

## Dawn Hofheimer

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**From:** Hank & Sylvie's <home@hankandsylvies.com>  
**Sent:** Friday, October 17, 2025 3:17 PM  
**To:** Participate  
**Subject:** You have to be kidding me

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

As business owners who are affected by your decisions both in Ketchum and Hailey, we cannot even believe this is still a talking point. The traffic congestion has to end. Stop messing around with all these ridiculous options and make the four lanes that enter and leave the city all match, 2lanes in and 2 lanes out. Don't you see the grid lock EVERY SINGLE DAY! Get the traffic moving. The very few people of the Gem Streets can walk on Leadville. Get the project finished and stop making it damn near impossible to stay in business in both Hailey and Ketchum. Do better!!

And on another note, why have they removed the flagger at 2nd and Serenade? Once again the traffic is not moving in the afternoons. Why are you making this worse on people then it needs to be. Just a little common sense would be nice.

Taylor and Sarah

*home@hankandsylvies.com*  
*208-726-0115 - Ketchum*  
*208-928-4088 - Hailey*



**HANK & SYLVIE'S**  
**BAKERY • FLORAL • GIFTS**

## Dawn Hofheimer

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**From:** hattiehitchcock13@gmail.com  
**Sent:** Monday, October 20, 2025 8:18 AM  
**To:** Participate  
**Subject:** Serenade to River Street

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello,  
I live on Emerald Street and Main Street.

I am strongly in favor of 4-lanes. I am in favor of one bikeway lane, one sidewalk.  
And please keep parking available from Garnet to Jade Streets.

Thank you for the opportunity to weigh in on this project.

Sincerely,  
Deidre Chadderdon  
101 Emerald Street  
Ketchum

## Dawn Hofheimer

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**From:** James Hungelmann <jim.hungelmann@gmail.com>  
**Sent:** Sunday, October 19, 2025 11:34 PM  
**To:** Neil Bradshaw; Amanda Breen; Courtney Hamilton; Spencer Cordovano; Tripp Hutchinson; Participate  
**Subject:** GENERAL PUBLIC COMMENT SUBMISSION - KETCHUM CITY COUNCIL MEETING of OCT 20 2025  
**Attachments:** The Way of Shohei oct 2025 .docx  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

### GENERAL PUBLIC COMMENT SUBMISSION -

### KETCHUM CITY COUNCIL MEETING of OCT 20 2025

Dear Mayor and City Council Members, and Blaine County School Board,

Attached is a submission for your consideration: *"The Way of Shohei: At the Crossroads of Grace and Decay."*

Though inspired by a historic sports moment, its lessons are immediately relevant to Ketchum — for our youth, schools, community events, and civic life. It emphasizes respect, humility, discipline, and character, values we can cultivate locally. I am submitting this both to the City Council and the Blaine County School Board for your consideration as a resource to inspire and guide our community.

Respectfully,

Jim

### ***The Way of Shohei: At the Crossroads of Grace and Decay***

October 19, 2025

There are moments in sport when mastery becomes meaning—when what we witness on the field reveals something larger than the game itself, with immediate relevance for how we conduct ourselves here in Ketchum.

Shohei Ohtani's historic performance at Dodger Stadium on October 18, 2025, was such a moment: three home runs, seven innings of shutout pitching, and ten strikeouts — all in one playoff game. Yet as always, Ohtani's brilliance was matched only by his humility. He bowed to the fans and his teammates in gratitude and respect. When cameras sought to center him, he gently redirected the spotlight. There was no swagger, no self-congratulation — only quiet reverence for the game itself, for the discipline that shaped him, for the invisible chain of respect linking player to opponent, past to present, effort to grace.

In that single performance, the cultural DNA of Japan seemed to unfold before the world: humility wedded to excellence, discipline balanced with joy, greatness expressed through restraint. It was not just that Ohtani won — it was *the way* he won.

Contrast that with the scene at Ryder Cup in New York this past September — a tournament that once embodied golf's highest ideals of sportsmanship and civility. The world watched in disbelief as the so-called “gentleman's game” descended into chaos. European players and their families endured heckling and even physical intimidation. Spectators taunted visiting players, cursed at their families, and turned a test of skill and respect into a carnival of hostility. The whole world was watching — and turning against America.

Tom Watson, Ryder Cup legend and former captain, publicly expressed his disgust, stating he was “ashamed” of the crowd's actions and offering an apology on behalf of American fans. But it was too little, too late. A small, rogue group was allowed to run amok and poison the spirit of the competition. The air thickened with hostility so raw that Northern Ireland's Rory McIlroy — perhaps the most universally respected figure in modern golf — emerged from the chaos deeply disillusioned, declaring he would never again compete in the United States.

Ohtani's genius is disciplined, his humility sincere. His greatness does not shout; it bows. He embodies a people who see mastery not as conquest but as harmony — a balance between self and duty, glory and gratitude. His performance represented a culture that still understands reverence: for craft, for excellence, for the dignity of others.

By contrast, the behavior at the Ryder Cup felt like the culmination of a deeper unraveling — a coarseness now so normalized that many barely recognize it as decay. It wasn't merely the noise of a few bad fans. It was a symptom of something deeper: a nation losing its way.

Ohtani's Japan shows us another path — one that still honors silence, form, and discipline. It reminds us that greatness without grace is merely spectacle — and spectacle, without respect, eventually destroys what it claims to celebrate. The Ryder Cup spectacle reflected a culture that has forgotten what restraint means. Japan's reverence stands as a living lesson in grace; America's excess stands as a warning.

This contrast reveals something more profound than sports. It speaks to the moral architecture of nations. One still bends in gratitude to what is higher — to craft, to community, to the sacredness of doing something well. The other, once known for dignity and self-command, now drifts in noise — mistaking arrogance for confidence and mockery for strength. The crowd that taunted foreign guests was not an aberration; it was the same spirit that floods social media with cruelty, politics with contempt, and public life with noise — the inability to distinguish freedom from license, competition from aggression, pride from arrogance.

And yet, even in this bleak reflection, there is hope. If Ohtani's humility now stands as a mirror to our decline, it can also serve as a guide to our renewal. The path forward is not a return to the past, but to the virtues that made greatness possible: respect, self-control, gratitude, and the ability to win — or lose — with grace.

The very reason Ohtani moves us so deeply is that he reminds us of what we've lost — and what can still be recovered. His grace is not foreign to us. It is what our grandparents once called honor. It lived in our athletes, our teachers, our craftsmen, our soldiers, our parents — those who believed that dignity matters more than dominance.

To see Shohei Ohtani bow to his fans after rewriting history is to glimpse a civilization that still knows how to carry greatness lightly. His example reminds us that greatness is not performance but practice — not noise, but stillness; not self-promotion, but self-mastery. He plays, as the ancients would say, for the love of the form itself.

To see an American crowd revel in humiliation is to witness one that no longer remembers what greatness is for. We might be tempted to dismiss these as small matters — just games. But sport, at its best, is where



character reveals itself most clearly. It is a training ground for virtue, a mirror of moral order. The tragedy is not merely that American fans misbehaved; it's that far too few seemed to care.

So, we are left with two images: one of Shohei Ohtani, bowing with grace after arguably the greatest single performance the game has ever seen; the other of a jeering mob drowning out decency on golf's most venerable stage. Between those two scenes lies not just a difference of nations, but a crossroads for civilization itself. We can still choose the way of reverence — to rediscover the nobility that once defined competition, art, and public life — but that path requires humility, discipline, and the courage to hold ourselves to a higher standard.

These lessons are not only global; they are local. Here in Ketchum, through our youth programs, schools, community events, and political processes, we have the opportunity — and moral imperative — to instill the same values Ohtani embodies: respect, humility, discipline, and the courage to act with grace. By embracing these principles, we strengthen our sports culture, our civic life, and the character of our community.

The question that lingers is not whether America can succeed, but whether we can remember what it truly means to deserve victory.

Jim Hungelmann

Ketchum

## ***The Way of Shohei: At the Crossroads of Grace and Decay***

October 19, 2025

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Jim Hungelmann

Ketchum

**Dawn Hofheimer**

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**From:** Gary And Linda <garyandlindav@gmail.com>  
**Sent:** Monday, October 20, 2025 9:26 AM  
**To:** Participate  
**Subject:** Highway stripping

Here we go again. First, why don't you postpone the decision until the newly elected council is on board? They are the ones that will have to live with the decision. If you do vote tonight. I'm still against any stripping that doesn't not have a center turn lane. Without one, you are asking for a disaster to happen!

Gary and Linda Vinagre. 200 Garnet St

Sent from my iPad

## Dawn Hofheimer

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**From:** Marcia Hills <marciakenhills@hotmail.com>  
**Sent:** Sunday, October 19, 2025 9:23 PM  
**To:** Participate  
**Subject:** Bridge Striping

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Everyone has spent millions of millions of dollars and so much time with more to come to get four lanes to Ketchum from the south valley and they are going to spend a lot more money working on getting traffic north of Hailey.

Why in the world would you purposely cause another bottleneck that we have had to endure for two summers already. Make it four lanes across the bridge. No bike lanes. There is no reason in the world to strip in bike lanes. It would be bad for businesses and just bad business and PR all around.

The damage to Ketchum has already been done by poor planning. There's no way to turn back the tables by trying to make a cute bridge with bicycle lanes.

There are many options to get bicycles into town other than the bridge. And bicycle season is not long enough to warrant anything but a four lane bridge.

Sincerely Marcia and Ken Hills

Sent from my iPhone

## Dawn Hofheimer

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**From:** Jack Kueneman <jkueneman@gmail.com>  
**Sent:** Sunday, October 19, 2025 7:11 PM  
**To:** Participate  
**Subject:** Striping Over Trail Creek

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

City Council Members - Please vote to stripe the highway over Trail Creek with four lanes for vehicles. The vast majority of bikers do not want or need bike lanes over Trail Creek. Our Valley workers need four lanes all the way into town.

Sincerely, Jack Kueneman  
Sent from my iPad

## Dawn Hofheimer

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**From:** John Sofro <johnalanpartners@gmail.com>  
**Sent:** Sunday, October 19, 2025 3:33 PM  
**To:** Participate

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Please consider 4 lane striping between Serenade Ln and River Street. Nothing else makes any sense.

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John Sofro  
Broker/Owner  
Berkshire Hathaway HomeServices  
Sun Valley Properties  
Mobile: (208) 720-5776  
Office: (208) 726-3411  
Fax: (208) 726-0454  
<https://johnsofro.bhhssunvalley.com/>



Virus-free. [www.avast.com](http://www.avast.com)



## Dawn Hofheimer

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**From:** Bill Boeger <bioboegy@mac.com>  
**Sent:** Sunday, October 19, 2025 1:33 PM  
**To:** Participate  
**Subject:** Striping of Highway 75

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I would strongly encourage that the highway be striped for 4 lanes.

Creating a “pinch point” on Highway 75 whereby a 4-lane highway becomes a 2-lane bottleneck only to then emerge back to a 4-lane road in downtown Ketchum makes no sense.

Bill Boeger  
P.O. Box 2706  
Sun Valley, ID 83353

## Dawn Hofheimer

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**From:** Nancy Dreyer <nancyndreyer@gmail.com>  
**Sent:** Sunday, October 19, 2025 12:45 PM  
**To:** Participate  
**Subject:** Four lanes

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I vote for four lanes, there is no reason to have the four lanes have to merge into two lanes then go back to four lanes at River Street. That will just cause the same congestion and backup we have always suffered.

Also, a majority of the people who voted in your survey chose the four lanes. Please listen to the people who cared enough to take part in the survey.

Nancy Dreyer

## Dawn Hofheimer

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**From:** Ryan Sullivan <ryansullivan123@yahoo.com>  
**Sent:** Saturday, October 18, 2025 6:22 PM  
**To:** Participate  
**Subject:** Four-lane option should be the only option

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

As a worker bee in the Ketchum Community I strongly believe the four-lane option entering Ketchum from HWY75 and Trail Creek Bridge to be the only option. This recent "test" with the current construction limiting our ability to enter and leave Ketchum on one road or another has shown that the only result is traffic and needless time wasted for all.

Ryan M. Sullivan  
Associate Broker  
Pioneer Associates  
P.O. Box 5618  
1st Ave and 4th Street  
Ketchum, ID 83340  
Office/Fax: #208-726-4005  
Cell: #208-720-6377

## Dawn Hofheimer

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**From:** Tom Ferries <tom@chums.com>  
**Sent:** Saturday, October 18, 2025 5:25 PM  
**To:** Participate  
**Subject:** Highway 75 Striping

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I find it extremely frustrating that we're even debating making the highway two lanes coming into Ketchum—and even more frustrating that a third option has been introduced that makes no sense. The goal should be simple and obvious: the entire 11 miles from Hailey to Ketchum must be four lanes, period. This is common sense.

Stop overthinking this decision and make the right one. Four lanes from Serenade to River Street is the only option worth considering. Otherwise, what's the point of putting everyone through six months of disruptive construction?

Reduce the speed limit to 25 MPH starting at a light or roundabout at Serenade Lane if needed, but ensure the road is four lanes. I've commuted from Hailey to Ketchum for work for the past 24 years, and I remember when the four-lane proposal was shot down back in the '80s. Let's not make the same mistake twice.

Get this right—people in this community care deeply about it. You even have a mayoral candidate running on this very issue, which shows just how important it is.

Tom Ferries  
210 E Sun Valley Road | Ketchum, ID 83340

## Dawn Hofheimer

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**From:** Michael David <msdavid1@gmail.com>  
**Sent:** Saturday, October 18, 2025 1:01 PM  
**To:** Participate  
**Subject:** South of Town Striping

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

For the safety and quiet enjoyment of the pedestrians and businesses on Main Street and the residents and visitors of the Gem Streets I urge you to stick with the original two-lane configuration.

The four-lane or three-lane configurations will result in increased speeds in front of the three existing hotels and through the intersections at Main & 1st Street and Main & River Street. Additionally, outside of rush hour (21 hours per day Mon-Fri and 24 hours per day on the weekends) human nature will cause drivers to exceed the 25 mph speed limit between town and Serenade. This will almost certain result in serious injury and /or fatality crashes with cars accelerating in and out of town through Serenade.

While crosswalks are contemplated, the wider configurations will make crossing more dangerous and the multiple lanes create double jeopardy for the pedestrians (mostly children and elderly) as cars change lanes to race in and out of town. This increases the risk of serious injury and/or fatality pedestrian vs car collisions (see attached).

The four & three lane options will also significantly increase noise pollution between 1st St and Serenade. I ask you to consider the quality of life issues for the Ketchum residents living on the south end of town. Have discussions with the Hoteliers at River Street & Main Street. I can guarantee none of them want to see and hear increased speeds in front of their properties.

I understand there is a concern about the commute time for the workforce who live south due to the lack of affordable housing in the north valley. Prior to the current road construction, there was traffic in Ketchum during rush hours. That rush hour traffic through town will exist whether there are four, three or two lanes between River Street and Serenade. That traffic exists because of the signals on Main Street and cars turning left (and right to a lesser extent) out of the travel lanes. Also, commuters coming from Sun Valley and the east side of Main St. The pinch from 4 lanes to 2 at River Street contributes to the rush hour congestion, but releasing the pinch isn't going to help the traffic initiating at 6th, 5th, 4th, SV Road, 2nd and 1st...

Making the section of road between River Street and Serenade more dangerous than it is now in hopes of minimally decreasing the inconvenience for commuters does not make sense to me. Your job is to protect the citizens and visitors to Ketchum, not potentially shave off a few minutes for the drivers of vehicles.

Of much greater concern should be the intersection of Serenade & Highway 75. A traffic light at that intersection will result in significant backups of rush hour traffic and traffic coming out of Serenade.

In addition, the city should pressure ITD and the County to paint/add an HOV lane to encourage car pools and increase ridership on the Valley Route.

You and ITD can always change back to three or four lanes if the two-lane configuration fails. However if you start with 3 or 4, it will be next to impossible to get ITD to change to the 2-lanes configuration.

Let's slow traffic down into our beautiful town rather than increasing the speed of these one-ton metal machines operated by fallible humans looking at their cell phones.

If the decision is to go with the 4 or 3 lane configurations, I would consider asking ITD not to install the crosswalks or sidewalks. That infrastructure would be used sparingly at most, and it would be irresponsible to encourage pedestrians into an unsafe situation.



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**



# Traffic Safety Facts

## 2023 Data

DOT HS 813 727

## Pedestrians

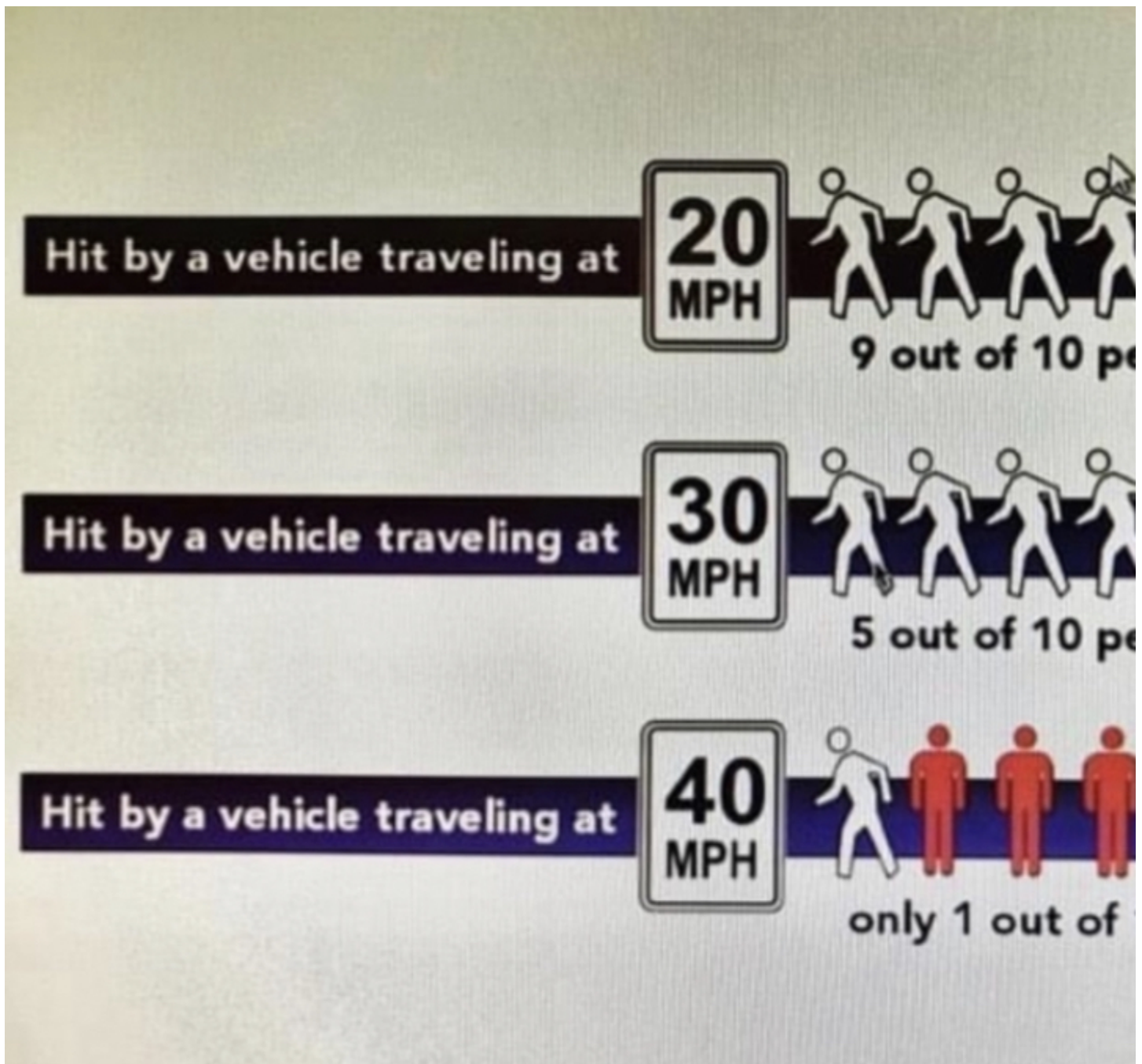
In this fact sheet for 2023 the information is presented as follows.

- [Overview](#)
- [Age and Sex](#)
- [Alcohol](#)
- [Crash Characteristics](#)
- [Time of Day and Day of Week](#)
- [Vehicle Type and Impact Point](#)
- [State](#)
- [City](#)
- [Appendix](#)
- [Important Safety Reminders](#)

This fact sheet defines a pedestrian involved in a motor vehicle crash as any person on foot, walking, running, jogging, hiking, etc. These exclude people on personal conveyances like roller skis, skateboards, baby strollers, scooters, toy wagons, motorized scooters, motorized toy cars, Segway-style devices, motorized wheelchairs, and scooters for those with disabilities (scooter).

### Key Findings

- In 2023 there were 7,314 pedestrians killed in traffic crashes, a 1.3-percent decrease from the 7,593 pedestrian fatalities in 2022.
- In 2023 there were an estimated 68,244 pedestrian crashes, a 1.3-percent increase from 67,341 pedestrian crashes in 2022.
- On average, a pedestrian was killed every 72 minutes in traffic crashes in 2023.
- Pedestrian deaths accounted for 18 percent of all people injured in traffic crashes in 2023.
- Seventeen percent of the children 14 and younger killed in 2023 were pedestrians.
- Seventy percent of the pedestrians killed in traffic crashes were males.
- Alcohol involvement (blood alcohol concentration of 0.08 g/dL or higher)—for the driver or pedestrian—was reported in 46 percent of all fatal pedestrian crashes in 2023.
- Substantially more pedestrian fatalities occurred in urban areas (84%) than in rural areas (16%) in 2023.



<https://www.pps.org/article/road-diet-la-jolla-a-jewel-of-a-street>

Thanks for all you do,  
Michael David

Former Ketchum Resident & Current Commuter  
208-450-9178



## **Dawn Hofheimer**

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**From:** Maureen Baker <mb@maureenbaker.com>  
**Sent:** Sunday, October 19, 2025 4:22 PM  
**To:** Participate  
**Subject:** I remain in favor of the four lane highway striping from Serenade Lane to River Street.  
Two lanes northbound and two lanes southbound.

Maureen Baker  
mb@maureenbaker.com  
208-720-7182

## Dawn Hofheimer

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**From:** Karoline Droege <karoline.droege@gmail.com>  
**Sent:** Saturday, October 18, 2025 10:56 AM  
**To:** Participate  
**Subject:** Road Striping

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

I am in favor of two lanes INTO and OUT of Ketchum.  
Karoline Droege

## Dawn Hofheimer

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**From:** Margaret Belton <margaret@beltonians.com>  
**Sent:** Saturday, October 18, 2025 10:30 AM  
**To:** Participate  
**Subject:** Highway 75 plan near Gem streets

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

My name is Margaret Belton and I am a homeowner at 204 Garnet St. As a resident of the Gem streets the most important thing to me and my neighbors are a dedicated bike and pedestrian lane. It had always been very dangerous to navigate past the Gem streets as a pedestrian or biker and the 4 lane option would not allow for this and would impact the safety of all of us who live at this end of town. My vote is for 2 southbound lanes and 1 northbound lane as well as a center turn lane. This would help with traffic flow and would also ensure the safety of the residents at the southern end of Ketchum.

Thank you for allowing me to share my opinion.

Margaret Belton  
204 Garnet street

Sent from my iPhone

## Dawn Hofheimer

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**From:** logan belton <loganbelton@icloud.com>  
**Sent:** Saturday, October 18, 2025 10:20 AM  
**To:** Participate  
**Subject:** Hwy 75

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

Hello, my name is Logan Belton.

I'm am a resident at 204 Garnet Street.

The most important thing to me is that a BIKE lane and PEDESTRIAN lane be part of the new roadway. A center turn lane with 2 southbound lanes and one northbound is a good idea as long as the bike and pedestrian lanes are not impacted.

Thank you,

Logan

Sent from my iPhone

**Dawn Hofheimer**

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**From:** Liz Roquet <lroquet@lizzysfreshcoffee.com>  
**Sent:** Saturday, October 18, 2025 7:34 AM  
**To:** Participate  
**Subject:** 2 lanes each way please

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

Dear City of Ketchum,

I understand the Council is considering changes to the lane configuration at the entry to Ketchum — possibly adjusting between one or two northbound lanes and a total of four lanes versus two. I'd like to express my concern about reducing the flow of traffic in or out of town by narrowing lanes or introducing new pinch points.

What makes a small town feel like a big city isn't the number of people — it's traffic congestion. By keeping two northbound and two southbound lanes open, traffic will move smoothly, and visitors and locals alike will have an easier, safer time getting through town.

There's no need for a dedicated turning lane. Drivers who need to turn left or right can easily use the left lane to make their turn when safe, while through traffic continues in the right lane. Introducing an artificial bottleneck or reducing lane capacity would only create unnecessary backups and frustration at the primary northbound gateway to our community.

Please consider the long-term impact of creating congestion where it doesn't need to exist. Maintaining two full lanes in each direction will help preserve Ketchum's easygoing, small-town flow and prevent traffic from feeling like a big-city problem.

Thank you for your time and consideration.

Kind regards,

Liz Roquet

Lizzy's Fresh Coffee

## Dawn Hofheimer

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**From:** DEBRA TOMIN <debtomin@aol.com>  
**Sent:** Saturday, October 18, 2025 7:19 AM  
**To:** Participate  
**Subject:** Trail creek striping

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

Hello,

I have only one thing to say... Why would you widen Trail creek bridge wide enough for 4 lanes of traffic and not utilize them? ( while we do have a bike/multi use trail to town just a block away )...

Makes no sense ..

Debbie

## **Dawn Hofheimer**

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**From:** Esther Ochsman <eochsman@gmail.com>  
**Sent:** Saturday, October 18, 2025 3:07 AM  
**To:** Participate  
**Subject:** Striping 75 Serenade to River

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

I am a Ketchum resident and I encourage the City Council to pursue striping for 4 lanes.

Esther Ochsman  
Sent from iphone



## Dawn Hofheimer

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**From:** Kate Daly <katherinemunroedaly@gmail.com>  
**Sent:** Friday, October 17, 2025 10:20 PM  
**To:** Participate  
**Subject:** based on recent traffic patterns observed this past summer and now fall...

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

I vote for 4 lanes, so avoid the disruptive bottlenecks that have been occurring during the construction period. -Kate Daly

## Dawn Hofheimer

---

**From:** JAY HARVEY <harvey38@msn.com>  
**Sent:** Friday, October 17, 2025 7:50 PM  
**To:** Participate

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

Please maintain a 4 lane transition consistent with the striping you designed and installed on I 75 entering town. It is beyond my understanding how you can install 4 traffic lanes in our downtown and yet it is a challenge that can't be met less than an 1/16th of a mile away. Just post speed limit signs and assign officers to regulate and issue a ticket for any speed violations similar to every road in the area. I feel like the very same individuals who think a roundabout at the busiest pedestrian intersection ( Sun Valley Rd and Saddle) filled with children on bikes, grandparents, moms with strollers, pedestrians walking from the Lodge to town is an idea worth considering. Find someone with an ounce of sanity!

Sent from my iPad

## Dawn Hofheimer

---

**From:** Rick Rutkowski <rickrutkowski007@gmail.com>  
**Sent:** Friday, October 17, 2025 6:27 PM  
**To:** Participate  
**Subject:** Lane stripping entering Ketchum....two (2) lanes in each direction.

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

Sent from my iPhone

## Dawn Hofheimer

---

**From:** Joel Jarolimek <joelskiv@gmail.com>  
**Sent:** Friday, October 17, 2025 6:01 PM  
**To:** Participate  
**Subject:** Serenade to Ketchum

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

Serenade to Ketchum 4 lanes please.  
Sent from my iPad

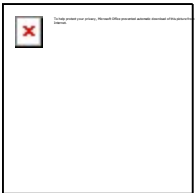
## Dawn Hofheimer

---

**From:** Cara Shumate <carashumate@gmail.com>  
**Sent:** Friday, October 17, 2025 5:45 PM  
**To:** Participate  
**Subject:** Are we still considering 2 lanes only?

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

Chiming in really quick as I didn't realize we are still considering only 2 lanes? Let's go with 4 lanes please. Or at least 2 lanes going north! I'm not sure why we'd consider only one northbound and two southbound lanes when people **need to get to town** around the same time in the morning and there is a lot more flexibility around when to leave town. Especially during ski season, school drop-offs, and work hours. Definitely not 2 lanes, or it's a huge waste of money and time, since that's essentially what we already had!



**CS DESIGN LLC**

IG: [@cara\\_shumate](#)

Web: [alltimegfx.com](http://alltimegfx.com)

Cell: 415.794.5872

## Dawn Hofheimer

---

**From:** Johnson, Candy <candyjohnsonsv@gmail.com>  
**Sent:** Friday, October 17, 2025 5:32 PM  
**To:** Participate  
**Subject:** road stripping

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

Just give us the four lanes and be done with it.!

## Dawn Hofheimer

---

**From:** PATRICIA BOYD GENTRY <boydgentry@aol.com>  
**Sent:** Friday, October 17, 2025 5:29 PM  
**To:** Participate

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

Please 4 lanes! We don't need more bike lanes!  
Patti Gentry

## **Dawn Hofheimer**

---

**From:** BILL TOMIN <rrfsaddlebreds@aol.com>  
**Sent:** Friday, October 17, 2025 5:14 PM  
**To:** Participate  
**Subject:** Highway 75

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

There's no question here... 4 lanes, less traffic, less exhaust emissions and workers can get to work on time.  
Thank You, Bill Tomin



## Dawn Hofheimer

---

**From:** Ben Lawrence <benjie.lawrence33@gmail.com>  
**Sent:** Friday, October 17, 2025 4:21 PM  
**To:** Participate

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

Four lanes period! It's absurd with all we've had to endure to expand the highway and fix the bridge to create a pinch point as you enter Ketchum only to then go back to four lanes. Try being a bit pragmatic here! Quit overthinking this obvious solution to traffic north in the am and south in the pm!

Ben Lawrence

## Dawn Hofheimer

---

**From:** Ted Beeler <tbeelersv@gmail.com>  
**Sent:** Friday, October 17, 2025 4:13 PM  
**To:** Participate  
**Subject:** Lane striping for highway 75

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

As a visitor to the Sun Valley area for over 50 years, as well as a part time resident for 25 years I have witnessed many changes to the valley infrastructure that have addressed the continued growth of the area. These changes have been undertaken due to the growing demand for services throughout the community. In recent years, due to the pace of new construction as well as the shortage of available housing in Blaine County, the Average and Peak Traffic on Highway 75 has increased significantly to a point where the IDT is now constructing a much needed four lane highway from Hailey to Ketchum. Accordingly, in conjunction with the traffic flow improvements for Highway 75 the Trail Creek bridge should be lined for all four lanes. Anything less than four lanes would just be another bottle neck. There are many traffic “dispersal” areas once vehicles reach Main Street.

## Dawn Hofheimer

---

**From:** Tony Price <tprice41@gmail.com>  
**Sent:** Friday, October 17, 2025 4:04 PM  
**To:** Participate  
**Subject:** Lane Striping

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

Please go with 4 lanes at the South entrance to Ketchum. Don't continue the funneling of traffic that has plagued residents, visitors and workers coming to Ketchum. Cyclists and pedestrians have plenty of other options to get into town including 2nd St. and Gem St.  
Tony

Tony Price  
tprice41@gmail.com  
415-298-9533  
Sent from my iPhone

## Dawn Hofheimer

---

**From:** Steve Kearns <steve@svcustombuilders.com>  
**Sent:** Friday, October 17, 2025 3:52 PM  
**To:** Participate  
**Subject:** striping

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

4 lanes! Please!

## Dawn Hofheimer

---

**From:** Sue Engelmann <Sue@sueengelmann.com>  
**Sent:** Monday, October 20, 2025 10:45 AM  
**To:** Participate  
**Subject:** Trail Creek Bridge

In terms of the numbers of workers, business owners, delivery companies, families, etc. that have to get to Ketchum in the morning and home in the afternoons, the multiplier for those impacted by a 1 N and 1S lane option into Ketchum is exponential. My understanding is that that a 4 lane option with a center turn lane IS viable in which case this should be the final outcome. If ITD specifically notes that this cant be done, then 4 lanes would be the 2<sup>nd</sup> option. With a light at Serenade to break up traffic, those residents between Serenade and main street will have openings by which to turn north and south.

To cut into the pocketbooks of those commuting for their livelihood, favoring a small population between Serenade and Main street, represents favoritism without regard to the financial health of the resident workers and employers in our valley.

Sue Engelmann

208-720-0680



[sue@sueengelmann.com](mailto:sue@sueengelmann.com)

[sueengelmann.com](http://sueengelmann.com)

360 East Ave N. Suite 100

Ketchum, ID 83340



## **Dawn Hofheimer**

---

**From:** Kim Milner <ktaylorsv@gmail.com>  
**Sent:** Friday, October 17, 2025 3:49 PM  
**To:** Participate  
**Subject:** 4 lanes

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

keeping the highway four lanes from the south thru town is the logical choice. Make it 4 LANES

--

Kim Milner - Broker/Owner  
Kim Taylor Real Estate  
208.409.6867

## Dawn Hofheimer

---

**From:** Paddy McIlvoy <PaddyMcIlvoy@backwoodsmtnsports.com>  
**Sent:** Friday, October 17, 2025 3:33 PM  
**To:** Participate  
**Subject:** SOUTH OF TOWN HIGHWAY 75 LANE STRIPING (SERENADE LANE TO RIVER STREET)

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

Guys and Gals,

This is the easiest call in the history of calls. 87% of surveyed people want four lanes. Anything other than four lanes, including one northbound lane, a center turn lane, and two southbound lanes is a massive "screw you" to both Ketchum businesses, and much more so to the people who work in Ketchum but cannot live in Ketchum and therefore commute. This summer and fall has been a traffic nightmare for those people. It affects our bottom line, and workers quality of life.

I wonder sometime if people who live in Ketchum, do not actually understand the toll that has taken because they do not deal with it every day. The economic effect has been huge. Hailey and Bellevue residents have avoided driving up on weekdays at all costs. The tighter economic conditions become, the more important locals become as the economic drivers of business in Ketchum. The idea that we'd make this conditions set permanent is absolutely insane. One northbound lane is actually even worse than one southbound lane. The traffic concentration is WAY worse in the morning (northbound) than the evening. Four lanes. Only four lanes.

Thanks,

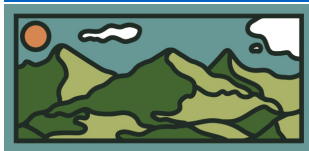
**Paddy McIlvoy**

*Owner*

Backwoods Mountain Sports

(208)726-8818

[www.backwoodsmountainsports.com](http://www.backwoodsmountainsports.com)



**BACKWOODS  
MTN.  
SPORTS**

**Ketchum Business Advisory Coalition (KBAC) Public Comment on Striping  
State Highway 75 From Serenade Lane To River Street  
October 17<sup>th</sup>, 2025**

**Please note: KBAC originally submitted the below public comment on August 25<sup>th</sup>, 2025, and we are re-submitting it ahead of the October 20<sup>th</sup> discussion on this issue. We remain confident that Option #2, striping for 4 lanes immediately after ITD construction, best meets the needs, preference, and interest of our community.**

The Ketchum Business Advisory Coalition (KBAC) respectfully submits this comment in strong support of four-lane striping on State Highway 75 across Trail Creek Bridge from Serenade Lane to River Street.

**Community Input Evidence:** Our organization conducted a comprehensive poll of 150 members on July 20, 2025, regarding lane preference from Serenade Lane to River Street. Results showed 92% of respondents support four-lane striping.

Additionally, the City of Ketchum's August 9, 2025, survey received 2,094 responses, with 86.64% of respondents favoring four lanes, further demonstrating overwhelming community preference

**Regional Impact Considerations:** Daily vehicle traffic from the south Wood River Valley and beyond enters Ketchum for employment, commerce, recreation, and tourism. ITD monitoring showed in July 2025, an average of 8400 vehicles travel north into Ketchum each day. A traffic bottleneck at this critical entry point would negatively impact not only Ketchum residents but the broader regional economy centered in Blaine County.

**Technical Feasibility:** Based on our February 2025 consultation with ITD, we understand that:

- Trail Creek Bridge is designed, engineered and will be built to accommodate four lanes
- Four-lane striping will not require additional construction or time
- No existing State Highway 75 parking will be removed
- The planned traffic-light at Highway 75 and Serenade Lane will provide controlled traffic breaks for neighborhood access and egress



- Four lanes allow for six foot wide sidewalks on each side of State Highway 75 from Serenade Lane to River Street

**Traffic Management Enhancement:** We support ITD's installation of the traffic lights at State Highway 75 and Serenade Lane, which will facilitate safe north/south access for residences and businesses. We also encourage consideration of reducing the speed limit to 25 MPH from Serenade Lane to River Street for enhanced traffic control and safety.

KBAC has engaged constructively with both the City of Ketchum and ITD since February 2025 on this issue. ITD's commitment to act on community preference aligns with the clear public support demonstrated through multiple surveys. Four-lane striping represents the most effective solution to address both current traffic flow needs and future growth.

We respectfully urge ITD to implement four-lane striping, immediately upon the completion of construction, from Serenade Lane to River Street as requested by the community.

Thank you, KBAC Board of Directors

## Dawn Hofheimer

---

**From:** Gary Hoffman <ghoffman42@yahoo.com>  
**Sent:** Friday, October 17, 2025 3:16 PM  
**To:** Participate  
**Subject:** For God's sake, no 3 lanes with a turn lane!! 4 lanes or take out the bridge and put in a ferry

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

A ferry boat makes as much sense over Trail Creek as 3 lanes. There are still selfish people out there who don't give a damn about the thousands of others who have to live with their self-centered beliefs. Let's do the right thing so that future generations will thank us.

## Dawn Hofheimer

---

**From:** rich allen <rich1946allen@gmail.com>  
**Sent:** Friday, October 17, 2025 3:09 PM  
**To:** Participate  
**Subject:** Lanes south of river street

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

My vote is for four lanes.

## Dawn Hofheimer

---

**From:** Rebecca Neeley <rneeley@briodest.com>  
**Sent:** Friday, October 17, 2025 3:07 PM  
**To:** Participate  
**Subject:** Serenade to River St

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

My opinion. Please two lanes each way. All this money and time to end up bottlenecked going North is completely ridiculous.

Two lanes each way!!

Rebecca Neeley  
rneeley@briodest.com  
208-720-6912

## Dawn Hofheimer

---

**From:** Geoff Isles <islesglass@aol.com>  
**Sent:** Friday, October 17, 2025 2:57 PM  
**To:** Participate  
**Subject:** Serenade to River

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

Do you guys not pay attention to anyone? It needs to be 4 lanes because 87% want that. I've heard that the Mayor had promised the Gem Sts two, but he shouldn't have. It's absolutely insulting that you are ignoring what the people want.

Geoff Isles  
islesglass@aol.com  
917-626-1134

## Dawn Hofheimer

---

**From:** Paul Kenny <paul@kenny-bogue.com>  
**Sent:** Friday, October 17, 2025 2:53 PM  
**To:** Participate  
**Subject:** Four Lanes

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

Four Lanes!!

**Paul Kenny, [CCIM](#)**  
**Associate Broker, Principal**

**Paul Kenny & Matt Bogue**  
**Commercial Real Estate**

Tel: [\(208\) 726-1918](tel:(208)726-1918)  
Cell: [\(208\) 720-3125](tel:(208)720-3125)  
[www.kenny-bogue.com](http://www.kenny-bogue.com)



## Dawn Hofheimer

---

**From:** alison rosen <svremedies@gmail.com>  
**Sent:** Friday, October 17, 2025 2:53 PM  
**To:** Participate  
**Subject:** striping

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

To the people who are resistant:

When asked last month about our preferences with regards to striping the highway, over 85% of respondents said  
“4 lanes: 2 northbound + 2 southbound”.

Is this unclear?!!

What would be the point of having only one northbound lane???? Do you think only 1/2 the commuters should be able to get to work on time??

You asked us already.

We answered already.

Now, DO AS YOU ARE TOLD!

In case you didn't get the memo: Over 85% responded with 4 lanes.

Alison Rosen  
svremedies@gmail.com  
208.720.3635  
[www.sunvalleyremedies.com](http://www.sunvalleyremedies.com)  
POBox 2563  
Sun Valley, ID 83353

## Dawn Hofheimer

---

**From:** Chuck Rumpf <svelkhorn@gmail.com>  
**Sent:** Wednesday, October 15, 2025 6:35 PM  
**To:** Neil Bradshaw; Courtney Hamilton; Amanda Breen; Tripp Hutchinson; Spencer Cordovano; Participate  
**Cc:** info@ketchumbusiness.org  
**Subject:** Four Lanes versus Two Lanes

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

My wife & I have owned and/or leased various office spaces in Ketchum for the last 25 years. Additionally, I served on the Marketing Alliance Board for several years. We have both been active in various Blaine County non-profit organizations.

I cannot emphasize enough the importance of supporting the tourist economy, not only to Ketchum but also to Sun Valley and all of Blaine County. The tourist economy is the “lifeblood” of the county and cities. The four-lane scenario provides easy access to both Ketchum and Sun Valley, with four lanes stretching from just North of Hailey through Ketchum.

Highway 75 is vital to Blaine County, as it is the only thoroughfare supporting the cities, residents, visitors, and commerce. While there is a backup at the entrance and exit at Ketchum, this would be lessened by four lanes. It has always been a choke point, with an unaddressed concern that could become a problem in the event of a natural disaster, such as a wildfire or an earthquake. Having volunteered during both the Castle Rock and Beaver Creek fires, I can attest to the importance of evacuating and our reliance on Highway 75 as the only viable road for evacuation. Why make it more difficult?

Serenade Lane to River Street -

1. If two lanes are vital, why were four lanes installed through Ketchum with the reconstruction the past several years?
2. A turn lane is overstated as an issue for this short distance compared to the backups and choke point concerns. Approximately 87% of the survey respondents favored four lanes.
3. Speed is not a concern and would be monitored by the police. Consider a slower speed limit from Serenade Lane to River Street. The speed limit issue is the same for both two-lane and four-lane roads. Is there now a speed issue within Ketchum, which has four lanes?
4. There seems to be a worry about limiting biking into town with four lanes. There are bike paths surrounding the city, as well as designated lanes throughout the city. Bike paths are available at the intersection of Serenade Lane/Highway 75.
5. The concern has been voiced about the rush hour traffic being a result of a housing shortage is unfounded. The composition of the traffic coming into and through Ketchum is varied. Two or four lanes will not have a significant effect on housing and should not be considered in the decision process.
6. Those who live in the Serenade Lane to River Street section will have less of an issue accessing Highway 75 with four lanes versus accessing with the backups in a two-lane scenario.

Your decision will impact commerce in Ketchum & Sun Valley but also Blaine County.



Thank you for considering these comments.

Chuck Rumpf  
**Chuck Rumpf**  
208.309.1625

## **Dawn Hofheimer**

---

**From:** Pete Ross <peteinsv@gmail.com>  
**Sent:** Monday, October 20, 2025 11:04 AM  
**To:** Participate  
**Subject:** Lanes on highway 75

I'm a homeowner at 2 Bridges which is directly across from Emerald st on the west side of hwy 75.

The access to hwy 75 over the last 10 yrs has changed markedly for our HOA. Its brutal to say the least, VERY DANGEROUS puts it in a better light. And the hwy dept has removed our exterior parking spots which makes the access (egress more so) even more compelling. Even before the ITD took our exterior parking spots the HOA members couldn't see north or south around snow piles in the winter. Now we won't even be able to nose out marginally to assess traffic flow. Its gonna suck really bad!

We NEED A SAFETY MARGIN which is the center turn lane.

Respectfully submitted,  
Pete Ross

## Dawn Hofheimer

---

**From:** Jeff Smull <smullre@gmail.com>  
**Sent:** Monday, October 20, 2025 11:03 AM  
**To:** Participate  
**Subject:** HWY 75

To the members of Ketchum City Council,

The purpose of this correspondence is to encourage each of you to make sure there are two lanes entering and exiting Ketchum along with a center turn lane. I'm aware this will require to reroute a bike path over to Second avenue and reconnecting to the bike path at Serenade Lane, which from a car usage standpoint is much more user friendly than riding next to the Hwy 75 for bike riders. Ketchum's arterials need to be planned and built with fluid dynamics in mind any constrictions, narrowing to one lane, or blockage, lefthand turning cars, will cause backup, significantly so during commuting hours. Since the opportunity to reconstruct access in and out of Ketchum is a rare occurrence, let do this one correctly.

Thank you for your consideration,

Jeff Smull  
Ketchum Resident

**Dawn Hofheimer**

---

**From:** Matsey, Bob C <Bob.Matsey@Teradata.com>  
**Sent:** Monday, October 20, 2025 11:14 AM  
**To:** Participate  
**Subject:** Lanes coming into Sun Valley - Serenade Land to River Street

I vote for the 4 lane option to get traffic in and out of town the fastest!

Thank you,  
Bob

**Bob Matsey**

704-258-6166

## Dawn Hofheimer

---

**From:** Eileen Hansen <eileen\_hansen@mac.com>  
**Sent:** Friday, October 17, 2025 2:51 PM  
**To:** Participate  
**Subject:** Two lanes

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

I live off Andora Lane on Centennial and I honestly don't know how we would even be able to turn right if it were four lanes. Plus, I can't imagine four Big trucks and/or RVs, two lanes across, barreling into and out of town at once. Dangerous. Changes the nature of our town. And super dangerous for bikers and the kids who live around here.

The ONLY way I can see four lanes is if there were big speed bumps in all lanes and if large vehicles were required to use serenade/second street to get into town.

Thanks for asking,

Eileen Hansen

## Dawn Hofheimer

---

**From:** Mitchell Hollins <hollinsmitch@aol.com>  
**Sent:** Friday, October 17, 2025 2:47 PM  
**To:** Participate  
**Subject:** Highway 75

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

I favor 4 lanes.

Sent from my iPhone



October 17, 2025

Allison Kennedy  
Senior Planner  
City of Ketchum  
Via email [akenney@ketchumidaho.org](mailto:akenney@ketchumidaho.org)

Re: Historic Building Designation

Dear Allison,

I am the Asset Manager for the Lane Family who are the owners of the Lane Mercantile Building located at 100 N. Main St, in Ketchum, Idaho. I was responsible for the redevelopment of this property back in 1998 and have continued to manager the property on behalf of the family. Over the past 35 years, The Kirk Group has developed and re-developed many properties in the City of Ketchum, including the Ketchum Korner property (now home to Mr. Sushi), the Station (Washington Federal) and the Depot at 323 N. Lewis St (now Conrad Construction, et al).

Throughout this time, we have witnessed the City of Ketchum continuing to chip away at the rights of property owners who happened to own what others deemed to have "historical significance" for the "City of Ketchum". To date, neither I nor the Lane Family have pushed back on these property right infringements. But now, for underlying reasons unknown to us, the City is further choosing to limit how these 24 properties might be able to be redeveloped in the future by limiting redevelopment to "similar size, scale, and orientation of the original structure".

Whether being instigated by the current Planning and Zoning Commission or the current Historical Preservation Committee, the effect of this amendment would be to tie the hands of future P&Zs or HPCs as it relates to the potential redevelopment of these 24 properties. My understanding is that as of now, both the P&Z and HPC have to approve of any redevelopment, with or without the additional language proposed in the amendment. That is all that is necessary. If, in the future, the town's character and sentiment have changed, future P&Zs and HPCs should not be shackled with these additional restrictions as to what they may approve.

Furthermore, the property owner is restricted from the possibility of their property ever potentially achieving the underlying economic value that is associated with the non-designated property in downtown Ketchum. In short, while all of the prior historical designations have been "takings", these additional explicit redevelopment restrictions are a

vested in **your** best interest



line in the sand and serve to forever sever the property's ability to obtain economic par with the balance of the downtown core. I'd suggest, if it is the City's appetite to now forever limit the development potential of these 24 properties, that the City recognize it for the taking that it is and justly compensate the 24 property owners for the property rights being taken from them.

Obviously, we are opposed to this amendment.

Sincerely,

George R. Kirk  
Principal Owner  
The Kirk Group LLC

vested in **your** best interest



## Dawn Hofheimer

---

**From:** Perry Boyle <Boylehp@yahoo.com>  
**Sent:** Thursday, October 16, 2025 6:04 PM  
**To:** Participate  
**Cc:** Sarah Lurie; Theophilus Andrew  
**Subject:** PUBLIC Comment MRTA Contract

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Once again the Council will rubber stamp the MRTA contract, wherein Ketchum taxpayers pay for a cost reimbursement contract with no performance requirements.

Has the Council considered a contract form that would incentivize MRTA to optimize its routes and convert car rides to bus rides? In other words, pay for outcomes rather than costs.

Aspen, Park City and Steamboat all have transport contracts that incentivize improved outcomes.

Thank you,

Perry Boyle  
Ketchum

## Dawn Hofheimer

---

**From:** Perry Boyle <boylehp@yahoo.com>  
**Sent:** Thursday, October 16, 2025 5:52 PM  
**To:** Participate  
**Cc:** Sarah Lurie; Andrew Theophilus  
**Subject:** PUBLIC COMMENT. Objection to FY26 Ketchum HAP

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I request that the council not approve this plan.

Look at the list of people on the Ketchum Task Force that provided feedback on this plan.

Almost none of them are Ketchum residents.

The HAP should reflect the will of the residents. Where is the input of the residents?

Please create a process for Ketchum residents to determine the HAP.

Thank you,

Perry Boyle  
Ketchum resident

**Dawn Hofheimer**

---

**From:** Ken Rizzotti <230picabostreet@gmail.com>  
**Sent:** Monday, October 20, 2025 11:33 AM  
**To:** Participate  
**Subject:** Road stripping between River Sr and Seenade at

Dear City Council, As a resident of 230 Picabo Street,  
I am writing in support of a 5-lane striping pattern (2 northbound, center turn lane, 2 southbound) for this addition of Highway 75. This is vital to maintain the flow of traffic and access to businesses and residences.

Best regards,

Ken Rizzotti  
Phone: 307 413-2294

## Dawn Hofheimer

---

**From:** Jenny B <blomquist.jen@gmail.com>  
**Sent:** Monday, October 20, 2025 11:28 AM  
**To:** Participate  
**Subject:** Highway Striping

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear City Council Members and Idaho Transportation Department Representatives,

I'm writing to express my deep frustration and strong opposition to the proposed changes for the Highway 75 lane configuration between Serenade Lane and River Street.

Our community has endured months of significant hardship throughout this construction process. Businesses have suffered severe declines in customer traffic, employees are losing hours of productivity sitting in congestion, and residents are facing unbearable commutes that back up for miles northbound each morning and southbound each evening.

When this project began, we were told to be patient, that the inconvenience would be worth it in the end because we would finally have **four lanes** flowing into town, an investment in smoother traffic, safer travel, and economic stability for our local businesses. We held up our end of that agreement. We tolerated the dust, noise, and endless delays because we believed in that outcome.

To now learn that the City and ITD are reconsidering and proposing yet another "alternative" — effectively a **return to the same bottleneck** conditions we've suffered under for years, feels like a betrayal of public trust. A single northbound lane with a center turn lane is not progress; it's a step backward. What was all of this for??

We have already endured the pain of construction. **We deserve the improvement we were promised.** Anything less undermines both the credibility of our local leadership and the confidence of this community moving forward.

Please stand by your commitment to the four-lane plan. The residents, workers, and business owners of this valley have paid a high enough price already.

Sincerely,  
Jenny Blomquist

--

**Jenny Blomquist**

208.309.1589  
[blomquist.jen@gmail.com](mailto:blomquist.jen@gmail.com)  
PO Box 5787  
Hailey, ID 83333



## Dawn Hofheimer

---

**From:** susiemichael <susiemichael@cox.net>  
**Sent:** Monday, October 20, 2025 11:09 AM  
**To:** Participate  
**Subject:** communication

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Notes on communication for decision making:

1. Surveys are skewed, it is their method of information gathering. The questions are worded to guide and influence the responses for a particular outcome. Your sentiment may not be represented in the survey, yet you must choose one of the given choices.
2. Public comment is genuine most of the time, reflecting residents thoughts and ideas. It can be uninformed or incorrect, yet over the past many months/years, the public is commenting with informed insight while clearly and directly asking for further information to make more informed comments, educate themselves and debunk the logical fallacies we are presented.
3. Hearing the public through survey is not same as through public comment.
4. Decisions need to be made with each situation carefully considered not simply based on majority all of the time. Act as compassionate humans not politicians. As many factors as possible considered from as many POV as possible to result in a decision that is in the best and highest good of town and all her people must be the process. Purposely placed limitations like 'not everyone will agree', 'there are trade offs', 'we don't have tools in our toolbox', 'have to give to something(developers) to get', 'this step is only guideline and important', are being used to justify decisions that do not serve the greater good.
5. Examples **Warm Springs** residents with hired attorneys were not heeded in the rezoning the FLUM map, changes not in accordance to the wishes of those that live there. **Warm Springs Preserve**- The campaign to raise 1M more for buildings was not successful. The community did not donate the million dollars needed, nor reaching the 500K match. This is a clear indication the public was not in favor of more development at the Preserve. KURA monies were used to meet the gap of monies. The public said no we do not wish to continue pouring money into this project. And yet, the agenda is pushed through disregarding the residents' vision for their town. The survey indicated most people wanted the Preserve to be largely left as it was. The decimation of native trees on sites and native species communities at the toe of the slope is evidence the 'professionals' involved did not weigh the irreversible damage they would do to the ecosystem of a Preserve for the single sighted, myopic and over blown 'river restoration' goal. I remind you, Neil stated the restoration was necessary so the houses in the Warm Springs Ranch subdivision wouldn't flood. Our community financial donations to the Preserve have destroyed native plants, built infrastructure in a non built environment designated area and filled the ground with concrete to facilitate a primarily spec subdivision and a contrived built environment instead of a natural Preserve. **Gem Street** residents are not heeded due to a survey which likely was submitted by frustrated, emotional commuters and their employers fed up with Ketchum's dysfunction, but not aware of how specific traffic configurations would change actual flow. Their concern is efficacy and efficiency of travel and seeing more lanes assumed much greater flow. But the IDT facts demonstrate that is not true. See PC for specifics—a capped total road width of 52', about 1 minute time difference. So 'listening to the majority' in this situation negatively impacts the quality of life, daily ease and safety of entering and exiting the Gem Street neighborhood and compromises the character of town with higher speed rush influx of traffic. — NOTE: there is an existing pedestrian easement agreement through part of the Gem Streets through The Timbers to Leadville, continuing that easement to include access through all Gem Streets, Garnet and Topaz, combined with fewer lanes and reduced speed on this Main Street section of hyw 75, could help with the inclusivity of the neighborhood which is part of our town.
6. When information is selectively picked and chosen from the public to suit an agenda or to meet a predetermined goal, we have ineffective governance. This is inappropriate because it directly affects peoples' quality of life, their property values and their daily safety. When there is not consensus, more deliberation, rewriting, editing, new ideas and visions are called for. NOT a push to remain on a course that is not serving the people.
7. The wording for this section of code approval is being sold as it's not the code but how the code will be processed. Putting more power into the hands of a few, the staff, who under a strong mayor must do as they are told or their jobs could be at stake, diminishes checks, balances and accountability from elected council is non democratic. The council are the mouthpiece for the peoples' voice, your voice. We were given the same verbiage on the Comp Plan, not important only guiding document. No, each step is important, each step does matter and now, yet another slide into a concealed even sneaky change to shift power away from the residents is shameful.
8. Please stop creating rift and divide within our community. If you can't play nicely, then sit this one out. Ketchum really needs solid, connected community to vision ourselves forward.

Susan Michael  
Ketchum



# The A.C. Houston Lumber Company

"Lumbermen Since 1884"

October 20, 2025

Ketchum City Council

*By Email*

RE: City Council Meeting Item 20: Recommendation to approve a Highway 75 lane configuration striping option (Serenade to River)

Dear Council Members,

As owners and general manager of AC Houston Lumber Company here in Ketchum, we are respectfully writing today to express our strong support for a configuration of lanes on Highway 75 from Serenade to River that **includes two lanes of traffic northbound on weekday mornings, and two lanes southbound on weekday afternoons and evenings.** We understand that several configurations that achieve these objectives are currently under review and would support any such configuration.

The great majority of our workforce commutes to Ketchum daily from points south, and in many cases from long distances including Shoshone and Carey. The traffic created by a one-lane bottleneck between Serenade and River during the commuting hours will have a significant and deleterious effect on the quality of life of our employees. We know this from the experience of the road construction during the last 18 months. **A lane configuration that creates this one-lane bottleneck would cause great harm to the mental health of our employees and to the healthy operation of our business.** We can confidently state from interactions with clients, customers, and vendors that many other local businesses would find themselves in a similar predicament.

We appreciate your thoughtful consideration of our suggestion.

Sincerely,

Marty Lakey  
General Manager

Bob Houston  
Vice-President

Jon Houston  
Vice-President

## Dawn Hofheimer

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**From:** City of Ketchum Idaho <participate@ketchumidaho.org>  
**Sent:** Monday, October 20, 2025 11:48 AM  
**To:** Participate  
**Subject:** Form submission from: Contact Us

Submitted on Monday, October 20, 2025 - 10:57am

Submitted by anonymous user: 174.27.70.44

Submitted values are:

First Name Bruce

Last Name Hinckley

Email bdh@alchemiesites.com

Phone number 2,069,102,625

Email/text notifications Opt in to receive text notifications

Question/Comment

Concerning what happens with Main Street between River Street and Serenade Lane, I encourage the Council to respect the years long study and public hearings recommending two travel lanes and a center turn lane.

Anyone who thinks that a four lane highway is an appropriate entry for our town should pay a visit to Jackson , Wyoming.

Please read this into the public record at your meeting this evening.

Thank You

The results of this submission may be viewed at:

<https://www.ketchumidaho.org/node/7/submission/13103>



**Dawn Hofheimer**

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**From:** Kathy Carbonetti <kathycarbonetti1@gmail.com>  
**Sent:** Monday, October 20, 2025 11:55 AM  
**To:** Participate  
**Subject:** Regarding striping - ORIGINAL 2 Lane

Why are we making this so difficult? IDT and I believe an outside independent contractor (HDR) has done significant analysis on traffic into and out of Ketchum. This is what both firms do all day long and they recommended the Original Option – 2 lanes with a middle turn lane even looking into the future with traffic/people projections. Nothing has substantively changed. Why is the town/council second-guessing the pros (IDT & HDR) that we hired and paid? TEMPORARILY (the past +/- 12 months) the town of Ketchum has had considerable construction which has resulted in the obstruction of traffic. This construction includes, main street project, New hotel (The Harriman construction), Chip Seal of town streets (which is ongoing maintenance), and HWY 75 project (and all that entails – Electric work, water work, bridge work, expansion of roads, etc.). Many of these projects overlapped in time frame and the ensuing traffic juggernaut has been PAINFUL. However, this will all go away (except for chip seal maintenance) and our traffic will be back to normal, if not better due to a dedicated center turn lane which will increase traffic flow. There is also a commitment to safety and the culture of our town (pedestrian & bike friendly). I can assure you a 4 lane from Serenade to River will become a drag strip leading up to town.

Keep the course of what the professionals (IDT/HDR) recommended. And, when the time comes in the future, we have the ability to restripe as this was built-in to the plan set out by our paid professionals.

STAY THE COURSE – THE ORIGINAL 2 LANES

Ketchum Resident,  
Kathy Carbonetti

Sent from my iPhone