Clerk & Business Manager  
Wes Whitesell, Community Service Officer

**COMMUNICATIONS:**

1. Public comments submitted via email

**NEW BUSINESS**

2. Adoption of Minutes

**Motion to approve minutes of November 21, 2024** *(00:02:35 in video)*

MOVER: Ramsy Hoehn

SECONDER: Seth Martin

RESULT: Adopted

3. Request to add 15mph speed limit sign in front of Pioneer Montessori School

Presented by: Ketchum resident Joni Cashman *(00:03:10 in video)*

**Motion to approve two temporary A-Frame portable 15mph speed signs while working with Pioneer Montessori School for additional school zone notifications** *(00:15:58 in video)*

MOVER: Courtney Hamilton

SECONDER: Seth Martin

RESULT: Approved

4. Request to add two handicap signs in front of 291 1<sup>st</sup> Avenue

Presented by: Ketchum resident Nadia Fajardo, for Dr. Molly Brown *(00:17:00 in video)*

**Motion to approve of a temporary handicap spot** *(00:32:57 in video)*

MOVER: Seth Martin

SECONDER: Courtney Hamilton

RESULT: Approved

5. Request to add flashing cross walk signs at Warm Springs Road and Bald Mountain Road

Presented by: Ketchum resident Hayden Seder (remote- *00:33:35 in video*)

**Motion to install pedestrian flashing sign at Warm Springs Road and Bald Mountain Road** *(00:39:37 in video)*

MOVER: Courtney Hamilton

SECONDER: Seth Martin

RESULT: Approved

## 6. Discussion on potential 10<sup>th</sup> Street Changes

Presented by: City Clerk Trent Donat (00:40:01 in video)

### Public Comment:

- Jeremy Lange, Engle & Associates – 10<sup>th</sup> street parking changes (remote - 00:49:45 in video)
- Bill Glenn, Ketchum resident – 10<sup>th</sup> Street parking changes (00:51:01 in video)
- Liz Roquet, Lizzy's Fresh Coffee – 10<sup>th</sup> Street parking changes (00:56:29 in video)
- Kat Caminiti, Fit Me SV Pilates Studio – 10<sup>th</sup> Street parking changes (00:59:24 in video)
- Scott Curtis, Ketchum resident – 10<sup>th</sup> Street parking changes (1:08:32 in video)
- Ryan Deen, Ketchum Automotive – 10<sup>th</sup> Street parking changes (1:14:00 in video)

Comments, questions, and discussion among the Traffic Authority. (1:30:08 in video)

**Motion to approve existing 10<sup>th</sup> street proposal with the exception of the loading/unloading zone becoming a temporary 30 minute parking zone (1:42:59 in video)**

MOVER: Morgan Landers

SECONDER: Ramsy Hoehn

RESULT: Approved

### ADJOURNMENT

**Motion to adjourn. (1:45:15 in video)**

MOVER: Courtney Hamilton

SECONDER: Morgan Landers

RESULT: Adjourned

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Jade Riley  
City of Ketchum Traffic Authority Chairperson  
City Administrator

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Trent Donat  
Ketchum City Clerk and Business Manager



received  
3.12.25 SIM

To: City of Ketchum Traffic Authority.

Subject: This is an appeal of the decisions made at the Traffic Authority meeting of February 20<sup>th</sup>, 2025, and their consequent effects, with respect to agenda item #6.

On or about the 17<sup>th</sup> of February, 2025, I learned that a Traffic Authority meeting scheduled for February 20<sup>th</sup>, had as agenda item #6, "Discussion of potential 10<sup>th</sup> street parking changes-City Clerk Trent Donat". I thought, "Perhaps they are finally going to deal with the 10<sup>th</sup> Street parking mess that has existed for many years, so I'll plan to attend."

I did so, and listened to the presentation, only to learn that not only was the long-standing lack of enforcement of the parking ordinances not going to be addressed, but that the Traffic Authority was going to continue to actively promote Ketchum Automotive's exclusive use of the public right-of-way, and to remove additional parking from public use by establishing a loading zone on Leadville Avenue, likely to be used only by Ketchum Automotive.

My statement at the meeting occurs on the recording of the meeting, from 50:40 to about 56:15, with some additional comment thereafter. For those of you who have not had the opportunity to listen to the recording, following is a summary:

1. I offered the opinion that 10<sup>th</sup> Street is the victim of Ketchum Automotive's success. It just has too much business in the wrong spot, and the rest of us in the neighborhood pay the price for the chaos that results.
2. Since 1979 I have owned a house on two lots on the opposite end of the block, which is a long-term rental. I am frequently denied access via the alley to the rear of the property for maintenance activities due to construction and landscaping vehicles that are pulling trailers illegally using the alley for parking when accessing the Basecamp mini-mart. This is the direct result of Ketchum Automotive monopolizing the parking on 10<sup>th</sup> Street for the long-term storage of vehicles, combined with inadequate enforcement of the parking ordinances.
3. The City previously eliminated overnight parking on the westerly side of Leadville Avenue to minimize the long-term storage of vehicles, but every morning starting at 7:00 a vehicle rodeo takes place as Ketchum Automotive moves the vehicles from 10<sup>th</sup> Street, filling up that side of Leadville, such that the public rarely gets to use the public parking.



4. With respect to the area directly in front of Ketchum Automotive, all parking in Ketchum is designated as parallel parking unless otherwise designated by ordinance. There is no provision in the ordinance for what could be called perpendicular parking, where the cars are parked perpendicular to the direction of travel on the street. Every one of the cars that are double parked in front of Ketchum Automotive in that fashion is illegally parked. Additionally, these cars are parked in these spaces all winter long, in further violation of the winter-time parking ordinances. (The ordinance is directly referenced in writing farther down.)

5. I noted that I have been speaking with the various CSOs for years, I met with the city engineer, Robyn Mattison, in the neighborhood some years ago, and I met with the chief of police long before that. I always get the answer, "We know we have a problem, and we're working on it", but nothing ever happens.

6. I stated that the City does not own the streets, but rather holds them in trust for the use of the public, and is obligated to ensure that the public has the use of the right-of way. Consequently, the City does not have the authority to allow Ketchum Automotive the use of the right-of-way in a manner that excludes the public, which is exactly what has occurred for years by way of the City failing to enforce the parking ordinances.

My comments were met with a rebuttal by Jade Riley, who chaired the meeting. He said the City has every right to determine the use of the right-of-way, stating that such right has repeatedly been confirmed by the courts. Subsequent to that statement, Mr. Riley made no effort to address the specifics of my complaint about lack of enforcement, but instead moved on with other public comment.

During the rest of the meeting, not only were my comments not addressed, but further inappropriate use of the public right of way was promoted by the proposal to establish a loading zone on Leadville Avenue for Ketchum Automotive. This proposed loading zone, designated in green on the map, would eliminate additional public parking in favor of Ketchum Automotive, and is entirely unnecessary.

Lot 8, Block 10, Original Ketchum Town Site, on which Ketchum Automotive is located is 55' x 100'. The long southeasterly side of the building is about a foot off of the southeasterly property line, and is 80' in length. The building is approximately 34' wide, with a 20' concrete apron outside along the northwesterly, front side of the building. The

northwesterly side of this apron, the northwesterly property line of Lot 8, is approximately 18' from the southeasterly edge of the traveled portion of the asphalt of 10<sup>th</sup> Street.

This 18' x 100' strip of the public right-of-way along the southeasterly side of 10<sup>th</sup> Street is the area currently being used exclusively by Ketchum Automotive to park approximately fourteen cars, perpendicular to the direction of travel on the street, in violation of Ordinance 10.08.040 which states:

*General. Except as otherwise provided in this section for diagonal or center lane parking, no person shall stop, stand or park a vehicle in a public right-of-way other than parallel with the edge of the roadway, facing in the direction of authorized traffic movement, with the right hand wheels within 18 inches of the curb or edge of the roadway.*

Parking cars on the public right-of-way between 2:00 a.m. and 7:00 a.m. from November 1<sup>st</sup> to May 1<sup>st</sup> is also a violation of the parking ordinance, regardless of the orientation of the cars.

Additionally, parking cars perpendicular to the direction of travel, with the rear of the cars right to edge of, or often into, the traveled portion of 10<sup>th</sup> Street, which is a busy thoroughfare, is unnecessarily dangerous to passing drivers due to the poor visibility when backing out into the roadway.

If the parking ordinances were enforced, a loading zone, entirely off the traveled portion of 10<sup>th</sup> Street, could then exist right in front of the business, where it belongs. With the loading zone established, the remainder of the 100-foot length of the right-of way could then be used for parallel parking only, as required by ordinance.

Note that on Leadville Avenue, several feet above the Ketchum Automotive property, where the proposed loading zone is proposed, the southwesterly edge of the asphalt is about 43' from the northeasterly edge of the right-of way, in front of the Intermountain Construction building. (Note that the grid lines for the streets that are superimposed on the aerial view of the neighborhood are significantly misplaced. For example, the Intermountain Construction building is right on the property line, not set back about four or five feet as shown by the grid lines on the aerial view).

The southwesterly edge of the right-of-way of Leadville Avenue is well past the retaining wall, 10' feet from the northeasterly end of the Ketchum Automotive building, on the lower level. This area, if cleared of items that do not belong on the public right-of-way, could also be a loading zone.

I cannot think of any other place in Ketchum where used tires, and a multitude of other privately-owned business property, are allowed to be stored on the public right-of-way, all winter long, buried in snow. See the attached photos.

Also note that on the southwesterly end of the Ketchum Automotive building, adjacent to the alley, the City of Ketchum holds a 10' wide easement parallel to the southwesterly property line, for a buried sanitary sewer line, said easement dated July 1, 1968, recorded as Blaine County instrument #132268. This easement contains the following statement, "The grantors hereby covenant and agree that they will not place or allow to be placed any permanent structures on the area described for this easement which would interfere with the use of said described easement for the purposes stated herein." In spite of this provision, a roof has been constructed over the easement and a chain link fence installed to enclose the easement, obstructing future maintenance of the sewer line. This area of 10' x 55' could also serve as a loading zone if cleared of the obstructions not permitted by the easement.

Returning to the meeting on February 20<sup>th</sup>, there was a discussion concerning the parking on the northwest side of 10<sup>th</sup> Street, in which the term "long-term storage of vehicles" was used. Though that term was not defined, the implication was that Ketchum Automotive would be permitted to continue to store vehicles on the lower, flatter, more westerly portion of the right-of-way, while the steeper, more eastern section was to be given over to normal, all-day parking. This was the result of complaints from the occupants of the 10<sup>th</sup> Street complex adjacent to Highway 75, who felt that they are being denied their fair-share use of the public parking on 10<sup>th</sup> Street due to the monopolization of the parking by Ketchum Automotive storing vehicles on the street.

While this was welcome news with respect to the upper portion of the street, I once again assert that the City has no authority to grant, on the lower portion of the street, the exclusive use of the public right-of-way to a private business. This is not the same as temporarily setting aside a few parking spaces for access as part of a building permit. This is not the same as executing a revocable right-of-way encroachment agreement. The City knows full well that for many years this area has been used pretty much exclusively by Ketchum Automotive for the storage of vehicles, leaving no street parking for customers of other businesses in the neighborhood, such as the Base Camp mini-mart.

The equal protection clause of the 14<sup>th</sup> Amendment of the Constitution dictates that the laws, whatever they may be, must be administered fairly without prejudice or favor as to all persons in similar circumstances. For the past twenty-plus years, improper favoritism has been shown Ketchum Automotive by the deliberate lack of enforcement of the parking ordinances, and by its use of the public right-of-way generally, creating the chaos existing today. Chaos such as this exists nowhere else in Ketchum, which supports the contention that Ketchum Automotive is receiving special treatment.

One can only speculate as to why such favoritism has been afforded Ketchum Automotive, but an after-the-meeting comment from a member of City staff suggested that the City feels that Ketchum Automotive offers a valued service to the community and the City would not want to see the business have to relocate. Perhaps this statement explains the favoritism, or perhaps the servicing of city vehicles by Ketchum Automotive figures into the overt lack of enforcement. Regardless, the City of Ketchum has no business picking winners and losers as to who stays and who goes. Every business needs to operate within the confines of the city ordinances; just enforce them without favoritism.

My ownership of property on the south end of the block, opposite Ketchum Automotive, dates from 1979, one year after Pete Cantor built the building and opened the business known then, and now, as Ketchum Automotive. For the twenty-five years that Pete Cantor operated the business, there were few problems with respect to the use of the public streets, owing perhaps to the fact that Pete Cantor was a former Ketchum policeman, in possession of a sense of his civic responsibility.

As an owner of property in the neighborhood of 10<sup>th</sup> Street and Leadville Avenue who is adversely affected by the abusive use of the public right-of-way, I respectfully ask that you eliminate the favoritism and enforce the ordinances. It is well past time to clean up the mess and eliminate the chaos.

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