



HIGHLAND CITY

HIGHLAND CITY COUNCIL MINUTES

Tuesday, July 19, 2022

Approved September 6, 2022

Highland City Council Chambers, 5400 West Civic Center Drive, Highland Utah 84003

VIRTUAL PARTICIPATION



YouTube Live: <http://bit.ly/HC-youtube>



Email comments prior to meeting: council@highlandcity.org

6:00 PM WORK SESSION - VIEW POINTE

The meeting was called to order by Mayor Kurt Ostler as a work session at 6:03 pm. The meeting agenda was posted on the *Utah State Public Meeting Website* at least 24 hours prior to the meeting.

PRESIDING: Mayor Kurt Ostler

COUNCIL MEMBERS

PRESENT: Timothy A. Ball, Brittney P. Bills, Sarah D. Petersen, Kim Rodela, Scott L. Smith

CITY STAFF PRESENT: City Attorney Rob Patterson, City Engineer Andy Spencer, City Recorder Stephannie Cottle, Finance Director Tyler Bahr, Fire Chief Brian Patten, Police Chief Brian Gwilliam, Planner & GIS Analyst Kellie Smith

OTHERS PRESENT: Jon Hart, Jerry Brown, Josh Gibbons, Penny Kilger, Peter Kilger, Robyn Garvin Scott Shaw, Malea Shaw, Erynn Wilcox, Austin Wilcox, Sage Wilcox, Rachel Milliron, Ross Welch, Kelly Spafford, Dan Milliron, Noah Milden, Mike & Pamela Riley, Randal Banagas, Trent & Cynthia Pedersen, Debbie Prinster, Steven Prinster, Karen Krueger, David Krueger, Ryan Bills, Karma Campozano, Burke Alder, Susan Johnson, Giuserre Vinci, Jacquelyn Vinci, Gina Brown, Steve Brown, Gentry Brown, Spencer Posey, Larry Sotomayor, Brad Colton, Steffanie Martineau, Ambria Banagas, John Peachey

Mayor Ostler thanked those in attendance tonight and noted that the work session item is for discussion only and no decision will be made; the View Pointe project will also be discussed by the Alpine Planning Commission on August 2. He then noted Council Member Bills lives in the View Pointe subdivision and he invited her to provide some background information regarding the project. Council Member Bills also thanked the residents in attendance tonight to participate in discussion regarding the View Pointe subdivision; this project was approved 20 years ago with a condition that there would be a future road connection from Highland to Alpine cities. There has been a great deal of change in both cities over the past 20 year and she is grateful for the opportunity to have this discussion with everyone interested in this subject.

Ross Welch of Patterson Construction also provided a brief history of the development his company has proposed, which has been called Smooth Canyon; the new project is phase two of a development that was initially

constructed in 2001. The original plan was for an extension to the existing park, with 1/3-to-1/2-acre sized lots. Nothing has been done since 2001 and approvals have lapsed, so the property has reverted back to its original zoning, which was half-acre lots. The plan has always been for High Bench road to connect to View Pointe and roads have been aligned accordingly; however, he has heard of the concerns about the road, so it was redesigned to reduce the impact. Comments from Alpine staff indicate that city would like the road to be straight rather than curved. He stated that he is comfortable with both designs, though the curved road would be more expensive. He is willing to accommodate the Highland residents and he will discuss the matter further with the Alpine Planning Commission during their August 2 meeting.

Ms. Bills thanked Mr. Welch for the information and for his consideration of the Highland residents.

Mayor Ostler then invited residents of the View Pointe neighborhood to provide a presentation to the Council.

Dan Milliron used the aid of a PowerPoint presentation to discuss the concerns of the residents of the View Pointe subdivision; there exists a long-standing, but currently unfulfilled, requirement for two entrances to the View Pointe neighborhood. Years of effort have already been expended wrangling over this requirement and residents recognize that this is not a new issue. The requirement has recently gotten hotter because of the planning for the imminent Smooth Canyon development. He discussed the proposals that have been made for the road to-date from Highland officials and View Pointe residents; the latest recommendation from residents is to allow only emergency vehicles via a traversable barrier with no through traffic. The two Highland proposals that are still up for consideration include the horseshoe road through Smooth Canyon to discourage through traffic and other traffic calming measures. He discussed what is at stake; the shortcut road would be along Park Drive, which is a local street – not a collector road. He provided additional information about the characteristics of Park Drive:

- Very curved, with one of its worst curves heading directly into the setting sun.
- Too narrow for even current traffic when cars are parked on the road.
- Crisscrossed with walking trails.
- Dotted with children's parks.
- Home to young families with active children.
- Already threatened by a baseline of fast drivers.

Park Drive hill has a 10.5 percent grade, which is greater than the 8 percent grade limit; additionally, more traffic volume equals increased liability for the City. He presented a map orienting the Council to the location of the shortcut road and indicated it will connect Alpine to all points south and into the American Fork Canyon. Alpine residents will be highly motivated to use the new shortcut as it would save them almost two minutes, over a mile of distance, and they will skip one traffic signal. It is the opinion of the residents that the horseshoe road will not be sufficient to push traffic back onto the main roads. He then provided information regarding the differences between collector roads and local streets; when a local street (Park Drive) exceeds 1,000 trips per day, it can be considered a collector road. The View Pointe neighborhood has 103 homes and the number of trips per day easily exceed 1,030. The increased traffic volume created by the shortcut road will definitely put Park Drive into the realm of a collector road. He discussed additional criteria for collector roads and noted that access to collectors shall be limited from local streets or individual driveways. Park Drive from the north end of the top of the hill is only a half-mile long, has seven cross streets, and is accessed by 38 driveways. Park Drive in View Pointe is also crisscrossed with walking trails used day and night by children and adults and has three children's play parks. He referenced Highland City's design criteria for public improvements adopted via Ordinance 2021-25; local streets shall have a centerline radius of at least 150 feet and collector streets shall have a centerline radius of at least 370 feet. The Park Drive is already too steep according to Highland City Code and adding high volumes of through traffic will make an existing concern much worse. Every existing connector road from Alpine crossing the Timpanogos Highway requires a traffic light and a multi-lane intersection. Increased traffic from a new, more direct, southerly route could require these as well. Connecting to Alpine will exacerbate dangerous conditions on a curved, steep grade, particularly for increased traffic waiting at a traffic light in bad weather. He then discussed traffic calming measures that have been considered as follows:

- Highland City officials have suggested adding traffic mitigation with measures like chokers, shifters, diverters, lane reduction, speed humps, etc.
- Traffic calmers cannot prevent the shortcut's increase in traffic volume.
- Traffic calmers have an effective distance that can be measure in tens of yards. Once past the calmer, drivers tend to hit the gas again.
- Traffic calmers are therefore appropriate for fine-tuning short-length trouble areas, like the sun-blinded curve on Park Drive.

Residents feel a win-win solution is the connection of the orth end of Park Drive to the Smooth Canyon subdivision with the connection accessible for emergencies only. No through traffic or shortcut traffic would be allowed and the horseshoe would become optional because there should be no through traffic. This will save the developer and Highland money. He then presented photographic examples of emergency access only roads in other communities; Highland City could adopt an ordinance similar to a Park City ordinance that prohibits through traffic on certain residential roads. He noted there is a precedent for what has been proposed in Highland City; the City closed a shortcut along 11200 Orth recently to preserve safety of the area. In closing he presented a chart serving as a comparison of the different options that have been presented for this project; the only option that addresses all concerns regarding the road is the creation of an emergency vehicle only access point. He noted the residents of View Pointe thank the Highland City Council or listening to them about a matter they feel is crucial; they are also grateful for the offer of the horseshoe road but hope that the compromise solution of limiting access for emergencies only will make that option unnecessary. He stated that he believes in children playing outside and a traffic shortcut will devastate the View Pointe neighborhood.

Josh Gibbons, Hale Engineering, stated that he has performed a traffic study focusing on potential traffic associated with the proposed connection. Traffic counts were taken during peak hours and during the morning hours there were 141 cars per hour and 143 cars per hour in the evening. The study model used evaluates travel times, distances, and the path of least resistance for traffic. He evaluated each connection/design scenario that has been considered by the developer and the City, along with the current traffic configuration in the neighborhood, and concluded that most motorists are traveling west/east and while travel time is faster using Park Drive, motorists are choosing alternative routes for other reasons.

Mayor Ostler stated that now that the traffic study is finalized, it can be made publicly available to residents.

Public Works Director/City Engineer Spencer emphasized that the study considers peak travel times, which are 7:15 to 8:15 a.m. and 5:00 to 6:00 p.m.; traffic volume at other times of the day will be much lower. Council Member Bills asked if the study takes into account the increase in traffic when school is in session. Mr. Gibbons answered yes; the study considers traffic counts from the Utah Department of Transportation (UDOT) when school is in session. Council Member Bills asked if the traffic counts are consistent with those found on 4800 West. Mr. Spencer stated that the 4800 West data was from 2019 and it was used as baseline data for the study.

Mayor Ostler stated that 38 homes have driveways that front Park Drive and he asked if that is concerning when considering the level of traffic on the road. Mr. Gibbons stated that the road can handle the traffic volume, but traffic calming measures can also be put in place to discourage traffic or slow people down. He stated that the study indicates that a two-lane road such as Park Drive can handle 750 cars per hour for traffic in both directions. The question becomes what the livability standard is that the City is comfortable with. One city he is aware of has a standard of 600 cars per hour, or 300 cars in each direction per hour.

Council Member Smith asked if the traffic study includes modeling for traffic out to 2050. Mr. Gibson answered yes. Council Member Smith wondered how reliable that data is; some areas have already exceeded the capacity included in those models and there is still 28 years until 2050. He is concerned that the models may be flawed, and decision could be made upon flawed data. Mr. Gibson stated that he considers the differences between today's volume and the 2050 model; actual traffic counts are used to calibrate the traffic projections for the future.

Mayor Ostler inquired as to the most effective traffic calming measures for limiting traffic. Mr. Gibson stated the most effective method is flashing driver feedback signs that tell people how fast they are driving. For trail connections, bulb-outs for trail crossings are effective in helping motorists identify a crossing point. Barriers have also been effective in other locations. Mayor Ostler asked if the 'drive-on' grass area in a road is effective, or if physical barriers that can be driven over by emergency vehicles are effective. Mr. Gibson stated that would be more common in a denser area or a multi-family/mixed-use project, but he has not seen those methods used on collector roads. Mayor Ostler asked if Park Drive is a collector or local road. Mr. Gibson stated that it was designed as a local road, but given the increase in volume, it meets the classification of a collector road. Mayor Ostler asked if that is based upon the number of vehicles or a specific designation from UDOT. Mr. Gibson stated his judgment is based upon the information included in the residents' presentation regarding the number of vehicle trips per day.

Mr. Spencer then provided information regarding why the second connection to the neighborhood is needed; there are 103 homes in the neighborhood, and they only have one access point, which is on a fairly steep grade. He stated when major road maintenance is needed on that road, a second access point will be needed. A water line leak could take out a larger portion of the road, which could take several days to repair. Given the steep grade, snowplow crews have witnessed people parking at the base of the hill and walking to their home on a snowy day as their cars cannot get up the steep road in snowy conditions. The hill is hard for snowplows to get up and the road has been impassable during some snow events. He noted he does not see the road as a collector road, though he does understand the concerns of the residents. He is advocating for the more circuitous option that will keep traffic low, but he does think there is value in providing a second access to the neighborhood. The road that has been discussed is included in the City's Impact Fee Facilities Plan and the City is currently collecting impact fees to build the connection in the future. He is supportive of considering traffic calming in the area, but for the good of the residents in the area there is a need for an additional functional connection.

Fire Chief Patten noted that a secondary access point is also important in a fire event; the subdivision does not meet current International Fire Code (IFC), which has been adopted by the City, unless there is a second connection. The only reason the subdivision was approved with the number of homes that it contains is that there was a condition for a future access point. He stated that there is one road in Alpine that has been called an emergency access road; it contains bollards to block traffic, but people have figured out they can drive through and around them and he expects the same would occur in View Pointe. Mayor Ostler asked which station would respond to the View Pointe subdivision in an emergency, to which Chief Patten answered the Highland station, but upon completion of the connection, that would be reassessed.

Police Chief Gwilliam stated that public safety has the responsibility to respond to emergencies appropriately and that means appropriate access is needed to all areas of the City. He stated that he has experienced the same thing as communicated by Mr. Spencer in regard to road conditions during a storm; police vehicles have had difficulty navigating the road and have had to ask snow crews to salt the road to make it traversable.

Council Member Bills stated that she believes most residents agree that a second access is needed in some form, but they would also like to prioritize the safety of Highland residents over convenience for Alpine residents. Council Member Smith agreed.

Council Member Ball stated there was an implication in the residents' presentation regarding the liability Highland City assumes by making a decision that will result in a tragic accident causing injuries or death. City Attorney Patterson stated that it was his understanding that the claim was in regard to the steep grade of the road, and it is his position that the City's risk and liability is low overall; additionally, if a second access is created that allows people to circumvent the steep road will reduce the City's liability.

Mayor Ostler noted that residents interested in providing additional information regarding the subject matter can address the Council during the unscheduled public appearances portion of the regular meeting. He adjourned the work session meeting at 6:56 p.m.

7:00 PM REGULAR SESSION

Call to Order – Mayor Kurt Ostler

Invocation – Council Member Timothy A. Ball

Flag Ceremony – Highland Troop 20

The meeting was called to order by Mayor Kurt Ostler as a regular session at 7:04 pm. The meeting agenda was posted on the *Utah State Public Meeting Website* at least 24 hours prior to the meeting. The prayer was offered by Council Member Timothy A. Ball and those in attendance were led in the Pledge of Allegiance by Highland Troop 20.

PRESIDING: Mayor Kurt Ostler

COUNCIL MEMBERS

PRESENT: Timothy A. Ball, Brittney P. Bills, Kim Rodela, Sarah D. Petersen, Scott L. Smith

CITY STAFF PRESENT: Assistant City Administrator Erin Wells, City Attorney Rob Patterson, City Recorder Stephannie Cottle, Finance Director Tyler Bahr, Planner/GIS Analyst Kellie Smith, City Engineer/Public Works Director Andy Spencer, Police Chief Brian Gwilliam, Fire Chief Brian Patten, City Treasurer/Business License Official Candice Linford, Civic Events Director Miranda Doman, Code Compliance Officer Brent Wallace

OTHERS PRESENT: Jon Hart, Noah Milliron, Amalia Cook, Mel Cook, Greg Parkinson, Mike Jensen, Catherine Pavia, Kirsten Giles, Brady Giles, Grant Carlson, Eileen H. Miller, Evelyn Munoz *Residents from the work session stayed through the unscheduled public appearances section.

1. UNSCHEDULED PUBLIC APPEARANCES

Please limit comments to three minutes per person. Please state your name.

Amalia Cook stated she lives in the Twin Bridges neighborhood, and she is being impacted by the sale of the open space property near her home; she loves her home and the open space behind her and she wants to keep it as open space. She asked that the Council keep the current access arrangement in place.

Greg Parkinson also addressed open space; the City had an open space committee many years ago and 25 percent of residents subsidize open space via payment of a \$20 per month fee, but all residents have access to open space. He compared the open space fee to fees paid to cover maintenance of roads; there are many roads in the City that he will never drive on, but he feels that everyone should contribute to road maintenance. He is not sure why the open space fee arrangement persisted. He lives on Caddie Lane and there are 46 homes there; there is a small island strip of property down the middle of the road that contains trees and grass; the homes on the street pay \$11,040 in a year to take care of that strip of property, but he would be willing to take care of it for half that price. He stated that after 15 years of living in Highland it is his belief that all residents should pay for the upkeep of parks and open space rather than just 25 percent of residents.

Noah Milliron stated he lives in View Pointe, and he is the youngest child of Dan Milliron who presented during the work session meeting. He stated while sitting through the work session he was struck by a memory; when he was in high school, he would travel to and from friends' homes and his friends would travel to his home; he would always remind his friends to drive carefully when coming in and out of his neighborhood because kids play outside. He is worried that if there is a second connection through the neighborhood, the safety of those children will be jeopardized.

Ambria Benagas stated that she also lives in View Pointe, and she has five kids who love to play in the neighborhood; she is also concerned about extra traffic and about traffic navigating the curves in the road. She is concerned about continued growth in the community as well.

Austin Wilcox stated he has four kids, and he lives at the end of Park Drive where the through traffic is currently very low, but the additional connection would change that drastically and he is concerned about the safety of his children. The kids in the neighborhood play night games and they are constantly crossing the road. He stated that he is afraid that the traffic study mentioned during the work session meeting is actually undercounting the number of vehicles in the area. He stated that people know that they can travel on roads through the area as the most direct/fastest route through that area of the City.

Trent Pedersen stated he has lived in View Pointe for 15 years and has 25 years in law enforcement; he is also a licensed attorney in Utah and California, and he is concerned about liability; he does not fault the City for the current situation, but the subdivision as approved in violation of the International Fire Code, violation of road grade and width requirements, and it does not meet requirements to be classified as a collector street. Everyone is simply trying to address the situation together and there are options for doing that without jeopardizing the lives of the children that live in that neighborhood. The subdivision was built with all pathways crossing the street and with blind corners. There are no crosswalks. He stated the street is a defacto collector street and UDOT will not allow a traffic light at the existing connection because it is too close to the planned traffic light at the intersection of American Fork Canyon and State Road 92; therefore, residents may be able to legally stop the City from classifying the road as a collector road. He spoke to a forest ranger last week who told him that American Fork Canyon is the second most visited area of the State and some nights he cannot access his home because traffic extends past the intersection he must use to get into his home. He stated the traffic study does not address that intersection or snow removal and he suggested the traffic study be updated using current and accurate information.

Peter Kilger stated he also lives in View Pointe; he noted that the individual who reported on the traffic study during the work session indicated it was based upon 2019 traffic data, but since 2019 there have been significant changes in behavior in terms of shopping and there has been a significant increase in delivery vehicles in his neighborhood every day. The study only contemplated residential traffic, but there is a lot of service vehicle traffic and those same service/delivery vehicles will use the connection road to get to Alpine as well. He stated that everyone in the neighborhood is interested in safety of the area and there are many children that are playing outdoors on a regular basis; he is concerned that one of them could be injured or killed by increased traffic in the neighborhood.

Deborah Pinster stated she lives on one of the turns on Park Drive; she and her teenage drivers have difficulty getting out of their driveway without encountering traffic. The vehicles are not speeding, but there are so many vehicles that it is not easy to get in and out of her property. She stated there are no speed limit signs in the neighborhood and she asked that signage be installed.

Dan Milliron referenced the discussion that took place during the work session, and he was thrilled to hear that everyone who spoke is interested in getting another connection into the neighborhood; the residents support that connectivity, but the question remains what type of connection it will be. He stated he can think of four ingredients

that can be combined together to achieve what the emergency officials, City officials, and legal counsel want: adoption of a City ordinance prohibiting through traffic with fines associated with violation of the ordinance; breakaway pylons; cobblestones; and vegetation. Any combination of these four options would not require a complete public through-way through the View Pointe neighborhood.

Matt Lamont stated he also lives on Park Drive at the sharpest point of the radius of the turn in the road. He stated that he has encountered the same as Ms. Pinster, but worries that increased traffic by those who are not invested or concerned about safety in the neighborhood and are only using the road as a short cut will not be as cautious when they are driving. He stated that it is important to assign road classifications based upon data rather than opinions and he believes data indicates it is a collector road. He spoke to the neighborhood's noncompliance with the International Fire Code and indicated that while that must be remedied, providing the connection and upgrading the road to a collector status would create other noncompliance issues. He wondered if the City would be responsible to remedy those issues. He concluded that making a through road will completely change the character of the neighborhood and he believes the City would be liable for negative unintended consequences. Everyone who lives in the neighborhood purchased their home because they love the personality of the neighborhood, and this new road will completely change that; he does not want to live in fear for his and other children in the neighborhood.

Karma Campozano stated that when she first moved into View Pointe in 2006, she had young children and every time she was outside, she would see cars racing on the road thinking they had found a shortcut. She echoed the previous comments about the lack of speed limit signs, and she asked that the speed limit actually be reduced to 20 miles per hour and that new signs be posted. She is concerned about safety of the children that live there and indicated that will be worse if the connection road is built.

Burke Alder stated he lives on Park Drive in a section that experiences dangerous conditions due to sun blindness; this has caused a car to crash into another parked car on the road because they were unable to see as they traveled that stretch of road. He stated that he comes from a City where there was a death of a child at a bus stop, and he would like for adjustments to be made to the current layout of the road to prevent the same from occurring here. He stated that residents do not want the neighborhood to become an exit for Alpine. He is grateful for his neighbors who spent a great deal of time coming up with recommendations aimed at preserving the safety of his neighborhood.

Cynthia Pedersen stated that school buses cannot make their way up the hill so the bus stop is at the bottom; kids are walking up and down the hill and there are already a lot of cars coming and going from the area. She stated that there is already a safety issue and that will only become worse if traffic is increased in the area.

Brad Colten stated that one topic that has not been discussed tonight is the high school traffic in the morning; there are a lot of kids that attend Lone Peak High School and they will use the new road as a short cut to get to school in the morning. This likely was not factored into the traffic study and while everyone loves their teenagers, they are the most dangerous drivers, and they must be considered when determining road configuration in the area.

Jorge Compazano stated that he appreciates the Mayor and Council's willingness to consider this important issue; he noted that it is reasonable to considering engineering and traffic studies, but it is more important to consider the real-life experiences of the residents who live in View Pointe. He stated that he is very concerned about the safety of the residents in the area, especially the children, if the road is constructed and provides a short cut through the neighborhood.

John Peachey stated he lives on Park Drive and has seen residents trying to mitigate current traffic flow using their own signage to slow vehicles. He fears that as traffic increases, those efforts will only increase, and this will actually increase the hazards of motorists and residents. He stated that people will take things into their own hands

and that is not always the best solution. He asked the Council to consider everything that has been said tonight and help the residents come up with a safe solution.

Randal Benagas stressed that safety is the most important matter. He stated that if Patterson's development project would have been delayed another 10 to 30 years, he does not believe this discussion would be taking place. Residents have been living in View Pointe for over 10 years and there has been no concern about the need for a second access; they have been perfectly fine with the current conditions. He stated that a year ago he asked for police patrol of speeders in the neighborhood. He agreed that the 25 mile per hour speed limit is too high for Park Drive and opening the neighborhood up for increased traffic would only exacerbate the issue.

Rachel Milliron stated that she is one of Dan's daughters and she thanked the Council for their consideration. She stated that not only does she want to protect the kids that live in the neighborhood, but also those who are elderly and are still active outdoors in their neighborhood. She asked that the Council pursue the safest option for those residents.

Council Member Rodela stated that she knows that the school bus is unable to get up Park Drive and she asked if a school bus would be able to service the neighborhood if the connection street were built. Council Member Bills stated that the residents in the neighborhood were supposed to attend Alpine Elementary, but because of the road situation, they were moved to another school. She stated that the school board could reconsider that decision in the future. She noted it is important to recognize that the property at the bottom of the hill where the school bus is located is City property.

Mayor Ostler addressed the residents and indicated that no decision will be made tonight regarding this matter; the City has discussed options with the developer, with support for the "U" shaped road and there may be a discussion and action item on a future agenda. He encouraged the residents and Council Members to share their concerns with the Alpine City Council as the subdivision is located in Alpine and they will have the decision-making authority regarding the design of the project; Highland will have the authority to make decisions regarding the road where it enters Highland. Council Member Smith agreed it would be important for residents to address Alpine Planning Commission and City Council. Council Member Bills stated that the Alpine Planning Commission is hearing this item soon and they will be making a recommendation to the City Council; it would be best to address the officials of that City early and often.

2. PRESENTATIONS

a. Fling Preview – *Miranda Doman, Civic Events Director*

The City Council will be presented with a brief overview of the events planned for the Highland Fling 2022.

Civic Events Director Doman provided a magazine to each Council Member and the Mayor, which included a listing of all events included in the 2022 Fling celebration. She discussed adjustments to the parade and fireworks show and encouraged the Mayor, Council, and all residents to participate.

3. CONSENT ITEMS (5 minutes)

Items on the consent agenda are of a routine nature or have been previously studied by the City Council. They are intended to be acted upon in one motion. Council members may pull items from consent if they would like them considered separately.

a. Approval of Meeting Minutes Administrative – *Stephannie Cottle, City Recorder*

Council Member Scott L. Smith MOVED that the Council approve consent item 2a minutes from May 17, 2022 and June 6, 2022.

Council Member Sarah D. Petersen SECONDED the motion.

The vote was recorded as follows:

<i>Council Member Timothy A. Ball</i>	<i>Yes</i>
<i>Council Member Brittney P. Bills</i>	<i>Yes</i>
<i>Council Member Sarah D. Petersen</i>	<i>Yes</i>
<i>Council Member Kim Rodela</i>	<i>Yes</i>
<i>Council Member Scott L. Smith</i>	<i>Yes</i>

The motion passed 5:0.

4. PUBLIC HEARING/ORDINANCE: TEXT AMENDMENT - HOME OCCUPATIONS *Legislative - Kellie Smith, Planner & GIS Analyst*

The City Council will hold a public hearing to consider a proposal by Highland City Staff to amend Section 3-614 Home Occupations to allow for a home occupation in every residential unit. The City Council will take appropriate action.

Planner and GIS Analyst Smith explained this proposed text amendment was briefly presented to the City Council on May 17, 2022, as a communication item. No objections or concerns were raised. Home occupations are “any occupation conducted within a dwelling and carried on by persons residing in the dwelling.” A home occupation permit is not required for use of a residence if the use is limited to computer use and receiving and sending mail and telephone calls. The Development Code currently states that they are only permitted in the R-1-40, R-1-20, and A-1 zones. The R-1-30 zone, and other Planned Development zones have been adopted since. Ms. Smith summarized the request as follows:

1. The proposed amendment allows for home occupations “in any residential unit”.
2. The proposed amendment updates the application and approval processes to reflect the process outlined in the Municipal Code.
3. A clarification is added to Residential Uses in the Town Center Overlay: “All residential units that are designed and built to be a residential use cannot be converted into a commercial or office use. Home occupations are permitted in each residential unit.”

The Planning Commission held a public hearing on June 28, 2022. There was no public comment on the proposed amendment and the Planning Commission recommended approval of the proposed text amendment on a six to zero vote.

Council Member Smith stated that the Boyer Company project on the east side of Ridge View will have rental units and he asked if home occupations would be allowed in rental units. Ms. Smith answered yes. Council Member Smith asked what would keep a company from renting the residential unit and using it solely for a commercial purpose. Ms. Smith stated that in order to obtain a home occupation license, someone must live in the unit.

Mayor Ostler opened the public hearing at 8:04 p.m.

There was no public comment.

Mayor Ostler closed the public hearing at 8:04 p.m.

Council Member Kim Rodela MOVED that the City Council accept the findings and APPROVE the proposed amendment to Sections 3-614 and 3-4716 relating to home occupation licenses.

Council Member Sarah D. Petersen SECONDED the motion.

Council Member Smith asked if there is any downside of allowing every residence in Highland the opportunity to operate a home occupation. Ms. Smith stated that State Code already calls for any residence to be able to secure a home occupation permit and the City is simply amending the code to abide by the State Code.

The vote was recorded as follows:

<i>Council Member Timothy A. Ball</i>	<i>Yes</i>
<i>Council Member Brittney P. Bills</i>	<i>Yes</i>
<i>Council Member Sarah D. Petersen</i>	<i>Yes</i>
<i>Council Member Kim Rodela</i>	<i>Yes</i>
<i>Council Member Scott L. Smith</i>	<i>Yes</i>

The motion passed 5:0.

5. PUBLIC HEARING/ORDINANCE: TEXT AMENDMENT - RETAINING WALLS *Legislative - Kellie Smith, Planner & GIS Analyst*

The City Council will hold a public hearing to consider a proposal by Highland City Staff to amend Section 3-612 Fences, Retaining Walls, Theme and Screen Walls relating to daylight basements and window wells. The City Council take appropriate action.

Planner and GIS Analyst Smith explained this proposed text amendment was briefly presented to the City Council on May 17, 2022, as a communication item. No objections or concerns were raised. Several retaining wall permits have been submitted to the building and planning departments for retaining walls around daylight basements. Owners have expressed concerns with the current retaining wall regulations. If a homeowner extends the foundation wall out for a daylight basement, it is considered part of the house's foundation and is not subject to the maximum retaining wall height. If the homeowner wants to beautify the wall and make it a rock retaining wall, rather than foundation wall, the maximum height becomes six feet. The proposed amendment gives an exception to daylight basements and window wells for the six-foot maximum retaining wall height. The amendment proposes a maximum height of 11 feet for these retaining walls. The Planning Commission held a public hearing on June 28, 2022. There was no public comment on the proposed amendment. The Planning Commission recommended approval of the proposed text amendment. The vote was five to one. The Planning Commission expressed concerns regarding the height of the potential drop with an 11-foot retaining wall. The Commission requested that staff confirm building code requirements regarding a possible railing, and to pass the information on to the City Council for consideration. The International Building Code (IBC) requires a 42-inch-tall guardrail along open sided walking surfaces that are located more than 30 inches measured vertically to the floor or grade below at any point. Code Compliance Official Brent Wallace explained that he requires it along sidewalks, stairways, and some driveways that have an elevation drop adjacent to an entrance into the home. A guardrail would not be required along a retaining wall unless there was a walkway along the top of the wall. The proposed amendment appears to be compliant with the IBC.

Council Member Smith asked for clarification of guardrail requirements. Ms. Smith stated that if a drop is more than 30 inches a guardrail would be needed. The proposed ordinance does not include a guardrail requirement.

Council Member Smith asked if the code requires a guardrail when a walkway is located within a specific distance of a retaining wall. Public Works Director/Engineer Spencer indicated that if there is an adequate recovery area (for a trip or fall occurrence) between the walkway and the retaining wall, a guardrail would not be required. This would be somewhere in the four-to-five-foot range.

Council Member Rodela stated that she actually has a rock retaining wall at her home, but it is tiered; she asked if there are distance requirements for the space needed between each tier. Ms. Smith stated that the existing code include a one-to-one ratio, meaning if the height of the wall is four feet, there must be a four-foot distance between tiers. Ms. Smith provided photographic examples of proper and improper tiering. Council Member Rodela asked if enforcement action will be taken for nonconforming retaining walls in the City, to which Ms. Smith answered yes.

Mayor Ostler opened the public hearing at 8:16 p.m.

There was no public comment.

Mayor Kurt Ostler closed the public hearing at 8:16 p.m.

Council Member Ball asked Ms. Smith to briefly summarize the implications of the proposed ordinance. Ms. Smith stated that all existing retaining wall regulations will remain in-tact; the proposed ordinance simply provides retaining wall regulations for daylight basements and window wells and includes an 11-foot maximum height for retaining walls in those uses. The IBC will be followed for guardrail requirements, but if the Council desires a stricter standard, they should include such language in their motion. The Council debated whether the IBC guardrail requirements are adequate; they concluded to act on the proposed code amendment as presented and consider future modifications if the determination is made that additional guardrail requirements are needed.

Council Member Sarah D. Petersen MOVED that the City Council accept the findings and APPROVE the proposed amendment to Section 3-612 Fences, Retaining Walls, Theme and Screen Walls relating to the daylight basements and window wells.

Council Member Brittney P. Bills SECONDED the motion.

The vote was recorded as follows:

<i>Council Member Timothy A. Ball</i>	<i>No</i>
<i>Council Member Brittney P. Bills</i>	<i>Yes</i>
<i>Council Member Sarah D. Petersen</i>	<i>Yes</i>
<i>Council Member Kim Rodela</i>	<i>Yes</i>
<i>Council Member Scott L. Smith</i>	<i>Yes</i>

The motion passed 4:1.

6. PUBLIC HEARING/ORDINANCE: TEXT AMENDMENT - SETBACK ENCROACHMENT *Legislative - Kellie Smith, Planner & GIS Analyst*

The City Council will hold a public hearing to consider a proposal by Highland City Staff to amend Sections 3-4104, 3-4204, and 3-4254 Location Requirements relating to encroachments into setbacks for main dwellings in residential zones. The City Council will take appropriate action.

Planner and GIS Analyst Smith explained the proposed amendment was briefly presented to the City Council on May 17, 2022, as a communication item. Staff requested input from the Council regarding whether the Council was supportive of allowing some elements of a home, such as stairways or cantilevers, to be located within a

setback. The Council briefly discussed hypothetical situations that would be considered setback encroachment and indicated they were comfortable with minor encroachments. Several home builders, residents, and staff have expressed concerns regarding setbacks and where they should be measured from. The current Development Code definition is: “The shortest distance between the property line and outside surface of the foundation, wall, or main frame of the building. Exclusive of fireplace chases.” Developers and residents have argued that cantilevers and stairwells should not be considered a wall or main frame. The proposed amendment allows for the following setback encroachments in the R-1-40, R-1-30, and R-1-20 zones:

- a. Front Setback – 5 feet for 30% of the length of the dwelling; except for stairways
- b. Side Setback – 5 feet for 30% of the length of the dwelling
- c. Side Corner Setback – 5 feet for 30% of the length of the dwelling
- d. Rear Setback – 5 feet for 50% of the length of the dwelling

The proposed amendment also includes a clarification that no setback encroachments will be permitted in an easement of any kind. The definition of ‘Setback’ is proposed to be updated as follows: The shortest distance between the property line and outside surface of support posts, cantilevers, bay, bow, or box windows, or any hard wall line of the structure. The Planning Commission held a public hearing on June 28, 2022. There was no public comment on the proposed amendment. The Planning Commission discussed concerns regarding where the setbacks are measured from (examples: property line, back of sidewalk, back of curb, etc.) The Planning Commission recommended approval of the proposed text amendment with a stipulation that the definition of setback be updated to be measured from “property line, back of asphalt, back of curb, or back of sidewalk, whichever is closest to the structure.” The vote was six to zero. After the Planning Commission meeting, staff was made aware that the proposed amendment would not solve an issue with an existing stairwell. To address this situation, the amendment would need to be modified as follows: stairwells may project up to seven (7) feet into the side yard setback but in no event shall any part of the stairwell be less than five (5) feet from the property line or located within an easement.

Mayor Ostler asked if the code amendment will apply to ascending stairwells or only stairs descending below grade. Ms. Smith answered both.

Council Member Smith asked Ms. Smith to review standard setbacks. Ms. Smith stated the R-1-40 and R-1-30 zones include a 30-foot front and rear setback, so the code amendment would allow stairs to encroach into the setback and reduce it by five feet for a specified percentage of the length of a building. For smaller lots in different zones, there are smaller setbacks, but the majority of developments in the City have a 15-foot side setback and 30-foot front and rear setback. Council Member Smith stated that he would dare say there are many stairwells that do not meet City Code and he is leaning toward allowing the stairwell to encroach into the setback rather than requiring someone to make a modification to the structure to adhere to setback requirements. Mayor Ostler agreed and indicated that descending stairwells in a rear yard would not be seen from the road. Council Member Smith agreed.

Mayor Ostler opened the public hearing at 8:35 p.m.

There was no public comment.

The public hearing was closed at 8:35 p.m.

Council Member Scott L. Smith MOVED that the City Council accept the findings and APPROVE the proposed amendment to the setback requirements in the R-1-40, R-1-30, and R-1-20 zones with the stipulation recommended by the Planning Commission to measure the setbacks from “property line, back of asphalt, back of curb, or back of sidewalk, whichever is closest to the structure”, as shown in Exhibit A, and add the stairwell exception for stairwells descending below grade.

Council Member Brittney P. Bills SECONDED the motion.

The vote was recorded as follows:

<i>Council Member Timothy A. Ball</i>	<i>Yes</i>
<i>Council Member Brittney P. Bills</i>	<i>Yes</i>
<i>Council Member Sarah D. Petersen</i>	<i>Yes</i>
<i>Council Member Kim Rodela</i>	<i>Yes</i>
<i>Council Member Scott L. Smith</i>	<i>Yes</i>

The motion passed 5:0.

7. ACTION: PRESSURIZED IRRIGATION SERVICE AGREEMENT WITH BETH WILSON *Administrative – Andy Spencer, City Engineer/Public Works Director*

The City Council will consider a request to approve a pressurized irrigation agreement associated with the Beth Wilson family for property located at 9730 N. 6800 W. thereby allowing them to receive their flood irrigation water shares through Highland City's pressurized irrigation system. The Council will take appropriate action.

City Engineer/Public Works Director Spencer explained previous Mayors and Councils have provided staff with direction to look at possibilities of eliminating the Harmon Ditch. To accomplish this the Council approved an PI agreement with the Peck's. The final property that needs to be addressed is the Beth Wilson property. The Wilson family is the sole user left on the Harmon Ditch. The Harmon Ditch has been a cause for concern for several years to Highland City residents in this area. The agreement will allow the ditch to be abandoned and filled which will help alleviate the resident concerns which are varied, but include the dangers of flooding, hazards associated with an open flowing ditch, weed control, and general aesthetics. The diversion point for this ditch is located on the Murdock Canal which is approximately one mile to the north of this location. The Harmon ditch passes through Canterbury North, Canterbury South, Wimbleton, The Hollows, and Shady Acres subdivisions. Much of this ditch is open, running through the back yards. With development fences, landscapes, etc. it has become more difficult to operate and maintain this ditch. Working with the Wilson Family, Lehi Irrigation Company and Millhaven Development, funding has been allocated to resolve the concerns associated with the ditch abandonment. Millhaven has agreed to participate in the cost of the sprinkler system in lieu of the cost to pipe a small portion of the Harmon Ditch. The Wilson family has agreed to receive their water shares through Highland City's pressurized irrigation system. To facilitate this supply Highland City has installed a 2" irrigation service to the property and will install a 2" meter to monitor the usage of water delivered to this property. Funds have been made available through Lehi Irrigation Company and Millhaven Development to install a sprinkler system to the Wilson property and allow them to water in this manner. A bid was received to install the system for approximately \$20,000.00. These funds will be paid directly to the Wilson family from Lehi Irrigation Company and Millhaven Development. Per the Agreement, 5.8-acre feet of water will be placed in Highland City's pressurized irrigation system. The Wilsons will receive 3.19-acre feet per season through a meter placed on the City's system. Highland City will receive the remaining 2.61-acre feet to use in the City system. The Wilson family will retain ownership of the water and pay all the assessments to Lehi Irrigation and Highland Conservation District until the property is either sold or developed. If any overages exceeding 3.19-acre feet occur the Wilson family will pay the current overage rate of \$2.65 per 1000 gallons. They will not be charged a monthly assessment for watering the field area. After 10-years, the owners will be charged \$40/acre-foot in a similar fashion matching the agreement with Pecks. They will continue to pay for the watering around the house as a separate connection and bill. Funding for this expense is included within the budget as follows: \$1,542.90 for the two-inch meter will come from the pending Open Space sale funds from Wimbleton as the open space will have the benefit of the ditch abandonment.

Council Member Smith referenced previous actions similar to what is being proposed tonight and asked if those have proved to be beneficial to the City. Mr. Spencer answered yes and discussed arrangements with other

landowners on the ditch system and the benefit of the additional water the City has experienced. There have been no problems with access to water and eventually the ditch can be filled in. Council Member Smith inquired as to the timeline for filling in the ditch. Mr. Spencer stated that upon the completion of needed improvements to ensure adequate irrigation of abutting properties, Lehi Irrigation can work with property owners and developers to abandon the ditch and fill it in.

Council Member Scott L. Smith MOVED that City Council approve the Agreement, updated on July 19, 2022, with Beth Larsen Wilson and fund the cost of the 2" meter from proceeds from the sale of property from the Wimbleton Subdivision.

Council Member Kim Rodela SECONDED the motion.

The vote was recorded as follows:

<i>Council Member Timothy A. Ball</i>	<i>Yes</i>
<i>Council Member Brittney P. Bills</i>	<i>Yes</i>
<i>Council Member Sarah D. Petersen</i>	<i>Yes</i>
<i>Council Member Kim Rodela</i>	<i>Yes</i>
<i>Council Member Scott L. Smith</i>	<i>Yes</i>

The motion passed 5:0.

Mayor Ostler thanked Mr. Spencer for his efforts to negotiate this agreement with the Wilson family.

8. ACTION: REVISED ENCROACHMENT POLICY AND MAINTENANCE AGREEMENT *Legislative – Rob Patterson, City Attorney*

The City Council will continue its consideration of policies regarding existing and future encroachment by residents onto city-owned property. The City Council will also consider modifications to the standard Maintenance Agreement that allows residents to improve and maintain private landscaping on city-owned property to ensure the Agreement conforms to the Encroachment Policy. The Council will take appropriate action.

City Attorney Patterson explained the City Council has discussed private encroachments on City property on numerous occasions. The Council previously established a committee with Councilmembers Bills and Petersen to provide suggestions to the Council regarding a formal encroachment policy. On April 19, 2022, the City Council considered the draft Encroachment Policy and revised Maintenance Agreement. After discussion, the Council provided suggestions on language in the draft Policy and Maintenance Agreement. In particular, the Council was concerned regarding punitive versus positive language and the proposed process and criteria for reviewing and allowing encroachments, and asked that the Committee re-evaluate those documents and then come back to the Council for continued review and discussion. The Committee thereafter met and made updates to the documents for Council's review. Mr. Patterson summarized the policy and the terms of the revised maintenance agreement and facilitated high level discussion among the Mayor and Council regarding such; the major change to the maintenance agreement is that sprinklers can only extend to a maximum of 2,500 square feet of irrigated area in order to reduce the cost and demand on the City's pressurized irrigation system. There was a brief focus on topic such as the cost to enter into the agreement, transferability of the agreement upon a property sale, five-year term of the agreement, record keeping for past maintenance agreements, and recording fee.

Council Member Smith suggested that the City proceed slowly and address subdivisions in which encroachment has occurred on an individual basis rather than trying to address the entire City at the same time. The Council and

staff agreed this is the most appropriate method for proceeding and the Council indicated they will develop a list of properties and prioritization for addressing encroachment on them.

Council Member Smith stated that it is true that taxpayer funds have been used to acquire open space, and bonding has been used to develop park space, but it is his understanding that for the original 18 open space neighborhoods, there was a requirement for the developer to donate property in order to secure density. He asked if there is documentation that the City actually purchased the property. He stated the City did not actually spend taxpayer money to get the property and it is important to adjust the language in the maintenance agreement so there is no misunderstanding of how the property was received by the City. City Attorney Patterson stated that he actually used the word ‘acquired’ because it does not mean ‘purchase’; there are many different methods by which the City can acquire property.

Council Member Sarah D. Petersen MOVED that City Council approve the Resolution adopting the Highland City Encroachment Policy, the Maintenance Agreement template, and \$25 application fee, and the recording fee.

Council Member Brittney P. Bills SECONDED the motion.

The vote was recorded as follows:

<i>Council Member Timothy A. Ball</i>	<i>Yes</i>
<i>Council Member Brittney P. Bills</i>	<i>Yes</i>
<i>Council Member Sarah D. Petersen</i>	<i>Yes</i>
<i>Council Member Kim Rodela</i>	<i>Yes</i>
<i>Council Member Scott L. Smith</i>	<i>Yes</i>

The motion passed 5:0.

The Council requested an item on the August 2 agenda to begin reviewing the list of areas in which enforcement action will occur. Council Member Peterson requested a map of the areas so that she can walk through the areas before discussing and considering action.

9. RESOLUTION: ADOPTION OF THE DESIGNATION OF DISPOSABLE PROPERTIES *Legislative – Kellie Smith, Planner & GIS Analyst*

The City Council will review and discuss the open space requests that were deferred on November 9th, 2021. The City Council will also consider the adoption of a resolution designating specific parcels of public real property as orphan parcels that may be disposed of. The Council will take appropriate action.

Planner and GIS Analyst Smith summarized prior Council direction regarding this matter; on June 15, the City Council passed Resolution 2021-15 Adoption of the Orphan Property Disposal Policy that established a policy for the City Council to follow when considering the disposal of open space property. She summarized the list of criteria in the approved policy:

1. The City Council declares that is the policy of Highland City to review and potentially surplus and dispose of real public property owned by the City without the procedures required for significant parcels of real estate, when the property meets the following non-exclusive criteria:
 - a. Property should not be disposed of if it is part of a trail corridor, meaning the normal width of the trail and any required buffer areas, unless the Council determines the trail is not used and does not have infrastructure in the ground below;
 - b. Property should not be disposed of if it adds to the open space feel of an open space neighborhood;

- c. Property should not be disposed of if there are potential future City needs for the property;
- d. Property should not be disposed of if the transfer of property would result in an increase of irrigable acreage that would unduly strain or burden the City's pressurized irrigation system;
- e. Property should not be disposed of if the transfer of property would result in the creation of orphan parcels;
- f. If property adjacent to a trail is disposed of, the City must be able to maintain ownership of the trail with a five-foot buffer on both sides of the trail;
- g. Property to be disposed of should otherwise have issues regarding access, connectivity, usability, and/or location that render the parcels unsuitable for City purposes.
- h. The City Council shall designate by separate resolution those specific properties that are surplus orphan parcels that may be sold in accordance with this resolution and policy.

The policy that the City Council adopted includes criteria that "property should not be disposed of if the transfer of property would result in an increase of irrigable acreage that would unduly strain or burden the City's pressurized irrigation system". Staff looked at the impact these property sales could potentially have on the City's pressurized irrigation (P.I.) system. The City's consultant engineer that works with the P.I. system did a brief analysis of the existing P.I. system in the Twin Bridges area. Mayor Ostler and Councilmember Brittney Bills met to discuss the possible disposal of the property. They have recommended that the property in orange be sold as shown below:



Mayor Ostler invited input from Amalia Cook. Ms. Cook identified the location of her home on the image above; she wants to preserve her access to the open space as this was something that was very appealing to her when she purchased the property. She stated that when she installed a retaining wall, she also installed steps with the idea that she could eventually buy the property and continue to access it. She is comfortable with the surplus action so long as she can preserve her access.

Mel Cook stated that he is Amalia's husband and he agreed with her comments; he respects the public property, but he likes to access the trails and public property from his own property.

Mayor Ostler addressed the triangle shaped property and asked if all five property owners who abut the triangle have agreed on how to split the property if it is purchased. Mr. and Mrs. Cook stated that has been discussed, but a final decision has not been made.

Brady Giles stated that he owns one of the properties that touches the triangle property, and he does not want the Council to have to make the decision on how the property will be divided. He believes that the property owners can continue to work with one another to decide upon how the property will be divided and bring that proposal back to the City. Mayor Ostler and Council Member Rodela indicated that if those negotiations are difficult and

may harm relationships between neighbors, the Council is willing to make the decision for them. Mr. Giles stated the neighbors have tried to figure out where to draw property lines and they will continue to work toward that end. Mayor Ostler stated that the Council can act on the surplus action tonight, with the stipulation that residents will continue to negotiate the property split and bring a final proposal back to the Council. Mr. Giles stated his only concern is that the price per square foot has been adjusted since the matter was first discussed. Mayor Ostler stated the price per square foot last year was \$2.74 and this year it is \$3.14. The Council indicated they will hold the \$2.74 price per square foot for this transaction.

Grant Carlson stated that he has discussed this matter with his neighbors and he and Mr. Giles did have some disagreements about how it should be divided. He stated he is willing to continue those discussions and bring a formal recommendation back to the Council. He agrees with the Cook about the biggest issue being the desire to preserve access to the open space.

Ms. Cook stated that the past meetings between residents have been chaotic; each property owner has their own interests, and she suggested a meeting between all residents and a member of City staff that could possibly mediate. Council Member Bills stated that she would like all five parties to individually create their own plan and submit that to the Council for consideration.

The Mayor and Council then provided the residents with a rough idea of how they propose to divide the land among the neighbors; Mayor Ostler indicated that he feels that the Council's proposal would actually increase their individual property values.

Kristin Giles stated she believes all residents are interested in preserving the open feeling around their property; no one wants to put in a fence or a sports court that would detract from the view of the homeowners. However, if someone sells their home, she wondered if a future owner would build something that would impact the neighboring property owner. She stated that it is important to understand that the decision that is made will not only impact the property now, but for the next 20 years.

Mayor Ostler stated that he feels there may be some hard feelings among the residents, and he suggested the Council make the decision on how the property will be divided to avoid hurt feelings. Mr. Giles stated he feels the residents can reach an agreement together. Council Member Rodela stated she is comfortable acting on the surplus action and allowing the residents to work together to come up with a recommendation regarding how the property will be divided among the five of them.

Ms. Cook asked that the Council include conditions on the surplus action that would prevent fencing or other improvements that would impact neighboring property owners. City Attorney Patterson stated that the City can record restrictions on the property upon direction from the Council. This led to discussion among the Council and staff regarding the need for a conservation easement to preserve City access to the property; there was also discussion about fencing and landscaping restrictions that may be appropriate.

Council Member Peterson stated she feels the Council should only vote on the surplus action and the sales price and all other matters can be discussed and acted upon in the future after the residents provide their recommendation to the City.

Council Member Sarah D. Petersen MOVED that the Council ADOPT the resolution to designate the parcels as disposable, as shown in the exhibit in the staff report, at the \$2.74 per square foot rate, to be purchased before July 19, 2023.

Council Member Scott L. Smith SECONDED the motion.

The vote was recorded as follows:

<i>Council Member Timothy A. Ball</i>	<i>Yes</i>
<i>Council Member Brittney P. Bills</i>	<i>Yes</i>
<i>Council Member Sarah D. Petersen</i>	<i>Yes</i>
<i>Council Member Kim Rodela</i>	<i>Yes</i>
<i>Council Member Scott L. Smith</i>	<i>Yes</i>

The motion passed 5:0.

Council Member Bills invited any of the five residents to email Council Members individually if they have recommendations about the property division.

10. ACTION: CONTRACTOR SELECTION FOR COUNCIL CHAMBER AV UPGRADE *Administrative – Erin Wells, Assistant City Administrator*

The City Council will select a vendor for the AV upgrade in the City Council chambers.

Assistant City Administrator Wells explained that on May 3, City Council gave direction for staff to solicit bids on the following repairs and upgrades:

- Replace the non-functional mic
- Fix damaged mic connections causing crackling noise
- Replace the projector
- Update the recording system for better quality and user control
- Replace the dias monitor with individual monitors that have annotating capabilities
- Add a countdown timer on screen for public comments

GENCOMM was the low bidder and she played a video that illustrates their plans for the AV upgrade. There was brief discussion among the Council and Ms. Wells regarding certain improvements to the audio-visual equipment, after which Shawn Sandberg of GENCOMM, provided a brief description of the improvements to the Zoom interface, which will allow any remote participant to get a direct feed of the meeting. YouTube participation will also still be allowed, but that will be for viewing only, not participation.

Mayor Ostler inquired as to the recurring costs the City will experience following completion of the upgrade cost. Mr. Sandberg stated the City will pay ongoing cost for Zoom licenses; ongoing maintenance agreements are an option with GENCOMM, but that is not a requirement.

Council Member Ball asked if fuel surcharges can be capped. Mr. Sandberg stated that he does not expect to bill a large fuel surcharge given that GENCOMM is very close to the Highland City offices and there will not be a great deal of travel involved.

There was then brief discussion about the timeline for installation of the upgrades and opportunities for proceeding with future upgrades without a great deal of effort or cost. Mr. Sandberg stated he will provide options for further upgrades for Council review.

Council Member Scott L. Smith MOVED that the City Council authorize staff to sign a contract with GENCOMM for the Council Chambers AV upgrade for an amount of \$45,348, with the stipulation that we address possible upgrades in the future.

Council Member Timothy A. Ball SECONDED the motion.

The vote was recorded as follows:

<i>Council Member Timothy A. Ball</i>	<i>Yes</i>
<i>Council Member Brittney P. Bills</i>	<i>Yes</i>
<i>Council Member Sarah D. Petersen</i>	<i>Yes</i>
<i>Council Member Kim Rodela</i>	<i>Yes</i>
<i>Council Member Scott L. Smith</i>	<i>Yes</i>

The motion passed 5:0.

11. AGREEMENT: MEMORANDUM OF UNDERSTANDING - HEAT PROGRAM

Administrative – Candice Linford, Treasurer & Business Licensing Official and Tyler Bahr, Finance Director

The City Council will consider participation in the State’s HEAT program. The Council will take appropriate action.

Treasurer and Business Licensing Official Linford explained that throughout the process of developing the FY2023 budget, the Council expressed desire for a program to assist residents who are on a fixed income or otherwise struggle to afford rising utility costs. In council meetings and work sessions on May 3, May 17, and June 6, the Council directed staff to identify such a program. The Utah Department of Workforce Services manages the Home Energy Assistance Target (HEAT) program which provides year-round energy and water assistance as well as energy and water-related crisis assistance for eligible low-income household throughout the State. Qualified applicants may be eligible for assistance with culinary water, sewer, stormwater, and TSSD utility charges. The program does not cover other utility-related charges such as pressurized irrigation, public safety fee, and road fee. Eligibility for HEAT assistance is determined as follows:

- The total household income is at or below 150% of the Federal Poverty Level;
- The household is responsible for paying home energy costs; and
- The household contains at least one US citizen or qualified non-citizen.

Residents can apply for the HEAT program by completing an application online, delivering a hardcopy application to a local HEAT office, or calling the HEAT program line. They will be required to provide:

- A copy of their power, heat and water bills
- Proof of ALL income received by all household members in the month prior to the month of application
- Proof of any eligible medical expenses, child support and alimony paid in the month prior to the month of application
- Proof of disability, if applicable
- Additional document, if required.

If the Council desires to move forward with the program, staff will communicate its availability through the City newsletter, utility bill messages, social media, and the City’s website. Once the program is implemented, staff will monitor requests for assistance and evaluate if there is a need to establish additional relief options for charges and fees that are not HEAT eligible. Staff and legal have reviewed and approved the proposed Memorandum of Understanding (MOU) as to form and participation in the HEAT program will have no fiscal impact on the City other than potentially assisting residents in paying utility bills more timely.

The Council and staff discussed eligibility for the program and a potential hybrid program that would allow the City to provide support for residents who are not accepted into the State’s program. Ms. Linford stated staff currently does work with individuals who are struggling to pay their utility bills; she offers extensions and negotiates bill/late fee amounts.

Council Member Bills inquired as to the number of Highland residents who would actually qualify for this program. Finance Director Bahr noted that depends on household size and income; it is his understanding that six to seven percent of City residents would qualify for participation in the State's program.

Council Member Timothy A. Ball MOVED that City Council approve and direct the City Administrator to execute the Memorandum of Understanding with the Utah Department of Workforce Services to participate in the HEAT program, to be used in conjunction with current city programs.

Council Member Scott L. Smith SECONDED the motion.

The vote was recorded as follows:

<i>Council Member Timothy A. Ball</i>	<i>Yes</i>
<i>Council Member Brittney P. Bills</i>	<i>Yes</i>
<i>Council Member Sarah D. Petersen</i>	<i>Yes</i>
<i>Council Member Kim Rodela</i>	<i>Yes</i>
<i>Council Member Scott L. Smith</i>	<i>Yes</i>

The motion passed 5:0.

12. MAYOR/COUNCIL AND STAFF COMMUNICATION ITEMS

The City Council may discuss and receive updates on City events, projects, and issues from the Mayor, City Council members, and city staff. Topics discussed will be informational only. No final action will be taken on communication items.

a. Draft Trail Maintenance Plan – Andy Spencer, City Engineer/Public Works Director

City Engineer/Public Works Director Spencer summarized the intent of the Trail Maintenance Plan; Mr. Spencer stated this is a draft of the Plan and he invited the Mayor and Council to review it and provide feedback regarding desired changes.. Staff looks forward to discussing Council priorities for completion of projects.

b. General Fund Financial Sustainability and Capital Facility Plan – Nathan Crane, City Administrator/Community Development Director

Mayor Ostler announced this item will be discussed at a later date.

c. Park Impact Fees – Tyler Bahr, Finance Director

Finance Director Bahr reported the City's Financial Advisor, Lewis Young, Robertson Burningham (LYRB) has provided assessments for Park Impact Fees; this will come back to the Council for formal action, but it is important to understand the level of buy-in and the manner in which park impact fee revenues can and should be used. There was a brief discussion about the use of revenues for debt service and capital projects.

d. Commercial Fire Sprinkler Requirements – Brian Patten, Fire Chief

Mayor Ostler announced this item will be discussed at a later date.

e. FY22 Expenditures – Tyler Bahr, Finance Director

Finance Director Bahr provided the Council with the Fiscal Year (FY) 2022 expenditure report; the report is preliminary in nature and will change upon further transfers, purchases, and delivery of ordered equipment.

f. Sales Tax Review – *Tyler Bahr, Finance Director*

Finance Director Bahr reported that the City’s sales tax revenue projection has been increased by \$300,000 to \$3.325 million; this is an 8.3 percent increase over last year sales tax revenues continue to exceed expectations and could reach \$3.6 million at the end of FY22. He provided a chart illustrating a month-to-month comparison of sales tax revenues.

g. Mountain Ridge Park Door Recognition Wall – *Nathan Crane, City Administrator/Community Development Director*

Mayor Ostler announced this item will be discussed at a later date.

h. Future Meetings

- July 26, Planning Commission Meeting, 7:00 pm, City Hall
- August 2, City Council Meeting, 7:00 pm, City Hall
- August 10, Lone Peak Public Safety District Meeting, 7:30 am, City Hall
- August 16, City Council Meeting, 7:00 pm, City Hall
- August 23, Planning Commission Meeting, 7:00 pm, City Hall

i. Moderate Income Housing

Planner & GIS Analyst Smith reported on the need to consider appropriate action to comply with moderate-income housing laws in the State of Utah; the City must identify three strategies for providing moderate income housing with a measurable timeline and the date for submitting these strategies to the State is October 1. The Planning Commission is working on the issue and will be providing a recommendation to the Council in August.

13. CLOSED SESSION

The City Council may recess to convene in a closed session to discuss the character, professional competence, or physical or mental health of an individual, and pending or reasonably imminent litigation, as provided by Utah Code Annotated §52-4-205.

At 10:23 pm Council Member Scott L. Smith MOVED that the City Council recess to convene in a closed session to discuss the character, professional competence, or physical or mental health of an individual, and pending or reasonably imminent litigation, as provided by Utah Code Annotated §52-4-205.

Council Member Kim Rodela SECONDED the motion.

The vote was recorded as follows:

<i>Council Member Timothy A. Ball</i>	<i>Yes</i>
<i>Council Member Brittney P. Bills</i>	<i>Yes</i>
<i>Council Member Sarah D. Petersen</i>	<i>Yes</i>
<i>Council Member Kim Rodela</i>	<i>Yes</i>
<i>Council Member Scott L. Smith</i>	<i>Yes</i>

The motion passed unanimously.

Council Member Scott L. Smith MOVED to adjourn the CLOSED SESSION and Council Member Timothy A. Ball SECONDED the motion. All voted in favor and the motion passed unanimously. All voted in favor and the motion passed unanimously.

The CLOSED SESSION adjourned at 12:40 am.

ADJOURNMENT

Council Member Scott L. Smith MOVED to adjourn the regular meeting and Council Member Kim Rodela SECONDED the motion. All voted in favor and the motion passed unanimously.

The meeting adjourned at 12:40 am.

I, Stephannie Cottle, City Recorder of Highland City, hereby certify that the foregoing minutes represent a true, accurate and complete record of the meeting held on July 19, 2022. This document constitutes the official minutes for the Highland City Council Meeting.



Stephannie Cottle
City Recorder

Welcome to the Highland
City Council Meeting

July 19, 2022



HIGHLAND CITY

1

Please sign the
attendance sheet and fill
out a comment card if
you wish to speak to the
Council



HIGHLAND CITY

2



HIGHLAND CITY

6:00 PM WORK SESSION

VIEW POINTE

Call to Order – Mayor Kurt Ostler

3

NoAlpineHighlandRoad.org

View Pointe Neighborhood Presentation
To Highland City Council, July 19th, 2022

Austin Wilcox, Dan Milliron

4

Context

- There exists a long-standing, but currently unfulfilled, requirement for two entrances to the View Pointe neighborhood.
- Years of effort have already been expended wrangling over this requirement
 - We recognize that this is NOT a new issue
- The requirement has recently gotten hotter because of the planning for the imminent Smooth Canyon development.

5

Proposals, To-Date

From Highland officials:

- Short, straight connection across Smooth Canyon
- Horseshoe road through Smooth Canyon to discourage shortcutters
- Traffic calming measures

From View Pointe residents:

- No connection (the status quo)
- Physical gate
- Only emergency vehicle access, via a traversable barrier
 - no through traffic

6

Current Options on the Table

From Highland officials:

- Short, straight connection across Smooth Canyon
- Horseshoe road through Smooth Canyon to discourage shortcutters
- Traffic calming measures

From View Pointe residents:

- No connection (the status quo)
- Physical gate
- Only emergency vehicle access, via a traversable barrier
 - no through traffic

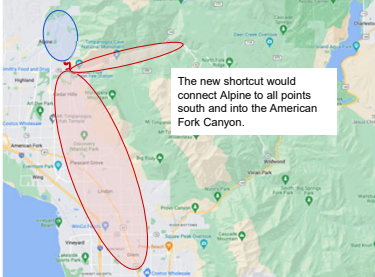
7

What's at Stake

- Connection = driver shortcut
- Shortcut = greater traffic volume from drivers motivated to go fast
 - It's a shortcut, after all!
- Park Drive (the shortcut road through View Pointe) is
 - a local street, not a collector road
 - very curved, with one of its worst curves heading directly into the setting sun
 - too narrow for even current traffic when cars are parked on the road
 - crisscrossed with walking trails
 - dotted with children's parks
 - home to young families with active children
 - already threatened by a baseline of fast drivers
- Park Drive hill has a 10.5% grade
 - Exceeds the 8.0% limit
 - More traffic volume = more liability

8

The Shortcut



9

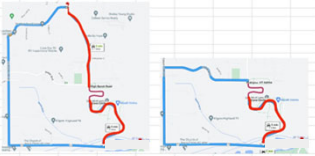
The Shortcut

- Alpine residents would be highly motivated to use the new shortcut
- The new shortcut would save them
 - almost two minutes
 - over a mile distance
 - one traffic signal
- The horseshoe will not be sufficient to push traffic back onto the main roads

Time Savings Northbound/Southbound (Secs)				
From	To	No Shortcut	With Shortcut	Savings w/Shortcut
Alpine Rd	SR 502			
Highway	Peak 145	255, 195	275, 185	20, 10
Highway	Peak 150	285, 195	305, 185	20, 10

Distance Savings (Miles)				
From	To	No Shortcut	With Shortcut	Savings w/Shortcut
Alpine Rd	SR 502			
Highway	Peak 145	2.7	2.1	0.6
Highway	Peak 150	3.4	2.8	0.6

Traffic Signal Savings (Signals)				
From	To	No Shortcut	With Shortcut	Savings w/Shortcut
Alpine Rd	SR 502			
Highway	Peak 145	1	0	1
Highway	Peak 150	1	0	1



10

Collector Roads vs Local Streets

- When a local street, e.g. Park Drive, exceeds 1000 trips per day, it can be considered a collector road. (<https://le.utah.gov/xcode/Title10/Chapter9A/10-9a-S533.html>)
- The average single family home produces 10 trips per day. (<https://www.fhwa.dot.gov/policy/2010cpr/chap1.cfm>)
- The View Pointe neighborhood currently has 103 homes.
- Therefore, with an average of 10 x 103 = 1030 trips per day along the hill, Park Drive already exceeds the 1000 trips/day rule-of-thumb.
- The shortcut's increased traffic volume will definitely put Park Drive into the realm of collector road.

11

Classification Change for Park Drive in View Pointe

Design Criteria for Public Improvements 2021
(Highland City, ordinance No. o-2021-25)

Sub-Section B. Collectors: The collector streets provide continuous routes for the movement of large volumes of all types of through traffic across Highland and may also connect to outlying areas. Geometric design and traffic control should emphasize the safe movement of through traffic and minimize property access. **Access to collectors shall be limited from local streets or individual driveways.** Collectors will typically be **two-lane streets with separate turning lanes at intersections** and may be multi-lane streets if warranted by traffic volumes.

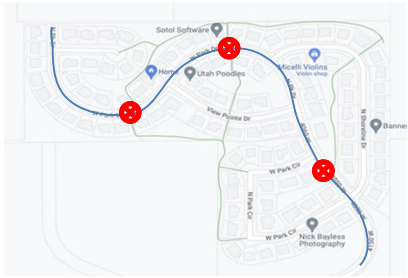
Sub-Section C. Local Streets: The Local Streets serve as a **means of access to abutting property.** They are intended to serve **low speeds, short trip routes,** and a relatively uniform low traffic volume.

12

Collector Road Access

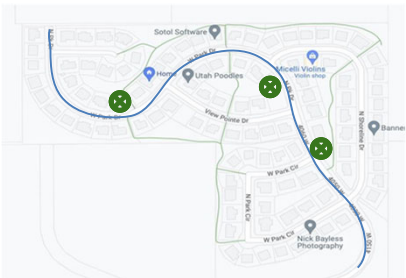
- Access to collectors shall be limited from local streets or individual driveways. (*Design Criteria for Public Improvements 2021, Section 2.02, Sub-Section B*)
- Park Drive, from the north end to the top of the hill
 - is only a half-mile long
 - has 7 cross streets
 - is accessed by 38 driveways

13



Park Drive in View Pointe is crisscrossed with walking trails used day and night by children and adults.

14



View Pointe has three children play parks along Park Drive.

15

Design Criteria for Public Improvements 2021
(Highland City, ordinance No. o-2021-25)

- Section 2.05, Sub-Section B:
- 1) Local streets shall have a centerline radius of at least 150 feet.
 - 2) Collector streets shall have a centerline radius of at least 370 feet.



16

The Park Drive hill is already too steep for Highland City code. Adding high volumes of through-traffic will make an existing concern much worse.

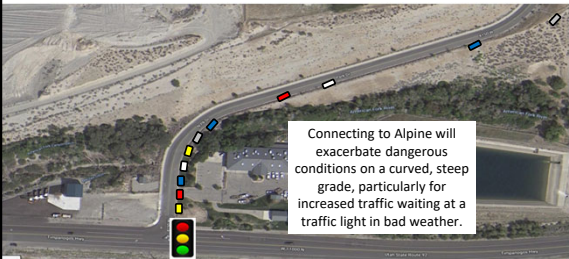


Sub-Section A. Arterials and Collectors:
Arterial and Collector streets shall be limited to a maximum grade of eight percent (8%). **Sustained grades (600 feet or more) shall be limited to seven percent (7%).**

Sub-Section B. Local Streets:
Local streets shall be limited to maximum grade of twelve percent (12%). Sustained grades (600 feet or more) shall be limited to eight percent (8%).
(Design Criteria for Public Improvements 2021 – Highland City, ordinance No. o-2021-25)

17

Every existing connector road from Alpine crossing the Timpanogos Hwy requires a traffic light and a multi-lane intersection. Increased traffic from a new, more direct, southerly route could require these as well.



18

Traffic Calming Measures

- Highland City officials have suggested adding traffic mitigation with measures like chokers, shifters, diverters, lane reduction, speed humps, etc.
- Traffic calmers cannot prevent the shortcut's increase in traffic volume.
- Traffic calmers have an effective distance that can be measure in tens of yards. Once past the calmer, drivers tend to hit the gas again.
- Traffic calmers are therefore appropriate for fine-tuning short-length trouble areas, like the sun-blinded curve on Park Drive.

19

A Win-Win Solution

- Connect the north end of Park Drive to the Smooth Canyon subdivision
- Make the connection accessible for emergencies only
- No through traffic. No shortcut.
- The horseshoe becomes optional
 - Because no through traffic
 - Save \$\$\$

20

Examples of Emergency Access Only Road Design:

Lane closure
<https://www.itsa.org/pub/7dd-2a15e02b%2Dccde%2D0bd3%2D0b6%2D5d9812f37163>

Break-away posts allow emergency access



21

Raised road with cobblestones or grass.



22

Include a Highland City Ordinance

Like Park City did recently.



23

Highland Precedent

- Highland City closed a shortcut along 11200 N



24

	Current Status - No Alpine Access	Compromise Option			Current Offer	
		Physical Gate	Emergency vehicle only access point	Traffic calming	Horseshoe road	Short, straight road
Increased through traffic danger	Green	Green	Green	Yellow	Red	Red
Emergency Vehicle Access	Red	Yellow	Green	Green	Green	Green
Increased danger on steeper than allowed hill	Green	Green	Green	Yellow	Red	Red
Increased traffic at bottom of hill	Green	Green	Green	Yellow	Red	Red
Through traffic danger for Alpine neighborhoods	Green	Green	Green	Yellow	Red	Red

25

View Pointe Thanks the Highland City Council

We thank the Highland City Council for listening to this matter that is crucial for the View Pointe residents.

We are also grateful for the offer of the horseshoe road topology. We hope that the compromise solution of limiting access to only emergencies will make the horseshoe unnecessary.

26



7:00 PM REGULAR SESSION

Call to Order – Mayor Kurt Ostler
Invocation – Council Member Timothy A. Ball
Flag Ceremony – Highland Troop 20

27



UNSCHEDULED PUBLIC APPEARANCES

Time set aside for the public to express their ideas and comments on non-agenda items. Please state your name and limit your comments to three (3) minutes.

28



PRESENTATIONS

a. Fling Preview – *Miranda Doman, Civic Events Director*

29



30

CONSENT ITEMS *(5 minutes)*

3a. Approval of Meeting Minutes: May 17, 2022 and June 6, 2022 *Administrative*

31

HIGHLAND CITY

TEXT AMENDMENT - HOME OCCUPATIONS *LEGISLATIVE*

Item 4 - Public Hearing/Ordinance
Presented by - Kellie Smith
Planner & GIS Analyst

32

Prior Council Direction

- The proposed amendment was briefly presented to the City Council on May 17th, 2022, as a communication item. No objections nor concerns were raised.

33

Background

- Home Occupation – any occupation conducted within a dwelling and carried on by persons residing in the dwelling
 - Not required for residential use limited to computer use and receiving and sending mail and telephone calls
- Section 3-614 Home Occupations states that home occupations are only permitted in the R-1-40, R-1-20, and A-1 zones

34

Proposed Amendment

- Allows for home occupations “in any residential unit”
- Updates the application and approval processes to match Municipal Code
- A clarification is added to Residential Uses in the Town Center Overlay:
 - “All residential units that are designed and built to be a residential use cannot be converted into a commercial or office use. Home occupations are permitted in each residential unit.”

35

Citizen Participation

- Public Hearing Notices
 - Daily Herald
 - State and city websites
 - 3 public places
- No resident correspondence received.

36

Planning Commission Action

- Held a public hearing June 28th, 2022. No public comment.
- The Planning Commission recommended **APPROVAL** of the proposed text amendment (6-0).

37

Motion to Approve

I move that the City Council accept the findings and **APPROVE** the proposed amendment to Sections 3-614 and 3-4716 relating to home occupation licenses.

38

Motion to Deny

I move that the City Council **DENY** case TA-22-04 a request for a text amendment to Sections 3-614 and 3-4716 relating to home occupation licenses based on the following findings: (The Council will need to draft appropriate findings.)

39



TEXT AMENDMENT – RETAINING WALLS *LEGISLATIVE*

Item 5 – Public Hearing/Ordinance
Presented by – Kellie Smith
Planner & GIS Analyst

40

Prior Council Direction

The proposed amendment was briefly presented to the City Council on May 17th, 2022, as a communication item. No objections nor concerns were raised.

41

Background

- Retaining wall permits being submitted to building and planning departments for retaining walls around daylight basements.
- Foundation Wall vs Retaining Wall (no height max vs height max)

42

Proposed Amendment

- Adds an exception to the max height of 6' for daylight basements and window wells
- Proposed maximum height of 11' for these retaining walls

43

Examples - Daylight Basement



44

Examples - Daylight Basement



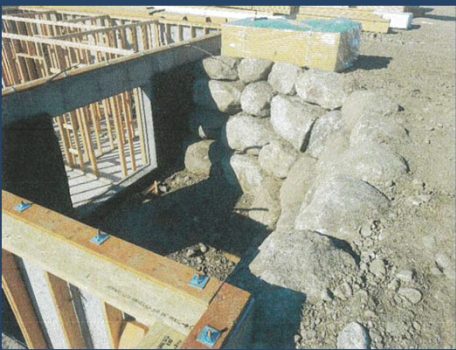
45

Examples - Daylight Basement



46

Example - Window Well



47

Citizen Participation

- Public Hearing Notices
 - Daily Herald
 - State and city websites
 - 3 public places
- No resident correspondence received.

48

Planning Commission Action

- Held a public hearing June 28th, 2022. No public comment.
- The Planning Commission recommended **APPROVAL** of the proposed amendment (5-1).
- The Commission expressed safety concerns for a potential 11’ drop. They requested that staff confirm building code requirements and share the information with the Council for consideration

49

International Building Code

- 42” guardrail required along open sided walking surfaces that are located more than 30” measured vertically to the floor or grade below at any point.
- ***Walking surfaces*** – sidewalks, stairways, driveways with an elevation drop adjacent to an entrance into the home

50

Motion to Approve

I move that the City Council accept the findings and **APPROVE** the proposed amendment to Section 3-612 Fences, Retaining Walls, Theme and Screen Walls relating to the daylight basements and window wells.

51

Motion to Deny

I move that the City Council **DENY** case TA-22-08 a request for a text amendment to Section 3-612 Fences, Retaining Walls, Theme and Screen Walls based on the following findings: (The Council will need to draft appropriate findings.)

52



TEXT AMENDMENT – SETBACK ENCROACHMENT *LEGISLATIVE*

Item 6 – Public Hearing/Ordinance
Presented by – Kellie Smith
Planner & GIS Analyst

53

Prior Council Direction

- The proposed amendment was briefly presented to the City Council on May 17th, 2022, as a communication item.
- The Council briefly discussed hypothetical situations that would be considered setback encroachment and indicated they were comfortable with minor encroachments

54

Background

- Confusion among home builders, residents, and staff regarding setbacks (where they should be measured from)
- Setback definition: The shortest distance between the property line and outside surface of the foundation, wall, or main frame of the building. Exclusive of fireplace chases
 - Developers and residents have argued that cantilevers and stairwells should not be considered a wall or main frame

55

Proposed Amendment

- Definition of ‘Setback’
 - “The shortest distance between the property line and outside surface of support posts, cantilevers, bay, bow or box windows, or any hard wall line of the structure.”
- Clarification that no setback encroachments are permitted to *project* into easements of any kind (below and above ground)

56

Proposed Amendment cont.

- Setback Encroachments (R-1-40, R-1-30, and R-1-20)
 - Front - 5 feet for 30% of the length of the dwelling; except for stairways
 - Side - 5 feet for 30% of the length of the dwelling
 - Side Corner - 5 feet for 30% of the length of the dwelling
 - Rear - 5 feet for 50% of the length of the dwelling

57

Citizen Participation

- Public Hearing Notices
 - Daily Herald
 - State and city websites
 - 3 public places
- No resident correspondence received.

58

Planning Commission Action

- Held a public hearing June 28th, 2022. No public comment.
- The Planning Commission recommended **APPROVAL** of the proposed amendment with a stipulation that the definition of setback be updated to be measured from *“property line, back of asphalt, back of curb, or back of sidewalk, whichever is closest to the structure.”* (6-0)

59

Planning Commission Action cont.

- After the Planning Commission meeting, Staff was made aware that the proposed amendment would not solve an issue with an existing stairwell. To address this situation, the amendment would need to be modified as follows:
 - “Stairwells may project up to seven (7) feet into the side yard setback but in no event shall any part of the stairwell be less than five (5) feet from the property line or located within an easement.”

60

Motion to Approve

I move that the City Council accept the findings and **APPROVE** the proposed amendment to the setback requirements in the R-1-40, R-1-30, and R-1-20 zones with the stipulation recommended by the Planning Commission, as shown in Exhibit A and to (ADD or NOT ADD) the stairwell exception.

61

Motion to Deny

I move that the City Council **DENY** case TA-22-07 a request for a text amendment to Sections 3-4104, 3-4204, and 3-4254 Location Requirements relating to setback encroachments in residential zones based on the following findings: (The Council will need to draft appropriate findings.)

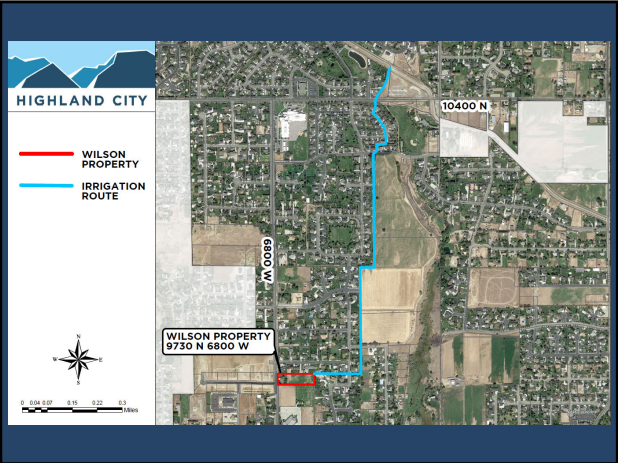
62



PRESSURIZED IRRIGATION SERVICE AGREEMENT WITH BETH WILSON ADMINISTRATIVE

Item 7 – Action
Presented by –Andy Spencer
Public Works Director/City Engineer

63



64



REVISED ENCROACHMENT POLICY AND MAINTENANCE AGREEMENT LEGISLATIVE

Item 8 – Action
Presented by – Rob Patterson
City Attorney

65

Prior Council Direction

- December 7th, 2021, the Council established a committee to provide suggestions to the Council regarding an encroachment policy.
- April 19th, 2022, the City Council considered the draft Encroachment Policy and revised Maintenance Agreement. The Council provided feedback.
- The Committee met and made updates to the documents for Council's review.

66

Motion to Approve

I move that City Council approve the Resolution adopting the Highland City Encroachment Policy, the Maintenance Agreement template, and \$25 application fee.

67

Motion to Deny

I move that City Council deny the proposed Policy.

68



ADOPTION OF THE DESIGNATION OF DISPOSABLE PROPERTIES *LEGISLATIVE*

Item 9 – Resolution
Presented by – Kellie Smith
Planner & GIS Analyst

69

Prior Council Direction

- June 15th, 2021, 54 property requests approved, 13 deferred.
- November 9th, 2021, the City Council reviewed all deferred properties. All except for the properties in Twin Bridges, were either approved or denied.
 - 10' from scrub oak
 - Using revenue to upgrade PI system.
- December 7th, 2021, the Council *continued* the item to a later date. Brittney Bills and Sarah Petersen would come back with a recommendation for encroachments.

70

Orphan Property Disposal Policy (summary)

- Keep trail corridors
- Infrastructure in the ground below
- Open space feel
- Burden on pressurized irrigation system
- Creation of orphan parcels
- Future City need

71

Recommendation



72

Motion to Approve

I move the Council **ADOPT** the resolution to designate the following parcels as disposable: (the Council will need to draft the specified list).

73

Motion to Deny

I move the Council **DENY** the resolution.

74



CONTRACTOR SELECTION FOR COUNCIL CHAMBER AV UPGRADE *ADMINISTRATIVE*

Item 10 – Action
Presented by – Erin Wells
Assistant City Administrator

75

Prior Council Direction

- May 3 – Solicit Bids for:
 - Non-functional mic
 - Damaged mic connections
 - Projector
 - Recording system
 - Individual annotating monitors
 - Countdown timer

76

Bids Received

Company	Total Price
E1 Audiovisual Technologies	\$62,053.84
GENCOMM	\$45,348.00
Marshall Industries	\$84,464.42
TVs Pro	\$62,637.28

77

GENCOMM Proposal

- https://drive.google.com/file/d/1L9eJc_hOJJsj3e69p93NJb1bTmUss8Nny/view?usp=sharing

78

Staff Recommended GENCOMM Proposal

- All requested items included
- Would allow for scaling up if desired
- Low bid
- Costs fixed after contract signing
 - Small potential for fuel surcharge
- Positive references: Alpine, Orem, Eagle Mountain
- Timeline: October 2022-March 2023

79

Fiscal Impact

- \$50,000 – budgeted in FY23
- \$45,348 – bid
- \$4,652 – under budget

80

Motion to Approve

- I move that the City Council authorize staff to sign a contract with GENCOMM for the Council Chambers AV upgrade for an amount of \$45,348.

81

Motion to Deny

- I move that the City Council deny the proposed contract (The Council should provide staff with appropriate direction).

82



MEMORANDUM OF UNDERSTANDING – HEAT PROGRAM *ADMINISTRATIVE*

Item 11 - Agreement
Presented by – Candice Linford
City Treasurer

83

Prior Council Direction

- Throughout FY23 budget development, Council expressed desire for a program to assist residents on a fixed income keep up with rising utility costs
- Direction to research options for assistance on May 3, May 17 & June 6

84

Background

Home Energy Assistance Target (HEAT) Program:

- Assistance with culinary water, sewer, storm sewer & TSSD charges
- State Department of Workforce Services (DWS) manages the application process & determines eligibility

85

Background

HEAT Eligibility:

- Income (household) at or below 150% of Federal Poverty Level
- Responsible for home energy costs
- At least one US citizen or qualified non-citizen

86

Background

Resident Outreach:

- City newsletter
- Utility bill messages
- Social media
- City's website

Staff will monitor requests for assistance & evaluate need for additional relief options

87

Motion to Approve

- I move that City Council approve and direct the City Administrator to execute the Memorandum of Understanding with the Utah Department of Workforce Services to participate in the HEAT program.

88

Motion to Deny

- I move that City Council deny the Memorandum of Understanding with the Utah Department of Workforce Services to participate in the HEAT program.

89



MAYOR/COUNCIL AND STAFF COMMUNICATION ITEMS

12a. Draft Trail Maintenance Plan – *Andy Spencer, City Engineer/Public Works Director*

90



92

93

94

95

96



CLOSED SESSION

The Highland City Council has recessed the regular City Council meeting to convene in a closed session to discuss the character, professional competence, or physical or mental health of an individual, and pending or reasonably imminent litigation, as provided by Utah Code Annotated §52-4-205.

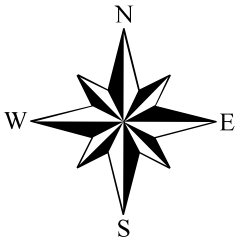
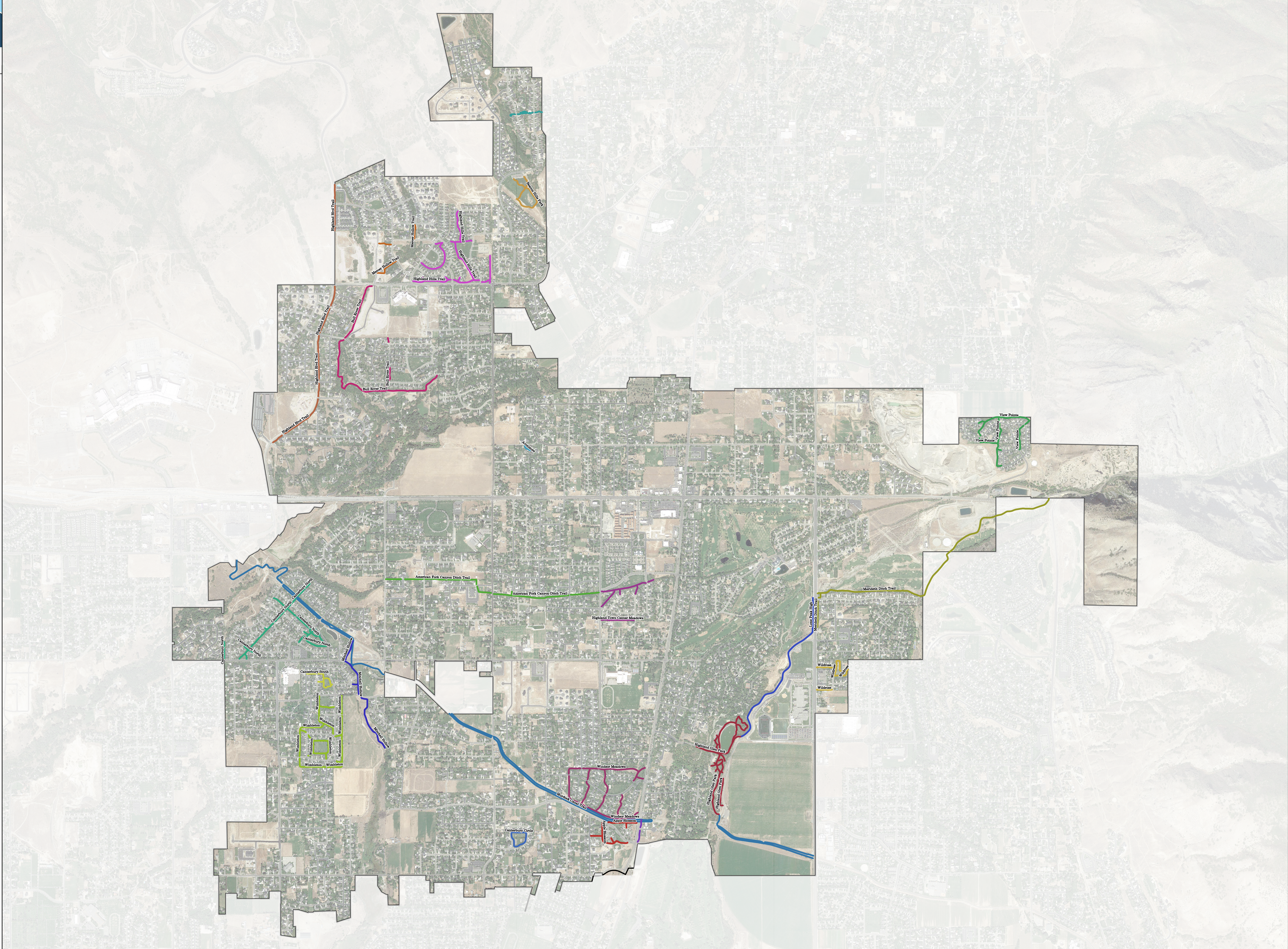
The regular City Council meeting will adjourn immediately following the ending of the closed session.



HIGHLAND CITY

Highland City Trails

- Alpine Highway Trail
- American Fork Canyon Ditch Trail
- Apple Blossom
- Avonmore
- Beacon Hills Park
- Bull River Trail
- Canterbury Circle
- Canterbury North
- Canterbury South
- Highland Blvd Trail
- Highland Glen Park
- Highland Hills Trail
- Highland Town Center Meadows
- Lone Peak High
- Mercer Hollow Trail
- Merideth Ditch Trail
- Mitchell Hollow
- Murdock Canal Trail
- Twin Bridges Trail
- View Pointe
- Wildrose
- Wimbleton
- Windsor Meadows



0.1 0.05 0 0.1 0.2 0.3 0.4
Miles



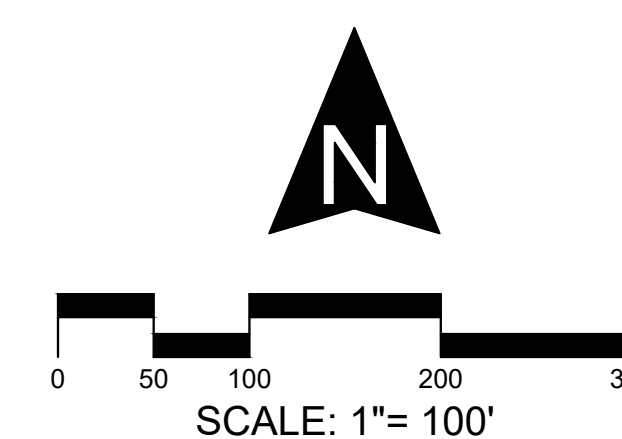
DEVELOPMENT

*SMOOTH
CANYON
PHASE 2*

DEVELOPER



11038 N. Highland Blvd Suite 100
Highland, UT 84003
(801) 642-0119



REVISIONS			SEAL
NO.	DATE	DESCRIPTION	
1			
2			
3			
4			
5			
6			

ACTION	DATE
PRELIM	5/24/2022

PROJECT

*SMOOTH
CANYON
PHASE 2*

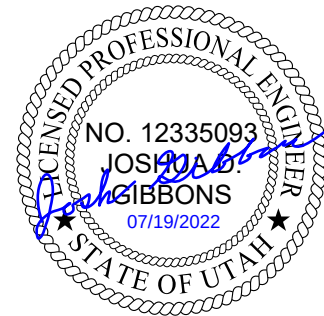
DESCRIPTION

PRELIMINARY PLANS

SHEET NAME	SHEET NUMBER
<i>FUTURE PLATS</i>	<i>C8</i>

MEMORANDUM

Date: July 19, 2022
To: Highland City
From: Hales Engineering



Subject: Highland Park Drive Connection Traffic Study

UT22-2258

Introduction

The purpose of this study was to evaluate a proposed connection between Park Drive in Highland and High Bench Road in Alpine, Utah. Four scenarios were evaluated in this study, including no connection, a straight connection, a circuitous neighborhood connection, and a connection from High Bench Road through the existing gravel pit west of Park Drive.

Data Collection

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Park Drive / S.R. 92
- Canyon Crest Road / S.R. 92
- Healey Boulevard / Canyon Crest Road
- Healey Boulevard / High Bench Road

The counts were performed on Tuesday, April 23, 2019 (from a separate study on S.R. 92), Tuesday, June 28, 2022, and Wednesday, June 29, 2022. The morning peak hour was determined to be between 7:15 and 8:15 a.m., and the evening peak hour was determined to be between 5:00 and 6:00 p.m. The evening peak hour volumes were approximately 19% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis.

Hales Engineering made adjustments to the observed traffic volumes counted in June 2022 (All but the Canyon Crest Road / S.R. 92 intersection) to account for school traffic. According to UDOT Automatic Traffic Signal Performance Measures (ATSPM), which provides approximate turning movement counts at the Canyon Crest Road / S.R. 92 intersection, morning peak hour traffic volumes on Canyon Crest Road were approximately 47% higher on April 25, 2022 than on June 28, 2022. The observed traffic volumes from June 2022 were adjusted accordingly to determine average turning movement counts at the study intersections, except for traffic volumes on S.R. 92, which were found to be approximately the same.

According to UDOT, traffic volumes have experienced an annual growth rate of approximately 3% in recent years. This adjustment was applied to the volumes at the Canyon Crest Road / S.R. 92 intersection to bring them from a 2019 condition to a 2022 condition. The baseline existing (2022) morning and evening peak hour volumes without any new connection are shown in Figure 1.

Analysis

Scenarios

A proposed connection between Park Drive in Highland and High Bench Road in Alpine was evaluated in the following three scenarios:

- Straight Connection
- Circuitous Neighborhood Connection
 - Road through the Smooth Canyon development, adding approximately 1,900 feet of travel distance compared to a Straight Connection
- Gravel Pit Connection
 - Potential future roadway from High Bench Road through the gravel pit area

Traffic Volumes

The Mountainland Association of Governments (MAG) / Wasatch Front Regional Council (WFRC) travel demand model was utilized to determine the change in traffic volumes in the study area as a result of the proposed connection for the three scenarios. The connection alignments for all three scenarios are shown in Figures 2, 3, and 4 along with the projected weekday morning and evening peak hour traffic volumes for each.

Existing (2022) volumes are shown for the Straight and Circuitous Neighborhood Connections, as these could be constructed relatively soon. Future (2050) volumes are shown for the Gravel Pit Connection as this likely would take many years to construct. Future (2050) volumes include traffic from the proposed Smooth Canyon development while the existing (2022) volumes do not.

The following observations and conclusions were made from these traffic volumes:

- Any of the connections will likely be used by some Alpine drivers traveling to and from the east on S.R. 92 towards east Cedar Hills, northeast Pleasant Grove, and American Fork Canyon, which represents a relatively small percentage of Alpine drivers
- For the Straight Connection, it is anticipated that between 60 and 80 vehicles will cut-through Park Drive in the peak hour (on average, a car every 45 to 60 seconds)
- For the Circuitous Connection, it is anticipated that between 50 and 70 vehicles will cut-through Park Drive in the peak hour
- For the Gravel Pit Connection, a volume of approximately 200 vehicles in the peak hour are expected on the gravel pit road, with approximately 40 to 50 cutting through on Park Drive in a 2050 condition, which assumes the Smooth Canyon development
- All scenarios are anticipated to result in reduced traffic on Healey Boulevard, Canyon Crest Road, and S.R. 92 (west of Park Drive)

Travel Times

Travel times from the Healey Boulevard / High Bench Road intersection to both the Park Drive / S.R. 92 and Canyon Crest Road / S.R. 92 intersections were compared based on free-flow conditions for each scenario, meaning that delay at intersections was not accounted for. For the travel times to Park Drive / S.R. 92, an additional 60 to 90 seconds may be expected during peak hours due to delay turning left at the Canyon Crest Road / S.R. 92 intersection. For the travel times to Canyon Crest Road / S.R. 92, all routing scenarios will experience similar delay at the Canyon Crest Road / S.R. 92 signalized intersection. These travel times are shown in Table 1.

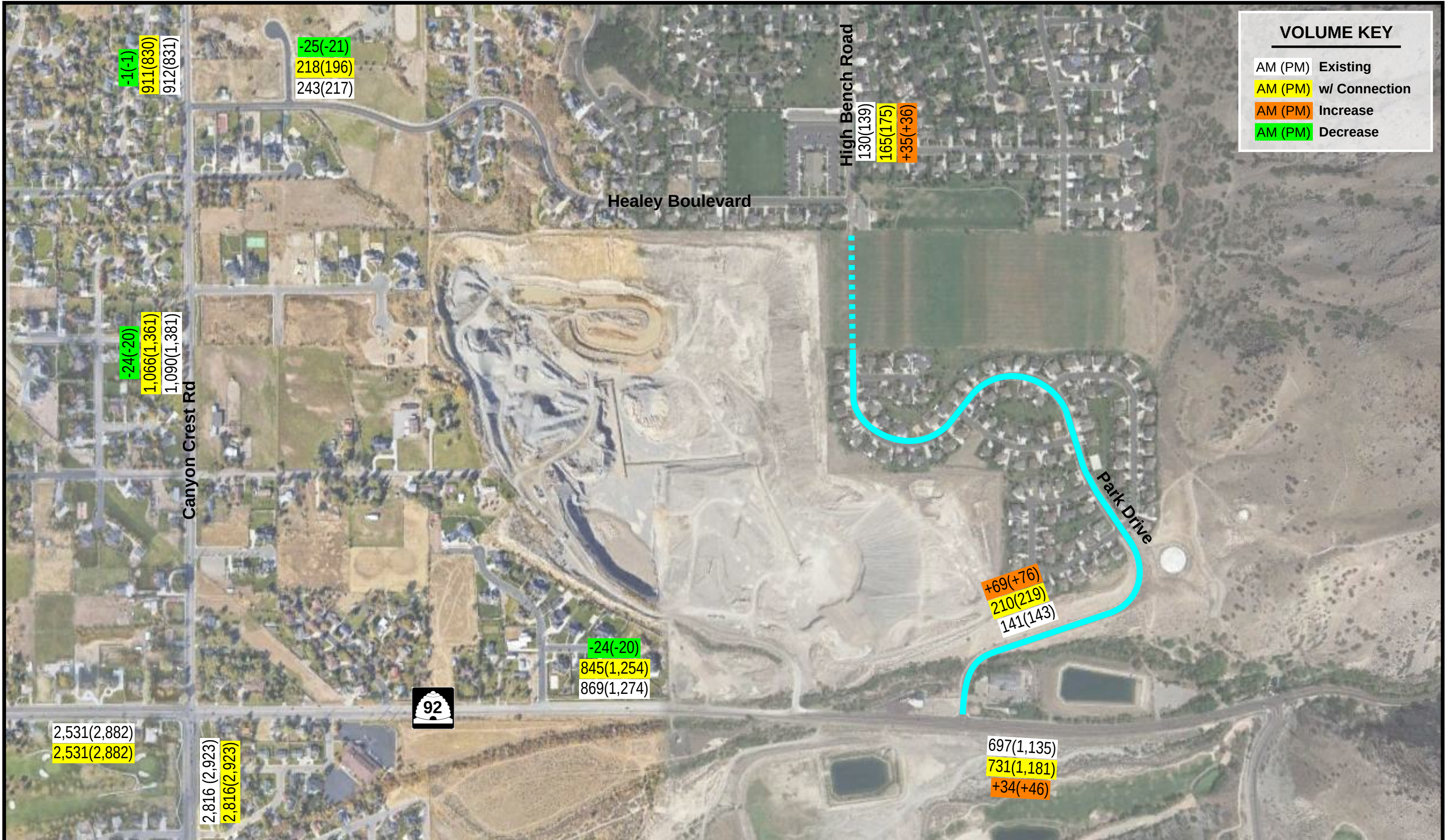
Table 1: Free-Flow Travel Time Comparison

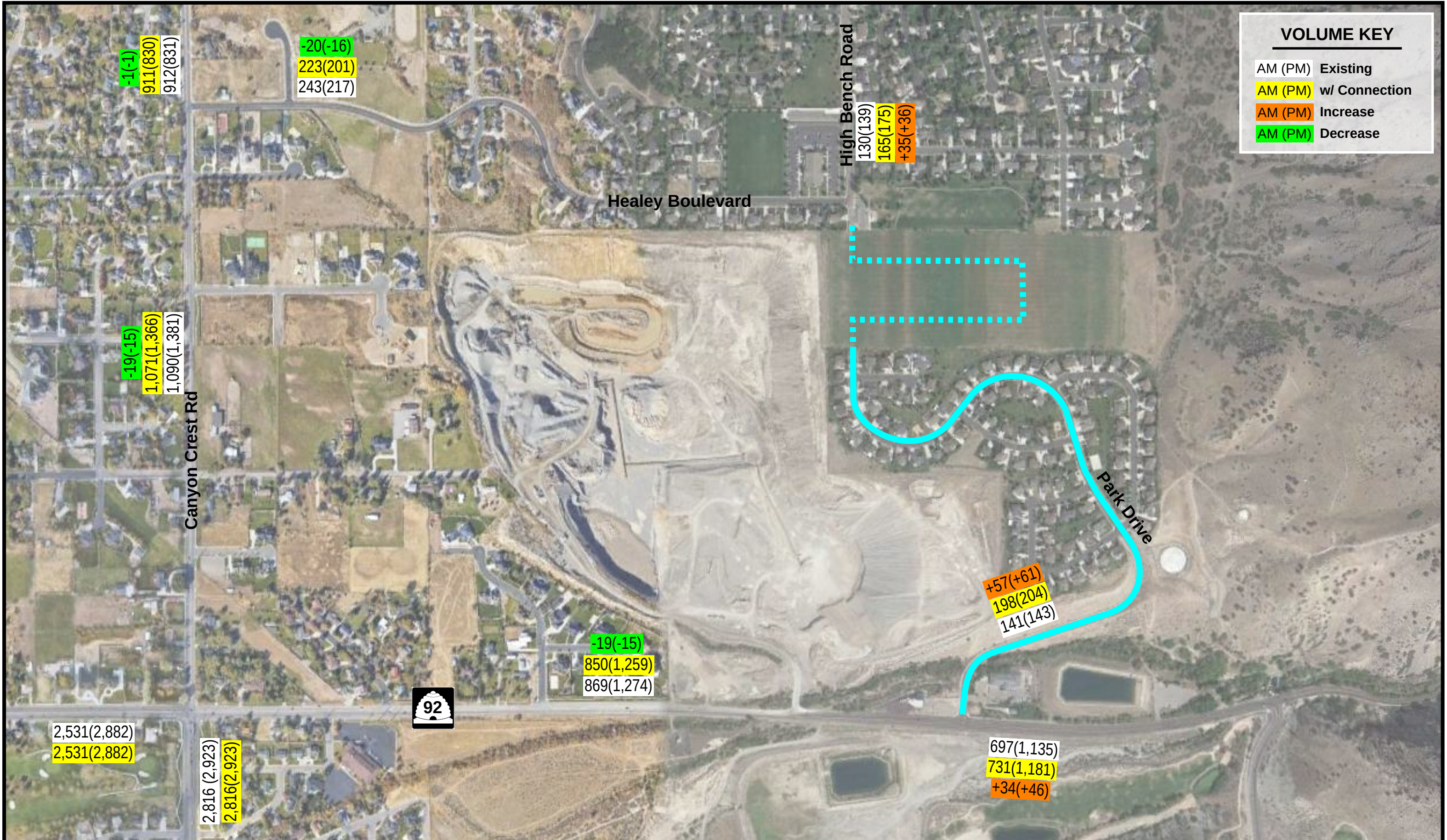
Scenario	Travel Time from Healey Blvd / High Bench Rd	
	To Park Dr / S.R. 92	To Canyon Crest Rd / S.R. 92*
No Connection	4.0 Minutes*	2.9 Minutes
Straight Connection	2.3 Minutes	3.3 Minutes
Circuitous Neighborhood Connection	3.1 Minutes	4.1 Minutes
Gravel Pit Connection	1.3 Minutes	2.1 Minutes
<i>*Note: Does not include additional time traveling through Canyon Crest Rd / S.R. 92 Signal</i>		

The following observations and conclusions were made from these travel times:

- For drivers traveling east on S.R. 92 to or from east Cedar Hills (the “To Park Dr / S.R. 92” travel times), northeast Pleasant Grove, and American Fork Canyon, there will be significant travel time savings by cutting through Park Drive. As noted, the percentage of Alpine drivers traveling to these areas during peak hours is small compared to those traveling to/from west S.R. 92 and south North County Boulevard.
- For drivers traveling west on S.R. 92 or south on North County Boulevard Hills (the “To Canyon Crest Road / S.R. 92” travel times), only the gravel pit connection is anticipated to reduce travel times. It is anticipated that traveling on the Straight and Circuitous Neighborhood Connections will take longer than traveling on Healey Boulevard and Canyon Crest Road to get to the Canyon Crest Road / S.R. 92 signalized intersection. Traveling on the Circuitous Neighborhood Connection is anticipated to take 1.2 minutes longer than traveling on Healey Boulevard and Canyon Crest Road. This represents a relatively high percentage of Alpine drivers.
- Cut-through traffic is anticipated to be minimal on Park Drive, knowing that most of Alpine traffic is traveling to and from the west on S.R. 92 and south on North County Boulevard and that the travel time is less traveling on Healey Boulevard and Canyon Crest Road than the proposed connections.

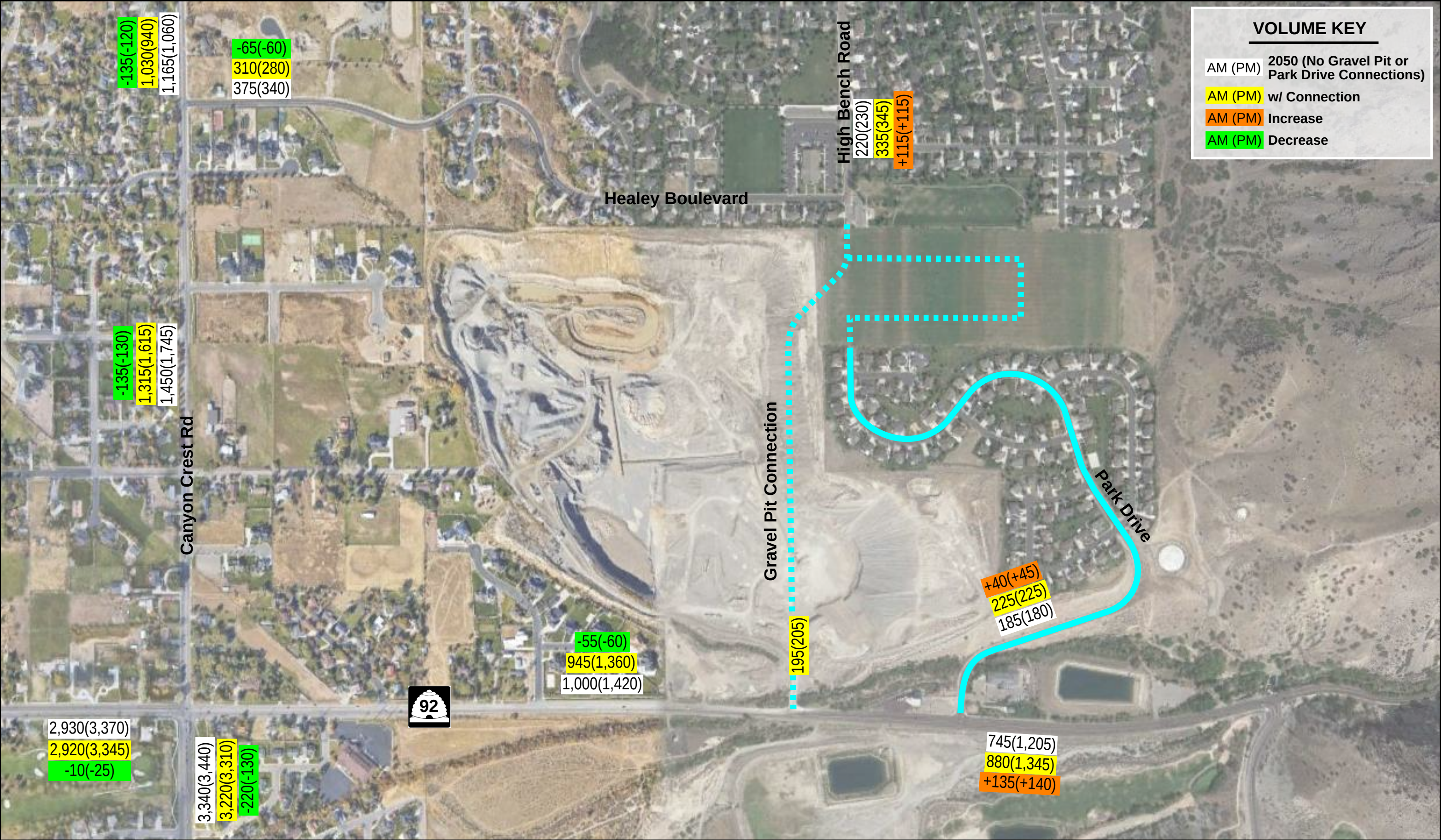






VOLUME KEY

AM (PM)	2050 (No Gravel Pit or Park Drive Connections)
AM (PM)	w/ Connection
AM (PM)	Increase
AM (PM)	Decrease



Roadway Capacity

Two-lane roadways have a capacity to handle at least 750 vehicles per hour (sum of both directions) while operating level of service (LOS) C or better. LOS C is acceptable by both Alpine and Highland. As shown in Figures 2 through 4, with any of the scenarios, Park Drive will likely experience a peak hour volume less than 300 vehicles per hour even with a connection, nearby development, and future growth in Alpine assumed. Therefore, it is anticipated that Park Drive will operate at LOS C or better in all scenarios. With the low anticipated volumes the roadway likely will operate much better at LOS C, at LOS A or LOS B.

Traffic Calming

With concerns of safety and vehicle speeds on a cut-through route, traffic calming is important to slow vehicles to maintain safety. Park Drive currently has natural traffic calming built-in, with a pavement width of approximately 34 feet and parking allowed on both sides of the road. This will naturally slow vehicles travelling on Park Drive. In addition to this existing condition, the City may also consider implementing other traffic calming measures.

If traffic calming measures are implemented, it is recommended that the City start with low-level measures and then progress to high-level measures as needed. Low-level measures included signing and striping measures such as driver feedback signs, striping, and pavement markings that encourage drivers to slow down. High-level measures may include physical improvements that change the horizontal landscape of the roadway including bulb-outs and chicanes.

Conclusions

- A connection between High Bench Road to Park Drive and onto SR-92 will provide better emergency response access to the neighborhood and area
- Knowing that most of Alpine traffic is traveling to and from the west on S.R. 92 and south on North County Boulevard and that the travel time is less traveling on Healey Boulevard and Canyon Crest Road than the proposed connections, it is anticipated that cut-through traffic on a proposed connection to Park Drive will be minimal.
- For drivers traveling west on S.R. 92 or south on North County Boulevard, only the gravel pit connection is anticipated to reduce travel times compared to no connection
- A connection from High Bench Road to Park Drive would likely reduce traffic on Healey Boulevard and Canyon Crest Road, but increase cut-through traffic on Park Drive by approximately 60-80 vehicles per hour during peak hours in existing (2022) conditions
- A circuitous neighborhood connection would likely offer deterrence to cut-through traffic to vehicles traveling via Healey Boulevard
- A direct connection through the existing gravel pit to S.R. 92 would reduce cut-through traffic on Park Drive significantly and produce the highest travel time savings
- The City could consider implementing additional traffic calming measures on Park Drive to encourage slower speeds, starting with low-level measures
- Park Drive is anticipated to operate at LOS C during peak hours in all scenarios

If you have any questions regarding this memorandum, please contact us at 801.766.4343.



HIGHLAND CITY

**ASPHALT TRAIL
TREATMENT AND
REPAIR PLAN**

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EXECUTIVE SUMMARY

Highland City owns and maintains about 16.5 miles of paved asphalt trails. The trails were constructed at different times as development expanded throughout the City. To understand the condition of each trail and thence be able to come up with a maintenance plan for the trails, video and photo surveys of the trails were taken. These videos and photos were analyzed, and a pavement condition index (PCI) was assigned to each trail segment. Each trail segment was in turn analyzed for what treatments may need to be completed. A cost estimate was then assigned based on these proposed treatments. Data was collected on the trail usage using trail pedestrian counters. This data was collected and analyzed. Each segment was assigned an average daily traffic number based on the counts collected and the type of trail segment. The PCI, cost estimate, and average daily traffic were all averaged for the trail section based on the scores for each segment in each section. These values were used in a calculation to determine a prioritization score for each trail section. Once the prioritization scores of the trails were calculated each trail section was assigned a treatment year based on the prioritization score.

INTRODUCTION AND PROJECT HISTORY

Highland City Owns and maintains about 16.5 miles of paved asphalt trails. These trails range from 6 feet wide to about 12 feet wide. Most of the paved trails are either 10 feet wide or 8 feet wide. A trail corridor is the width of the trail plus the land on either side that the city owns and either maintains or leaves in a natural native state. Trail corridors range from about 12 feet to about 30 feet in most places, and up to 330 feet when the trail is going through a park or open space. The trails are primarily used by people in the city for exercise, commuting, or outdoor recreation. There are various ways that the trails become damaged and start to become less usable. Tree roots are a major cause of damage on most of the trails. As trees planted near the trail grow the roots may start to spread under the trail pavement and begin to crack and break apart the trail. Other cracks in the pavement form from the asphalt expanding and contracting with seasonal temperature and moisture changes. Water infiltration through the cracks in the pavement can also begin to deteriorate the sub-base below the pavement. Over time, this deterioration of the sub-base causes the pavement to fail. As these cracks and damage to the trail continue to be left untreated the pavement fails past the point where the trail is usable. With the identification of the extent of the cracking and damage to the trail, treatments or reconstruction can be recommended to keep the trails in a state that is usable. In order to maintain an acceptable level of service of the trail system it was proposed that a trail maintenance plan be created. Using a formula to weight the PCI, average daily traffic, and

estimated cost of repair the trails were ranked to be able to establish a priority for the maintenance or repairs of the trails.

Draft Print
07/18/2022

FIELD WORK

There are approximately 167 trail segments that were identified, and video surveyed. The videos were taken by City staff on the trail. The videos were then analyzed to identify the pavement condition as well as which treatments could be used to repair or maintain the trail segments. The trail segments were grouped together into sections based on their neighborhood or general location. Table 1.1 below shows this breakdown of the trail sections.

	Trail Section Name
1	View Pointe
2	Merideth Ditch Trail
3	Wildrose
4	Lone Peak High
5	Highland Glen Park
6	Apple Blossom
7	Windsor Meadows
8	Canterbury Circle
9	Highland Town Center Meadows
10	American Fork Canyon Ditch Trail
11	Mitchell Hollow
12	Wimbleton
13	Canterbury South
14	Canterbury North
15	Highland Blvd Trail
16	Bull River Trail
17	Highland Hills Trail
18	Beacon Hills Park
19	Mercer Hollow Trail
20	Twin Bridges Trail
21	Alpine Highway Trail
22	Avonmore

Table 1.1: Trail Names by Section

Trail counters were also placed on several sections of trail to get an idea of the average daily traffic for these trail sections. This data was compiled and organized to show the average daily traffic for the trails that were monitored. The trails were then able to be classified based on the type of trail that they were. These are the categories that were identified: Arterial, Collector, Neighborhood Collector, Neighborhood, Small Neighborhood Loop, and Connector. Each trail section was assigned a trail classification based on the trail connectivity, length, location, and use. Table 1.2 below shows the trail sections and the classifications that were assigned.

	Trail Section Name	Trail Classification
1	View Pointe	Neighborhood
2	Merideth Ditch Trail	Collector
3	Wildrose	Connector
4	Lone Peak High	Collector
5	Highland Glen Park	Arterial
6	Apple Blossom	Neighborhood
7	Windsor Meadows	Neighborhood
8	Canterbury Circle	Small Neighborhood Loop
9	Highland Town Center Meadows	Neighborhood
10	American Fork Canyon Ditch Trail	Collector
11	Mitchell Hollow	Collector
12	Wimbleton	Neighborhood Collector
13	Canterbury South	Small Neighborhood Loop
14	Canterbury North	Neighborhood Collector
15	Highland Blvd Trail	Collector
16	Bull River Trail	Collector
17	Highland Hills Trail	Neighborhood Collector
18	Beacon Hills Park	Neighborhood
19	Mercer Hollow Trail	Connector
20	Twin Bridges Trail	Small Neighborhood Loop
21	Alpine Highway Trail	Collector
22	Avonmore	Connector

Table 1.2: Trail Section Classification

Based on the data collected the average daily traffic for each of these types of trails was determined to be as shown in Table 1.3 below.

Trail Classification	Average Daily Traffic
Arterial	900+
Collector	317
Neighborhood Collector	56
Neighborhood	40
Small Neighborhood Loop	35
Connector	13

Table 1.3: Average Daily Traffic for Different Types of Trails

PAVEMENT CONDITION INDEX

Based on the video and photo surveys a pavement condition index was assigned to each of the trail segments. PCI is a value from 0 to 100. The worst condition being assigned a low value of 0, up to the best condition being assigned a value of 100. In the equation for the prioritization score the value is inverted to have the worst trail segments getting the highest scores. Shown in Table 1.4 below are the trail sections with the average PCI score for that section of trail along with the inverted value that is used in the prioritization score calculation called the normalized PCI. Equation 1 below shows how the normalized PCI is calculated from the average PCI for each trail section.

$$\text{Equation 1. Normalized PCI} = 100 - \text{Average PCI}$$

Trail Name		Average PCI	Normalized PCI
1	View Pointe	55	45
2	Merideth Ditch Trail	69	31
3	Wildrose	80	20
4	Lone Peak High	90	10
5	Highland Glen Park	11	89
6	Apple Blossom	85	15
7	Windsor Meadows	26	74
8	Canterbury Circle	60	40
9	Highland Town Center Meadows	45	55
10	American Fork Canyon Ditch Trail	48	53
11	Mitchell Hollow	40	60
12	Wimbleton	20	80
13	Canterbury South	16	84
14	Canterbury North	35	65
15	Highland Blvd Trail	26	74
16	Bull River Trail	14	86
17	Highland Hills Trail	70	30
18	Beacon Hills Park	95	5
19	Mercer Hollow Trail	30	70
20	Twin Bridges Trail	72	28
21	Alpine Highway Trail	95	5
22	Avonmore	55	45

Table 1.4: Average PCI and Normalized PCI

COST ESTIMATES

Once the trails were assigned a PCI the same analysis of the video surveys were able to be used to determine the estimated trail treatments that would be needed for each segment or entire sections at a time. Knowing the treatments that need to be done on the different segments and having the most recent bids* for asphalt repair and treatments on the roads it was possible to assign cost estimates to the different trail segments based on the trail treatments that were anticipated to be needed. Table 1.5 below shows the unit price per square foot of the different treatments based on the 2020 road treatment bid prices.

Unit Price per SQFT	Small Area Reconstruction	\$	6.50
Unit Price per SQFT	Large Area Reconstruction	\$	3.00
Unit Price per SQFT	Weighted Reconstruction cost 3" asphalt	\$	3.50
Unit Price per SQFT	High Density Seal Coat	\$	0.27

Table 1.5: Unit Prices For Different Treatments

*Treatment costs were based on 2020 road treatment bids.

AVERAGE DAILY TRAFFIC

The City has a trail counter that was placed on different trail sections for a period of time to take counts of people moving past the trail counter. This data was then recorded and organized into a total count for each of these trails and then divided by the number of days the trail counter was in each location to get the average daily traffic count for each corresponding trail section. This data, along with the trail classifications, were then used to interpolate the average daily traffic counts for those trails that were not able to be counted. These classifications were presented in Table 1.2 earlier in this report. The average daily traffic values for each section are shown in Table 1.6 below.

	Trail Name	Average Daily Traffic
1	View Pointe	41
2	Merideth Ditch Trail	77
3	Wildrose	35
4	Lone Peak High	350
5	Highland Glen Park	912
6	Apple Blossom	42
7	Windsor Meadows	43
8	Canterbury Circle	33
9	Highland Town Center Meadows	15
10	American Fork Canyon Ditch Trail	57
11	Mitchell Hollow	317
12	Wimbleton	38
13	Canterbury South	35
14	Canterbury North	55
15	Highland Blvd Trail	282
16	Bull River Trail	853
17	Highland Hills Trail	98
18	Beacon Hills Park	56
19	Mercer Hollow Trail	13
20	Twin Bridges Trail	34
21	Alpine Highway Trail	900
22	Avonmore	12

Table 1.6: Average Daily Traffic For Each Trail Section

PRIORITIZATION OF TRAIL TREATMENTS

With each trail segment given a pavement condition index (PCI), an average daily traffic, and a cost estimate for the proposed repairs, a cumulative prioritization score was able to be calculated for each segment. Each trail segments scores were normalized on a scale of 0 to 100 to be able to be used in the prioritization score calculation. The higher the PCI value the lower the prioritization score that was given. The higher the daily traffic value the higher the prioritization score. The higher the cost of repair the lower the prioritization score. With these normalized scores, for each category of the prioritization score calculation, a final cumulative prioritization score for the trail segment was able to be calculated. Equation 2 below shows the calculation used to determine the cumulative prioritization score for each trail segment.

Equation 2. (Normalized pavement condition index X 0.4) + (Normalized average daily traffic X 0.3) + (Normalized cost for repairs X 0.3)

This cumulative prioritization score calculation gives a value from 0 to 100 for each trail segment. These prioritization scores give us an idea of which trail segments or sections need to be completed first. The average prioritization score for each section was then calculated from the values calculated for each segment. Table 1.7 below shows the trail sections with their prioritization score in order from highest to lowest.

	Trail Name	Cumulative Prioritization Score
5	Highland Glen Park	74.8
15	Highland Blvd Trail	70.9
16	Bull River Trail	65.9
14	Canterbury North	61.1
11	Mitchell Hollow	57.5
7	Windsor Meadows	54.9
21	Alpine Highway Trail	54.5
12	Wimbleton	51.2
17	Highland Hills Trail	49.4
10	American Fork Canyon Ditch Trail	49.2
13	Canterbury South	47.2
1	View Pointe	43.9
22	Avonmore	43.5
4	Lone Peak High	42.8
2	Merideth Ditch Trail	42.5
18	Beacon Hills Park	38.2
20	Twin Bridges Trail	38.1
3	Wildrose	35.8
8	Canterbury Circle	34.9
19	Mercer Hollow Trail	34.5
9	Highland Town Center Meadows	29.8
6	Apple Blossom	28.7

Table 1.7: Cumulative Prioritization Score For Each Trail Section In Order

TREATMENT PLANS

With the cumulative prioritization score for each of the trail sections sorted from highest to lowest, treatment plans can be organized to do the repairs for each section at a time. With a yearly budget for trail repair and maintenance of about \$130,000, a yearly treatment plan was created to cover all the proposed repairs and treatments over the next 6 years. The summary of treatment costs of each trail section in order of the proposed treatment year is in the table below. More detailed data from the study is presented in Appendix A.

Trail Name	Cumulative Prioritization Score	Price for all repairs	2021	2022	2023	2024	2025	2026
Highland Glen Park	74.8	\$ 151,675.49	\$ 151,675.49					
Highland Blvd Trail	70.9	\$ 36,077.42		\$ 36,077.42				
Bull River Trail	65.9	\$ 115,222.35			\$ 115,222.35			
Canterbury North	61.1	\$ 39,300.04						
Mitchell Hollow	57.5	\$ 33,128.18		\$ 33,128.18				
Windsor Meadows	54.9	\$ 35,849.47				\$ 35,849.47		
Alpine Highway Trail	54.5	\$ 1,300.78					\$ 1,300.78	
Wimbleton	51.2	\$ 57,087.28				\$ 57,087.28		
Highland Hills Trail	49.4	\$ 24,635.85				\$ 24,635.85		
American Fork Canyon Ditch Trail	49.2	\$ 42,611.30					\$ 42,611.30	
Canterbury South	47.16	\$ 24,814.43					\$ 24,814.43	
View Pointe	43.9	\$ 9,747.11					\$ 9,747.11	
Avonmore	43.5	\$ 599.78					\$ 599.78	
Lone Peak High	42.8	\$ 11,636.08					\$ 11,636.08	
Meredeth Ditch Trail	42.5	\$ 22,405.12						\$ 22,405.12
Beacon Hills Park	38.2	\$ 4,774.14						\$ 4,774.14
Twin Bridges Trail	38.1	\$ 2,644.84						\$ 2,644.84
Wildrose	35.8	\$ 5,407.97						\$ 5,407.97
Canterbury Circle	34.9	\$ 2,685.38						\$ 2,685.38
Mercer Hollow Trail	34.5	\$ 22,150.58						\$ 22,150.58
Highland Town Center Meadows	29.8	\$ 26,523.99						\$ 26,523.99
Apple Blossom	28.7	\$ 5,106.14						\$ 5,106.14
Total		\$ 151,675.49	\$ 108,505.64	\$ 115,222.35	\$ 117,572.60	\$ 90,709.49	\$ 91,698.17	

APPENDIX A

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
View Pointe	1.1	80	7074.0	\$ 280.00	\$ 1,909.99	\$ 2,189.99
View Pointe	1.2		7355.4	\$ -	\$ 1,985.95	\$ 1,985.95
View Pointe	1.3		5182.9	\$ -	\$ 1,399.37	\$ 1,399.37
View Pointe	1.4		8057.7	\$ -	\$ 2,175.58	\$ 2,175.58
View Pointe	1.5		2823.4	\$ -	\$ 762.33	\$ 762.33
View Pointe	1.6		4570.0	\$ -	\$ 1,233.89	\$ 1,233.89

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Merideth Ditch Trail	6.1		14189.2	\$ -	\$ 3,831.10	\$ 3,831.10
Merideth Ditch Trail	6.2		10316.8	\$ -	\$ 2,785.53	\$ 2,785.53
Merideth Ditch Trail	6.3		9999.0	\$ -	\$ 2,699.74	\$ 2,699.74
Merideth Ditch Trail	6.4	100	9671.2	\$ 350.00	\$ 2,611.23	\$ 2,961.23
Merideth Ditch Trail	6.5		12286.5	\$ -	\$ 3,317.35	\$ 3,317.35
Merideth Ditch Trail	6.6		13493.8	\$ -	\$ 3,643.31	\$ 3,643.31
Merideth Ditch Trail	6.7	300	6232.3	\$ 1,050.00	\$ 1,682.73	\$ 2,732.73
Merideth Ditch Trail	6.8		1607.9	\$ -	\$ 434.14	\$ 434.14

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Wildrose	9.1		3086.2	\$ -	\$ 833.26	\$ 833.26
Wildrose	9.2		2384.8	\$ -	\$ 643.89	\$ 643.89
Wildrose	9.3		3541.1	\$ -	\$ 956.11	\$ 956.11
Wildrose	9.4		5125.6	\$ -	\$ 1,383.91	\$ 1,383.91
Wildrose	9.5	240	2780.8	\$ 840.00	\$ 750.80	\$ 1,590.80

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Lone Peak High	10.1		8196.3	\$ -	\$ 2,213.01	\$ 2,213.01
Lone Peak High	10.2		7706.7	\$ -	\$ 2,080.81	\$ 2,080.81
Lone Peak High	10.3		7912.5	\$ -	\$ 2,136.38	\$ 2,136.38
Lone Peak High	10.4		8130.0	\$ -	\$ 2,195.10	\$ 2,195.10
Lone Peak High	10.5		7201.9	\$ -	\$ 1,944.50	\$ 1,944.50
Lone Peak High	10.6		3949.2	\$ -	\$ 1,066.27	\$ 1,066.27

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Highland Glen Park	11.1	300	2503.9	\$ 1,050.00	\$ 676.04	\$ 1,726.04
Highland Glen Park	11.2	100	7393.7	\$ 350.00	\$ 1,996.30	\$ 2,346.30
Highland Glen Park	11.3	3897.2	0.0	\$ 13,640.19	\$ -	\$ 13,640.19
Highland Glen Park	12.1	6333.2	0.0	\$ 22,166.18	\$ -	\$ 22,166.18
Highland Glen Park	12.2	4770.1	0.0	\$ 16,695.36	\$ -	\$ 16,695.36
Highland Glen Park	12.3		441.0	\$ -	\$ 119.06	\$ 119.06
Highland Glen Park	12.4	500	3175.1	\$ 1,750.00	\$ 857.29	\$ 2,607.29
Highland Glen Park	12.5		788.5	\$ -	\$ 212.90	\$ 212.90
Highland Glen Park	12.6	100	6354.8	\$ 350.00	\$ 1,715.81	\$ 2,065.81
Highland Glen Park	12.7	5554.7	0.0	\$ 19,441.33	\$ -	\$ 19,441.33
Highland Glen Park	12.8	2445.7	0.0	\$ 8,559.84	\$ -	\$ 8,559.84
Highland Glen Park	12.9	3500.1	0.0	\$ 12,250.20	\$ -	\$ 12,250.20
Highland Glen Park	12.1	2725.5	0.0	\$ 9,539.42	\$ -	\$ 9,539.42
Highland Glen Park	12.11	371.3	0.0	\$ 1,299.51	\$ -	\$ 1,299.51
Highland Glen Park	12.12	2044.4	0.0	\$ 7,155.45	\$ -	\$ 7,155.45
Highland Glen Park	12.13	887.6	0.0	\$ 3,106.67	\$ -	\$ 3,106.67
Highland Glen Park	12.14		850.9	\$ -	\$ 229.74	\$ 229.74
Highland Glen Park	12.15	1950.8	0.0	\$ 6,827.77	\$ -	\$ 6,827.77
Highland Glen Park	12.16	4998.5	0.0	\$ 17,494.69	\$ -	\$ 17,494.69
Highland Glen Park	12.17		15524.9	\$ -	\$ 4,191.73	\$ 4,191.73

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Apple Blossom	16.1		6681.0	\$ -	\$ 1,803.86	\$ 1,803.86
Apple Blossom	16.2		12230.7	\$ -	\$ 3,302.28	\$ 3,302.28

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Windsor Meadows	17.1		4628.8	\$ -	\$ 1,249.77	\$ 1,249.77
Windsor Meadows	17.2		5001.9	\$ -	\$ 1,350.52	\$ 1,350.52
Windsor Meadows	17.3		8536.6	\$ -	\$ 2,304.88	\$ 2,304.88
Windsor Meadows	17.4	1440	3488.8	\$ 5,040.00	\$ 941.98	\$ 5,981.98
Windsor Meadows	17.5	1200	10772.4	\$ 4,200.00	\$ 2,908.55	\$ 7,108.55
Windsor Meadows	18.1		8170.7	\$ -	\$ 2,206.08	\$ 2,206.08
Windsor Meadows	18.2	1600	615.9	\$ 5,600.00	\$ 166.29	\$ 5,766.29
Windsor Meadows	18.3		1373.7	\$ -	\$ 370.91	\$ 370.91
Windsor Meadows	18.4	720	2547.5	\$ 2,520.00	\$ 687.81	\$ 3,207.81
Windsor Meadows	18.5	1120	5902.5	\$ 3,920.00	\$ 1,593.69	\$ 5,513.69
Windsor Meadows	18.6		2922.2	\$ -	\$ 788.99	\$ 788.99

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Canterbury Circle	19.1		4751.4	\$ -	\$ 1,282.88	\$ 1,282.88
Canterbury Circle	19.2		5194.4	\$ -	\$ 1,402.50	\$ 1,402.50

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Highland Town Center Meadows	23.1	500	10537.4	\$ 1,750.00	\$ 2,845.10	\$ 4,595.10
Highland Town Center Meadows	23.2	750	8278.3	\$ 2,625.00	\$ 2,235.14	\$ 4,860.14
Highland Town Center Meadows	23.3	1489.7	0.0	\$ 5,214.00	\$ -	\$ 5,214.00
Highland Town Center Meadows	23.4	3000	5017.6	\$ 10,500.00	\$ 1,354.75	\$ 11,854.75

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
American Fork Canyon Ditch Trail	25	4000	2996.4	\$ 14,000.00	\$ 809.04	\$ 14,809.04
American Fork Canyon Ditch Trail	26		19583.6	\$ -	\$ 5,287.56	\$ 5,287.56
American Fork Canyon Ditch Trail	27.1		4463.2	\$ -	\$ 1,205.05	\$ 1,205.05
American Fork Canyon Ditch Trail	27.2		4617.3	\$ -	\$ 1,246.68	\$ 1,246.68
American Fork Canyon Ditch Trail	27.3		8608.5	\$ -	\$ 2,324.30	\$ 2,324.30
American Fork Canyon Ditch Trail	27.4		2879.5	\$ -	\$ 777.46	\$ 777.46
American Fork Canyon Ditch Trail	27.5	1000	554.6	\$ 3,500.00	\$ 149.75	\$ 3,649.75
American Fork Canyon Ditch Trail	28	3803.3	0.0	\$ 13,311.46	\$ -	\$ 13,311.46

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Mitchell Hollow	30.1		4944.9	\$ -	\$ 1,335.11	\$ 1,335.11
Mitchell Hollow	30.2		10717.3	\$ -	\$ 2,893.68	\$ 2,893.68
Mitchell Hollow	31.1		7972.3	\$ -	\$ 2,152.52	\$ 2,152.52
Mitchell Hollow	31.2	7642.0	0.0	\$ 26,746.87	\$ -	\$ 26,746.87

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Wimbleton	32.1	680	2920.7	\$ 2,380.00	\$ 788.58	\$ 3,168.58
Wimbleton	32.2	2480	2648.5	\$ 8,680.00	\$ 715.09	\$ 9,395.09
Wimbleton	32.3		6467.4	\$ -	\$ 1,746.20	\$ 1,746.20
Wimbleton	32.4	1440	2292.0	\$ 5,040.00	\$ 618.83	\$ 5,658.83
Wimbleton	32.5	3840	2772.5	\$ 13,440.00	\$ 748.58	\$ 14,188.58
Wimbleton	32.6		6599.0	\$ -	\$ 1,781.74	\$ 1,781.74
Wimbleton	32.7	3824.6	1520.0	\$ 13,386.23	\$ 410.40	\$ 13,796.63
Wimbleton	32.8		4225.7	\$ -	\$ 1,140.94	\$ 1,140.94
Wimbleton	32.9		5904.7	\$ -	\$ 1,594.28	\$ 1,594.28
Wimbleton	32.11		1982.2	\$ -	\$ 535.18	\$ 535.18
Wimbleton	32.11		5244.9	\$ -	\$ 1,416.12	\$ 1,416.12
Wimbleton	32.12		6101.9	\$ -	\$ 1,647.51	\$ 1,647.51
Wimbleton	32.13		3768.9	\$ -	\$ 1,017.60	\$ 1,017.60

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Canterbury South	33.1	1074.6	0.0	\$ 3,760.96	\$ -	\$ 3,760.96
Canterbury South	33.2	2160	1917.8	\$ 7,560.00	\$ 517.82	\$ 8,077.82
Canterbury South	33.3	1532.8	0.0	\$ 5,364.66	\$ -	\$ 5,364.66
Canterbury South	33.4	240.0	554.6	\$ 840.00	\$ 149.75	\$ 989.75
Canterbury South	33.5	1891.8	0.0	\$ 6,621.24	\$ -	\$ 6,621.24

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Canterbury North	35.1	1813.6	0.0	\$ 6,347.44	\$ -	\$ 6,347.44
Canterbury North	35.2	2968.5	0.0	\$ 10,389.62	\$ -	\$ 10,389.62
Canterbury North	35.3		2475.5	\$ -	\$ 668.38	\$ 668.38
Canterbury North	35.4		2533.5	\$ -	\$ 684.04	\$ 684.04
Canterbury North	35.5		1934.1	\$ -	\$ 522.21	\$ 522.21
Canterbury North	35.6		2028.5	\$ -	\$ 547.69	\$ 547.69
Canterbury North	35.7		1081.5	\$ -	\$ 292.01	\$ 292.01
Canterbury North	35.8		2006.6	\$ -	\$ 541.79	\$ 541.79
Canterbury North	35.9		2383.5	\$ -	\$ 643.54	\$ 643.54
Canterbury North	35.1		2189.9	\$ -	\$ 591.28	\$ 591.28
Canterbury North	36.1		2894.3	\$ -	\$ 781.47	\$ 781.47
Canterbury North	36.2		2967.3	\$ -	\$ 801.18	\$ 801.18
Canterbury North	36.3		2022.7	\$ -	\$ 546.12	\$ 546.12
Canterbury North	36.4		2520.3	\$ -	\$ 680.48	\$ 680.48
Canterbury North	36.5		1129.6	\$ -	\$ 304.98	\$ 304.98
Canterbury North	36.6		1876.1	\$ -	\$ 506.56	\$ 506.56
Canterbury North	37		3340.4	\$ -	\$ 901.91	\$ 901.91
Canterbury North	37.2		4499.8	\$ -	\$ 1,214.95	\$ 1,214.95
Canterbury North	38.1	1161.1	0.0	\$ 4,063.94	\$ -	\$ 4,063.94
Canterbury North	38.2	400	2999.3	\$ 1,400.00	\$ 809.81	\$ 2,209.81
Canterbury North	38.3	1600	1706.0	\$ 5,600.00	\$ 460.62	\$ 6,060.62

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Highland Blvd Trail	39.1		2294.4	\$ -	\$ 619.49	\$ 619.49
Highland Blvd Trail	39.2		3028.8	\$ -	\$ 817.77	\$ 817.77
Highland Blvd Trail	39.3		2412.3	\$ -	\$ 651.33	\$ 651.33
Highland Blvd Trail	39.4		2768.7	\$ -	\$ 747.56	\$ 747.56
Highland Blvd Trail	39.5		1619.1	\$ -	\$ 437.16	\$ 437.16
Highland Blvd Trail	39.6		2617.8	\$ -	\$ 706.80	\$ 706.80
Highland Blvd Trail	39.7		1914.7	\$ -	\$ 516.97	\$ 516.97
Highland Blvd Trail	39.8	2652.8	0.0	\$ 9,284.97	\$ -	\$ 9,284.97
Highland Blvd Trail	39.9	4307.2	0.0	\$ 15,075.09	\$ -	\$ 15,075.09
Highland Blvd Trail	39.1		5211.6	\$ -	\$ 1,407.13	\$ 1,407.13
Highland Blvd Trail	39.11	800	3154.0	\$ 2,800.00	\$ 851.57	\$ 3,651.57
Highland Blvd Trail	39.12		689.6	\$ -	\$ 186.19	\$ 186.19
Highland Blvd Trail	39.13		3922.9	\$ -	\$ 1,059.19	\$ 1,059.19
Highland Blvd Trail	39.14		3393.3	\$ -	\$ 916.18	\$ 916.18

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Bull River Trail	40.1	2240	3768.2	\$ 7,840.00	\$ 1,017.41	\$ 8,857.41
Bull River Trail	40.2		6052.6	\$ -	\$ 1,634.20	\$ 1,634.20
Bull River Trail	41.1	2000	3429.4	\$ 7,000.00	\$ 925.93	\$ 7,925.93
Bull River Trail	41.2	1050	7658.6	\$ 3,675.00	\$ 2,067.83	\$ 5,742.83
Bull River Trail	42.1	1308.8	0.0	\$ 4,580.67	\$ -	\$ 4,580.67
Bull River Trail	42.2	4075.3	0.0	\$ 14,263.52	\$ -	\$ 14,263.52
Bull River Trail	42.3	3518.0	0.0	\$ 12,313.02	\$ -	\$ 12,313.02
Bull River Trail	42.4	4020.4	0.0	\$ 14,071.50	\$ -	\$ 14,071.50
Bull River Trail	42.5	2747.3	0.0	\$ 9,615.65	\$ -	\$ 9,615.65
Bull River Trail	42.6	830.0	0.0	\$ 2,905.04	\$ -	\$ 2,905.04
Bull River Trail	42.7	9517.9	0.0	\$ 33,312.57	\$ -	\$ 33,312.57

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Highland Hills Trail	43.1		4245.2	\$ -	\$ 1,146.21	\$ 1,146.21
Highland Hills Trail	43.2	800.0	2588.9	\$ 2,800.00	\$ 698.99	\$ 3,498.99
Highland Hills Trail	43.3	800	2549.0	\$ 2,800.00	\$ 688.24	\$ 3,488.24
Highland Hills Trail	43.4		6199.0	\$ -	\$ 1,673.72	\$ 1,673.72
Highland Hills Trail	43.5	1600	5548.2	\$ 5,600.00	\$ 1,498.02	\$ 7,098.02
Highland Hills Trail	43.6		1706.3	\$ -	\$ 460.70	\$ 460.70
Highland Hills Trail	43.7		7672.4	\$ -	\$ 2,071.55	\$ 2,071.55
Highland Hills Trail	43.8		3311.2	\$ -	\$ 894.03	\$ 894.03
Highland Hills Trail	43.9		2992.8	\$ -	\$ 808.06	\$ 808.06
Highland Hills Trail	43.1		2276.8	\$ -	\$ 614.74	\$ 614.74
Highland Hills Trail	43.11		1883.4	\$ -	\$ 508.52	\$ 508.52
Highland Hills Trail	43.12		4694.0	\$ -	\$ 1,267.37	\$ 1,267.37
Highland Hills Trail	43.13		4095.2	\$ -	\$ 1,105.71	\$ 1,105.71

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Beacon Hills Park	44.1		2564.8	\$ -	\$ 692.49	\$ 692.49
Beacon Hills Park	44.2		4330.9	\$ -	\$ 1,169.34	\$ 1,169.34
Beacon Hills Park	44.3		4872.8	\$ -	\$ 1,315.66	\$ 1,315.66
Beacon Hills Park	44.4		2801.2	\$ -	\$ 756.31	\$ 756.31
Beacon Hills Park	44.5		3112.4	\$ -	\$ 840.34	\$ 840.34

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Mercer Hollow Trail	45.1	3200	2982.0	\$ 11,200.00	\$ 805.13	\$ 12,005.13
Mercer Hollow Trail	45.2	2000	1025.2	\$ 7,000.00	\$ 276.82	\$ 7,276.82
Mercer Hollow Trail	45.3	600	2846.8	\$ 2,100.00	\$ 768.63	\$ 2,868.63

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Twin Bridges Trail	46.1		1572.1	\$ -	\$ 424.45	\$ 424.45
Twin Bridges Trail	46.2	80	4800.2	\$ 280.00	\$ 1,296.07	\$ 1,576.07
Twin Bridges Trail	46.3	80	1349.3	\$ 280.00	\$ 364.32	\$ 644.32

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Alpine Highway Trail	47.1		2918.9	\$ -	\$ 788.09	\$ 788.09
Alpine Highway Trail	47.2		1898.8	\$ -	\$ 512.69	\$ 512.69

Trail Name	Segment Number	Sqft of reconstruction needed	Seal coat sqft	Cost for Reconstruction	Cost for Seal Coat	Cost for Repairs
Avonmore	49		2221.4	\$ -	\$ 599.78	\$ 599.78

Trail Name	Segment Number	Corridor_Maintenance	Trail_Width	Corridor_Width	Pavement_Area (SQFT)	Recommended Treatment
View Pointe	1.1	Bi-Annually	8	25	7154.0	Pot hole repair and about 10 feet of reconstruction due to tree root damage.
View Pointe	1.2	Weekly and Bi-Annually	8	25	7355.4	Mostly crack sealing and surface treatment. A few spots of alligator cracking starting and pot holes needing to be patched.
View Pointe	1.3	Weekly and Bi-Annually	8	30	5182.9	Mostly crack sealing and surface treatment. One spot of cracking and small holes.
View Pointe	1.4	Weekly and Bi-Annually	8	25	8057.7	Mostly crack sealing and surface treatment. One spot of cracking and small holes.
View Pointe	1.5	Weekly and Bi-Annually	8	20	2823.4	Crack seal and surface treatment
View Pointe	1.6	Weekly	8	25	4570.0	Some cracks need to be sealed and surface treated. A few spots of alligator cracking and one spot where alligator cracking is just starting.
Merideth Ditch Trail	6.1	No Maintenance	10	20	14189.2	Some cracks may be too large to just crack seal. May need some cold patch and then seal and surface treatment.
Merideth Ditch Trail	6.2	No Maintenance	10	20	10316.8	A few cracks that may need to be cold patch filled before sealing and surface treatment
Merideth Ditch Trail	6.3	No Maintenance	10	20	9999.0	Most cracks are deep and large gaps, may need to be cold patched before crack seal and surface treatment.
Merideth Ditch Trail	6.4	No Maintenance	10	20	9771.2	One spot of uplift and shoving that needs to be reconstructed. A few spots of cold patch before crack sealing and surface treatment.
Merideth Ditch Trail	6.5	No Maintenance	10	20	12286.5	Possible cold patch needed before crack seal and surface treatment.
Merideth Ditch Trail	6.6	No Maintenance	10	20	13493.8	Possible cold patch needed before crack seal and surface treatment.
Merideth Ditch Trail	6.7	Weekly	10	42	6532.3	About 30 feet of reconstruction due to tree root damage. Crack treatment and surface treatment otherwise.
Merideth Ditch Trail	6.8	Weekly	10	60	1607.9	Crack seal and surface treatment
Wildrose	9.1	Weekly	8	65	3086.2	Crack seal and surface treatment
Wildrose	9.2	Weekly	8	60	2384.8	Crack seal and surface treatment
Wildrose	9.3	Weekly	8	60	3541.1	Crack seal and surface treatment
Wildrose	9.4	Weekly	8	60	5125.6	Crack seal and surface treatment
Wildrose	9.5	Weekly	8	20	3020.8	About 30 feet of reconstruction due to tree root damage. Crack treatment and surface treatment otherwise.
Lone Peak High	10.1	No Maintenance	10	11	8196.3	Surface treatment
Lone Peak High	10.2	Bi-Annually	10	40	7706.7	Crack seal and surface treatment
Lone Peak High	10.3	Bi-Annually	10	70	7912.5	Crack seal and surface treatment
Lone Peak High	10.4	Bi-Annually	10	50	8130.0	Crack seal and surface treatment
Lone Peak High	10.5	Bi-Annually	10	50	7201.9	Crack seal and surface treatment
Lone Peak High	10.6	Bi-Annually	10	45	3949.2	Crack seal and surface treatment
Highland Glen Park	11.1	Bi-Annually	10	35	2803.9	Surface treatment mostly. One section of reconstruction needed due to tree root damage. About 30 ft section.
Highland Glen Park	11.2	Bi-Annually	10	40	7493.7	Crack seal and surface treatment, possibly one or 2 spots of patching needed.
Highland Glen Park	11.3	Weekly	10	35	3897.2	Reconstruction. Due to surface roughness and cracking. Asphalt failure
Highland Glen Park	12.1	Weekly	10	30	6333.2	Reconstruction due to erosion from irrigation and stormwater flow across trail.
Highland Glen Park	12.2	Weekly	10	40	4770.1	Reconstruction due to alligator cracking and asphalt failure.
Highland Glen Park	12.3	Weekly	10	40	441.0	This is a part of the road going through Highland Glen
Highland Glen Park	12.4	Weekly	10	40	3675.1	about 50 feet of reconstruction. The rest crack seal and seal coat.
Highland Glen Park	12.5	Weekly	10	40	788.5	Crack seal and seal coat
Highland Glen Park	12.6	No Maintenance	10	40	6454.8	1 portion of patching due to tree root damage. Crack seal and seal coat the rest.
Highland Glen Park	12.7	No Maintenance	10	30	5554.7	Reconstruction through most of it. The trail is old and falling apart.
Highland Glen Park	12.8	No Maintenance	10	30	2445.7	Reconstruction
Highland Glen Park	12.9	No Maintenance	10	30	3500.1	Alligator cracking and age worn. Reconstruction
Highland Glen Park	12.1	No Maintenance	10	30	2725.5	Reconstruction
Highland Glen Park	12.11	No Maintenance	10	30	371.3	Reconstruction
Highland Glen Park	12.12	No Maintenance	10	30	2044.4	Road failure. Reconstruction
Highland Glen Park	12.13	No Maintenance	10	30	887.6	Alligator cracking and age worn. Reconstruction
Highland Glen Park	12.14	No Maintenance	8	330	850.9	Crack seal and seal coat
Highland Glen Park	12.15	No Maintenance	8	330	1950.8	Alligator cracking and age worn. Reconstruction
Highland Glen Park	12.16	No Maintenance	8	330	4998.5	Alligator cracking and age worn. Root damaged cracking and uplifting. Reconstruction
Highland Glen Park	12.17	No Maintenance	18	330	15524.9	Crack seal and surface treatment
Apple Blossom	16.1	Weekly and Tri-Annually	8	35	6681.0	Crack seal and surface treatment
Apple Blossom	16.2	Weekly and Tri-Annually	8	35	12230.7	Crack seal and surface treatment
Windsor Meadows	17.1	Tri-Annually	8	60	4628.8	Surface treatment
Windsor Meadows	17.2	Tri-Annually	8	70	5001.9	Crack seal and surface treatment. One Pot hole patching.
Windsor Meadows	17.3	Tri-Annually	8	100	8536.6	Crack seal and surface treatment with one area of reconstruction due to road failure uplift and shoving.
Windsor Meadows	17.4	Weekly and Tri-Annually	8	100	4928.8	Root damage needing reconstruction. Wear areas also need reconstruction.
Windsor Meadows	17.5	Weekly and Tri-Annually	8	90	11972.4	Large pot holes, root damage road failure needs reconstruction. Some edge failure and more root damage and cracking needs reconstruction. No video of a small section of this one.
Windsor Meadows	18.1	Weekly and Tri-Annually	8	70	8170.7	Mostly crack seal and surface treatment. A few spots where root damage could be starting.
Windsor Meadows	18.2	Tri-Annually	8	45	2215.9	Root damage road failures. Needs reconstruction.
Windsor Meadows	18.3	Tri-Annually	8	20	1373.7	Edge failure and the starting of alligator cracking.
Windsor Meadows	18.4	Tri-Annually	8	40	3267.5	Edge failure and some root damaged areas that need reconstruction.
Windsor Meadows	18.5	Weekly and Tri-Annually	8	50	7022.5	Some edge failures and root damage. May be considered for reconstruction.
Windsor Meadows	18.6	Tri-Annually	8	50	2922.2	This area has 1 spot of possible pot hole repair. Other than that just crack seal and surface treatment.
Canterbury Circle	19.1	Weekly	8	25	4751.4	Mostly surface treatment and some crack sealing.
Canterbury Circle	19.2	Weekly	8	25	5194.4	Lots of fine alligator cracking. May need some reconstruction.
Highland Town Center Meadows	23.1	Weekly	10	25	11037.4	This was surface treated and crack sealed. There is a section that needs to be reconstructed due to root damage. This same section was not surface treated this last year (2020).
Highland Town Center Meadows	23.2	Weekly	10	25	9028.3	Crack seal and surface treatment mostly. One spot of mounding and pot holes that need reconstruction.
Highland Town Center Meadows	23.3	Weekly	10	25	1489.7	Complete Reconstruction or removal
Highland Town Center Meadows	23.4	Weekly	10	25	8017.6	Several spots of tree root damage that need reconstruction. Transverse cracks in several locations across the trail. Several spots of damage like pot holes.
American Fork Canyon Ditch Trail	25	Bi-Annually	10	30	6996.4	Crack seal and surface treatment for most. Some root damage and edge failure could use reconstruction.
American Fork Canyon Ditch Trail	26	Bi-Annually	10	30	19583.6	Mostly crack seal and surface treatment.
American Fork Canyon Ditch Trail	27.1	Bi-Annually	10	30	4463.2	Mostly crack seal and surface treatment.
American Fork Canyon Ditch Trail	27.2	Bi-Annually	10	30	4617.3	Mostly crack seal and surface treatment.
American Fork Canyon Ditch Trail	27.3	Bi-Annually	10	30	8608.5	Some alligator cracking starting. Mostly crack seal and surface treatment besides that.
American Fork Canyon Ditch Trail	27.4	Bi-Annually	10	30	2879.5	May have some parts that need reconstruction. Some cracking and road failure.
American Fork Canyon Ditch Trail	27.5	Weekly and Bi-Annually	10	30	1554.6	Possibly one spot of reconstruction and a few pot holes. Some crack seal and seal coat.
American Fork Canyon Ditch Trail	28	Weekly and Bi-Annually	10	30	3803.3	Some spots of tree root damage that need reconstruction.
Mitchell Hollow	30.1	Bi-Annually	10	20	4944.9	Crack seal and surface treatment. The beginnings of alligator cracking apparent.
Mitchell Hollow	30.2	Weekly	10	20	10717.3	In the north part of this section there is signs of alligator cracking starting.
Mitchell Hollow	31.1	Annually	10	20	7972.3	Part with alligator cracking. Crack seal and surface treatment
Mitchell Hollow	31.2	Annually	10	20	7642.0	Reconstruction needed for large pot holes and failure due to root damage and other damage.

Trail Name	Segment Number	Corridor_Maintenance	Trail_Width	Corridor_Width	Pavement_Area (SQFT)	Recommended Treatment
Wimbleton	32.1	Bi-Annually	8	40	3600.7	Root damage area needs reconstruction. Some cracks could be sealed. Other areas have failed edges and need reconstruction.
Wimbleton	32.2	Bi-Annually	8	40	5128.5	Root damage and edge failure needs reconstruction. A few spots that crack seal could help.
Wimbleton	32.3	Bi-Annually	8	40	6467.4	spots of edge failure and alligator cracking. May need the edges to be more defined due to grass overgrowth.
Wimbleton	32.4	Bi-Annually	8	35	3732.0	Edge cracking in the turn. Alligator cracking that needs reconstruction.
Wimbleton	32.5	Bi-Annually	8	35	6612.5	Extensive alligator cracking. Needs reconstruction.
Wimbleton	32.6	Bi-Annually	8	43	6599.0	Crack seal and surface treatment. A few locations of edge failure and alligator cracking beginning.
Wimbleton	32.7	Weekly and Bi-Annually	8	35	5344.6	Extensive alligator cracking. Needs reconstruction. The last 190 ft or so is newer laid path with little to no cracks or damage.
Wimbleton	32.8	Weekly	8	35	4225.7	Some small sections of edge failure. For the most part crack seal and surface treatment should do the trick. Some parts may need patching or reconstruction.
Wimbleton	32.9	Weekly	8	54	5904.7	Crack seal and surface treatment should be enough.
Wimbleton	32.1	Weekly	8	35	1982.2	Crack seal and surface treatment
Wimbleton	32.11	Weekly	8	40	5244.9	Slurry seal possible solution. Pavement is rough and seems aged. Not too much alligator cracking. Some cracks across the path throughout.
Wimbleton	32.12	Weekly	8	40	6101.9	Slurry seal possible solution. Pavement is rough and seems aged. Not too much alligator cracking. Some cracks across the path throughout.
Wimbleton	32.13	Weekly	8	40	3768.9	Slurry seal possible solution. Pavement is rough and seems aged. Not too much alligator cracking. Some cracks across the path throughout.
Canterbury South	33.1	Weekly	6	25	1074.6	Extensive cracking throughout. Parts with root damage that needs reconstruction.
Canterbury South	33.2	No Maintenance	8	21	4077.8	Extensive cracking throughout. Parts with root damage that needs reconstruction.
Canterbury South	33.3	Weekly	6	25	1532.8	Extensive cracking throughout. Parts with root damage that needs reconstruction.
Canterbury South	33.4	Weekly	6	10	794.6	
Canterbury South	33.5	Weekly	6	25	1891.8	Extensive cracking throughout. Parts with root damage that needs reconstruction.
Canterbury North	35.1	Weekly	8	20	1813.6	Extensive edge failure cracking. May need reconstruction.
Canterbury North	35.2	Weekly	8	20	2968.5	Edge cracking and failure. Needs reconstruction.
Canterbury North	35.3	Weekly	8	20	2475.5	Crack sealing done before. Surface treatment may be enough. The end of this segment, near the road, there is more damage and may need patching or reconstruction near the end of this segment.
Canterbury North	35.4	Weekly	8	20	2533.5	Crack seal and surface treatment
Canterbury North	35.5	Weekly	8	20	1934.1	One spot of cracking near the edge of the path.
Canterbury North	35.6	Weekly	8	20	2028.5	Large cracks that may need cut and patch. Places where root damage has been crack sealed before. May need some reconstructon.
Canterbury North	35.7	No Maintenance	8	20	1081.5	Previous areas of large patches. Surface treatment and crack seal should be ok.
Canterbury North	35.8	Weekly and Tri-Annually	8	20	2006.6	Pot hole could use patch and seal. For the rest of this segment surface treatment should be fine.
Canterbury North	35.9	Tri-Annually	8	20	2383.5	Crack seal and surface treatment
Canterbury North	35.1	Tri-Annually	8	20	2189.9	Crack seal and surface treatment
Canterbury North	36.1	Tri-Annually	8	30	2894.3	Crack seal and surface treatment. There are spots that Alligator cracking is starting.
Canterbury North	36.2	Tri-Annually	8	30	2967.3	Crack seal and surface treatment. There are spots that Alligator cracking is starting.
Canterbury North	36.3	Tri-Annually	8	30	2022.7	Crack seal and surface treatment
Canterbury North	36.4	Weekly and Tri-Annually	8	30	2520.3	Crack seal and surface treatment
Canterbury North	36.5	Weekly	8	30	1129.6	Crack seal and surface treatment
Canterbury North	36.6	Tri-Annually	8	30	1876.1	Crack seal and surface treatment
Canterbury North	37	Tri-Annually	8	20	3340.4	Crack seal and surface treatment
Canterbury North	37.2	Tri-Annually	8	30	4499.8	Crack seal and surface treatment
Canterbury North	38.1	Tri-Annually	8	30	1161.1	Several spots of damage from roots. Pots holes near the end of the path. Needs reconstruction.
Canterbury North	38.2	No Maintenance	8	30	3399.3	Damaged and failure near the end of the path. Other than that mostly crack seal and surface treatment.
Canterbury North	38.3	No Maintenance	8	20	3306.0	About 200 feet of reconstruction due to alligator cracking and root damage and pot holes. Crack seal and seal coat the rest.
Highland Blvd Trail	39.1	Weekly	8	30	2294.4	Crack seal and surface treatment
Highland Blvd Trail	39.2	Weekly	8	30	3028.8	Crack seal and surface treatment
Highland Blvd Trail	39.3	Weekly	8	30	2412.3	Crack seal and surface treatment
Highland Blvd Trail	39.4	Weekly	8	30	2768.7	Crack seal and surface treatment. A Few spots of road edge failure and beginnings of alligator cracking.
Highland Blvd Trail	39.5	Weekly	8	30	1619.1	Crack seal and surface treatment. A Few spots of road edge failure and beginnings of alligator cracking.
Highland Blvd Trail	39.6	Weekly	8	30	2617.8	Few previous patches are uneven. Alligator cracking and edge failure in a few spots. Reconstruction.
Highland Blvd Trail	39.7	Weekly	8	30	1914.7	Alligator cracking.
Highland Blvd Trail	39.8	Weekly	8	30	2652.8	Reconstruction due to root damage and alligator cracking
Highland Blvd Trail	39.9	Weekly	8	30	4307.2	Reconstruction due to root damage and alligator cracking
Highland Blvd Trail	39.1	Weekly	8	30	5211.6	Previous patches. Some areas of large cracks that may need patching.
Highland Blvd Trail	39.11	Weekly	8	30	3954.0	Mostly crack seal and surface treatment. Some areas that may need patching or reconstruction.
Highland Blvd Trail	39.12	Weekly	8	12.5	689.6	A little rough with some transverse cracking starting. Surface treatment and crack seal should be enough.
Highland Blvd Trail	39.13	Weekly	8	12.5	3922.9	Crack seal and surface treatment
Highland Blvd Trail	39.14	Weekly	8	22.18	3393.3	Transverse cracks, surface treatment and crack seal should be enough.
Bull River Trail	40.1	No Maintenance	8	30	6008.2	cracking along trail. Beginnings of alligator cracking. May need some patching or reconstruction.
Bull River Trail	40.2	No Maintenance	8	30	6052.6	Crack seal and surface treatment should be enough.
Bull River Trail	41.1	No Maintenance	10	100	5429.4	Reconstruction needed at south end of segment. Some of the middle and north end need patching and crack sealing.
Bull River Trail	41.2	No Maintenance	10	100	8708.6	Extensive alligator cracking at north end of trail segment. Needs reconstruction. Middle has some cracks that sealing could be fine.
Bull River Trail	42.1	Weekly	8	100	1308.8	Alligator cracking along edges and some places across entire trail. Needs reconstruction.
Bull River Trail	42.2	No Maintenance	8	25	4075.3	Alligator cracking along edges and some places across entire trail. Needs reconstruction.
Bull River Trail	42.3	No Maintenance	8	25	3518.0	Alligator cracking along edges and some places across entire trail. Needs reconstruction. Root damage as well in several locations
Bull River Trail	42.4	Weekly	8	100	4020.4	Alligator cracking along edges and some places across entire trail. Needs reconstruction. Root damage as well in several locations
Bull River Trail	42.5	Weekly	8	15	2747.3	Root damage and alligator cracking needing reconstruction.
Bull River Trail	42.6	No Maintenance	8	25	830.0	Alligator cracking leading to several pot holes. Needs reconstruction.
Bull River Trail	42.7	No Maintenance	8	30	9517.9	Reconstruction
Highland Hills Trail	43.1	Weekly	8	50	4245.2	Some cracks may need patching. Crack seal and surface treatment other than that.
Highland Hills Trail	43.2	Weekly	8	50	3388.9	Edge failure. May need some reconstruction.
Highland Hills Trail	43.3	Weekly	8	50	3349.0	Edge failure. May need some reconstruction.
Highland Hills Trail	43.4	Weekly	8	20	6199.0	Some areas that may need patching. Crack seal and surface treatment.
Highland Hills Trail	43.5	Weekly	8	33	7148.2	Areas of alligator cracking. Transverse cracks. Many locations of cracks that have vegetation expanding and growing out of the cracks across the trail. Sections need reconstruction. Growth needs to be cleaned out and then cracks patched.
Highland Hills Trail	43.6	Weekly	8	20	1706.3	Alligator cracking starting. Longitudinal cracks extending most of the trail.
Highland Hills Trail	43.7	Weekly	8	20	7672.4	This section was treated this year 2020 with crack seal and surface treatment
Highland Hills Trail	43.8	Weekly	8	70	3311.2	This section was treated this year 2020 with crack seal and surface treatment
Highland Hills Trail	43.9	Weekly	8	70	2992.8	This section was treated this year 2020 with crack seal and surface treatment
Highland Hills Trail	43.1	Weekly	8	50	2276.8	This section was treated this year 2020 with crack seal and surface treatment. This section could require some patching.
Highland Hills Trail	43.11	Weekly	8	50	1883.4	This section is rough and surface treatment may be enough to smooth it out. Not too much cracking or damage.
Highland Hills Trail	43.12	Weekly and Bi-Annually	8	50	4694.0	This section was treated this year 2020 with crack seal and surface treatment
Highland Hills Trail	43.13	Bi-Annually	8	50	4095.2	This section was treated this year 2020 with crack seal and surface treatment

Trail Name	Segment Number	Corridor_Maintenance	Trail_Width	Corridor_Width	Pavement_Area (SQFT)	Recommended Treatment
Beacon Hills Park	44.1	Weekly and Bi-Annually	8	300	2564.8	Crack Seal and Surface treatment
Beacon Hills Park	44.2	Weekly and Bi-Annually	8	300	4330.9	Crack Seal and Surface treatment
Beacon Hills Park	44.3	Weekly and Bi-Annually	8	300	4872.8	Crack Seal and Surface treatment
Beacon Hills Park	44.4	Weekly	8	300	2801.2	Crack Seal and Surface treatment
Beacon Hills Park	44.5	Weekly	8	300	3112.4	Crack Seal and Surface treatment
Mercer Hollow Trail	45.1	No Maintenance	10	150	6182.0	Sections that need reconstruction. A few areas of patching. Then surface treatment and crack seal the rest.
Mercer Hollow Trail	45.2	Weekly	10	20	3025.2	About 200 feet of reconstruction. Some cracking and seal coat needed. Seal coat all.
Mercer Hollow Trail	45.3	Weekly	10	75	3446.8	About 60 feet of reconstruction. Seal coat the rest.
Twin Bridges Trail	46.1	Weekly	8	45	1572.1	Crack Seal and Surface treatment
Twin Bridges Trail	46.2	Weekly	8	95	4880.2	Crack Seal and Surface treatment. Some edge cracking and start of alligator cracking.
Twin Bridges Trail	46.3	Weekly	8	56	1429.3	Alligator cracking and road failure at the end 10 feet or so of trail. Crack Seal and Surface treatment
Alpine Highway Trail	47.1	Weekly	10	30	2918.9	Crack Seal and Surface treatment
Alpine Highway Trail	47.2	Weekly	10	30	1898.8	Crack Seal and Surface treatment
Avonmore	49	No Maintenance	12	12	2221.4	

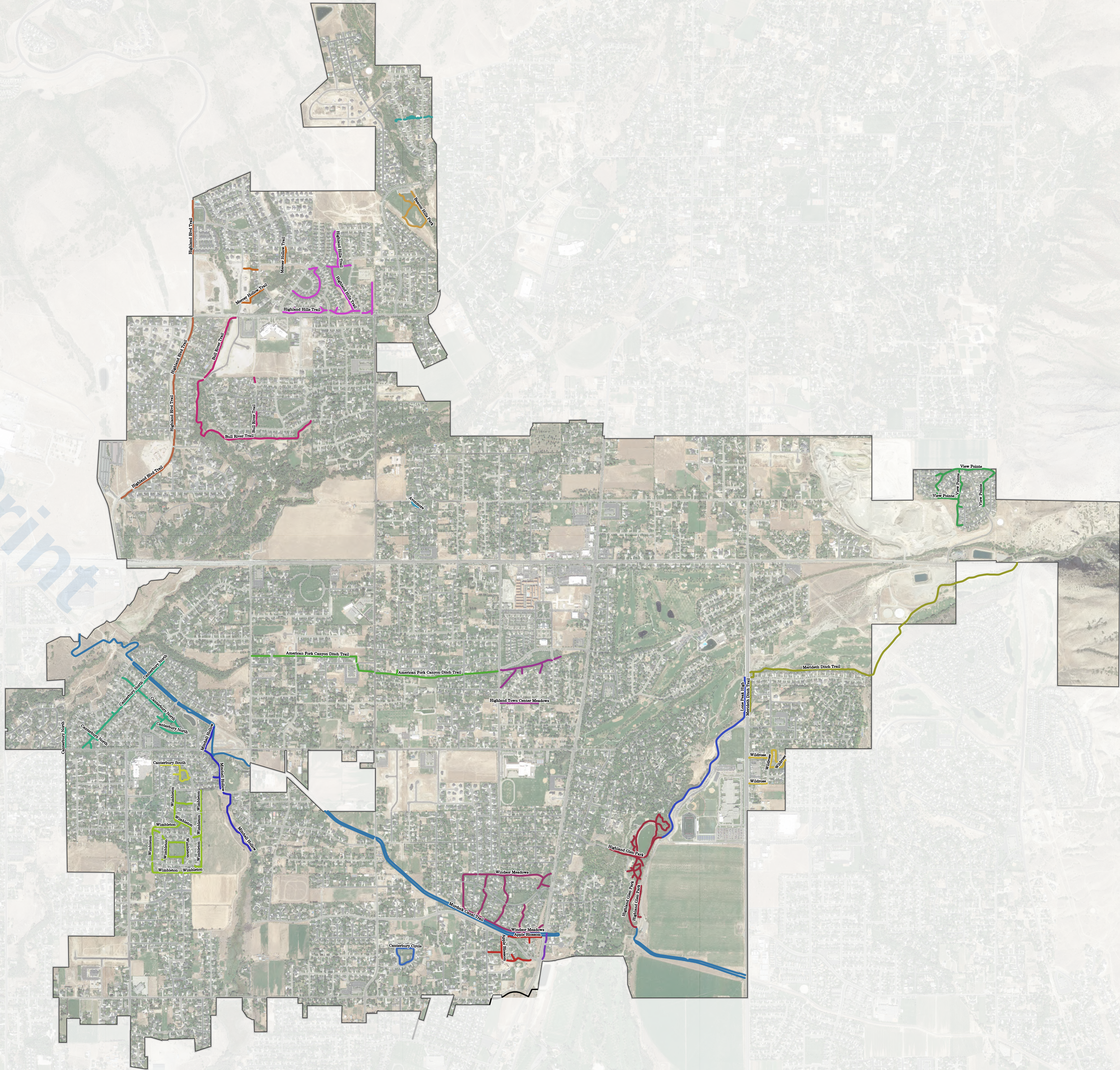
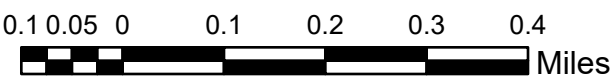
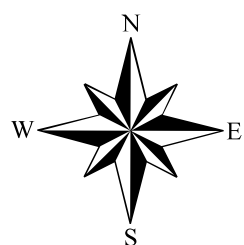


HIGHLAND CITY

Highland City Trails

- Alpine Highway Trail
- American Fork Canyon Ditch Trail
- Apple Blossom
- Avonmore
- Beacon Hills Park
- Bull River Trail
- Canterbury Circle
- Canterbury North
- Canterbury South
- Highland Blvd Trail
- Highland Glen Park
- Highland Hills Trail
- Highland Town Center Meadows
- Lone Peak High
- Mercer Hollow Trail
- Merideth Ditch Trail
- Mitchell Hollow
- Murdock Canal Trail
- Twin Bridges Trail
- View Pointe
- Wildrose
- Wimbleton
- Windsor Meadows

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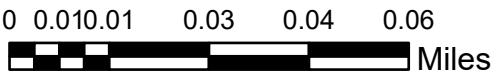
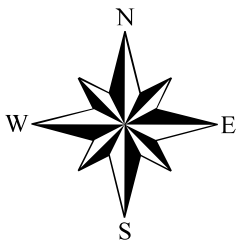




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Trail Section Name:

View Pointe

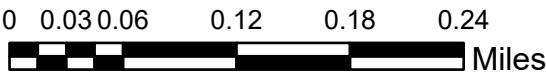
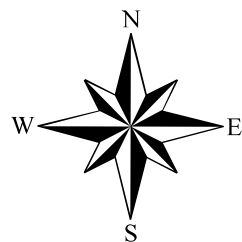
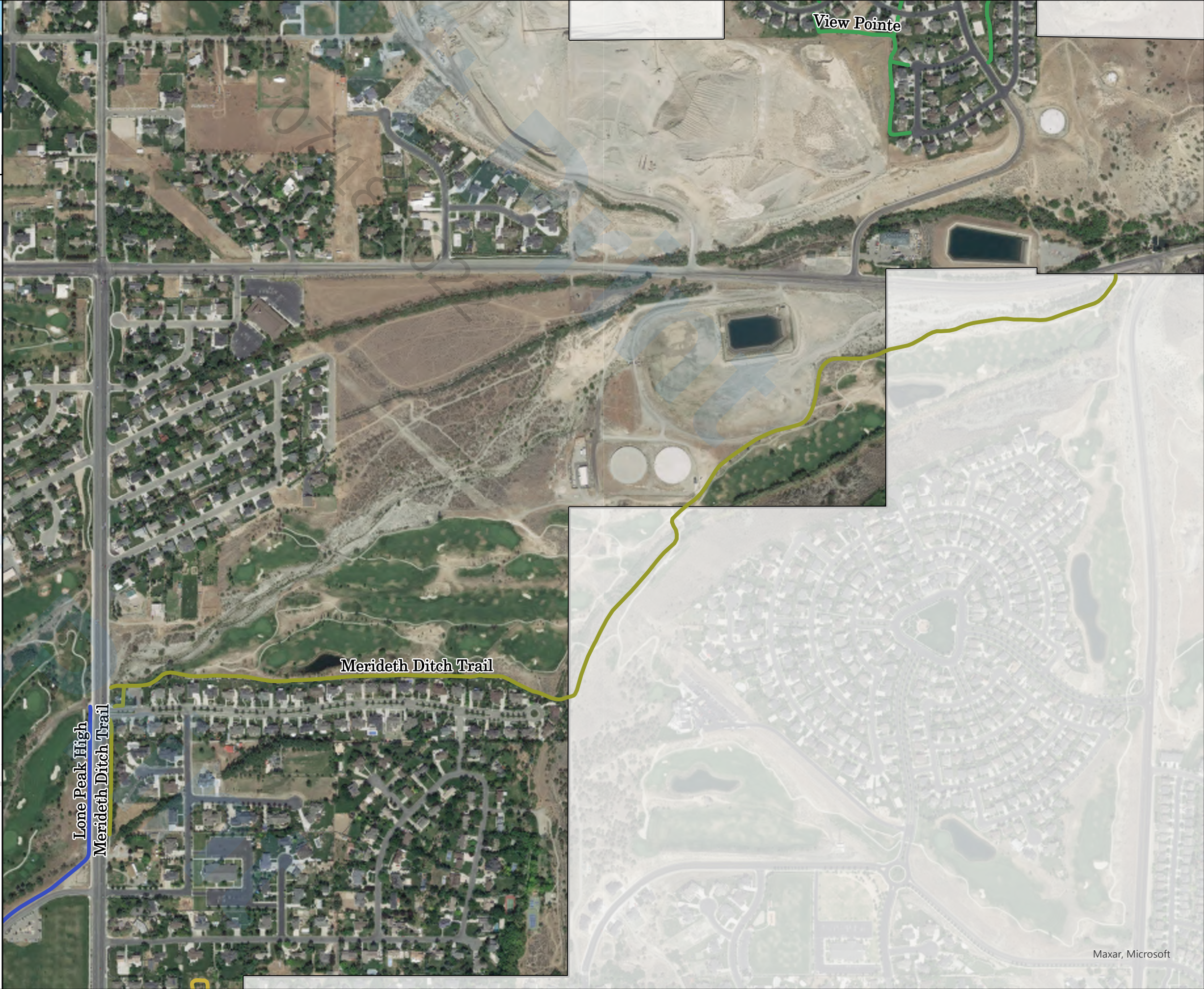




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Trail Section Name:

Merideth Ditch Trail



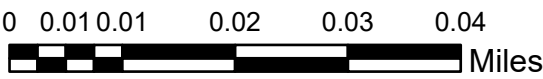
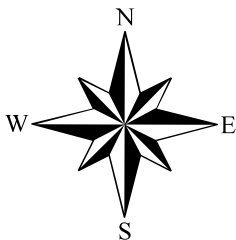


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Trail Section Name:

Wildrose

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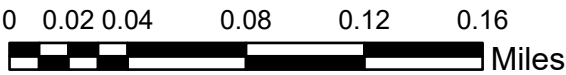
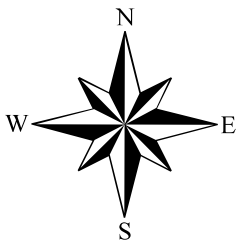


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Trail Section Name:

Lone Peak High

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07/18/2022

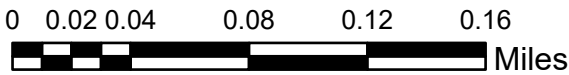
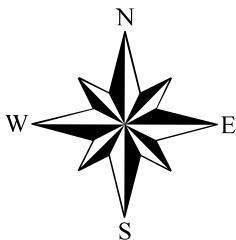




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Trail Section Name:
Highland Glen Park

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07/18/2022

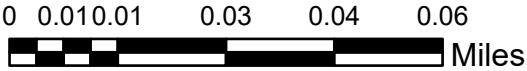
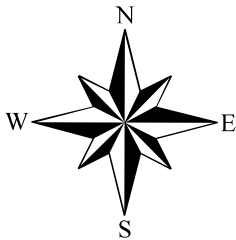
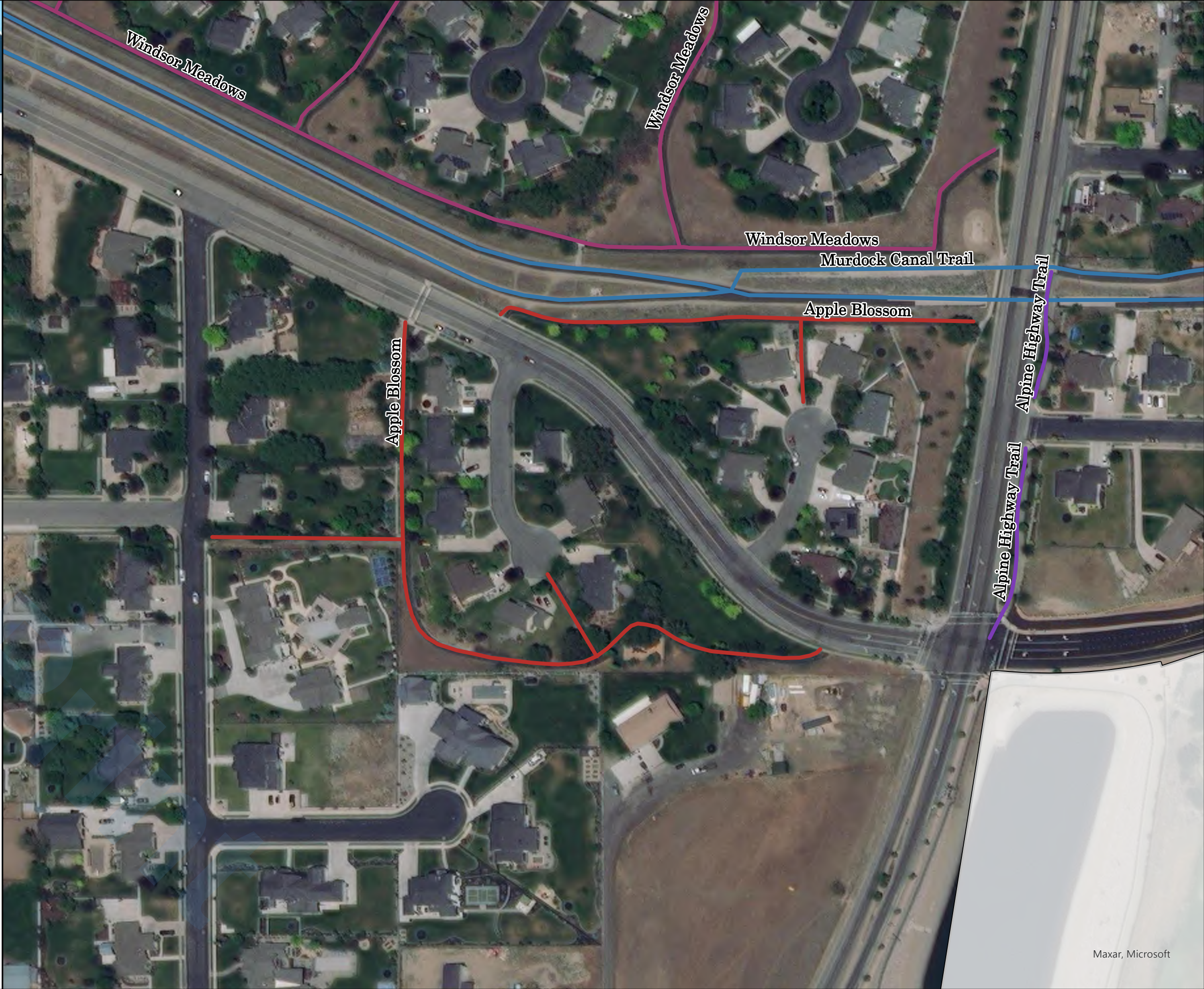




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Trail Section Name:

Apple Blossom



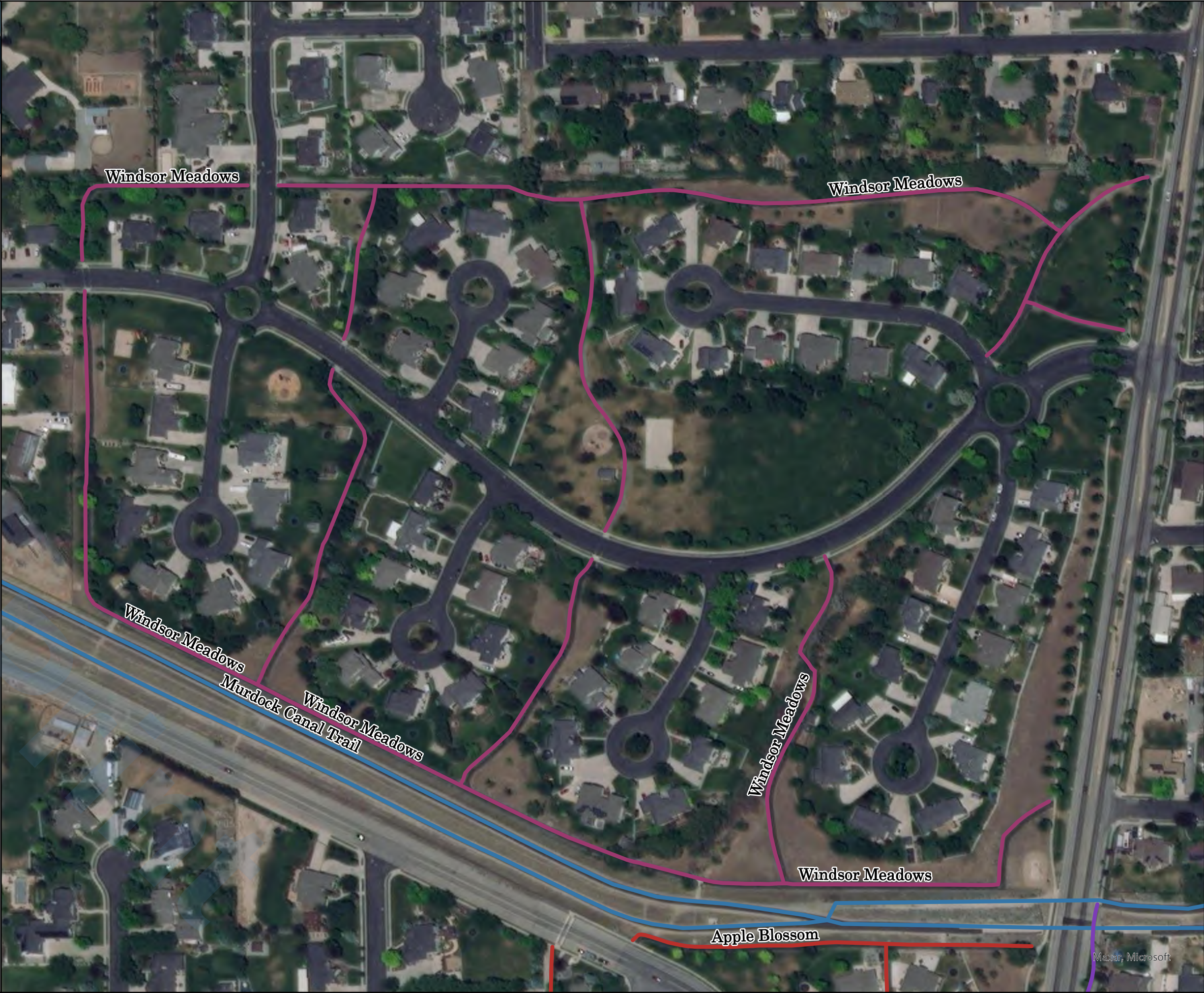
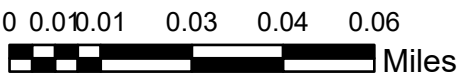
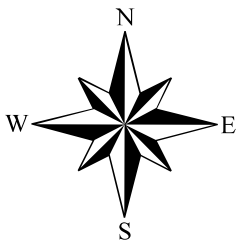


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Trail Section Name:

Windsor Meadows

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07/18/2022

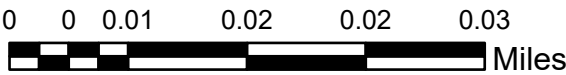
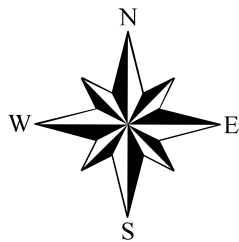




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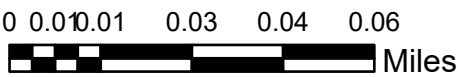
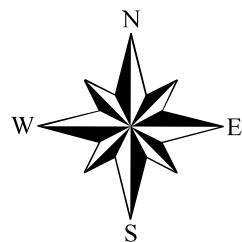
Canterbury Circle





HIGHLAND CITY

Trail Section Name:
Highland Town Center Meadows

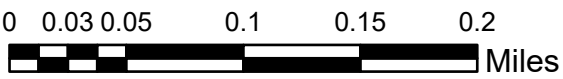
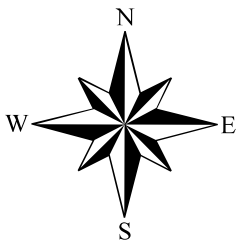
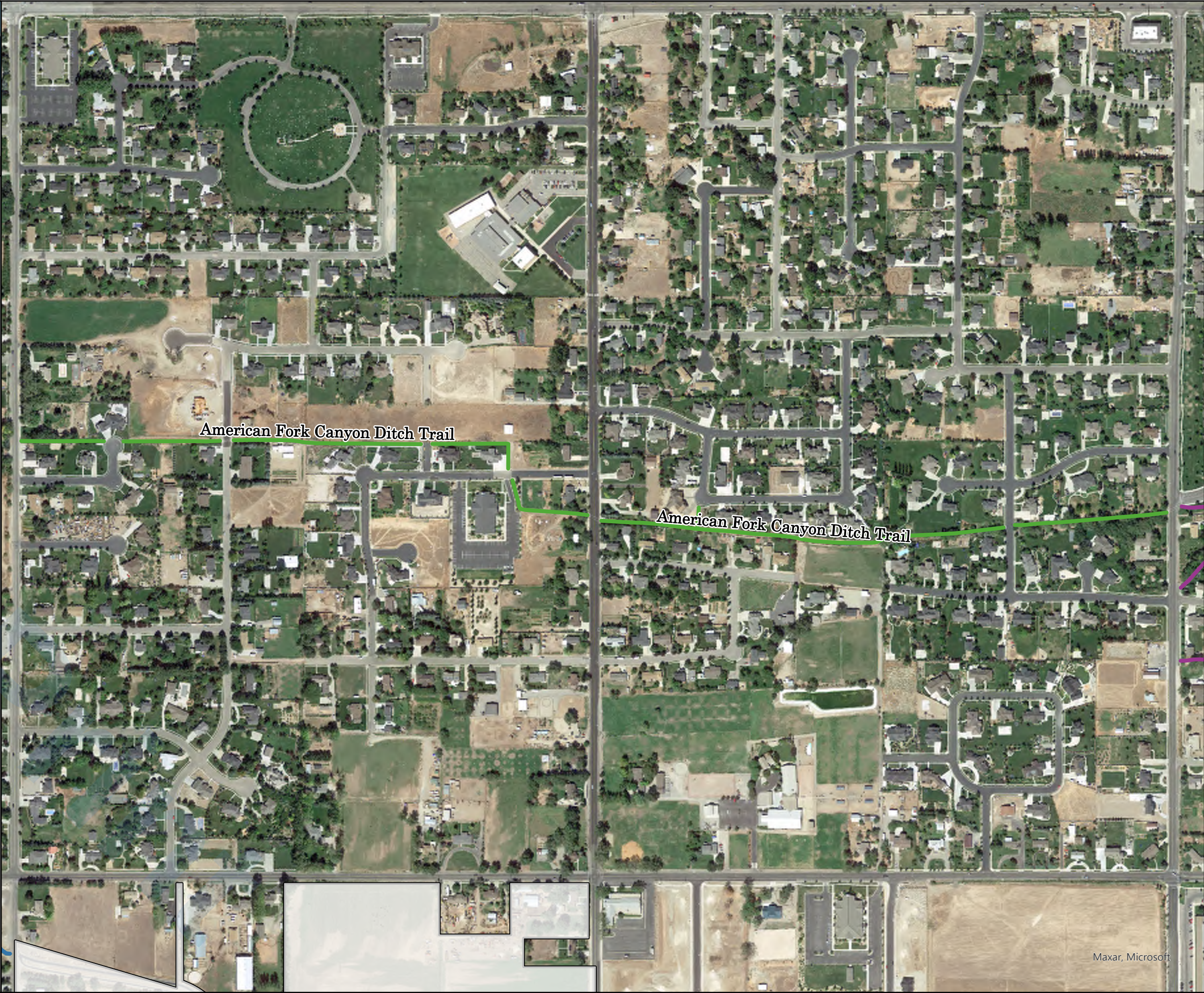




HIGHLAND CITY

Trail Section Name:

American Fork Canyon Ditch Trail
Trail

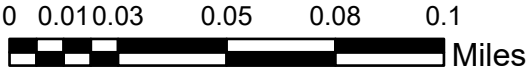
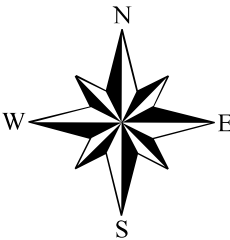
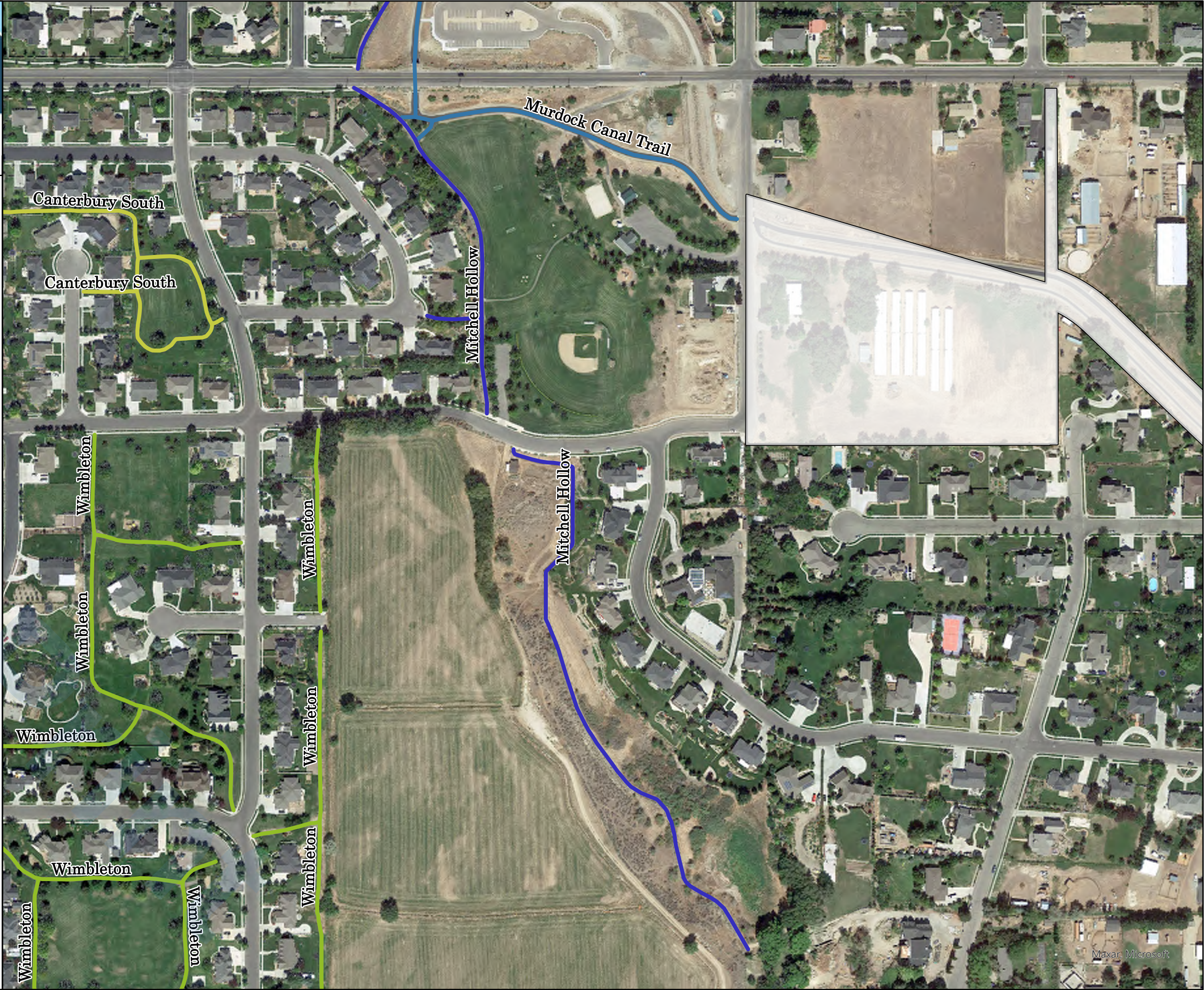




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Trail Section Name:

Mitchell Hollow



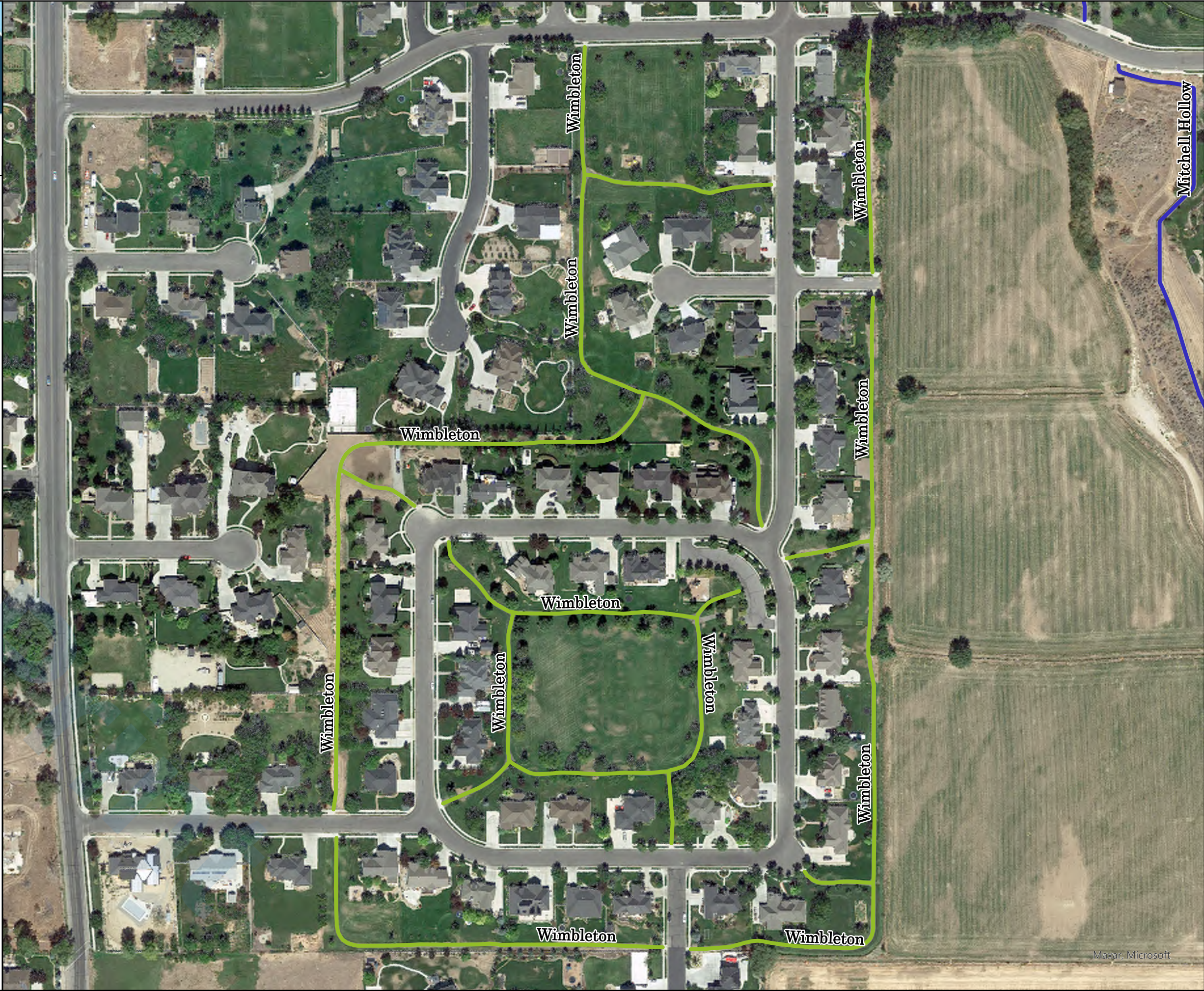
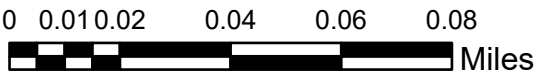
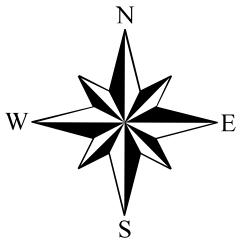


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Trail Section Name:

Wimbleton

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07/18/2022



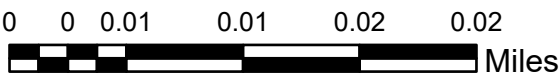
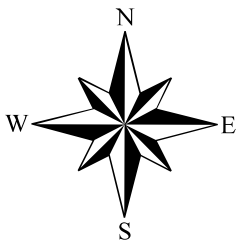


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Trail Section Name:

Canterbury South

Draft
07/18/2022

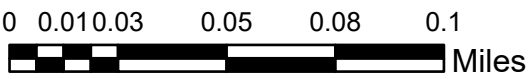
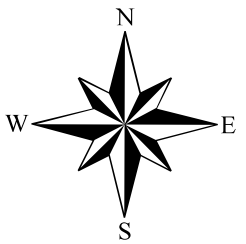
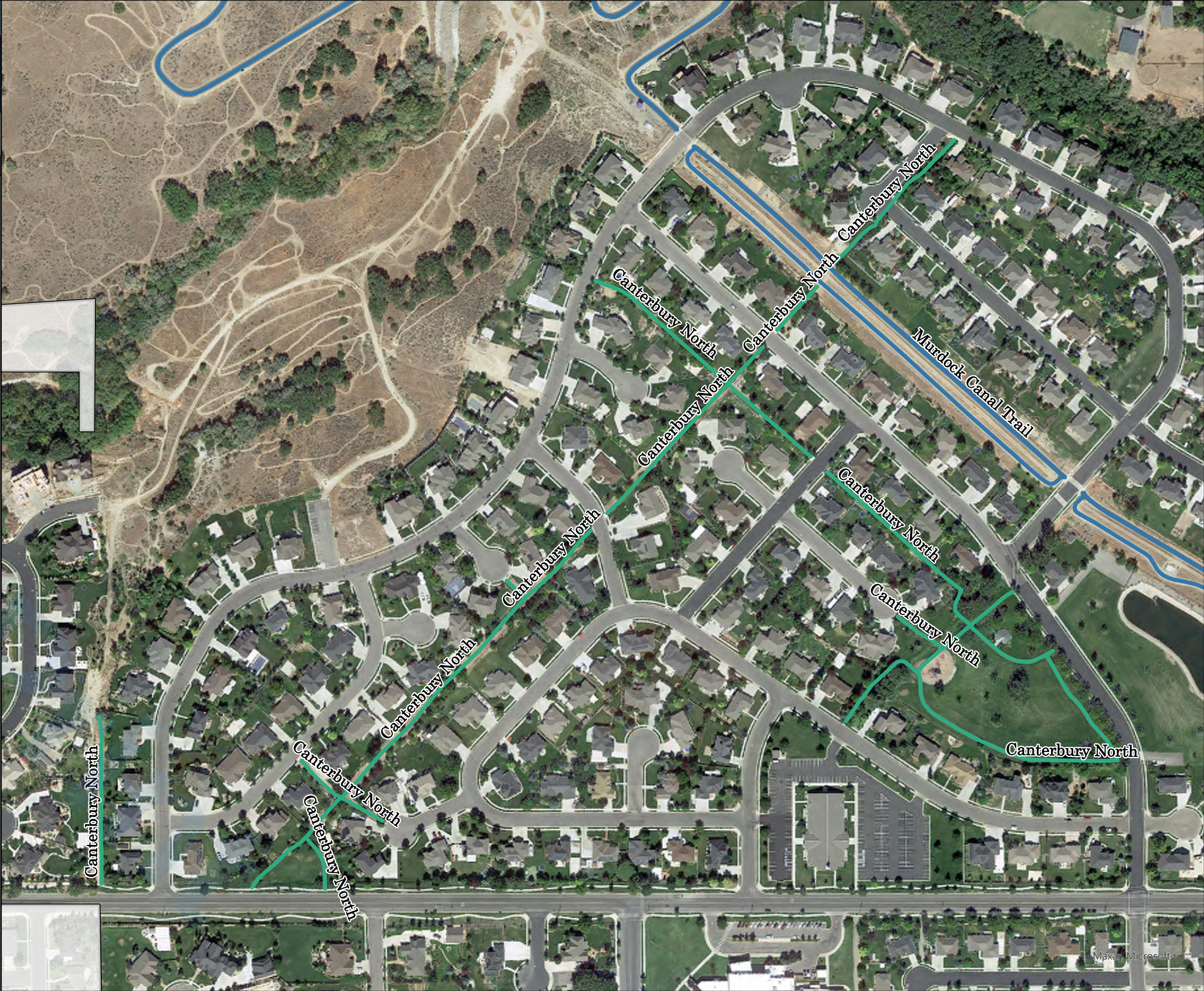




HIGHLAND CITY

Trail Section Name:

Canterbury North



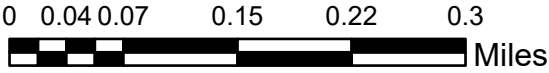
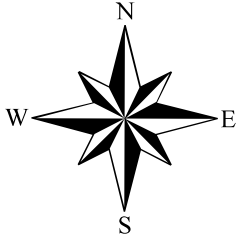


HIGHLAND CITY

Trail Section Name:

Highland Blvd Trail

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07/18/2022

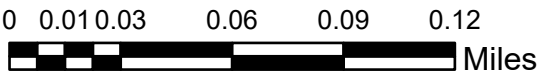
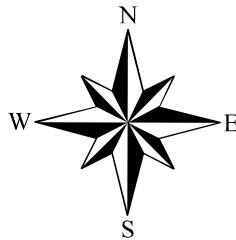
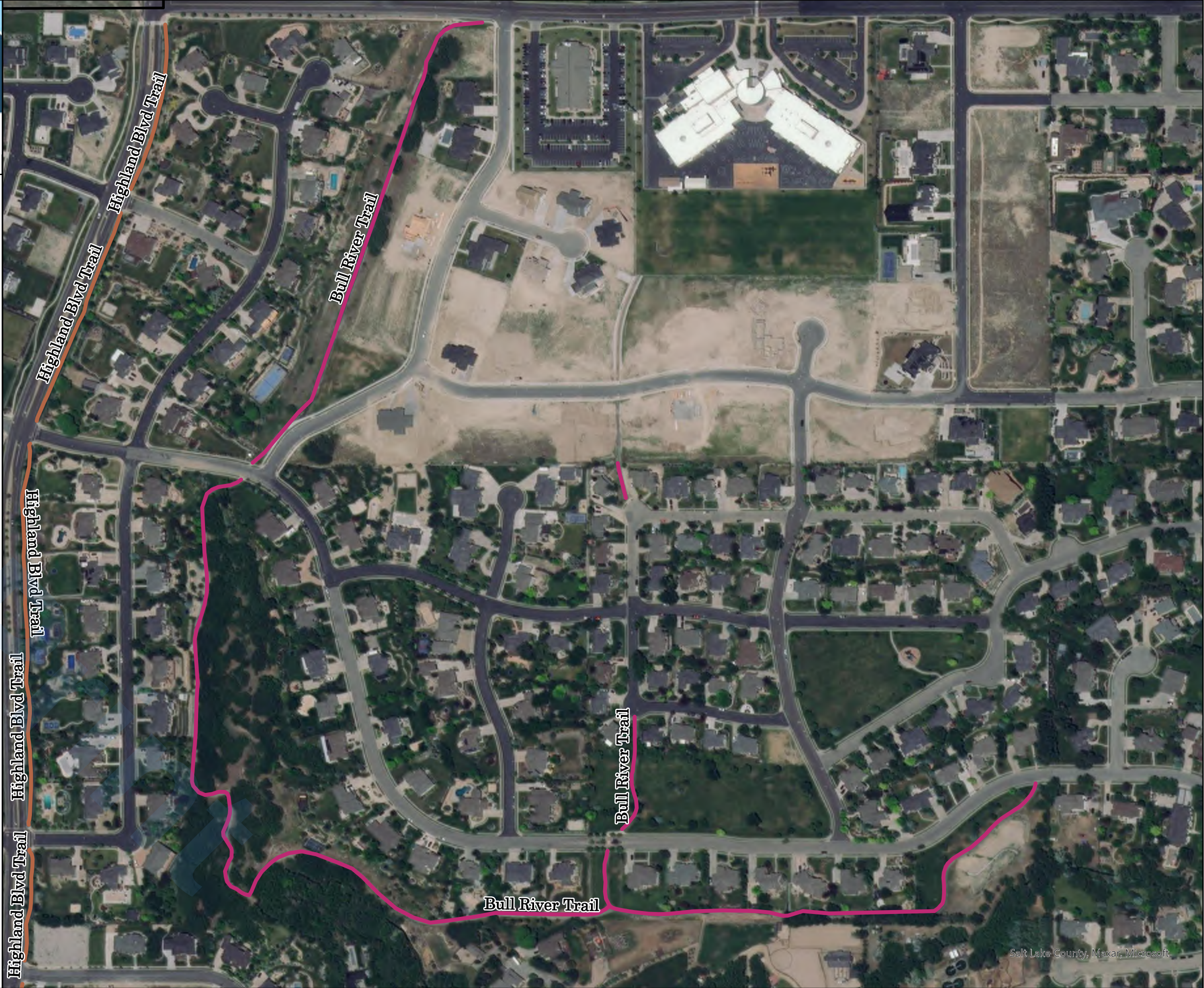




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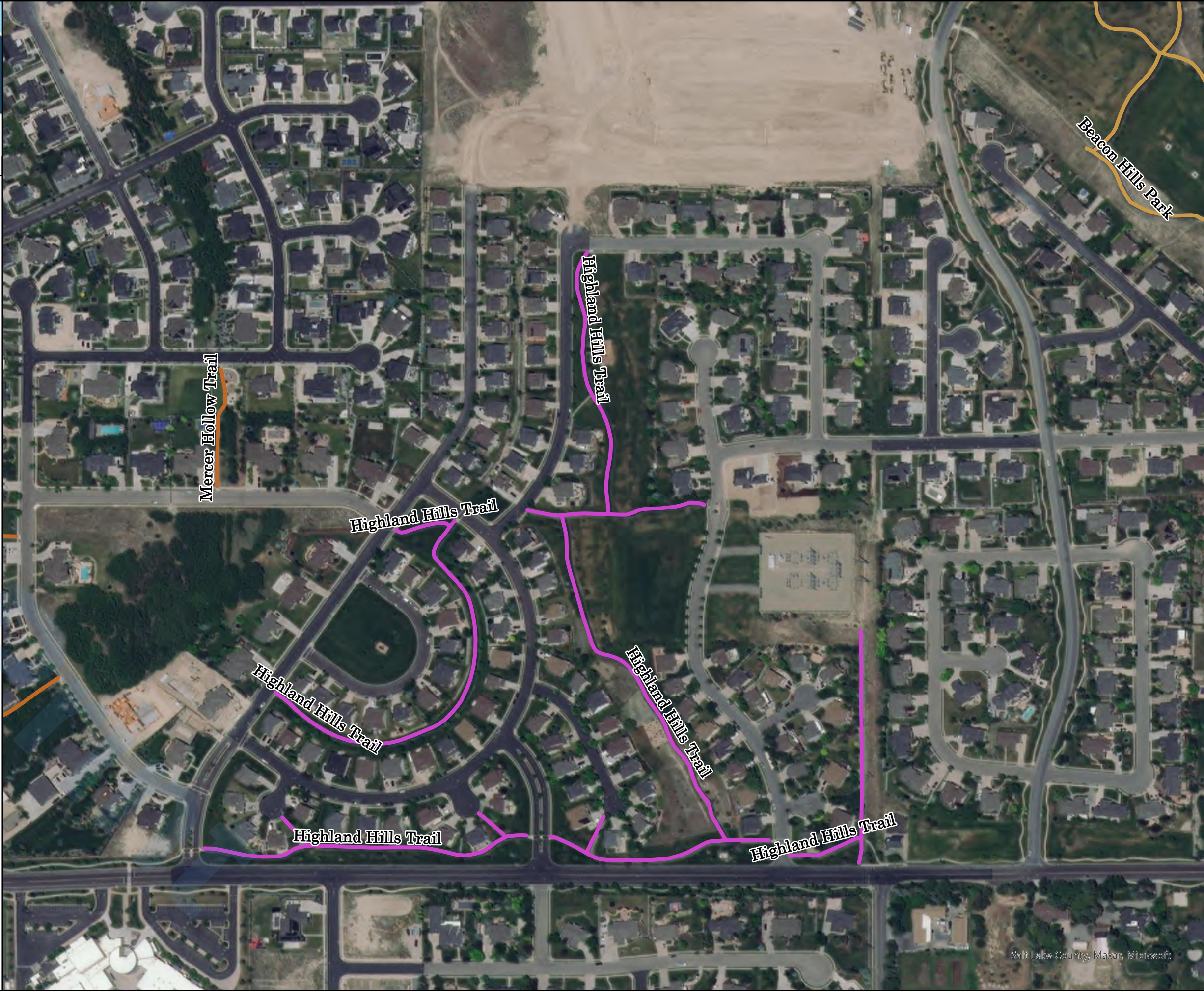
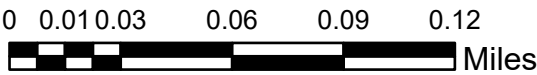
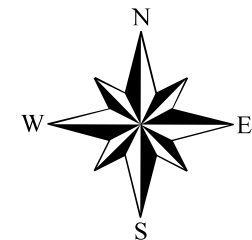
Bull River Trail





HIGHLAND CITY

Trail Section Name:
Highland Hills Trail

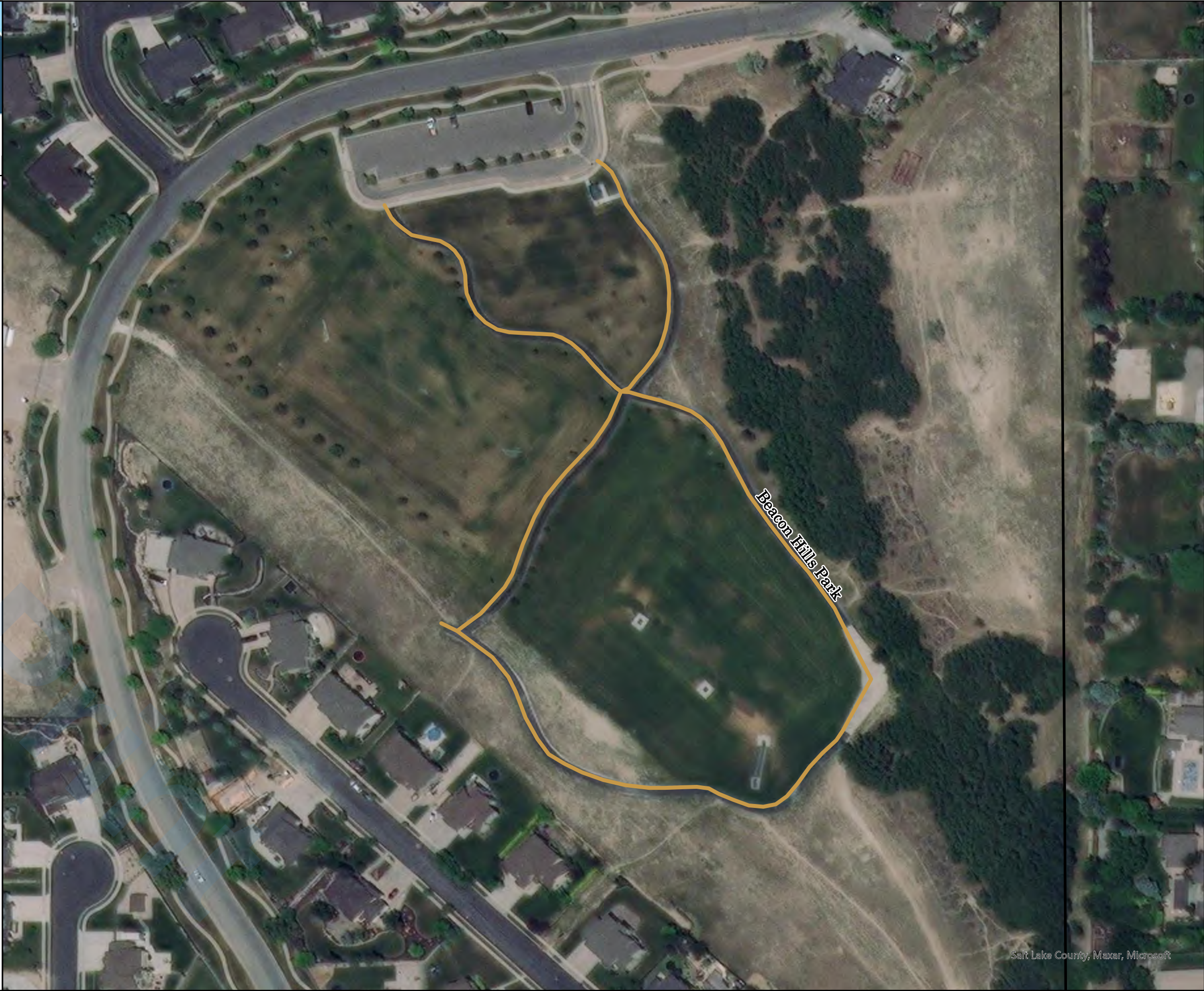
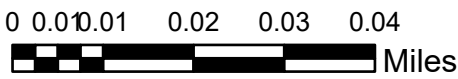
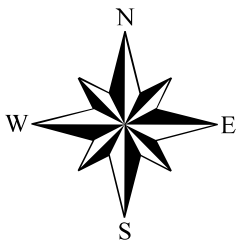




HIGHLAND CITY

Trail Section Name:
Beacon Hills Park

Draft
07/18/2022



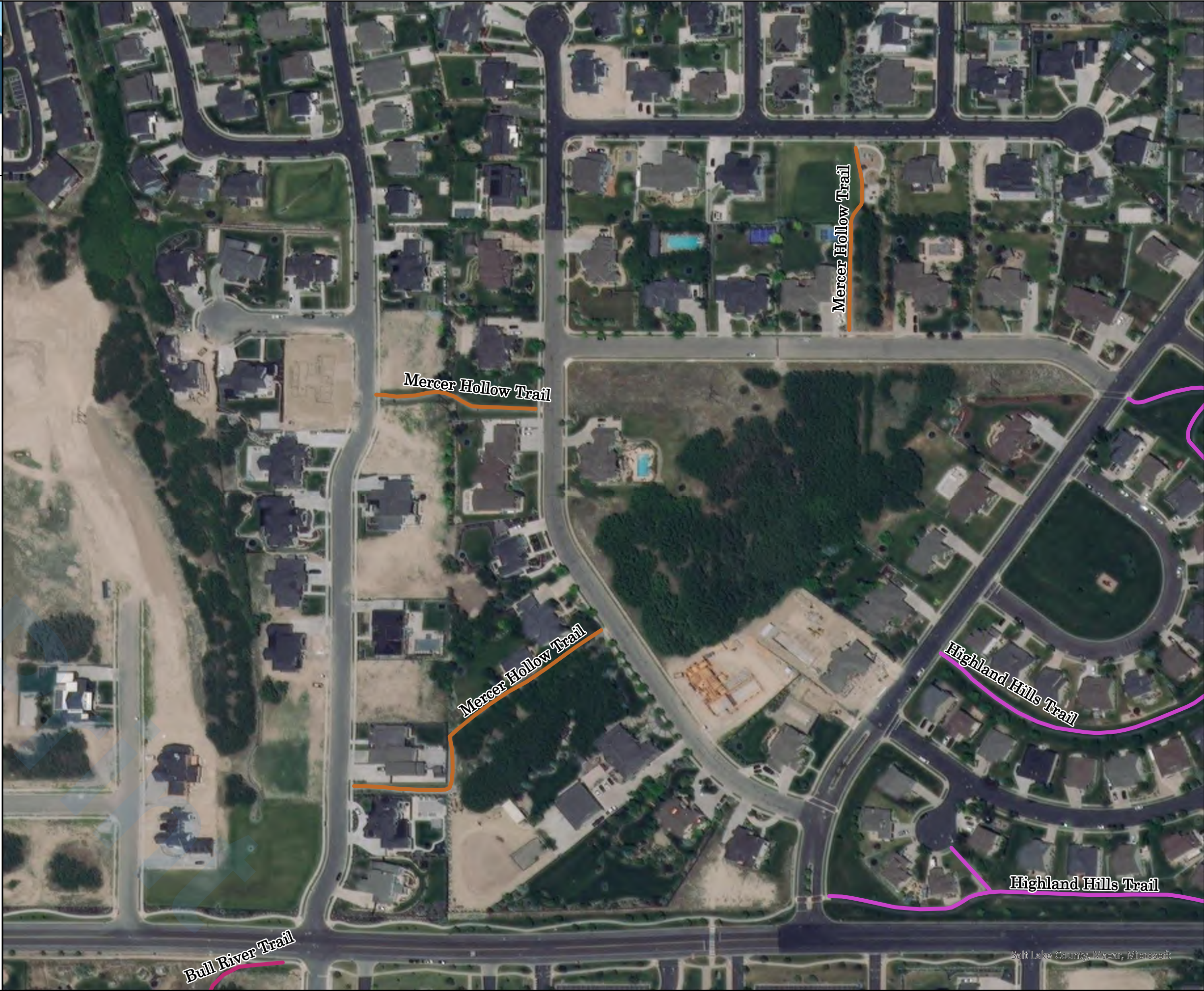
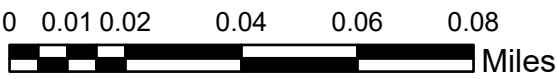
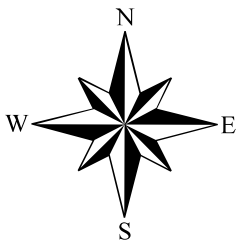


HIGHLAND CITY

Trail Section Name:

Mercer Hollow Trail

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07/18/2022



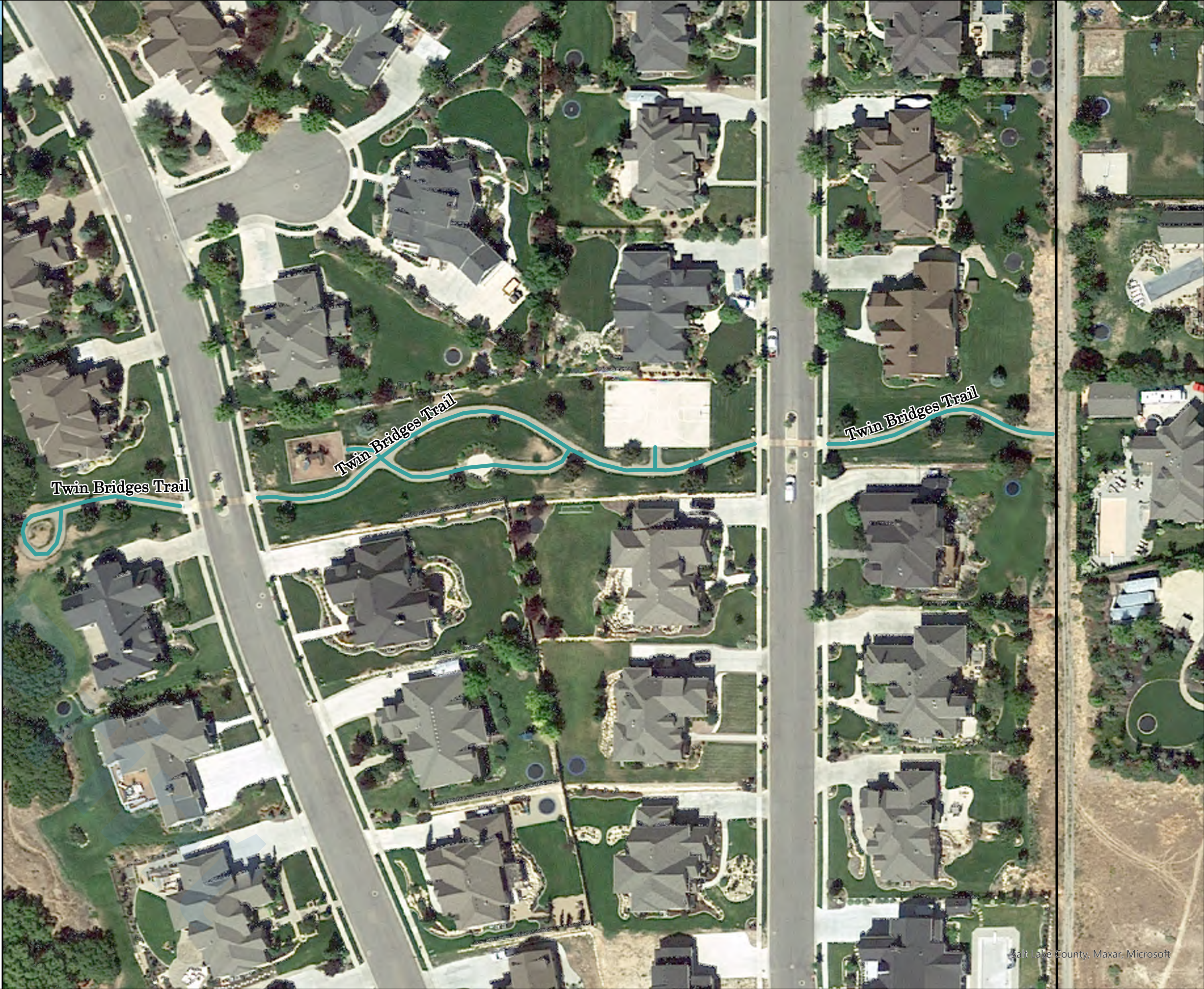
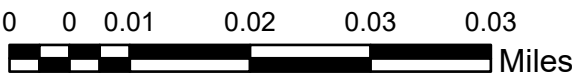
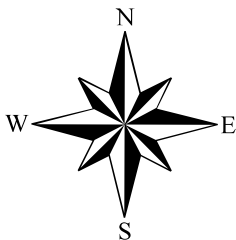


HIGHLAND CITY

Trail Section Name:

Twin Bridges Trail

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07/18/2022

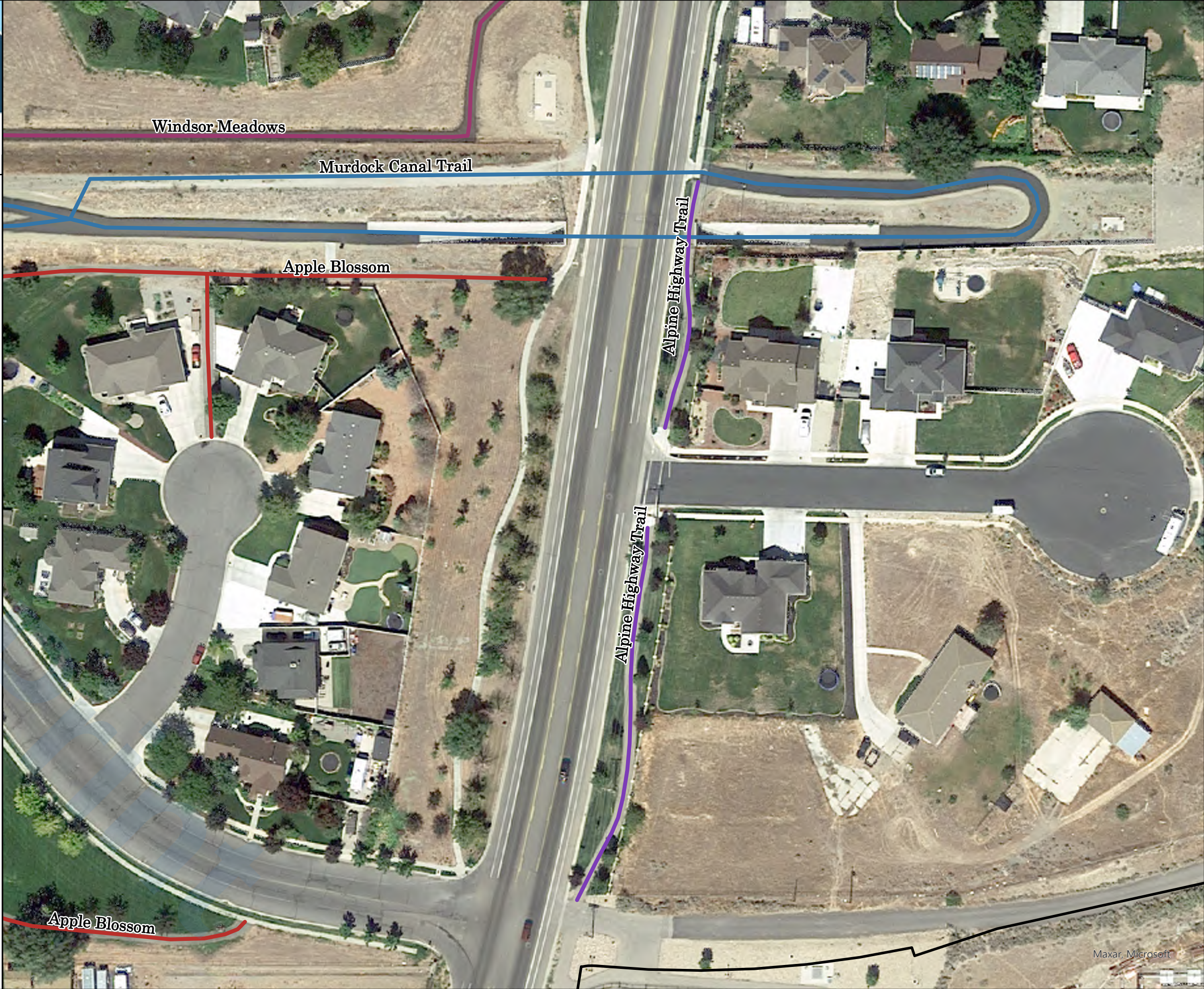
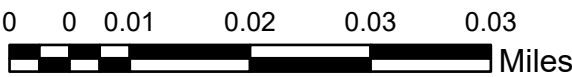
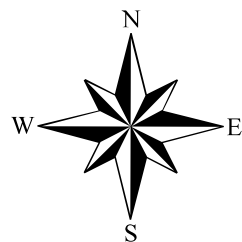




HIGHLAND CITY

Trail Section Name:
Alpine Highway Trail

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07/18/2022





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Trail Section Name:

Avonmore

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