NEXT

HIGHLAND CITY

HIGHLAND CITY COUNCIL AGENDA

Tuesday, August 1, 2023

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

7:00 PM REGULAR SESSION

Call to Order – Mayor Kurt Ostler
Invocation – Council Member Sarah D. Petersen
Pledge of Allegiance – Council Member Brittney P. Bills

1. UNSCHEDULED PUBLIC APPEARANCES

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

2. CONSENT ITEMS (7:10 pm – 5 min)

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** *General City Management – Stephannie Cottle, City Recorder*
Work Session & Regular City Council Meeting – June 6, 2023

3. PUBLIC HEARING/ORDINANCE: TEXT AMENDMENT – ALCOHOL SALES

Development Code and Municipal Code Update (Legislative) – Kellie Smith, Planner & GIS Analyst **(7:15 pm – 45 min)**

The City Council will hold a public hearing to consider a request by MNG Highland Development, LLC to amend Section 3-4351 Permitted Uses and Section 3-4352 Prohibited Uses in the Development Code in the CR Zone to allow for alcohol sales. MNG Highland Development, LLC, is also requesting to amend Section 5.12.020 Beer Sales in the Municipal Code. The City Council will take appropriate action.

4. PUBLIC HEARING/ORDINANCE: GENERAL PLAN – ACTIVE TRANSPORTATION PLAN

General Plan Update (Legislative) – Kellie Smith, Planner & GIS Analyst **(8:00 pm – 10 min)**

The City Council will hold a public hearing to consider a proposal by City Staff to add an Active Transportation Plan to the General Plan to provide high-level recommendations that allow for an integrated regional and local network of community wide walking and biking facilities. The City Council will take appropriate action.

5. **ACTION: WELL #2 PUMP REPLACEMENT** *General City Management – Andy Spencer, City Engineer/Public Works Director* **(8:10 pm – 5 min)**
The City Council will consider funding the purchase of a new pump for well #2 from Rhino Pumps as well as the rewinding of the associated motor by Sidewinders, LLC.

6. **ACTION: AUTHORIZATION FOR PURCHASE OF TEMPORARY SPEED TABLES** *General City Management – Andy Spencer, City Engineer/Public Works Director* **(8:15 pm – 20 min)**
The City Council will hold a public meeting to consider the purchase of temporary speed tables. The Council will take appropriate action.

7. EXPEDITED ITEMS

a. **PUBLIC HEARING/ACTION: Final Plat – Williams View & Vacation of Right-of-Way** *Land Use (Administrative) – Kellie Smith, Planner & GIS Analyst* **(8:35 pm – 5 min)**
The City Council will consider a request by Chris Howden for final plat approval of a 14-lot subdivision in the R-1-40 Zone located at approximately 11240 N 6000 W. Staff is also requesting the City Council hold a public hearing to consider a vacation of right-of-way for approximately square feet along 6000 W associated with this final plat. The City Council will take appropriate action.

b. **ACTION: Maintenance Agreements – Canterbury North & Highland Hollow** *Land Use (Legislative) – Kellie Smith, Planner & GIS Analyst* **(8:40 pm – 5 min)**
The City Council will hold a public meeting to consider four (4) requests by Robert and Tracy Furness, Grant and Brenda Kimball, Richard and Rhonda Miller, and Patrick and Emily Spens to enter into open space maintenance agreements with the City for property adjacent to their lots in the Canterbury North and Highland Hollow subdivisions. The Council will take appropriate action.

c. **PUBLIC HEARING/RESOLUTION: FY2024 Budget Amendments For Open Space Special Service District** *General City Management - Tyler Bahr, Finance Director* **(8:45 pm – 5 min)**
The City Council will consider amendments to the FY 2023-2024 budget for the Highland Open Space Special Service District. The Council, acting as Highland Open Space Special Service District Board, will take appropriate action.

d. **PUBLIC HEARING/RESOLUTION: FY2024 Budget Amendments** *General City Management – Tyler Bahr, Finance Director* **(8:50 pm – 5 min)**
The City Council will consider amendments to the FY 2023-2024 budget. The Council will take appropriate action.

8. 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. **Direction on Additional Code Changes Regarding Alcohol** – *Rob Patterson, City Attorney* **(8:55 pm – 10 min)**

b. **Mountain Ridge Park Update** – *Erin Wells, City Administrator* **(9:05 pm – 20 min)**

c. PI Meter Project Update – *Andy Spencer, City Engineer/Public Works Director* **(9:25 pm – 20 min)**

d. Future Meetings

- August 9, Lone Peak Public Safety District Meeting, 7:30 am, City Hall
- August 15, City Council Work Session & Meeting, 6:00 pm, City Hall
- August 22, Planning Commission Meeting, 7:00 pm, City Hall
- September 5, City Council Meeting, 7:00 pm, City Hall
- September 13, Lone Peak Public Safety District Meeting, 7:30 am, City Hall
- September 19, City Council Meeting, 7:00 pm, City Hall
- September 26, Planning Commission Meeting, 7:00 pm, City Hall

9. CLOSED SESSION

The City Council may recess to convene in a closed session to discuss items, as provided by Utah Code Annotated §52-4-205.

ADJOURNMENT

In accordance with Americans with Disabilities Act, Highland City will make reasonable accommodations to participate in the meeting. Requests for assistance can be made by contacting the City Recorder at (801) 772-4505 at least three days in advance of the meeting.

ELECTRONIC PARTICIPATION
Members of the City Council may participate electronically during this meeting.

CERTIFICATE OF POSTING
I, Stephannie Cottle, the duly appointed City Recorder, certify that the foregoing agenda was posted at the principal office of the public body, on the Utah State website (http://pmn.utah.gov), and on Highland City's website (www.highlandcity.org).

Please note the order of agenda items are subject to change in order to accommodate the needs of the City Council, staff and the public.

Posted and dated this agenda on the 27th day of July, 2023. **Stephannie Cottle, CMC, City Recorder**

THE PUBLIC IS INVITED TO PARTICIPATE IN ALL CITY COUNCIL MEETINGS.

HIGHLAND CITY

HIGHLAND CITY COUNCIL MINUTES

Tuesday, June 6, 2023

Waiting Formal Approval

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 – TRAFFIC CALMING TOOLBOX

The meeting was called to order by Mayor Kurt Ostler as a work session at 6:06 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: Brittney P. Bills, Timothy A. Ball, Kim Rodela (absent), Sarah D. Petersen, Scott L. Smith

CITY STAFF PRESENT: City Administrator Erin Wells, City Attorney Rob Patterson, City Recorder Stephannie Cottle, Finance Director Tyler Bahr, Planner and GIS Analyst Kellie Smith, City Engineer/Public Works Director Andy Spencer, Police Chief Brian Gwilliam

OTHERS PRESENT: Jared Searle, Pam Redman, John Redman

Jared Searle of Wall Consulting Group (WCG), presented a document titled "Highland Traffic Calming and Pedestrian Safety Manual"; the Manual provides an opportunity for the City to consider traffic calming on a case-by-case basis for each neighborhood throughout the City. Correct measures should be implemented for the following reasons: safety, cost-effectiveness, and community acceptance. Mr. Searle highlighted the roadway classification information included in the Manual, including a map of the City's current road layout and speed limits. A road's classification has a heavy influence on the type of traffic calming measure that should be considered. Passive or active traffic calming measures can be considered, and he cited examples of both; he also discussed traffic calming measures that are considered inappropriate for Highland City. For example, speed bumps and rumble strips are inappropriate due to the damage that can be done to the vehicles and difficulties with plowing/roadway maintenance. Diagonal divertors have been deemed inappropriate due to the restricted access that occurs when they are installed. Although these measures may be suitable for implementation in other regions, they have not been recommended for use in Highland City. He then discussed the measures that have been determined as appropriate for increasing pedestrian and bicycle safety in the community; in addition to the Manual, the Highland City Active Transportation Plan (ATP) also contains multiple pedestrian safety measures.

In conjunction with the measures presented in this document, it is advisable to also refer to the ATP and consider its recommendations.

Mr. Searle indicated he met with the Fire and Police Chiefs regarding roadway criteria for emergency routes; raised crosswalks and intersections will not be implemented on streets the Highland City Police and Fire Departments have designated as emergency response routes. This is so emergency vehicles operations will not be impacted by physical treatments in the roadway. Mr. Searle showed a diagram with roads which are considered emergency routes. The Mayor and Council heard from Chiefs Gwilliam and Patten regarding their feelings about traffic calming measures on emergency routes; not only does a raised crosswalk slow speeds for first responders, but they can cause damage to vehicles.

Mr. Searle then discussed roadway jurisdiction and presented a map identifying State roads in Highland City. The City does not have the authority to pursue traffic calming measures on Utah Department of Transportation (UDOT) managed roads. Finally, he presented the proposed process for considering a traffic calming measure; the goal is to create a consistent and impartial approach to all projects submitted by residents. Through this process, projects are prioritized so locations with the largest issues are addressed first. The process will also help to determine whether a passive or active measure should be considered at the study location. Residents interested in applying for a traffic calming study must identify the study location, describe the issue/concern, gather signatures of at least five other residents who reside on the same street, and pay a $25 fee. Locations that have been evaluated less than two years ago are not viable for consideration, unless a recent crash has happened, or development has changed (such as a new neighborhood, roadway lane configuration, or change in speed limit). The application and signatures would then be submitted to the Highland City Public Works Department for review. Traffic calming requests would be reviewed every February 1, with projects selected by City staff by June 30 in order to consider budgeting, project design, construction, and implementation. There was brief discussion among the Council and Mr. Searle regarding the length of the process, with Mr. Searle emphasizing that the idea is to plan for traffic calming projects in conjunction with development of the annual budget. Public Works Director/City Engineer Spencer added that it is important to have an impartial process and to be able to compare all traffic calming requests; however, if the City receives an application that is considered urgent, Administration would work with the Council to find a way to address it sooner than allowed in the process.

Council Member Bills stated she is frustrated by this document; the City paid $36,000 for this study, but the document the Council received was missing an appendix, which contains a great deal of information, and there were spelling errors throughout. There is also some information that she feels is inconsistent in the document and she cited a few examples of these inconsistencies, including a statement that raised crosswalks are allowed, but other statements that they are not allowed. She is also frustrated by the length of the process for considering traffic calming requests. She concluded that she is not sure the document is clear enough and/or helpful to residents and it does not include metrics, which are most important. Council Member Smith agreed; the document feels incomplete. His expectation was for the Council to receive a list of traffic calming options with pros and cons identified for each option. He believes the best preventative measure would be to simply lower the speed limit on roads in the City rather than focusing on treating the symptoms of high-speed limits. Council Member Petersen added that she also did not find the document to be helpful and she noted there was a great deal of confusion within it.

Mr. Searle thanked the Council for their feedback; he noted this is a draft version of the document and the purpose of this work session was for him to receive input for adjusting and improving it. He cited Council Member Bills' comments about raised crosswalks; he clarified that they are allowed in the City except for on roadways that have been designated as emergency routes. He stated this was discussed in the last meeting with the Council as well and he noted he does not have a strong opinion, but was abiding by the recommendations of City staff, including emergency response officials. This led to high level discussion among the Mayor, Council, Mr. Searle, and City staff regarding desired adjustments in the document. Items of focus included traffic studies for Canal Boulevard;

the approval process for traffic calming decisions; and the need for pros and cons of each traffic calming measure to be included in the document.

Mr. Searle concluded his review of the document, focusing on traffic calming measures for different sections of Canal Boulevard.

Council Member Ball asked if there has been any consideration of whether any traffic calming measure included in the document could create a liability for the City due to the potential for it to damage a private vehicle. He also asked if signage relating to an approaching traffic calming measure helps to reduce the City's liability. City Attorney Patterson stated that appropriately placed signage will help to reduce or mitigate any liability. Mr. Searle stated there are standards for the distance from which signage should be placed announcing an approaching traffic calming measure. Mr. Patterson stated that appropriate marking and maintenance of traffic calming tools is important for reducing the City's liability.

Mayor Ostler concluded the discussion by inviting the Council to email Mr. Spencer with additional input they have regarding the draft document, which will be adjusted and presented to the Council again in a future work session meeting.

7:00 PM REGULAR SESSION

Call to Order – Mayor Kurt Ostler
Invocation – Council Member Timothy A. Ball
Pledge of Allegiance – Council Member Scott L. Smith

The meeting was called to order by Mayor Kurt Ostler as a regular session at 7:15 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 Council Member Scott L. Smith.

PRESIDING: Mayor Kurt Ostler

COUNCIL MEMBERS PRESENT: Brittney P. Bills, Timothy A. Ball, Kim Rodela (absent), Sarah D. Petersen, Scott L. Smith

CITY STAFF PRESENT: City Administrator Erin Wells, Assistant City Administrator/Community Development Director Jay Baughman, City Attorney Rob Patterson, City Recorder Stephannie Cottle, Finance Director Tyler Bahr, Planner and GIS Analyst Kellie Smith, City Engineer/Public Works Director Andy Spencer, Police Chief Brian Gwilliam, Fire Chief Brian Patten

OTHERS PRESENT: Jon Hart, Doug Cortney, Pam Redman, John Redman, Dain Hodson, Rachel Hodson, Ty Christensen, Mike Broadhead, Denise Stratton, Dan Stratton, Mike Olson, Jeff Thurman, Wesley Warren, Roger Timmerman, Todd & Patricia Keales, Matt Halterman, Paula Carter, Randy Rindlisbacher, Shaun Athey, Mark Hafen, Adam Anderson, Johnny & Sara McGill, Joy Rios, Robert Rios, Tanner Edwards, September Hogan, Steve Hogan, Nate Woodbury, Mike Martin

DRAFT

1. UNSCHEDULED PUBLIC APPEARANCES

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

John Redman stated that he is not pleased with the road study and Traffic Calming and Pedestrian Safety Manual that was presented during the work session meeting. Most concerning is the length of time it would take for the City to respond to an application for traffic calming. Additionally, there was no mention of environmental impacts and noise pollution. These things need to be added to the study. He noted that the key focus in the document is road classification, but it is important to remember that Canal Boulevard was originally intended to be a collector road and now it is a major collector. The residents have asked for reduced speed limits, stop signs, and other measures, but all of those things are 'off the table' based upon the information included in the Manual. He knows there are concerns about the impact that a traffic calming tool can have on an emergency response vehicle, but there must be some compromise in order to address the concerns of residents. He asked that drain compressions be added as an active traffic calming measure in the document; there are examples of these measures being used in Lehi City. He concluded that he analyzed the last traffic accident on Alpine Highway that was a result of excessive speeds; based upon physics, he has calculated that the vehicle was traveling at 73 miles per hour when it exited the road and drove onto a private property, taking out five trees.

2. CONSENT ITEMS

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 *General City Management – Stephannie Cottle, City Recorder*

Regular City Council Meeting – April 18, 2023

Council Member Scott L. Smith MOVED that the City Council approve the meeting minutes of April 18, 2023.

Council Member Sarah D. Petersen SECONDED the motion.

The vote was recorded as follows:

Council Member Timothy A. Ball	*Yes*
Council Member Brittney P. Bills	*Yes*
Council Member Sarah D. Petersen	*Yes*
Council Member Kim Rodela	*Absent*
Council Member Scott L. Smith	*Yes*

The motion passed 4:0.

3. ACTION/PUBLIC HEARING: PHYLLIS SMITH ANNEXATION *Land Use (Legislative) Kellie Smith, Planner & GIS Analyst*

The City Council will hold a public hearing to consider a request by Shaun Athey, representing Phyllis and Trent Smith, to annex approximately 1.13 acres of property located at 7015 W 9600 N. The City Council will take appropriate action.

DRAFT

Planner & GIS Analyst Smith explained that the applicant, Mr. Athey, is requesting to annex approximately 1.13 acres of property located at 7015 W 9600 N. and to assign the R-1-20 zone to the property. Mr. Athey has also requested that the City agree to allow the applicant to subdivide the property into two (2) lots and allow for the subdivision without the typical road improvements on the Highland City parcel east of the subject property. There is an existing 11'-wide asphalt drive that the applicant would like to keep in place. The applicant would bring the sewer, culinary, and pressurized irrigation water lines down the Highland City parcel for the future house on the second lot. On December 6, 2022, the City Council discussed the potential of waiving specific code requirements as part of a future annexation request. Two Councilmembers mentioned that they would like more time to consider the request and determine whether approval of it would create a problematic precedent for the City. Other Councilmembers shared that they were leaning toward waiving the public improvement requirements. The Council indicated that they were comfortable with the applicant proceeding with the annexation and communicated a willingness to formally consider Phyllis Smith's requested exception. On March 21, 2023, the City Council approved the resolution of intent indicating the intent of Highland City to consider the proposed annexation, and as part of that only require 20' of road with all curb, gutter, sidewalk improvements, and all other requirements by code. Staff's recommendation is that all the Development Code and City engineering regulations be required with the annexation meaning no standard requirements are waived. This ensures that all those who develop in Highland are treated the same and helps to prevent future problems when homeowners are seeking standard City services and when the City is working to maintain those services. Per previous Council direction, an agreement has been drafted to include all standard requirements except to allow 20 feet of asphalt instead of the full asphalt width. The annexation agreement will detail all improvements that the Council decides to require or waive. The following would be required for the applicant to annex the property into Highland City:

- Utilities (2.2.1)
    - If the property owner decides to connect the existing home to City utilities before subdividing, the property owner would be responsible for the extension and connection of such utilities. The owner would also be required to conform to the requirements of the Development Code, including dedicating secondary water shares to the City.
- Impact Fees (2.2.2)
    - Prior to the effectiveness of the approval of the annexation, the applicant shall pay all applicable impact fees for the existing home on the property, as if such home were built or constructed within the City at the time of annexation.

Council Member Smith asked if the City owned parcel was always designed to serve as access to property further to the south, meaning it was always designed to be a road. Ms. Smith stated that is her understanding, but it was never dedicated as a right-of-way; at present, it is a City owned parcel with a private lane for the property owner to the south.

Ms. Smith then summarized public improvements that would typically be required for any subdivision in Highland City. She concluded the Planning Commission voted six to zero to recommend approval of the proposed annexation with the annexation agreement that requires all typical public improvements and fees, but allow 20' of asphalt instead of the full asphalt width. The Commission also stipulated that a concept plan be added as an exhibit to the annexation agreement.

Council Member Smith inquired as to how the property is currently being irrigated. Phyllis Smith stated that the property is served by a well. Randy Rindlisbacher stated he is Ms. Smith's son-in-law. He acknowledged the recommendations of City staff and the Planning Commission, but noted there is some precedence in the City and that precedent should not be ignored. The home directly to the east of Ms. Smith's was not subject to the same improvements along 9600 North or the private lane that staff is recommending be imposed on his family. Furthermore, Mr. Miner, who owns the home at the end of the private lane, was not required to make any improvements on 9600 North or the private lane. He understands the concerns the staff and the Council have about setting further precedence if his family's request is approved, but it is important to consider the decisions

of the past as well, which do not have an expiration date. He is asking for the Council to consider negotiating with his family and compromising on the recommendations that have been made. He discussed taxation and the arguments about fairness of such; similar considerations must be given to minor subdivisions submitted by small landowners. This one-acre of land represents all of the land his mother-in-law owns, and the burden being placed on her reduces the property's value and his mother-in-law's wealth. Some cities are conscientious of this matter, and they provide a minor subdivision provision that requires fewer or no improvements for small developments, but Highland City does not have such a provision and the improvements for a minor subdivision are the same as for a major subdivision. This is a problem and there are unintended consequences of the Highland's development code, including penalizing the poorest landowners of the City and rewarding the wealthiest. The average cost per lot for improvements in a major subdivision is $75,000 per half-acre. If those improvement costs were applied to his mother-in-law's property, she would be paying $384,000 to achieve one additional lot. This is four times the burden that is placed on large developers pursuing a major subdivision and he asked the Council to consider if that is really the intent of the City Code. The reduced road width supported by the Council would result in a decrease of just $9,776, leaving still a burden of $289,000 to improve just one lot. He stated there is insufficient profit in development; it is possible that his mother-in-law could subdivide her property and end up with less equity than she currently has. He stated that he has two proposals; first would be for the City Council to consider its development code and pursue a permanent change to eliminate these unintended consequences for small landowners. Second would be to waive the requirements for improvements along 9600 North and surface improvements and storm drain on the private lane. His mother-in-law would still install underground utilities on the private land and improve the lot, for a total of approximately $137,055.

Council Member Smith stated that Mr. Rindlisbacher's information was very helpful; he can understand not wanting to pay for all of the improvements at this time and he asked if the applicant would be willing to agree to future improvements when the rest of the area develops. Mr. Rindlisbacher stated that he feels what he has proposed is already benefiting the adjacent property owners. Council Member Smith stated that it may be possible to reduce the burden on Ms. Smith if the requirement to connect to culinary water is waived. Ms. Smith stated that the existing home could remain on the well service, but the newly created lot must connect to the City's culinary water system and pressurized irrigation system. Mr. Rindlisbacher asked why the City could not consider allowing the well to serve both lots. City Planner Kellie Smith stated that staff could research the matter; if the State of Utah can confirm that the well is producing enough water to serve both lots, the City may be able to consider waiving the requirement to connect to the culinary water system.

Mayor Kurt Ostler opened the public hearing at 7:52 pm.

Doug Cortney stated he sympathizes with the applicant, but he believes the solution Mr. Rindlisbacher has recommended is the wrong solution. He stated that he is ultimately asking the Council to ignore the City Codes that it has adopted. The first of Mr. Rindlisbacher's suggestion, to update the City Code, may be reasonable, But, the second request is unreasonable. Until the City Code is updated, the street is required in order to have sufficient frontage to develop the new lot. It is his opinion that the street must be a 'real street' and the only way to accomplish that is to complete required upgrades and improvements.

Mayor Kurt Ostler closed the public hearing at 7:53.

Council Member Ball referenced Mr. Rindlisbacher's suggestion to amend the Code to provide for reduced burdens on minor subdivision; he asked what would keep developers from buying one-acre parcels throughout the City and taking advantage of the Code amendments. It is not appropriate to define 'rich' and 'poor' developers in the Code or get involved in social justice and dictating capitalism. He stated he empathizes with Mr. Rindlisbacher's points, and he wants Ms. Smith to be able to accomplish a reasonable retirement, but there is a reason for the City's development codes. Mr. Rindlisbacher stated large developers would not take advantage of a code amendment because they will make much less month buying small parcels and pursuing minor

subdivisions. Improvement costs for large developments are $75,000 per lot, but this small development will result in approximately $140,000 for one lot. Council Member Ball argued that economic policy shapes behavior and as the City approaches buildout, large developers may purchase multiple small lots to take advantage of the loophole in the Code.

Council Member Smith stated that he is struggling with this issue; he usually tries to 'side with the little guy' in these situations, but he feels that the requirements being placed on the property will increase its value. Mr. Rindlisbacher stated there will be some increase in the property value, but not enough to cover the potential expense of $289,000.

Mayor Ostler agreed this is a difficult decision, but the City is not forcing the applicant to annex their property; rather, the owner has initiated this annexation and it is important for the City to consider appropriate requirements for such applications. Council Member Bills agreed, and she feels the City needs to follow the ordinances that have been adopted; if the Council deems a Code amendment is appropriate, that can be considered in the future.

City Attorney Patterson stated that any action taken tonight will be formalized in the annexation agreement; the annexation agreement will then be presented to the applicant for signature. If they do sign, the matter will be brought back to the Council again for final acceptance.

Council Member Brittney P. Bills MOVED that the City Council APPROVE the proposed annexation and annexation agreement requiring all standard public improvements and fees, but allow for 20' of asphalt.

Council Member Sarah D. Petersen SECONDED the motion.

The vote was recorded as follows:

Council Member Timothy A. Ball	*Yes*
Council Member Brittney P. Bills	*Yes*
Council Member Sarah D. Petersen	*Yes*
Council Member Kim Rodela	*Absent*
Council Member Scott L. Smith	*No*

The motion passed 3:1.

4. PUBLIC HEARING/ORDINANCE: GENERAL PLAN AMENDMENT – PARKWAY DETAIL *General Plan Update (Legislative) – Kellie Smith, Planner & GIS Analyst*

The City Council will hold a public hearing to consider a proposal by City Staff to amend the parkway detail of the Transportation Element in the General Plan to require that it be xeriscape, and also update parkway detail regulations relating to drainage, fence height, and setbacks. The City Council will take appropriate action.

City Planner & GIS Analyst Smith explained at the April 18, 2023 City Council meeting, a communication item was presented to the Council by staff regarding a storm drainage text amendment that would be brought to the City Council at a future meeting as well as an amendment to the Parkway Detail requirements in the General Plan and Engineering Standards. The Council did not express any concerns about the amendment. The Council also previously expressed support for moving away from grass to a xeriscape parkway detail so long as there was appropriate plant coverage and not just rocks. She summarized the request as follows:

1. Xeriscape would now be required in the parkway detail. The landscaping would be required to meet the xeriscape standards outlined in the Development Code, which requires at least 25% of the landscape to contain plants, trees, and shrubs.
2. The proposed amendment removes the requirement of planter areas at all entrances to subdivisions. The intent of this requirement was to provide a variation of landscaping at the entrances to subdivisions when the rest of the parkway detail was required to be grass. Because the xeriscape is also required to have plant material, staff believes there is not a need for additional plant variation at subdivision entrances.
3. The amendment removes the requirement to have 2' tall berms within the widest portion of each bulb.
4. Fence height is to be measured from the elevation of the sidewalk (6' fence required).
5. A cross section is added to show that a 2% slope is required from the base of the fence to the curb and gutter.
6. The sight triangle regulations as defined in the Engineering Standards has been added.
7. The sprinkler system requirements have been updated to state that sprinkler drip systems and placement are to be reviewed and approved by Highland City Staff. The parkway detail to be updated with the Engineering Standards will include the details regarding the type of heads, the locations of the heads, and locations of valve boxes.
8. Additional fence regulations from Section 3-612 of the Development Code have been added to ensure that the fence height and setbacks meet the requirements in the Development Code.

Ms. Smith noted staff finds the proposed amendment meets the following:

1. It is consistent with the current practices and desires of the Engineering and Public Works Departments.
2. It conforms to state law requirements regarding drainage.
3. The slope and fencing requirements are consistent with existing requirements in the Development Code.
4. The change to requiring xeriscape supports the City's efforts to be more water efficient and matches the requirement that all new park strips be xeriscape per the Council's earlier approval.

She concluded the Planning Commission held a public hearing on May 23, 20023. No residents participated. The Commissioners discussed that this update would be for new development. There was also discussion regarding the sight triangle. The Commissioners voted six to zero to recommend approval of the proposed General Plan amendment.

Council Member Smith asked if parkways are located along arterials and collectors and if xeriscaping is encouraged in those areas. Ms. Smith answered yes, and she and the Council discussed the specific areas in the City where xeriscaping would be required or encouraged. Any new improvements would be subject to the updated parkway detail regulations. Mayor Ostler asked if changes to existing improvements, such as the location of the Parks Maintenance Building, would be subject to the updated regulations. City Engineer/Public Works Director Spencer stated that disturbance to the actual frontage will be minimal at that location and staff would try to make improvements that are consistent with existing landscaping; there will likely be a combination of xeriscaping and traditional landscaping. The City wants to be an example to the residents by moving forward with waterwise landscaping methods.

Mayor Kurt Ostler opened the public hearing at 8:13 p.m.

There were no public comments.

Mayor Kurt Ostler closed the public hearing at 8:13 p.m.

Council Member Scott L. Smith MOVED that the City Council APPROVE the proposed amendment to the Transportation Element of the General Plan to require that it be xeriscape, and also update parkway detail regulations relating to drainage, fence height, and setbacks.

Council Member Timothy A. Ball SECONDED the motion.

The vote was recorded as follows:

Council Member Timothy A. Ball	*Yes*
Council Member Brittney P. Bills	*Yes*
Council Member Sarah D. Petersen	*Yes*
Council Member Kim Rodela	*Absent*
Council Member Scott L. Smith	*Yes*

The motion passed 4:0.

9. DISCUSSION: POTENTIAL FENCE REPLACEMENT ALONG ALPINE HIGHWAY *General City Management – Andy Spencer, City Engineer/Public Works Director*

The City Council will review and discuss a received bid from a contractor to complete the fence replacement project along Alpine Highway. The Council will take no action as this will be a discussion item only.

City Engineer/Public Works Director Spencer explained on April 18, 2023, the City Council requested that a bid be brought for review prior to any further consideration regarding a possible Alpine Highway fence replacement project. Staff requested a bid that is inclusive of UDOT permits, traffic control, existing fence demolition and removal, a new six-foot concrete fence, and landscape repair on the City side of the fence. The bid provides for repairing residents' fences that connect to the new fence. The bid does not repair landscaping within the residents' yards. He presented a map that identifies the areas that are included in the bid, and it is about 4,600 feet of fencing. The contractor's bid is $1,087,050.50, with a 10 percent contingency. The recommended budgetary figure for the Council to use in discussion and analysis is $1.2 million; no City money has been budgeted towards this project.

Mayor Ostler noted it is important for the public to recognize that the reason this bid is so high is that different regulations and requirements are placed on government entities than if a resident were undertaking the project. Mr. Spencer stated that just one bid has been solicited for discussion purposes, but if the Council decides to proceed, the project will follow the competitive bidding process. The City may save up to 15 percent of the expected costs after the competitive bidding process, but it is unlikely that the total cost will be significantly less.

Discussion among the Council and Mr. Spencer centered on some of the line items in the bid from Strong Solutions, after which the Mayor invited public input.

Nathan Woodbury stated he appreciates the quote and the information about the cost of demolition of the existing fence and traffic control/encroachment permits. He stated that the bid that he and Steve Hogan obtained did not include that information. He stated that he obtained a bid for a six-foot fence for the same distance, and it was $429,000; the bid for an eight-foot fence was $612,000. He stated he would prefer an eight-foot fence along his yard, and he would be willing to pay the additional cost for the extra two feet of fence. He then stated that he has personal reasons for desiring a pre-case fence along this property. He noted that he obtained bids in the past for the fence along his property and it was $14,846; the bid has since increased to $17,307, but he was told by the City that he could not replace his fence. The biggest issue for him is that his property is located on a main artery road, and he cannot control what happens on the other side of this fence. He stated he is supportive of theme walls and ensuring consistency and beautification of fencing along main thoroughfares in the City, but placing the burden of that improvement on a small group of residents is not fair. Some residents do not have the means to participate in the costs and are unwilling to do so.

Mike Martin thanked the Mayor and Council for considering this issue. He stated that many new areas of the City seem to be getting more attention than the older areas of the City; he and his neighbors have concerns about this

fence, which has been classified as a 'theme wall', but those concerns have been ignored and conflicting information has been provided to different residents who own property where the theme wall is located. He stated that he also obtained a bid several years ago to replace the fence and that bid has dramatically increased. He believes Strong Solutions will buy the precast fence from someone else and mark up the product considerably and for that reason he went directly to a source for a bid on pre cast fence and it was $651,000. He stated that bid includes similar itemization as on the Strong Solutions bid.

Council Member Ball asked if Mr. Martin's bid is for a hollow or solid core fence. Mr. Martin stated that the contractor that provided the bid is present, and he deferred to him. The bid did include keeping the existing pillars rather than demolishing them.

Dan Stratton stated that he believes there are other options for the City to consider besides a traditional precast fence, such as cinder block. He noted that the Alpine Highway is part of the City's trail system and is one of the biggest trails in the community. It is important and necessary to beautify the area because so many people see it when they come to the City.

Steve Hogan stated that if the Alpine Highway is part of the official trail system, there may be federal or state funding available for the fencing. He then asked who would pay for replacement of the fence if a windstorm or other force majeure event came through the City and destroyed the existing fence. It is his understanding that all residents along the road would be required to work together to re-install a theme wall and if the $1.2 million bid were divided among all residents, the cost per home would be $37,000. He stated that there are many incidents that have the potential to impact the properties along the roadway and that is why the residents desire a solid pre-cast fence. A sound barrier and beautification are also important. All residents agree that this is not an easy issue to solve, but they would like the Council to work with residents to achieve a solution that is beneficial to all parties.

Johnny McGill stated that he appreciates the Council and the Mayor for the service they provide to the community; he thanked those who personally visited the properties along Alpine Highway to see the condition of the existing fence. He noted that residents have received conflicting information from past City officials and staff, but he also obtained a bid for a solid precast fence in 2017 and it was $65 per linear foot. He is unsure that bid included the other costs that are included in the Strong Solutions bid, but he feels there may be opportunities for reducing the costs of the project. He asked that the Council consider a shared solution between the City and residents who are personally impacted.

Mike Olsen stated that he has lived in his home for 21 years and in that time the fence has been re-stained or painted three times. It is an eyesore and not appropriate for welcoming people into the City. Three years ago, he asked Mayor Mann about replacing his section of the fence and the answer he received was that 'no one would say anything to him' and that he could proceed. He stated he did proceed at a cost of $18 per foot. He stated his property line is 105 feet long and he did the labor for the fence, which is constructed of wood. He echoed the sentiments of his neighbors and emphasized that he would like the entire fence to be replaced with something that is aesthetically pleasing and safe.

Sarah McGill stated that she agrees that the residents living along the road will benefit from the new fence, but it will also benefit everyone that drives along the road every day and week. She stated that she recently noticed a new fence along Canal Boulevard, and she is guessing that the residents did not pay for that fence and that the City likely paid the entire cost. She wondered if there may be some public funding for the fence replacement, such as state funding of Mountainland Area of Governments (MAG) money. She has asked in the past for the City to assess impact fees for fencing on new development; with recent development in the area, existing residents have been impacted and she feels that the fence improvement is necessary to preserve quality of life. She concluded that residents should not be required to research meeting minutes from 12 years before they moved to the City to understand if they would be responsible for the fence replacement costs.

Tanner Edwards stated that he loves Highland; he grew up here and wants his kids to grow up here. He is trying to represent those who are not being adequately represented, including those residents with small kids. Their backyards should be a sanctuary for their kids, but that is not the case because the road is not safe, and the fence is not serving as an adequate barrier between traffic and residential properties. He understands concerns about the financial implications of the project, but safety should also be of utmost importance.

Matt Halterman stated he is new to the area; he would not be directly impacted by the fence, but his neighbors will be responsible. As a resident, he would typically not have any influence on the fencing that is installed, but this is an opportunity to ensure a cohesive fence along this major roadway in the City. He supports his neighbors who are asking for consistency and an arrangement whereby the residents and City can work together.

Robert Rios stated he is also here in support of his neighbors who are impacted by the fence. He has been impressed by the improvements on 100 East. The existing fence was beautiful when it was installed, but 24 years later it is an example of functional obsolescence. The traffic in the area has increased dramatically and it would be tragedy for a car to come through the fence and injure a resident. The Council has the opportunity to increase the beauty of the City and create a lasting legacy.

Adam Anderson stated he is a representative of Rhino Rock, one of the companies that has given residents a bid for a fence and one of the four major manufacturers of concrete fencing in the State of Utah. He cited projects his company has completed in the community and stated it is correct that Strong Solutions is marking up the precast product. He stated something important for the Council to consider is the appropriate location of the fence; if the fence is located on a private property, the private property owner would have the legal right to remove or modify it. This is something that should be addressed in an agreement between the City and residents.

Mr. Martin re-approached and added that according to the Utah Department of Transportation (UDOT), there has been a 29 percent increase on the roadway in the last 10 years. He suspects that will only increase with ongoing development in the City.

There were no additional persons appearing to be heard.

High level discussion among the Council and staff then centered on existing fencing in the City; costs of past projects; the expected life of certain fencing products; the City's participation in past fencing processes; various public funding sources for a fencing project; and different types of precast fencing. Mayor Ostler stated he would like to receive a formal bid from Mr. Anderson's company that takes into consideration the same issues as the Strong Solutions bid.

Council Member Smith stated it is his opinion that fence needs to be replaced in order to improve the safety and beauty of the area and he would like a fencing product that is more permanent in nature. He likes the idea of a themed wall, but he would like for staff to look into funding options, such as other public funds or grant programs. He would also like to see bids from other contractors. He added that the project has the potential to destroy landscaping on private properties and it will be necessary to replace those improvements upon completion of the fence. He suggested creating a committee of City representatives and residents who can come up with recommendations on matters such as hybrid funding of the project, fencing design, and other matters. He stated that he is not willing to raise taxes to pay to replace the fence and it is necessary to determine how the project will be funded.

Council Member Bills likes the idea of creating a committee to consider options. She would also like to explore creative options, such as allowing residents to participate in certain aspects of the project other than the financial aspect. She agreed that the entire burden should not be placed upon residents and that the City needs to assume some responsibility, though she is unsure of the level of responsibility the City should have.

Council Member Ball asked if the City could enlist its grant consultant to evaluate whether there are any grant programs that the City could pursue for the project. Mayor Ostler answered yes. Council Member Ball stated that

he is interested in learning more about the different fencing options and which option will increase the safety for residences along the road. He also supported a public/private partnership between the City and residents who are interested in the project.

Council Member Petersen agreed the fence needs to be fixed; many of the posts are falling apart and need to be addressed. She has not arrived at a final opinion relative to the level of involvement for the City, but she is supportive of hearing more information and working with residents to address the problem.

Mayor Ostler discussed the history of the development of the town center and zoning adjustments in the area of the residences that are impacted by the fence; the City has done some maintenance on the fence, but residents have as well, and this has caused confusion regarding the ownership of the fence. If the City handles the fence, there are going to be some costs that cannot be avoided because of a higher standard that is placed on a government project. If residents pursue the bids and a contract, the cost may be lower. He is supportive of exploring unique funding opportunities. He then noted that the existing fence is constructed of wood and there is no problem with a resident replacing the existing fence with a wooden fence. City Attorney Patterson stated that is correct, unless the Council approves something different.

In conclusion, there was high level philosophical discussion among the Council regarding matters such as phasing the project and cost sharing for the project. The group ultimately supported the idea of creating a committee including City representatives and residents, with Council Members Bills and Smith volunteering to serve on the committee as representatives of the Council.

Mike Martin re-approached and stated that he likes the idea of phasing the project over a couple of budget years; he has been told for 26 years that the fence is owned by the City, yet now the City is telling the residents that they are responsible. He stated that he has replaced several slats on his own.

Mayor Ostler and Council Member Ball stated that the City will explore grant programs and other funding options.

The Mayor called for a recess at 9:28 p.m.

The meeting reconvened at 9:41 p.m.

5. ACTION/RESOLUTION: INTERLOCAL COOPERATION AGREEMENT WITH UTOPIA *General City Management – Rob Patterson, City Attorney*

The City Council will consider an Interlocal Cooperation Agreement with UTOPIA for the installation of fiber optic cable and other associated facilities within Highland City streets and other rights-of-way. The Council will take appropriate action.

City Attorney Patterson discussed past Council discussion and direction regarding this matter; on December 6, 2022 the Council considered and tabled the item for further discussion and review. The Council also asked that staff address a potential partnership and/or City purchase of existing fiber conduit. On January 17, 2023, the Council tabled all franchise agreements in order to explore the option for the City to provide fiber or to partner with an entity to provide fiber. On May 16, 2023, after consideration of various fiber options and potential partnership options, the Council directed staff to not proceed with a City-sponsored fiber option at this time and to bring back the pending franchise agreements for review. He then discussed legal requirements regarding this type of issue:

- Cities have the authority to regulate the use of their roads, but are also generally required to not discriminate between or limit private providers of telecommunications services.
- In recent litigation between UTOPIA and American Fork, American Fork was successful in defeating UTOPIA's argument that it was also protected by those same federal laws and regulations that protect private providers.

- UTOPIA's status as a public entity, rather than a private entity, means that whether to allow UTOPIA's expansion within Highland (even without a City sponsorship/partnership) is up to the City Council.

He reviewed the Franchise Agreement terms; the agreement grants UTOPIA access to City street rights-of-way and requires UTOPIA to obtain City permits, provide plans and comply with City construction and excavation standards, backfilling requirements, City standards for undergrounding of lines, and to comply with safety requirements (sight-triangle, barricading, etc.). The agreement also requires UTOPIA to restore and remediate damaged property and includes a 15-year term, renewable on one-year increments up to 50 years unless either party gives notice of non-renewal. Additionally, the City has one-year right to purchase, at fair market value, all conduit and other facilities installed by UTOPIA at that time, except for UTOPIA facilities needed by UTOPIA for service to other public entities or backbone infrastructure. If the City and UTOPIA enter into a partnership or other arrangement for the City to provide fiber to the entire City, UTOPIA agrees to count all then-existing customers as part of the "take rate" for that partnership, and to not count any expenses/costs incurred by UTOPIA till that point against the "take rate"/cost-sharing provisions of the partnership. He concluded staff recommends approval of the Interlocal Cooperation Agreement with UTOPIA for the installation of their facilities within Highland City rights-of-way.

Council Member Smith asked if entering into this agreement obligates the City to partner with UTOPIA; rather, they would be treated as any other franchise utility. Mr. Patterson stated that is correct, and the City will not be financially obligated whatsoever to participate or partner with UTOPIA. Council Member Smith asked if there are ways for UTOPIA to install their infrastructure without damaging newly laid roadways or if they would be responsible for fully restoring those roadways. City Engineer/Public Works Director Spencer stated that the City does not have a moratorium prohibiting cuts on newly constructed roads; however, unless it is completely unavoidable, the service provider would be required to complete their work within the public utility easements on the side of the road. There are some areas in the City where such easements do not exist, however, and disturbance of the road will occur in those areas and UTOPIA would be required to perform a sophisticated patch to repair the damage.

Council Member Bills asked if UTOPIA will be required to pay franchise fees. Mr. Patterson stated that if someone engages them for telecommunications services, they will be obligated to pay the telecommunications tax. Council Member Bills asked if the same fees or taxes will be imposed on UTOPIA as would be for any other telecommunications provider. Mayor Ostler stated that UTOPIA is tax exempt, and he is unsure the City will collect taxes from them. UTOPIA Executive Director Timmerman stated that UTOPIA's tax-exempt status only applies to their expenses, but in terms of this type of agreement, they are treated the same as any other service provider or private company. UTOPIA will not pay a direct franchise fee to the City, but that is no different than any other telecommunications provider, such as Century Link or Comcast, both of which do not pay a franchise fee for internet services. Mr. Patterson stated that in terms of franchise, UTOPIA would not be treated differently than any other service provider in the City if the agreement were approved.

Council Member Brittney P. Bills MOVED that City Council approve the Resolution for the Interlocal Cooperation Agreement with UTOPIA for the installation of their facilities within Highland City rights-of-way and authorize the Mayor to sign the resolution and agreement.

There was no SECOND.

Council Member Sarah D. Petersen MOVED that the City Council deny the request for an interlocal agreement with Utopia for a franchise for city rights of way.

Council Member Scott L. Smith SECONDED the motion.

Mayor Ostler stated he is unsure why the City would do something different with UTOPIA than with other service providers; if the goal is to get internet service to residents, this is a reasonable arrangement. Council Member Ball

stated that the previous argument was that the City will not receive any benefit through authorizing the agreement. Mayor Ostler stated that if the franchisee were Comcast, the City would get the same level of revenue from Comcast as from UTOPIA. Mr. Patterson stated that is correct; UTOPIA will have the same impact on the City as any other provider would and if any telecommunications revenues are received from UTOPIA, it would be the same as another service provider.

Council Member Smith stated that he has been approached by citizens who are very opposed to UTOPIA, for whatever reason. He has heard no support for UTOPIA from his residents. He is also concerned that UTOPIA was installing infrastructure before getting proper approval from the City and the only reason that is a known issue is that they got caught. Council Member Petersen stated that her concerns come from the fact that there have been several contradictions to the information that has been provided about UTOPIA and other cities have gotten 'a sour taste in their mouth' after working with UTOPIA. Her instinct is that this is a bad idea for the City, and she is going to rely on that instinct. Mayor Ostler stated the City has also heard complaints about Comcast and he wondered if the Council would support a franchise agreement with Comcast. Council Member Petersen stated it makes a difference to her that UTOPIA is essentially a government agency rather than a private agency; she does not appreciate their business model and how they have dealt with the City thus far. She would likely make a different decision regarding Comcast because they are a private company. Council Member Ball stated that the model that the City is considering with UTOPIA tonight is much different than other cities have been part of; other cities joined a model that required them to guarantee certain revenues for UTOPIA, but that is not what is being recommended in Highland. He added that this agreement will simply open fiber options to the free market.

City Administrator Wells addressed Council Member Smith's point about UTOPIA completing infrastructure work ahead of securing approval from the City and noted that many other service providers do that same thing; they often lay conduit ahead of installing fiber.

Mayor Ostler called for a vote on the motion to deny the agreement.

The vote was recorded as follows:

Council Member Timothy A. Ball	*No*
Council Member Brittney P. Bills	*No*
Council Member Sarah D. Petersen	*Yes*
Council Member Kim Rodela	*Absent*
Council Member Scott L. Smith	*Yes*
Mayor Kurt Ostler	*No*

The motion failed 3:2.

Council Member Brittney P. Bills MOVED that City Council approve the Resolution for the Interlocal Cooperation Agreement with UTOPIA for the installation of their facilities within Highland City rights-of-way and authorize the Mayor to sign the resolution and agreement.

Council Member Timothy A. Ball SECONDED the motion.

Council Member Timothy A. Ball	*Yes*
Council Member Brittney P. Bills	*Yes*
Council Member Sarah D. Petersen	*No*
Council Member Kim Rodela	*Absent*
Council Member Scott L. Smith	*No*
Mayor Kurt Ostler	*Yes*

DRAFT

The motion passed 3:2.

Council Member Timothy A. Ball MOVED to extend the meeting to 10:25 pm.

Council Member Scott L. Smith SECONDED the motion.

All voted in favor and the motion passed.

6. ACTION: SAFE ROUTES TO SCHOOL GRANT - HIGHLAND ELEMENTARY

General City Management – Andy Spencer, City Engineer/Public Works Director

The Council will consider approving a federal-aid agreement for sidewalk improvements associated with City-owned streets in the vicinity of Highland Elementary. The Council will take appropriate action.

City Engineer/Public Works Director Spencer explained in 2021, the City applied for a Safe Routes to School grant for the area surrounding Highland Elementary. The original project was budgeted at a total cost of $199,988 with the City obtaining all necessary rights-of-way and paying $19,990.80 toward the project. UDOT awarded the project but limited the use for the grant funds to sidewalks and related items only. They did not fund roadway items such as curbs, asphalt extension, etc. The grant was awarded in the amount of $130,000. Since that time, inflation has been substantial. In recognition of the lesser award by UDOT and the inflation, the FY2024 tentative City budget includes $100,000 as matching funds toward this grant. This provides a total funding of $230,000 for the project. Additionally, staff have spoken with UDOT regarding the significant inflation that has occurred. UDOT has agreed that if the City and project funding is insufficient, the scope can be reduced to remain in budget. The grant does require the City to include non-discrimination verbiage in our project bid solicitations. This requirement is not a concern because City policy also prohibits discriminatory practices. Additionally, there is one parcel that still runs to the center of the street on 6000 West. The City will need to acquire the project right-of-way prior to the commencement of the project. This acquisition is not part of the grant funding, but will come from the City's $100,000 share. The cost of this project is $230,000, with $130,000 of the funds coming from the grant. The tentative FY2024 City budget includes $100,000 toward the project. The project is likely to span fiscal years with some of the work occurring in FY2024 and some potentially in FY2025. Staff recommends approving the agreement with UDOT to obtain grant funds for sidewalks in the vicinity of Highland Elementary.

Council Member Scott L. Smith MOVED that City Council APPROVE the federal-aid agreement for the Highland Elementary Safe Routes to School grant and AUTHORIZE the City Engineer to sign the contract documents.

Council Member Brittney P. Bills SECONDED the motion.

The vote was recorded as follows:

Council Member Timothy A. Ball	*Yes*
Council Member Brittney P. Bills	*Yes*
Council Member Sarah D. Petersen	*Yes*
Council Member Kim Rodela	*Absent*
Council Member Scott L. Smith	*Yes*

The motion passed 4:0.

DRAFT

7. ACTION: ROAD WIDENING PROJECT AT KNIGHT AVENUE/OLE BISH LANE AND NORTH COUNTY BOULEVARD *General City Management – Andy Spencer, City Engineer/Public Works Director*

The Council will consider awarding a construction contract with Acme Construction, Inc. for the Knight Ave/Ole Bish Lane improvements at North County Boulevard to accommodate a forthcoming traffic signal that will be installed by UDOT.

City Engineer/Public Works Director Spencer explained previously, the City contacted UDOT in requesting a potential signal at Knight Avenue/Ole Bish Lane and North County Boulevard. UDOT found the intersection warranted a traffic signal provided the City would undertake the improvements deemed necessary to the City streets. The City commissioned the design for the improvements and placed the project out to bid. There was one bidder, Acme Construction, Inc. The bid from Acme was within 5% of the engineers' estimate. As such, staff feel the bid is reasonable. The staff called and verified Acme's work references and received positive feedback. The cost of this project is $234,686.50, with a 10% contingency, the project total is $258,155. Funding for this expense is included within the FY2023 & FY2024 budget years as follows:

- Approx. $129,078 in 41-40-71, Major Road Maintenance; and
- Approx. $129,077 in 56-40-70, Road Fee Projects.

Staff recommend awarding a construction contract with Acme Construction, Inc. for the improvements to the City streets that are necessary for UDOT to subsequently install a traffic signal.

Council Member Smith stated he appreciates Mr. Spencer's work on this and congratulated him on gaining the support of UDOT. He then asked if the project should help the residents living to the north of the project area. Mr. Spencer answered yes, though the improvements may not be as significant as some are hoping. It will help to increase traffic safety near the high school.

Council Member Brittney P. Bills MOVED that City Council APPROVE the construction contract with Acme Construction, Inc. for the construction of site improvements at Knight Ave/Ole Bish Ln and North County Blvd in an amount up to $258,155 and AUTHORIZE City Administrator to sign the contract documents.

Council Member Sarah D. Petersen SECONDED the motion.

The vote was recorded as follows:

Council Member Timothy A. Ball	*Yes*
Council Member Brittney P. Bills	*Yes*
Council Member Sarah D. Petersen	*Yes*
Council Member Kim Rodela	*Absent*
Council Member Scott L. Smith	*Yes*

The motion passed 4:0.

8. EXPEDITED

a. RESOLUTION: Personnel Policy Amendment for Bereavement Leave *General City Management (Legislative) Jay Baughman, Assistant City Administrator*

The City Council will discuss draft updates to the City's Personnel Policies in order to adopt rules and procedures required by Utah Code 10-3-1103. The Council will take appropriate action.

DRAFT

Assistant City Administrator Baughman explained in 2022, Senate Bill 63 was passed, and later codified as Utah Code 10-3-1103, that mandated the inclusion of a miscarriage of a baby as an occurrence under which a municipal employee is entitled to bereavement leave. This agenda item adds that provision including stillborn births and generally revises the City's Bereavement Leave policy from "Funeral Leave" to allow for more flexibility for an employee who has experienced the loss of a family member. These revisions also allow for more time for employees if the funeral or family needs are out of the state. On March 21, 2023, City Council discussed the idea of amending personnel policies to allow leave for employees who experience a miscarriage or stillbirth. Council directed staff to bring back updated policies with language clarifying this. He facilitated review of the text amendment in the Personnel Policies manual and concluded staff recommends the Council adopt the proposed changes to the city personnel policies.

Council Member Petersen stated she has worked as a labor and delivery nurse and also has a daughter who experienced a still birth at 30 weeks; in such cases, the female body experiences full child labor and delivery and the recovery time is similar to that for a live birth. Many companies offer maternity leave in these cases even though there is not a living child. She asked if the City would consider the same type of leave policy. City Administrator Wells noted that a City employee in that situation could apply for Family and Medical Leave Act (FMLA) leave and the City's maternity leave would apply. City Attorney Patterson added that the purpose of this policy amendment is to provide an additional five days of leave for an employee involved in experiencing a still birth or miscarriage.

Council Member Ball stated that he and his wife experienced a miscarriage very early in his wife's pregnancy, but it was very impactful and difficult for them. He asked if the policy would apply to those situations. Mr. Patterson stated that if an employee reports a miscarriage or stillbirth, the City will not try to differentiate between the seriousness of the event based on the length of the pregnancy and the leave will be granted. Mayor Ostler added that many handle miscarriages in a very private fashion and they may not even report the event to the City to take advantage of the leave.

Council Member Bills thanked staff for handling this issue so quickly after receiving a request from the Council to do so.

Council Member Timothy A. Ball MOVED that the Highland City Council ADOPT the Highland City Resolution amending portions of the Highland City Personnel Policies related to the requirements of Utah Code 10-3-1103.

Council Member Scott L. Smith SECONDED the motion.

The vote was recorded as follows:

Council Member Timothy A. Ball	*Yes*
Council Member Brittney P. Bills	*Yes*
Council Member Sarah D. Petersen	*Yes*
Council Member Kim Rodela	*Absent*
Council Member Scott L. Smith	*Yes*

The motion passed 4:0.

10. 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. FY24 Budget Updates: Sales Tax & Planning Commission Salaries – *Tyler Bahr, Finance Director & Jay Baughman, Assistant City Administrator/Community Development Director*

Finance Director Bahr reported the Utah League of Cities and Towns (ULCT) commissioned a study on sales tax trends which highlighted 63 other Utah cities, but was indicative of regional trends that impact Highland City. The consultant that performed the study has forecasted an increase in sales tax revenues in FY23, but a decrease in sales tax in FY24. Thus far in the current FY, the City has received $2,896,312 in general use sales tax through nine months. For the first five months, the City's revenues averaged 13 percent over prior year. For the last four months, growth slowed and averaged 2.3 percent over the prior year. If the final three months follow the same trend of 2.3 percent over FY22, FY23 will finish at roughly $3.9MM, which is a 6.3 percent increase over FY22.

Council Member Ball asked if he performs a 12-month rolling average for sales tax revenue, or if the comparison is weighted for seasonal spending trends. Mr. Bahr stated that the 2.3 percent increase is seasonal. Council Member Ball stated he feels it would be more accurate to consider a 12-month rolling average.

Council Member Smith stated he appreciates that the City staff is conservative in their budgeting practices, but he tends to be optimistic about revenues for the City and he hopes that past trends persist. Mr. Bahr agreed.

Assistant City Administrator Baughman then reported on the City's benchmarking for compensation for Planning Commissioners; he presented a chart indicating Highland's compensation is at the midpoint of compensation paid by other cities in the area.

Council Member Smith stated that due to recently adopted State legislation, the Planning Commission will be handling additional land use issues and he is comfortable increasing their compensation. Council Member Bills stated she also supports an increase because elected officials and City employees were also given an increase. She suggested a percentage increase commensurate with that offered to other City employees. The Council discussed an appropriate increase and settled on $80 per meeting.

b. Fee Schedule Update: Garbage, Cemetery – *Tyler Bahr, Finance Director & Jay Baughman, Assistant City Administrator/Community Development Director* Tyler: city required to publish fee schedule. Some of the changes: Park impact fee, culinary water meter fees, pi water meter fees, 3% cemetery plots, maintenance agreement application fee, interlibrary loan, garbage and recycling – no change, open space fee – removed. Fee schedule can be amended at any time, so you can add the traffic calming. Jay: in original budget was estimated at $900K, revised down to $850K.

Finance Director Bahr reported that the City is required to publish all rates in a comprehensive fee schedule and staff will present the full fee schedule for Council approval on June 20. He summarized the proposed changes that will be presented:

- Park impact fee – increase from $5,854 to $6,301 (SFR)
- Culinary water meter fees – included rates for larger commercial meters to cover the current cost.
- PI water meter fees – included rates for larger meters, **reduced** the cost of ¾-inch.
- Cemetery – 3% increase as per funding plan
- Maintenance agreement application – new fee ($25)
- Interlibrary loan – increasing from $3 to $5.
- Garbage & recycling – no change
- Open space fee – removed.

Assistant City Administrator Baughman reported that there will be no change in the FY2024 garbage and recycling fees; the proposed budget had the Waste Management Hauling fee estimated at $900,000, but that will be adjusted down to $850,000.

c. Fraud Risk Assessment: FY23 Report and Steps for Next Year- *Tyler Bahr, Finance Director*

This item was not discussed.

d. Highland Glen Pond Water Management Plan - *Andy Spencer, City Engineer/Public Works Director*

This item was not discussed.

e. Active Transportation Plan – *Kellie Smith, Planner & GIS Analyst*

Assistant City Administrator Baughman reported that the proposed Active Transportation Plan will be delivered to the Council in a few days in preparation for a detailed discussion on June 20.

f. Flooding Update - *Andy Spencer, City Engineer/Public Works Director*

City Engineer/Public Works Director Spencer reported that he is hopeful that the worst of the flooding events for this year are over.

Council Member Smith thanked City staff and other government agencies for their efforts to mitigate the impact of flooding in the community. He inquired as to the highest flow of the water at the mouth of the canyon. Mr. Spencer stated that he believes the flow approached 850 cubic feet per second (CFS).

g. Alpine Food Storage Update – *Kurt Ostler, Mayor*

Mayor Ostler reported the Wadsworths are still shooting to hit the target of opening for business at their new location in the middle of June, but it is more likely that they will still be moving at the end of June.

h. Future Meetings

- June 14, Lone Peak Public Safety District Board Meeting, 7:30 am, City Hall
- June 20, City Council Work Session & Meeting, 6:00 pm, City Hall
- June 27, Planning Commission Meeting, 7:00 pm, City Hall
- July 12, Lone Peak Public Safety District Board Meeting, 7:30 am, City Hall
- July 18, City Council Meeting, 7:00 pm, City Hall
- July 25, Planning Commission Meeting, 7:00 pm, City Hall

11. CLOSED SESSION

The City Council may recess to convene in a closed session to discuss items, as provided by Utah Code Annotated §52-4-205.

There was no closed session.

ADJOURNMENT

DRAFT

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

The meeting adjourned at 10:41 pm.

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 June 6, 2023. This document constitutes the official minutes for the Highland City Council Meeting.

Stephannie Cottle, CMC
City Recorder

DRAFT

AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT ITEM #3

DATE: August 1, 2023
TO: Honorable Mayor and Members of the City Council
FROM: Kellie Smith, Planner & GIS Analyst
SUBJECT: **PUBLIC HEARING/ORDINANCE:** Text Amendment – Alcohol Sales
TYPE: **DEVELOPMENT CODE AND MUNICIPAL CODE UPDATE (LEGISLATIVE)**

PURPOSE:
The City Council will hold a public hearing to consider a request by MNG Highland Development, LLC to amend Section 3-4351 Permitted Uses and Section 3-4352 Prohibited Uses in the Development Code in the CR Zone to allow for alcohol sales. MNG Highland Development, LLC, is also requesting to amend Section 5.12.020 Beer Sales in the Municipal Code. The City Council will take appropriate action.

STAFF RECOMMENDATION:
Based on staff's understanding, Council may wish to consider this item over two meetings. If that is the case, staff recommends the City Council hear the staff presentation, hear from the applicant, hold the public hearing, and give staff direction on any additional research the Council feels it needs to act on the application. The Council should also choose to either continue or close the public hearing.

If the Council feels prepared to act on this item in one meeting, staff recommends the City Council hold a public hearing, consider the applicant's proposed amendment and narrative, and decide whether or not to allow alcohol sales in the CR Zone.

If the City Council decides to approve of the proposed amendment, staff recommends the City Council direct staff to draft wording to limit alcohol sales to full-service and/or limited-service restaurants, and prohibit bars, taverns, and similar establishments.

See attachments #3-5 for Utah Code operational requirements for full-service, limited service, and bar establishment licenses. To summarize, a limited-service restaurant license allows for sales of wine and beer in a restaurant setting, a full-service restaurant license allows for liquor, wine and beer sales in a restaurant setting, a bar establishment allows for liquor, wine, and beer sales and must have some food available, and a tavern allows for liquor, wine, and beer sales with no food requirements.

A separate communication item is scheduled where staff will ask for Council direction on any additional changes they would like to see in other areas of the code based on the Council's decision on this item.

PRIOR COUNCIL DIRECTION:
Not applicable.

BACKGROUND:
MNG Highland Development, LLC—the applicant—owns the majority of the property within the CR Zone. The applicant's development is known as Highland Mains, or formerly known as Highland Marketplace.

MNG Highland Development, LLC was made aware that alcohol sales are specifically listed as a prohibited use in the CR Zone. Because it is not a prohibited use in the C-1 Zone on the other side of Timpanogos Hwy, the applicant decided to meet with the Mayor and two Councilmembers to discuss the potential of allowing on-premise alcohol sales in the CR Zone. After this meeting, the applicant decided to submit a Development Code application to apply for the change.

SUMMARY OF THE REQUEST:
1. The proposed amendment to the Development Code removes "Alcohol Sales" from Section 3-4352 Prohibited Uses.
2. The proposed amendment to the Development Code also removes the following sentence from Section 3-4351 Permitted Uses: *Retail sales of alcoholic beverages are prohibited by City Ordinance 1977-9.*
3. The proposed amendment to the Municipal Code removes the prohibition of the retail sale of beer for on-premise consumption. The applicant is not requesting to allow for the retail sale of beer for off premise consumption.

CITIZEN PARTICIPATION:
Notice of the public hearing held at the Planning Commission meeting was posted on the state and city websites, and three public places on July 13, 2023. Notice of the public hearing to be held at City Council was posted on the state and city websites and three public places on July 20, 2023. At the time of this report, eight (8) comments have been received; seven (7) in favor of the proposed text amendment, and one (1) in opposition. See Attachment #6 for the public input.

PLANNING COMMISSION ACTION:
The Planning Commission held a public hearing on July 25, 2023. Three (3) residents participated in the public hearing; two (2) in favor of the amendment and one (1) spoke in opposition. The applicant was present and shared the history behind the Highland Marketplace development and the changes that were made to the site plan over the years. The property owner's goal is to have an anchor restaurant tenant in each of the four (4) buildings facing the plaza. The applicant shared that each of the restaurants they had reached out to expressed the interest or need to be able to sell alcohol.

The Commissioners asked questions relating to where alcohol sales, other than beer sales, are permitted and not permitted in Highland. Staff clarified that alcohol sales are not prohibited in the C-1 Zone, though beer is prohibited city wide based on the Municipal Code. Two (2) Commissioners expressed that in order for an amendment to allow alcohol sales in Highland, they felt it was something that should be initiated by residents. One (1) Commissioner expressed that he felt that alcohol sales for off-premise consumption (such as a grocery store selling bottled beer) should be allowed.

One (1) Commissioner moved to recommend approval of the amendment, however there was not a second. The Planning Commission voted 4:1 to recommend DENIAL of the proposed amendment.

STAFF REVIEW:

- The CR Zone and the Town Center Overlay explicitly prohibit alcohol sales, however the C-1 Zone does not (for reference, Macey's and Harts are located in the C-1 Zone).
- Section 5.12.020 Beer Sales in the Municipal Code prohibits the retail sale of beer for both on and off premises consumption. The applicant is looking at the potential of only prohibiting off premise consumption.
- Ordinance 1977-09 that is referenced to in the Development Code states, "the public retail sale of light beer, in bottles, cans or draft is expressly prohibited within the corporate limits of the Town of Highland."
    - If the Council chooses to allow the retail sale of alcoholic beverages, staff recommends that this reference be removed as proposed in the amendment.
- Staff recommends the reference to Utah Code 32A-10-101(1)(a) be removed and replaced with a reference to the "State Alcoholic Beverage Control Act".

FINDINGS:

If the City Council decides to APPROVE of the proposed amendment, the following findings may be used:

- The amendment is consistent with the purpose and intent of the CR Zone as the proposed amendment "promotes the ability of the commercial entities to succeed", and "promotes the successful completion of the project".

If the City Council decides to DENY the proposed amendment, the following findings may be used:

- The amendment is not consistent with the purpose and intent of the CR Zone as the proposed amendment does not "promote the health, safety, morals, convenience, order, prosperity, and general welfare of the present and future inhabitants of the City".

FISCAL IMPACT:

This action will not have a financial impact on this fiscal year's budget expenditures.

MOTION TO APPROVE:

I move that the City Council accept the finding that the amendment is consistent with the purpose and intent of the CR Zone and **APPROVE** the proposed amendment to Section 3-4351 and Section 3-4352 to allow alcohol sales, and direct staff to draft language to limit the alcohol sales to:

The City Council will need to select which types of services would be permitted and/or prohibited:

A. Limited-Service Restaurants (wine and heavy beer)
B. Full-Service Restaurants (liquor, wine, and beer sales)
C. Bar Establishments (liquor, wine, and beer sales with limited food requirements)

D. Taverns (liquor, wine, and beer sales with no food requirements)
E. Prohibit bars, taverns, and similar establishments.

MOTION TO DENY:

I move that the City Council accept the finding that the amendment is *not* consistent with the purpose and intent of the CR Zone and **DENY** of the proposed amendment.

ATTACHMENTS:

1. Ordinance
2. Narrative
3. Utah Code Title 32B-6-205.2 – Specific operational requirements for a **full-service** restaurant license
4. Utah Code Title 32B-6-305.2 – Specific operational requirements for a **limited-service** restaurant license
5. Utah Code Title 32B-6-406 – Specific operational requirements for a **bar establishment** license
6. Email Correspondence

ATTACHMENT #1:

AN ORDINANCE OF THE HIGHLAND CITY COUNCIL AMENDING SECTION 3-4351 PERMITTED USES AND SECTION 3-4352 PROHIBITED USES IN THE CR ZONE OF THE HIGHLAND CITY DEVELOPMENT CODE TO ALLOW FOR ALCOHOL SALES AND SECTION 5.12.020 BEER SALES IN THE MUNICIPAL CODE TO ALLOW FOR ON-PREMISE BEER SALES AS SHOWN IN FILENAME TA-23-09.

WHEREAS, all due and proper notices of public hearings and public meetings on this Ordinance held before the Highland City Planning Commission (the "Commission") and the Highland City Council (the "City Council") were given in the time, form, substance and manner provided by Utah Code Section 10-9a-205; and

WHEREAS, the Planning Commission held a public hearing on this Ordinance on July 25, 2023 and

WHEREAS, the City Council held a public hearing on this Ordinance on August 1, 2023.

NOW, THEREFORE, BE IT ORDAINED BY THE Highland City Council as follows:

SECTION 1: **ADOPTION** Several sections of the Development Code are hereby amended as shown on "Exhibit A" attached hereto and incorporated herein.

SECTION 2: **ADOPTION** Section 5.12.020 of the Municipal Code is hereby amended as shown on "Exhibit B" attached hereto and incorporated herein.

SECTION 3: **REPEALER CLAUSE** All ordinances or resolutions or parts thereof, which are in conflict herewith, are hereby repealed.

SECTION 4: **SEVERABILITY CLAUSE** Should any part or provision of this Ordinance be declared by the courts to be unconstitutional or invalid, such decision shall not affect the validity of the Ordinances a whole or any part thereof other than the part so declared to be unconstitutional or invalid.

SECTION 5: **EFFECTIVE DATE** This Ordinance shall be in full force and effect from August 1, 2023 and after the required approval and publication according to law.

PASSED AND ADOPTED by the Highland City Council, August 1, 2023

HIGHLAND CITY, UTAH

_____

Kurt Ostler
Highland City Mayor

ATTEST:

_____

Stephannie Cottle
Highland City Recorder

COUNCIL MEMBER	YES	NO
Timothy A. Ball	☐	☐
Brittney P. Bills	☐	☐
Sarah D. Petersen	☐	☐
Kim Rodela	☐	☐
Scott L. Smith	☐	☐

EXHIBIT A

Article 4.35 CR Zone

3-4351 Permitted Uses

As noted in the following sections, the only uses allowed within the C-R Zone are as follows:

1. Retail food stores, grocery and meat markets, bakeries, organic food stores, and other similar food and beverage sales facilities. ~~Retail sales of alcoholic beverages are prohibited by City Ordinance 1977-9.~~

…

3-4352 Prohibited Uses

In the C-R Zone, any use not expressly listed as a permitted use shall be deemed specifically prohibited including but not limited to the following:

1. Slaughtering of animals or live animal processing
2. Sexually Oriented Businesses
3. Call centers
~~4. Alcohol sales~~
~~5.~~4. Thrift Stores or Pawn Shops
~~6.~~5. Tattoo parlors, non-medically prescribed body massages, or body piercing shops, parlors or facilities
~~7.~~6. The following Ground Floor Uses shall not be located on a corner lot within the CR Zone:
    a. Office buildings for Professional Services which may include but not limited to:
        i. Financial Lending Institutions; such as banks, credit unions, cash lending institutions, or similar; or
        ii. Insurance institutions such as Insurance agencies, insurance brokers, or similar; or
        iii. Professional services; such as Architects, Engineers, Law offices, Medical Offices or Medical Uses, or similar; or
        iv. Real Estate Institutions; such as Mortgage Companies, Title Companies, Real Estate Brokers or agents, or similar; or
    b. Service oriented businesses; such as dry cleaners, hair or nail salons, gasoline islands, tax preparation services, or similar.

EXHIBIT B

5.12.020 Beer Sales

Pursuant to the State Alcoholic Beverage Control Act ~~Utah Code 32A-10-101(1)(a)~~ the city does prohibit the retail sale of beer for ~~both on and~~ off premises consumption.

HMC (Ord. 2000-9 § 2)

Proposed Code Text Amendments

Municipal Code Section 5.12.020

Current Code Text

5.12.020 Beer Sales

Pursuant to Utah Code 32A-10-101(1)(a) the city does prohibit the retail sale of beer for both on and off premises consumption.

Proposed Text Amendment

5.12.020 Beer Sales

Pursuant to Utah Code 32A-10-101(1)(a) the city does prohibit the retail sale of beer for ~~both on and~~ off premises consumption.

Development Code Section 3-4351 & Section 3-4352

Current Code Text

3-4352 Prohibited Uses

In the C-R Zone, any use not expressly listed as a permitted use shall be deemed specifically prohibited including but not limited to the following:

4. Alcohol sales

Proposed Text Amendment

3-4352 Prohibited Uses

In the C-R Zone, any use not expressly listed as a permitted use shall be deemed specifically prohibited including but not limited to the following:

~~4. Alcohol sales~~

Narrative

This amendment will allow all restaurants within the City of Highland to open and operate on an equal playing field across the commercial zones. Presently, a restauranteur in a C-1 zone in one shopping center could open a restaurant that sells wine, whiskey, and tequila for on-premise consumption, and a grocery in that same shopping center could sell those same beverages of off-premise consumption, however, a restaurant across the street in a CR zone is prohibited from selling any alcohol to its patrons. This policy places a burden and restriction on one set of property owners and restaurant operators and while favoring others, for no apparent reason.

Additionally, this amendment will allow restaurants to sell beer (for on-premise consumption only) alongside higher-content alcoholic beverages presently permitted to be sold in the City of Highland. Offering a lower alcohol content beverage, although broadening the choices, offers an alternative to the higher-content alcohol currently allowed - an alternative that is likely more acceptable to the community as a whole. This amendment allows all restaurants in the limited number of commercial zones the freedom to manage their food and beverage menu within equal parameters and allows alcohol-drinking patrons of those restaurants to choose to drink beer on premises rather than defaultingto the higher alcohol content options.

BEVERAGE	ALCOHOL BY VOLUME (ABV)
Beer	4-6%
Cider	4-6%
Wine	10-12%
Mead	10-14%
Sake	16%
Fortified Wine	15-22%
Tequila	38-40%
Rum	40%
Vodka	40%
Whiskey	40-50%

Source: Nutrients Review (2016)

The City code also presently allows a grocer, market or gas station in the C-1 zones to sell higher-content alcoholic beverages (such as wine, whiskey, tequila, rum, vodka) for on or off premise consumption (subject to State law and regulation), while prohibiting the sale of beer (for on-premise consumption only) at a restaurant. It is also noteworthy that the Alpine Country Club within Highland City is permitted to sell beer alongside the broader spectrum of alcoholic beverages.

Our understanding is that the ordinance restricting beer sales was put in place in September 2000. The context was that a grocer was considering development at the Highland Marketplace site. There were concerns at the time that the sale of beer for off premise consumption by a grocer at this location would lead to unfavorable consequences up the canyon and elsewhere, and the sections of the code addressing alcohol at Highland Marketplace and in the City generally were put in place with that concern in mind. Ultimately, grocers selling a full spectrum of alcohol ended up locating in neighboring cities immediately East and West of Highland's municipal boundary.

The motive for the original ordinance in the year 2000 was and is valid, which is why the text amendment proposed herein only seeks to allow the sale of beer for on premises consumption alongside the spectrum of alcoholic beverages presently allowed, and simply applies alcohol regulation equally across Highland's commercial/restaurant zones.

As a part of State law, patrons must have the “intent to dine” in order to be sold alcohol. This means that customers must be sitting down at a table with the intent to order food in order to be served any alcoholic beverage. Further, patrons are not allowed to stand up and move from table to table, or bar to table with their alcoholic beverage in hand. If a patron wishes to move to a different table, a server must move the beverage for them. These procedures and protocols limit any possibility of alcohol outside the restaurant’s premises. This amendment will not change how alcohol generally can be sold or consumed in any restaurant within Highland; it will only allow each restaurant the freedom to make the decision for themselves whether or not they want to sell alcohol and allow patrons the option to choose to consume lower alcohol content beer alongside the broader spectrum of higher alcoholic content beverages restaurants are already permitted to sell.

Thank you for your consideration.

Effective 5/3/2023

32B-6-205.2 Specific operational requirements for a full-service restaurant license -- On and after July 1, 2018, or July 1, 2022.

(1)

(a) In addition to complying with Chapter 5, Part 3, Retail Licensee Operational Requirements, a full-service restaurant licensee and staff of the full-service restaurant licensee shall comply with this section.

(b) Failure to comply with Subsection (1)(a) may result in disciplinary action in accordance with Chapter 3, Disciplinary Actions and Enforcement Act, against:

(i) a full-service restaurant licensee;

(ii) individual staff of a full-service restaurant licensee; or

(iii) both a full-service restaurant licensee and staff of the full-service restaurant licensee.

(2)

(a) An individual who serves an alcoholic product in a full-service restaurant licensee's premises shall make a beverage tab for each table or group that orders or consumes an alcoholic product on the premises.

(b) A beverage tab described in this Subsection (2) shall state the type and amount of each alcoholic product ordered or consumed.

(3) A full-service restaurant licensee may not make an individual's willingness to serve an alcoholic product a condition of employment with a full-service restaurant licensee.

(4)

(a) A full-service restaurant licensee may sell, offer for sale, or furnish liquor at the licensed premises during the following time periods only:

(i) on a weekday, during the period that begins at 11:30 a.m. and ends at 11:59 p.m.; or

(ii) on a weekend or a state or federal legal holiday or for a private event, during the period that begins at 10:30 a.m. and ends at 11:59 p.m.

(b) A full-service restaurant licensee may sell, offer for sale, or furnish beer at the licensed premises during the following time periods only:

(i) on a weekday, during the period that begins at 11:30 a.m. and ends at 12:59 a.m.; or

(ii) on a weekend or a state or federal legal holiday or for a private event, during the period that begins at 10:30 a.m. and ends at 12:59 a.m.

(5)

(a) A full-service restaurant licensee may not furnish an alcoholic product for on-premise consumption except after:

(i) the patron to whom the full-service restaurant licensee furnishes the alcoholic product is seated at:

(A) a table that is located in a dining area or a dispensing area;

(B) a counter that is located in a dining area or a dispensing area; or

(C) a dispensing structure that is located in a dispensing area; and

(ii) the full-service restaurant licensee confirms that the patron intends to:

(A) order food prepared, sold, and furnished at the licensed premises; and

(B) except as provided in Subsection (5)(b), consume the food at the same location where the patron is seated and furnished the alcoholic product.

(b)

(i) While a patron waits for a seat at a table or counter in the dining area of a full-service restaurant licensee, the full-service restaurant licensee may sell, offer for sale, or furnish to the patron one drink that contains a single portion of an alcoholic product as described in Section 32B-5-304 if:

(A) the patron is in a dispensing area and seated at a table, counter, or dispensing structure; and

(B) the full-service restaurant licensee first confirms that after the patron is seated in the dining area, the patron intends to order food prepared, sold, and furnished at the licensed premises.

(ii)

(A) Subject to Subsection (5)(b)(ii)(B), if the patron does not finish the patron's alcoholic product before moving to a seat in the dining area, the patron may transport any unfinished portion of the patron's alcoholic product to the patron's seat in the dining area.

(B) An employee of the full-service restaurant licensee shall escort a patron who transports an unfinished portion of the patron's alcoholic product to the patron's seat in the dining area.

(iii) For purposes of Subsection (5)(b)(i) a single portion of wine is five ounces or less.

(c) Notwithstanding Section 32B-5-307, a full-service restaurant licensee may not furnish beer for off-premise consumption except after the patron consumes on the licensed premises food prepared, sold, and furnished at the licensed premises.

(d) A full-service restaurant licensee shall maintain on the licensed premises adequate culinary facilities for food preparation and dining accommodations.

(6) A patron may consume an alcoholic product on the full-service restaurant licensee's licensed premises only if the patron is seated at:

(a) a table that is located in a dining area or dispensing area;

(b) a counter that is located in a dining area or dispensing area; or

(c) a dispensing structure located in a dispensing area.

(7)

(a) Subject to the other provisions of this Subsection (7), a patron may not have more than two alcoholic products of any kind at a time before the patron.

(b) A patron may not have more than one spirituous liquor drink at a time before the patron.

(c) An individual portion of wine is considered to be one alcoholic product under Subsection (7)(a).

(8) In accordance with the provisions of this section, an individual who is at least 21 years old may consume food and beverages in a dispensing area.

(9)

(a) Except as provided in Subsection (9)(b), a minor may not sit, remain, or consume food or beverages in a dispensing area.

(b)

(i) A minor may be in a dispensing area if the minor is:

(A) at least 16 years old and working as an employee of the full-service restaurant licensee; or

(B) performing maintenance and cleaning services as an employee of the full-service restaurant licensee when the full-service restaurant licensee is not open for business.

(ii) If there is no alternative route available, a minor may momentarily pass through a dispensing area without remaining or sitting in the dispensing area en route to an area of the full-service restaurant licensee's premises in which the minor is permitted to be.

(10) Except as provided in Subsection 32B-5-307(3), a full-service restaurant licensee may dispense an alcoholic product only if:

(a) the alcoholic product is dispensed from:

(i) a dispensing structure that is located in a dispensing area;

(ii) an area that is:

(A) separated from an area for the consumption of food by a patron by a solid, translucent, permanent structural barrier such that the facilities for the dispensing of an alcoholic product are not readily visible to a patron and not accessible by a patron; and
(B) apart from an area used for dining, for staging, or as a waiting area; or
(iii) the premises of a bar licensee that is:
(A) owned by the same person or persons as the full-service restaurant licensee; and
(B) located immediately adjacent to the premises of the full-service restaurant licensee; and
(b) any instrument or equipment used to dispense alcoholic product is located in an area described in Subsection (10)(a).

(11)
(a) A full-service restaurant licensee may have more than one dispensing area in the licensed premises.
(b) Each dispensing area in a licensed premises may satisfy the requirements for a dispensing area under Subsection 32B-6-202(2)(a)(i), (ii), or (iii), regardless of how any other dispensing area in the licensed premises satisfies the requirements for a dispensing area.

(12) A full-service restaurant licensee may not:
(a) transfer, dispense, or serve an alcoholic product on or from a movable cart; or
(b) display an alcoholic product or a product intended to appear like an alcoholic product by moving a cart or similar device around the licensed premises.

(13) A full-service restaurant licensee may state in a food or alcoholic product menu a charge or fee made in connection with the sale, service, or consumption of liquor, including:
(a) a set-up charge;
(b) a service charge; or
(c) a chilling fee.

(14)
(a) In addition to the requirements described in Section 32B-5-302, a full-service restaurant licensee shall maintain each of the following records for at least three years:
(i) a record required by Subsection 32B-5-302(1); and
(ii) a record that the commission requires a full-service restaurant licensee to use or maintain under a rule made in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act.
(b) The department shall audit the records of a full-service restaurant licensee at least once annually.

(15) A full-service restaurant licensee may lease to a patron of the full-service restaurant licensee a locked storage space:
(a) that the commission considers proper for the storage of wine; and
(b) for the storage of wine that:
(i) the patron purchases from the full-service restaurant licensee; and
(ii) only the full-service restaurant licensee or staff of the full-service restaurant licensee may remove from the locker for the patron's use in accordance with this title, including:
(A) service and consumption on licensed premises as described in Section 32B-5-306; or
(B) removal from the full-service retail licensee's licensed premises in accordance with Section 32B-5-307.

Amended by Chapter 371, 2023 General Session
Amended by Chapter 400, 2023 General Session

Effective 5/3/2023

32B-6-305.2 Specific operational requirements for a limited-service restaurant license -- On and after July 1, 2018, or July 1, 2022.

(1)

(a) In addition to complying with Chapter 5, Part 3, Retail Licensee Operational Requirements, a limited-service restaurant licensee and staff of the limited-service restaurant licensee shall comply with this section.

(b) Failure to comply with Subsection (1)(a) may result in disciplinary action in accordance with Chapter 3, Disciplinary Actions and Enforcement Act, against:

(i) a limited-service restaurant licensee;

(ii) individual staff of a limited-service restaurant licensee; or

(iii) both a limited-service restaurant licensee and staff of the limited-service restaurant licensee.

(2)

(a) An individual who serves an alcoholic product in a limited-service restaurant licensee's premises shall make a beverage tab for each table or group that orders or consumes an alcoholic product on the premises.

(b) A beverage tab described in this Subsection (2) shall state the type and amount of each alcoholic product ordered or consumed.

(3) A limited-service restaurant licensee may not make an individual's willingness to serve an alcoholic product a condition of employment with a limited-service restaurant licensee.

(4)

(a) A limited-service restaurant licensee may sell, offer for sale, or furnish wine or heavy beer at the licensed premises during the following time periods only:

(i) on a weekday, during the period that begins at 11:30 a.m. and ends at 11:59 p.m.; or

(ii) on a weekend or a state or federal legal holiday or for a private event, during the period that begins at 10:30 a.m. and ends at 11:59 p.m.

(b) A limited-service restaurant licensee may sell, offer for sale, or furnish beer at the licensed premises during the following time periods only:

(i) on a weekday, during the period that begins at 11:30 a.m. and ends at 12:59 a.m.; or

(ii) on a weekend or a state or federal legal holiday or for a private event, during the period that begins at 10:30 a.m. and ends at 12:59 a.m.

(5)

(a) A limited-service restaurant licensee may not furnish an alcoholic product for on-premise consumption except after:

(i) the patron to whom the limited-service restaurant licensee furnishes the alcoholic product is seated at:

(A) a table that is located in a dining area or a dispensing area;

(B) a counter that is located in a dining area or a dispensing area; or

(C) a dispensing structure that is located in a dispensing area; and

(ii) the limited-service restaurant licensee confirms that the patron intends to:

(A) order food prepared, sold, and furnished at the licensed premises; and

(B) except as provided in Subsection (5)(b), consume the food at the same location where the patron is seated and furnished the alcoholic product.

(b)

(i) While a patron waits for a seat at a table or counter in the dining area of a limited-service restaurant licensee, the limited-service restaurant licensee may sell, offer for sale, or furnish

to the patron one drink that contains a single portion of an alcoholic product as described in Section 32B-5-304 if:

(A) the patron is in a dispensing area and seated at a table, counter, or dispensing structure; and

(B) the limited-service restaurant licensee first confirms that after the patron is seated in the dining area, the patron intends to order food prepared, sold, and furnished at the licensed premises.

(ii)

(A) Subject to Subsection (5)(b)(ii)(B), if the patron does not finish the patron's alcoholic product before moving to a seat in the dining area, the patron may transport any unfinished portion of the patron's alcoholic product to the patron's seat in the dining area.

(B) An employee of the limited-service restaurant licensee shall escort a patron who transports an unfinished portion of the patron's alcoholic product to the patron's seat in the dining area.

(iii) For purposes of Subsection (5)(b)(i) a single portion of wine is 5 ounces or less.

(c) Notwithstanding Section 32B-5-307, a limited-service restaurant licensee may not furnish beer for off-premise consumption except after the patron consumes on the licensed premises food prepared, sold, and furnished at the licensed premises.

(d) A limited-service restaurant licensee shall maintain on the licensed premises adequate culinary facilities for food preparation and dining accommodations.

(6) A patron may consume an alcoholic product on the limited-service restaurant licensee's licensed premises only if the patron is seated at:

(a) a table that is located in a dining area or a dispensing area;

(b) a counter that is located in a dining area or a dispensing area; or

(c) a dispensing structure located in a dispensing area.

(7)

(a) Subject to the other provisions of this Subsection (7), a patron may not have more than two alcoholic products of any kind at a time before the patron.

(b) An individual portion of wine is considered to be one alcoholic product under Subsection (7)(a).

(8) In accordance with the provisions of this section, an individual who is at least 21 years old may consume food and beverages in a dispensing area.

(9)

(a) Except as provided in Subsection (9)(b), a minor may not sit, remain, or consume food or beverages in a dispensing area.

(b)

(i) A minor may be in a dispensing area if the minor is:

(A) at least 16 years old and working as an employee of the limited-service restaurant licensee; or

(B) performing maintenance and cleaning services as an employee of the limited-service restaurant licensee when the limited-service restaurant licensee is not open for business.

(ii) If there is no alternative route available, a minor may momentarily pass through a dispensing area without remaining or sitting in the dispensing area en route to an area of the limited-service restaurant licensee's premises in which the minor is permitted to be.

(10) Except as provided in Subsection 32B-5-307(3), a limited-service restaurant licensee may dispense an alcoholic product only if:

(a) the alcoholic product is dispensed from:

(i) a dispensing structure that is located in a dispensing area;

(ii) an area that is:
(A) separated from an area for the consumption of food by a patron by a solid, translucent, permanent structural barrier such that the facilities for the dispensing of an alcoholic product are not readily visible to a patron and not accessible by a patron; and
(B) apart from an area used for dining, for staging, or as a waiting area; or
(iii) the premises of a bar licensee that is:
(A) owned by the same person or persons as the limited-service restaurant licensee; and
(B) located immediately adjacent to the premises of the limited-service restaurant licensee; and
(b) any instrument or equipment used to dispense alcoholic product is located in an area described in Subsection (10)(a).

(11)
(a) A limited-service restaurant licensee may have more than one dispensing area in the licensed premises.
(b) Each dispensing area in a licensed premises may satisfy the requirements for a dispensing area under Subsection 32B-6-202(2)(a)(i), (ii), or (iii), regardless of how any other dispensing area in the licensed premises satisfies the requirements for a dispensing area.

(12) A limited-service restaurant licensee may not:
(a) transfer, dispense, or serve an alcoholic product on or from a movable cart; or
(b) display an alcoholic product or a product intended to appear like an alcoholic product by moving a cart or similar device around the licensed premises.

(13) A limited-service restaurant licensee may state in a food or alcoholic product menu a charge or fee made in connection with the sale, service, or consumption of wine or heavy beer, including:
(a) a set-up charge;
(b) a service charge; or
(c) a chilling fee.

(14)
(a) In addition to the requirements described in Section 32B-5-302, a limited-service restaurant licensee shall maintain each of the following records for at least three years:
(i) a record required by Subsection 32B-5-302(1); and
(ii) a record that the commission requires a limited-service restaurant licensee to use or maintain under a rule made in accordance with Title 63G, Chapter 3, Utah Administrative Rulemaking Act.
(b) The department shall audit the records of a limited-service restaurant licensee at least once each calendar year.

Amended by Chapter 371, 2023 General Session
Amended by Chapter 400, 2023 General Session

Effective 5/3/2023

32B-6-406 Specific operational requirements for a bar establishment license.

(1)

(a) In addition to complying with Chapter 5, Part 3, Retail Licensee Operational Requirements, a bar establishment licensee and staff of the bar establishment licensee shall comply with this section.

(b) Failure to comply as provided in Subsection (1)(a) may result in disciplinary action in accordance with Chapter 3, Disciplinary Actions and Enforcement Act, against:

(i) a bar establishment licensee;

(ii) individual staff of a bar establishment licensee; or

(iii) both a bar establishment licensee and staff of the bar establishment licensee.

(2) In addition to complying with Subsection 32B-5-301(3), a bar licensee shall display in a conspicuous place at the entrance to the licensed premises a sign that:

(a) measures at least 8-1/2 inches long and 11 inches wide; and

(b) clearly states that the bar licensee is a bar and that no one under 21 years old is allowed.

(3)

(a) In addition to complying with Section 32B-5-302, a bar establishment licensee shall maintain for a minimum of three years:

(i) a record required by Subsection 32B-5-302(1); and

(ii) a record maintained or used by the bar establishment licensee, as the department requires.

(b) Section 32B-1-205 applies to a record required to be made, maintained, or used in accordance with this Subsection (3).

(c) The department shall audit the records of a bar establishment licensee at least once annually.

(4)

(a) A bar establishment licensee may not sell, offer for sale, or furnish liquor on the licensed premises on any day during a period that:

(i) begins at 1 a.m.; and

(ii) ends at 9:59 a.m.

(b) A bar establishment licensee may sell, offer for sale, or furnish beer during the hours specified in Part 7, On-Premise Beer Retailer License, for an on-premise beer retailer license.

(c)

(i) Notwithstanding Subsections (4)(a) and (b), a bar establishment licensee shall keep its licensed premises open for one hour after the bar establishment licensee ceases the sale and furnishing of an alcoholic product during which time a patron of the bar establishment licensee may finish consuming:

(A) a single drink containing spirituous liquor;

(B) except as provided in Subsection (4)(c)(i)(C), a single serving of wine not exceeding five ounces;

(C) a single serving not exceeding 16 ounces of hard cider that is furnished in a sealed container and contains no more than 5% of alcohol by volume;

(D) a single serving of heavy beer;

(E) a single serving not exceeding 26 ounces of beer; or

(F) a single serving of a flavored malt beverage.

(ii) A bar establishment licensee is not required to remain open:

(A) after all patrons have vacated the premises; or

(B) during an emergency.

(5)

(a) A minor:

(i) may not be admitted into, use, or be in the licensed premises of:
(A) a dining club licensee unless accompanied by an individual who is 21 years old or older; or
(B) a bar licensee, except to the extent provided for under Section 32B-6-406.1;
(ii) may only be admitted into, use, or be in the lounge or bar area of an equity licensee's or fraternal licensee's licensed premises:
(A) when accompanied by an individual who is 21 years old or older; and
(B) momentarily while en route to another area of the licensee's premises; and
(iii) may not remain or sit in the lounge or bar area of an equity licensee's or fraternal licensee's licensed premises.

(b) Notwithstanding Section 32B-5-308, a bar establishment licensee may not employ a minor to:
(i) work in a lounge or bar area of an equity licensee, fraternal licensee, or dining club licensee; or
(ii) handle an alcoholic product.

(c) Notwithstanding Section 32B-5-308, a minor may not be employed on the licensed premises of a bar licensee.

(d) Nothing in this part or Section 32B-5-308 precludes a local authority from being more restrictive of a minor's admittance to, use of, or presence on the licensed premises of a bar establishment licensee.

(6) A bar establishment licensee shall have food available at all times when an alcoholic product is sold, offered for sale, furnished, or consumed on the licensed premises.

(7)

(a) Subject to the other provisions of this Subsection (7), a patron may not have more than two alcoholic products of any kind at a time before the patron.

(b) A patron may not have two spirituous liquor drinks before the bar establishment licensee patron if one of the spirituous liquor drinks consists only of the primary spirituous liquor for the other spirituous liquor drink.

(c) An individual portion of wine is considered to be one alcoholic product under Subsection (7)(a).

(8) A bar establishment licensee shall have available on the premises for a patron to review at the time that the patron requests it, a written alcoholic product price list or a menu containing the price of an alcoholic product sold, offered for sale, or furnished by the bar establishment licensee including:

(a) a set-up charge;

(b) a service charge; or

(c) a chilling fee.

(9) Subject to Section 32B-5-309, a bar establishment licensee may not temporarily rent or otherwise temporarily lease its premises to a person unless:

(a) the person to whom the bar establishment licensee rents or leases the premises agrees in writing to comply with this title as if the person is the bar establishment licensee, except for a requirement related to making or maintaining a record; and

(b) the bar establishment licensee takes reasonable steps to ensure that the person complies with this section as provided in Subsection (9)(a).

(10) If a bar establishment licensee is an equity licensee or fraternal licensee, the bar establishment licensee shall comply with Section 32B-6-407.

(11) If a bar establishment licensee is a dining club licensee or bar licensee, the bar establishment licensee shall comply with Section 32B-1-407.

(12)

(a) A bar establishment licensee shall own or lease premises suitable for the bar establishment licensee's activities.
(b) A bar establishment licensee may not maintain licensed premises in a manner that barricades or conceals the bar establishment licensee's operation.

Amended by Chapter 371, 2023 General Session
Amended by Chapter 400, 2023 General Session

HIGHLAND CITY

EMAIL CORRESPONDENCE

DATE: August 1, 2023

SUBJECT: Email Correspondence for TA-23-09 Alcohol Sales

Email received from Branden Neish on July 25th, 2023:

> My name is Branden Neish, and I have been a Highland resident since 2011. I'm writing to the planning commission and city council to urge you to deny the application to sell alcohol in Highland city.
>
> This is a health and safety issue, and it is all but certain that eventually something tragic will result from alcohol that is consumed at this location in our city. Let's not let that happen.
>
> Having stores closed on Sunday and being alcohol-free are unique characteristics that differentiate our city and make it a place that I want to live and raise my children. Please stay true to the norms that we citizens embraced when be decided to live here. To do otherwise would be a betrayal of our trust.

Email received from Ashley Sorensen on July 25th, 2023:

> Hi!! I've been told that we can't get certain restaurants in highland because of the limitations on alcohol sales in highland! Our restaurants/fast food that we do have here have terrible service (Wendy's and article circle) and I would love to see some decent food come to our city! I do not drink or plan to drink and having a restaurant that sells alcohol will not make me drink but if it helps get us quality food here in highland I am all for it! Thanks so much! Really hoping we can make the change!

Email received from Hilary Bonn on July 25th, 2023:

> Hello City Council of Highland,
>
> I wanted to publicly express my opinion that we need to allow alcohol/beer to be sold in restaurants in order for us to be able to allow nicer restaurants in the city of Highland. Right now we are very limited in the niceness/quality of restaurants in this area and this is the biggest factor contributing to the small number of options available. People have to drive further and leave in order to find better dining

options. I think highland would significantly benefit by chancing this and allowing better restaurants to come to this area.

I'd like for this to be put on a public record. Thank you and I'm hopeful to see this change come to light.

Email received from Carisa Karren on July 25th, 2023:

Planning commission,

We need better options in highland to eat out. I am sick of Taco Bell, cafe Rio, and costa vida. We need variety and quality. It is my desire to bring quality restaurants to Highland and amend the alcohol sales ordinance. I would like it be part of public record. I also don't drink alcohol and don't endorse it but believe in not discriminating against those who think differently. Thank you for your attention on this matter! We want more!

Thank you!

Email received from Dyami Sorensen on July 25th, 2023:

Hello,

I just wanted to voice my support towards changing the limitation on alcohol sales in Highland. We really need to bring quality restaurants to Highland and amend the alcohol sales ordinance.
I understand that there is a part of our community that doesn't consume alcohol, but in not allowing it, we are loosing the opportunity for better quality revenue that support our community and that affects everyone.

Businesses are choosing to not come to Highland because of these limits, but are then building on the bordering cities, resulting in Highland residents spending money in other cities and customers outside of Highland not coming into our city to support our economy. With these current limits, myself and many others aren't impressed with the restaurants we have now and often choose to go outside of Highland for better options.

Please make the changes needed that will allow better businesses and restaurants into our community and better Highland for the long run. Please don't keep the limits based on prioritizing the personal beliefs of only those on the council and a portion of the community. Consider what's fair and best for all of our community as a whole.

Thank you,

Email received from Kelli Shwarz on July 25th, 2023:

Highland City,

Please document my request to allow alcohol sales in restaurants only. We want quality restaurants in Highland! Please amend the alcohol ordinance. I don't drink alcohol nor do I endorse it, but I also don't think it's right to discriminate against those who think differently. I would like this comment to be part of the public record.

Thank you,

Email received from Katherine Pendleton on July 25th, 2023:

Good evening Highland City,

I am excited to know that by emailing you and requesting alcoholic beverages be served in Highland restaurants that it might help bring better quality dining options to this city! As a family who eats out frequently, we would enjoy a more broad selection of higher quality restaurants. Please consider our request!

Email received from Mckay Christensen on July 25th, 2023:

I'm writing to inform that Planning Commission and City council that we have a retail tenant that is highly interested in coming in on the ground floor of our office building in Ten700. It's a French Bakery and restaurant that generates roughly $4mm in sales annually. We are currently in negotiation to partner with this tenant in an effort to help them expand to highland and other locations. Critical to their business plan is the sale of alcohol - and being open on Sundays. We hope the planning commission and city council are open to changes in these policies as we court them to open in highland. They would be an incredible asset to the community. We are unable to attend planning commission tonight, but would be willing to discuss this in more detail at the next planning commission or city council.
Warm regards,

AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT ITEM #4

DATE: August 1, 2023

TO: Honorable Mayor and Members of the City Council

FROM: Kellie Smith, Planner & GIS Analyst

SUBJECT: **PUBLIC HEARING/ORDINANCE:** General Plan Amendment – Active Transportation Plan

TYPE: **GENERAL PLAN UPDATE (LEGISLATIVE)**

PURPOSE:

The City Council will hold a public hearing to consider a proposal by City Staff to add an Active Transportation Plan to the General Plan to provide high-level recommendations that allow for an integrated regional and local network of community wide walking and biking facilities. The City Council will take appropriate action.

STAFF RECOMMENDATION:

Staff recommends the City Council hold a public hearing, discuss the proposed amendment, and **APPROVE** the proposed General Plan amendment to adopt an Active Transportation Plan.

PRIOR COUNCIL DIRECTION:

At the September 6th, 2022 City Council meeting, the City Council approved an interlocal cooperation agreement between Highland City, Alpine City, and Mountainland Association of Governments (MAG) to write an Active Transportation Plan.

Out of the five proposals received for the project, Horrocks Engineering was hired to work on the plan. Horrocks worked with Highland City staff to form a Steering Committee to give guidance and suggestions relating to the plan. The Mayor and Councilmember Rodella were part of this Steering Committee and participated in these meetings.

On June 20th, 2023, a work session was held by the City Council. Horrocks gave a presentation to the Council on the draft Active Transportation Plan in order to receive input. There was discussion relating to additional grant funding sources, as well as designated equestrian trails. Horrocks has since updated the plan to include an equestrian friendly cross section, updated language and expansion on federal grant funding examples, and updated content on partnering with local organizations/non-profits.

PRIOR PLANNING COMMISSION DIRECTION:

On June 27th, 2023, Horrocks presented the updated draft Active Transportation Plan to the Planning Commission in order to receive input, and give the Planning Commission sufficient time to review the plan before adoption. The Planning Commission asked questions related to how the trails were selected and whether they were viable at this

time. It was explained that there were site visits completed by Horrocks and staff as well as input from the Steering Committee and the public. Some might not be feasible now, but would be in a long-range plan. The Planning Commission noted that once both Alpine and Highland have adopted the plan, there should be a joint meeting to discuss prioritization and funding for these projects.

BACKGROUND:

Highland City, Alpine City, and MAG worked together with Horrocks Engineering to draft an Active Transportation Plan. From September 2022 to June 2023, the Steering Committee worked with Horrocks Engineering to come up with goals and objectives, evaluate existing conditions, hold open houses to get feedback from residents, and take that information to develop a backbone network and support system for active transportation.

SUMMARY OF THE REQUEST:

The proposed amendment adds an Active Transportation Element to the Highland City General Plan with the following sections:

1. Executive Summary
2. Public Engagement
3. Existing Conditions
4. Design Standards
5. The Network
6. Connecting Land Use and Active Transportation
7. Cross Sections
8. Funding
9. Evaluating for Success
10. Connecting Communities
11. Implementation Plan
12. Conclusion

The plan also includes the following appendices with additional information:

A. Public Engagement
B. Existing Conditions
C. Planning Level Cost Estimates

CITIZEN PARTICIPATION:

Notice of the public hearing held at the Planning Commission meeting was posted on the state and city websites, and three public places on July 13, 2023. Notice of the public hearing to be held at City Council was posted on the state and city websites and three public places on July 20, 2023.

PLANNING COMMISSION ACTION:

The Planning Commission held a public hearing on July 25, 2023. Two (2) residents participated in the public hearing and expressed that they were in opposition of the future

plan to have a trail along Dry Creek east of 6000 W. One Commissioner shared concern that the plan showed the trail along Dry Creek going through private property. It was noted during the meeting that municipalities cannot exercise eminent domain for a trail alone. A trail through private property would have to be given voluntarily by the property owner. Staff noted that this specific trail is in the existing trails master plan in the Highland City General Plan.

Commissioners also shared concern that they were not included in the Steering Committee associated with the Active Transportation Plan. The Commissioners discussed the difference between a conceptual plan and a plan that would go into more detail with feasibility studies. Staff explained that this plan is meant to be conceptual, similar to the rest of the General Plan. Once the Planning Commission and City Council decide to start one of the projects outlined in the plan, staff will then do the research to figure out whether the project is feasible or not.

One Commissioner pointed out a clerical error that one of the elementary schools is shown on some maps and is not shown on others. Staff will work with Horrocks to fix these maps before it is adopted into the General Plan.

The Planning Commission voted 5:0 to recommend APPROVAL of the proposed active transportation element as a conceptual plan. The Planning Commission wanted to make the City Council aware that they have concerns with the level of practical detail and implementation even at a conceptual level for the trails and safety portions of the plan. They recommend that there be further refining before it is formally added to the General Plan.

STAFF REVIEW/FINDINGS:

The proposed amendment meets the following findings:

1. It encourages increasing the level of safety, comfort, mobility, and access to destinations for people of all ages and abilities who wish to travel on foot or on bike.
2. The plan supports the City's efforts to promote trail connectivity.

FISCAL IMPACT:

This action will not have a financial impact on this fiscal year's budget expenditures. Future actions to implement this plan will impact the City's expenses for future fiscal years depending on the projects selected.

MOTION TO APPROVE:

I move that the City Council **APPROVE** the proposed amendment to add an Active Transportation Element to the Highland City General Plan.

ALTERNATIVE MOTION:

I move that the City Council **APPROVE** the proposed amendment to add an Active Transportation Element to the Highland City General Plan with the following changes:

(The City Council will need to draft appropriate changes).

ATTACHMENTS:

1. Ordinance
    a. Exhibit A – Active Transportation Element

ATTACHMENT #1:

AN ORDINANCE OF THE HIGHLAND CITY COUNCIL AMENDING THE TRANSPORTATION ELEMENT IN THE HIGHAND CITY GENERAL PLAN AS SHOWN IN FILENAME (GP-23-02).

WHEREAS, all due and proper notices of public hearings and public meetings on this Ordinance held before the Highland City Planning Commission (the "Commission") and the Highland City Council (the "City Council") were given in the time, form, substance and manner provided by Utah Code Section 10-9a-205; and

WHEREAS, the Commission held public hearing on this Ordinance on May 23, 2023; and

WHEREAS, the City Council held a public hearing on this Ordinance on June 6, 2023.

NOW, THEREFORE, BE IT ORDAINED BY THE Highland City Council as follows:

SECTION 1. That the Highland City General Plan is hereby amended as shown on "Exhibit A", attached and incorporated herein by reference.

SECTION 2. That the Mayor, the City Administrator, and the City Recorder are hereby authorized and directed to execute all documents and take all steps necessary to carry out the purpose of this Ordinance.

SECTION 3. This Ordinance shall take effect immediately after posting.

SECTION 4. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct, and independent of all other provision and such holding shall not affect the validity of the remaining portions of this Ordinance.

PASSED AND ADOPTED by the Highland City Council, June 6, 2023.

HIGHLAND CITY, UTAH

_____

Kurt Ostler
Highland City
Mayor

ATTEST:

_____

Stephannie Cottle
Highland City Recorder

COUNCIL MEMBER	YES	NO
Timothy A. Ball	☐	☐
Brittney P. Bills	☐	☐
Sarah D. Petersen	☐	☐
Kim Rodela	☐	☐
Scott L. Smith	☐	☐

EXHIBIT A

WALKING AND BIKING CONNECTIONS

ALPINE & HIGHLAND

ACTIVE TRANSPORTATION PLAN

JUNE 2023

Horrocks.

TERMS USED IN THIS DOCUMENT

AADT: Annual Average Daily Traffic

ACS: American Community Survey

Active Transportation: Human-powered transportation including walking, biking, e-scootering, bike-sharing, rolling in a wheelchair, jogging, and horseback riding.

ADA: Americans with Disabilities Act

AASHTO: American Association of State Highway Transportation Officials

ATP: Active Transportation Plan

Bulb Out: Traffic calming measure that includes narrowing intersections, reducing crossing distances for pedestrians, and ultimately slowing down traffic by creating visual friction

Chicane: Traffic calming measure that alters the roadway from a straight path to a curved one to create visual friction and slow traffic speeds

Complete Street: is the process of planning, designing, and maintaining streets that are safe and comfortable for all modes (walking, biking, driving, and accessing transit), and accessible for all ages and abilities

GIS: Geographic Information System

Grade Separated Crossing: a bridge or tunnel designed for active transportation users that separates them from conflicts with traffic while crossing a busy roadway or other barrier

HAWK Signal: High-intensity Activated crossWalK, a pedestrian activated signal that controls traffic to stop completely, often used at midblock crossings

IDIs: in-depth-interviews

MAG: Mountainland Association of Governments, the regional planning organization in Utah County

NACTO: National Association of City Transportation Officials

Non-motorized Travel: Another term for Active Transportation

RRFB: Rectangular Rapid Flashing Beacon

Transportation Network: A pattern of roads, highways, sidewalks, trails, and sometimes transit routes that move people within and through communities

UDOT: Utah Department of Transportation

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EXECUTIVE SUMMARY

Why We Need a Plan

As the Cities of Alpine and Highland continue to grow and evolve, the community has indicated that additional transportation choices are important to them. The existing family-friendly paved trail network, which includes Murdock Canal Trail, is beloved by the community and heavily used. Installing additional facilities to connect into the existing trail network will help spread out the demand and provide access by means other than a car to schools, trailheads, and other local destinations.

Because this plan focuses on implementable strategies, Alpine and Highland now have a blueprint for phasing improvements and being proactive about funding opportunities.

There are many available resources to help fund active transportation projects. These resources can range from federal and state, to private institutions and donors. For local projects, there are funding sources that may only require a small local match. For regionally significant active transportation projects, Utah is implementing the Active Transportation Investment Fund (ATIF), which may fund up to 100% of project costs. However, procuring funding from many of these available sources is challenging due to heavy competition. Having a well developed plan may be essential to accessing available funding sources. Projects that are in adopted plans consistently move forward during the screening and evaluation process that selects and funds projects.

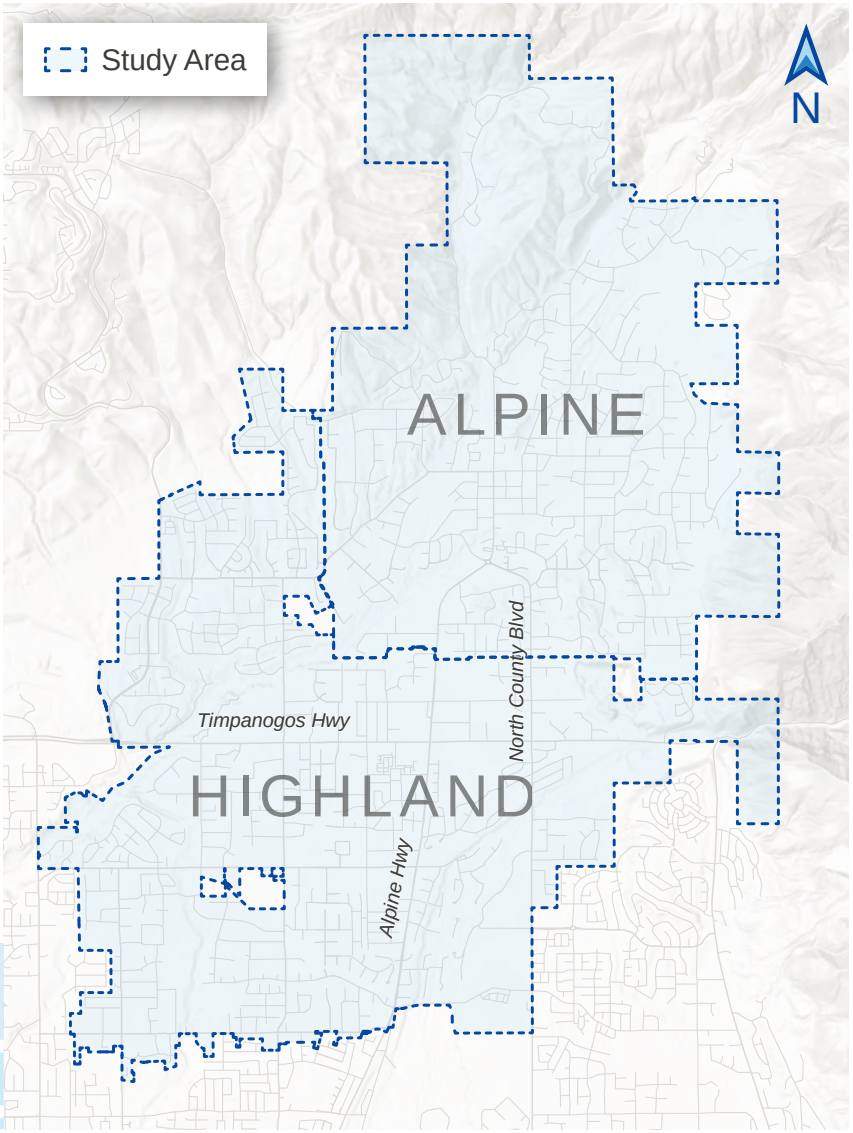


Figure 1 - Study Area Map

How to Use This Plan

This active transportation plan (ATP) provides high-level recommendations that allow for an integrated regional and local network of community wide walking and biking facilities.

This plan provides support and direction for Alpine and Highland Cities to add new facilities and improve existing ones for people walking, biking, and recreating within and between the two communities. Additionally, policy and programmatic recommendations are provided to influence behavior and educate on the benefits of non-motorized networks, helping the two communities and their elected officials work together to realize the goals laid out below. The plan is segmented into sections that address various phases of information gathering, getting community input, developing recommendations, and addressing implementation strategies. The categories include:

- Vision & Goals
- Existing Conditions
- Public Outreach
- Design Standards
- The Network
- Priority Projects
- Funding Strategies
- Implementation Plan
- Evaluating for Success
- Connecting Communities

During funding seeking and implementation phasing, Alpine and Highland City staff are encouraged to use this document to steer priorities, refresh on public sentiment, and use this as a guiding light while planning and constructing new roadways to ensure new plans align with what has been adopted here.

Adopting an ATP is an essential first step in developing and constructing active transportation facilities. By adopting an ATP, Alpine and Highland will open the door to active transportation funding grants that are available from the Federal to the local level that would otherwise be unavailable to the communities.

Introduction

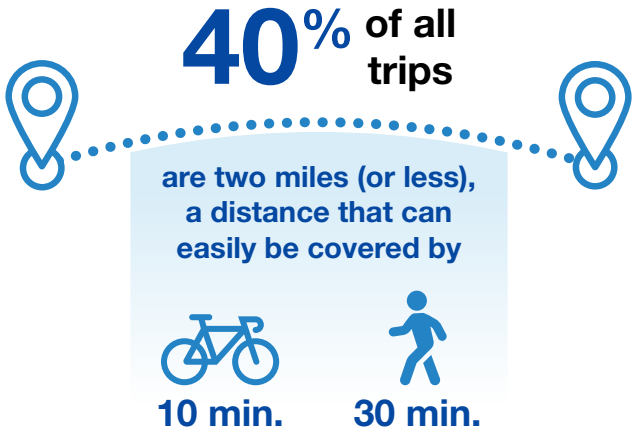
As the population grows in Alpine and Highland, the demand for walking and biking, either for exercise and recreation, or daily, utilitarian trips, is growing, too. Meeting this demand requires both communities to increase the level of safety and comfort as well as mobility and access to destinations for people of all ages and abilities who wish to travel on foot or on bike. This plan offers a blueprint for a long-term approach to improve the health and quality of life of the residents of Alpine and Highland by investing in a connected active transportation network.

Creating a connected network means eliminating gaps and barriers between people's doorsteps and their destinations by providing facilities and dedicated space for safe and comfortable travel on the street and off the street.

Municipalities experience substantial positive returns on the resources they invest into safe, convenient, and welcoming active transportation facilities. When the facilities are utilized by residents and visitors, the benefits are distributed across a community and include improved quality of life, safety, mental and physical health, and connections. Creating a built environment that thoughtfully integrates active transportation can improve quality of life by facilitating healthy lifestyle choices, increasing social interactions, reducing pollution, and strengthening the resiliency of the local economy.

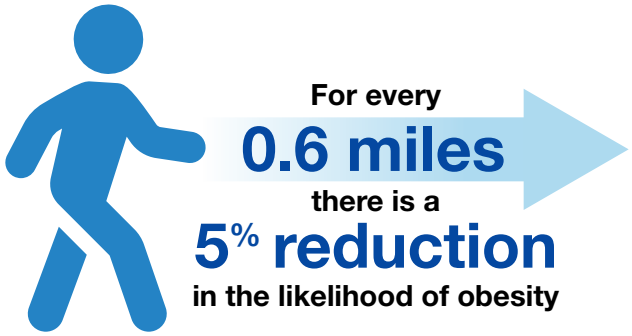
Quality of Life

Walking and biking facilities improve quality of life for residents. Having transportation mode choices creates freedom for all ages and abilities. It allows people to bike to work or the trailhead, walk to the grocery store, or travel to school without getting in a car. Some residents are too young or old to drive, and others have impairments preventing vehicle use, or may lack regular access to a car. Enhancing the non-motorized network provides comfort and confidence on streets. The residents of both Alpine and Highland, through a variety of surveying and input methods, have identified that adding sidewalks, bike lanes, and off-street trails is an important value to them.



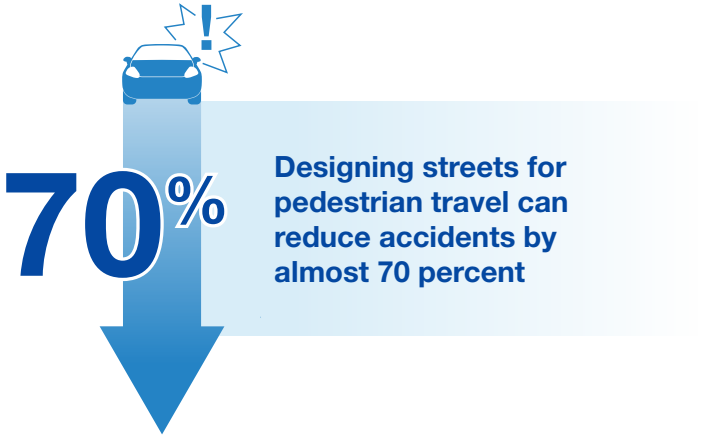
Healthy Communities

Walking, biking, and other forms of active transportation improve the health of communities because they are easily accessible to most people. Communities that chose to elevate active modes have proven positive health outcomes. Studies by the Center for Disease Control indicate that communities with more people walking and biking to work and school have lower levels of chronic diseases like high blood pressure, obesity, and diabetes and report longer lifespans. There are other added benefits of encouraging non-motorized travel including reduction in vehicles on the roads, positive improvements to air quality, and more vibrant local economies.



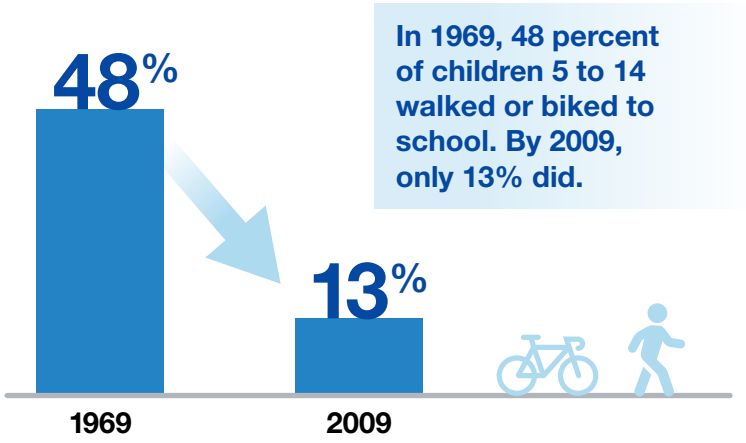
Safe Communities

Communities that invest in active transportation infrastructure, including complete street and traffic calming measures, report lower injury and fatality crash rates. These reported crash reduction rates are not due to the 'safety in numbers' of bicyclists and pedestrians, but rather correlate to the difference in street design and infrastructure investments. Streets that appropriately accommodate and prioritize other modes are safer for all roadway users including motorists.



Connected Communities

Alpine and Highland are closely linked by roads and trails. Many residents enjoy amenities and destinations across city lines, and jurisdictional boundaries do not factor into travel behavior. People who use the transportation network do not know where one city starts and the other ends, but rather focus on a seamless and connected trip experience. It is powerful that these two communities have partnered to develop and deliver an ATP that transcends boundaries and focuses on human experience first.



"Active transportation systems also foster economic health by creating dynamic, connected communities with a high quality of life that catalyzes small business development, increases property values, sparks tourism and encourages corporate investment that attracts a talented, highly educated workforce."- Rails to Trails

Vision & Guiding Principles

The vision and guiding principles for this planning effort were developed in collaboration with city staff, elected officials, and community engagement findings to understand the community's needs for the active transportation network.

VISION STATEMENT

This plan will develop the critical framework to develop connected networks for people walking, biking, and on horseback through user engagement, research, best practices, and creative solutions. Regardless of social, economic, or demographic differences, this plan will unite Alpine and Highland in developing facilities that offer safe passage for all ages and abilities to recreation, schools, local destinations, and between jurisdictions comfortably on foot, bike, or horse.

GUIDING PRINCIPLES

1. Walking and biking facilities are a critical component of a functional transportation network.
2. Alpine and Highland have created an important opportunity to expand walking and biking facilities, but it will take a collaborative effort by both communities.
3. Creating comfortable and connected walking and biking facilities will prompt more people to choose active modes of travel.
4. Active transportation connections are important to Alpine and Highland Cities and reflect the values of these active, healthy, and connected communities.

Goals & Objectives

The goals and objective outlined for the active transportation plan were crafted to make sure the city visions are met, and that the recommendations meet the needs of the community and are feasible to implement.

GOAL: Create an inclusive multimodal network that provides comfortable and safe passage to destinations in Alpine and Highland, and connections to recreational access.

Objective: Recommend networks that are continuous, attractive, safe, comprehensive, and convenient.

Objective: Work with local partners to engage with residents to identify needs.

GOAL: Integrate walking and biking with land use to support transportation goals and advance the local vision for vibrant communities.

Objective: Review current standards, guidelines, and processes to identify opportunities to connect with developers and changes in land use.

Objective: Determine land use preservation and developer partnership needs.

GOAL: Elevate alternative transportation choices by proactively incorporating options for walking, biking, and equestrian use from the start of the planning process.

Objective: Adopt design guidelines and projects that reflect local desire, including a Complete Street Policy.

Objective: Assess crossings to make recommendations that eliminate barriers and avoid gaps in the network.

GOAL: Develop a network that is useful, context sensitive, and feasible.

Objective: Recommend a prioritized project list that is attainable.

Objective: Identify opportunities for funding and partnerships.

Objective: Develop design standards that are feasible to maintain.

Objective: Develop implementation strategies that are within reach.

PUBLIC ENGAGEMENT

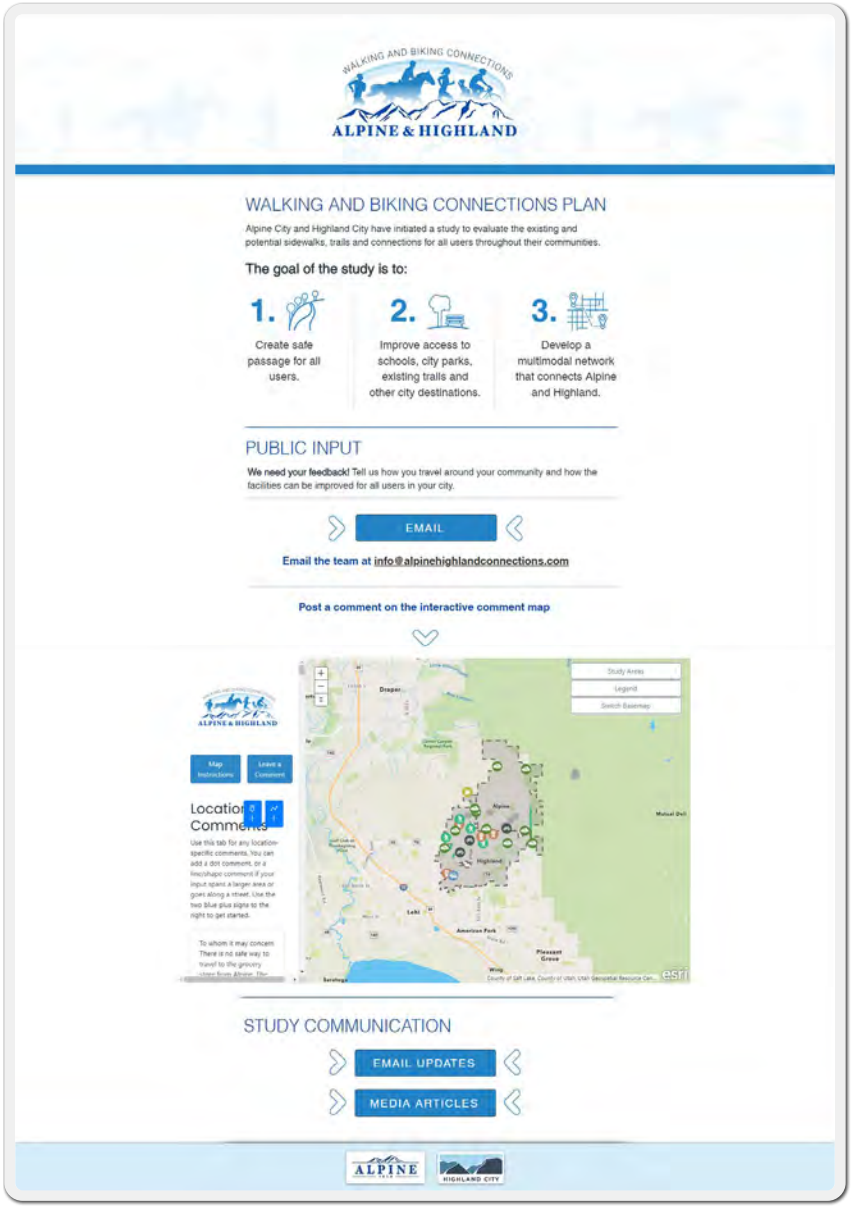
During the development of the Alpine and Highland ATP, the planning team offered several ways for the public and stakeholders to provide feedback, including:

- Online survey
- In-person open house
- Online comment map
- A booth at each City's Halloween event
- In-depth-interviews with key stakeholders
- Four Steering Committee working groups

The planning team developed various ways to communicate with the public and key stakeholders, solicit feedback, and invite residents to participate in the survey through collateral, social media, and email.

A project website (https://www.alpinehighlandconnections.com) was created to act as a one-stop-shop for all study information. The website contained the study goals, a community survey, an interactive map (where individuals could leave geospatial comments), and other resources to communicate with a study representative.

The full Public Engagement Report can be found in Appendix A.



The study team hosted four in-person meetings with the Steering Committee on the following dates:

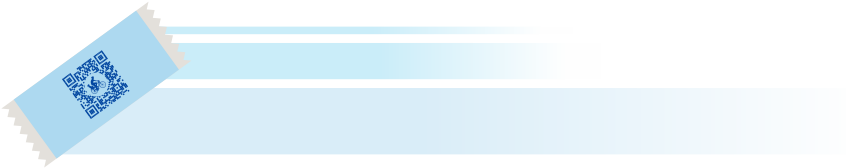
- Sept. 27, 2022
- Oct. 20, 2022
- Feb. 22, 2023
- April 18, 2023

The October 20 meeting included a tour around Alpine and Highland, allowing the study team to visit specific locations where active transportation connections were needed and where gaps existed.

In addition to the Steering Committee meetings in-depth-interviews (IDIs) were held with the Alpine School District, Bike Utah, the Lone Peak Bike Team, and the Alpine Trails Committee. These IDIs provided valuable insight into the existing conditions and the needs for walking and biking facilities of both communities.

An open house style in-person public meeting was held on November 2 at Highland City Hall. Large maps were placed on tables, and the public was encouraged to mark them up with comments, lines, symbols, and drawings that showed desired project locations, barriers, gaps, areas of concern, etc.

The study team attended two community Halloween trick-or-treat events in late October. One event was in Alpine and one was in Highland. Between the two events, 200 survey flyers were distributed and 500 branded candy bars, each wrapped with a QR code that linked to a public survey for the study, were handed out to residents.

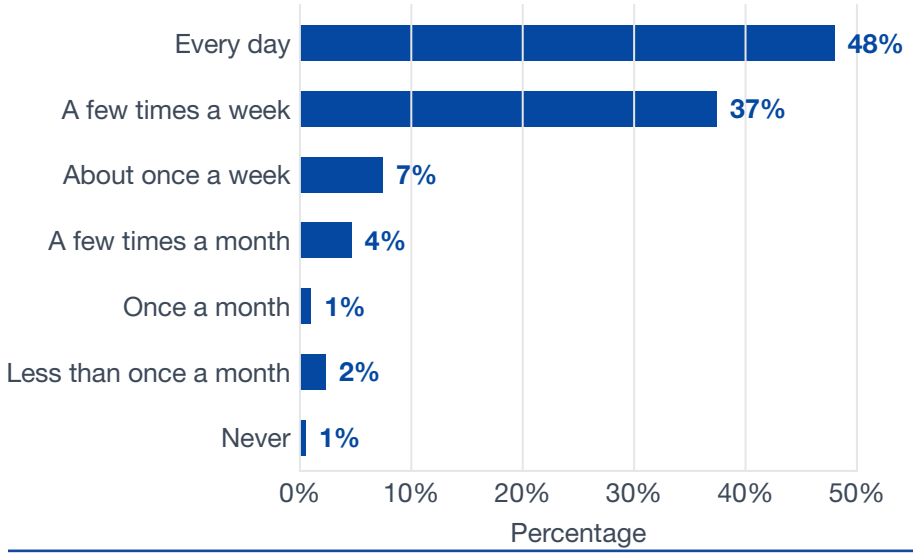


Online Survey Results

A community survey was created and distributed to learn more about pedestrian, bicyclist, and other active transportation usage throughout the community. The survey was open to the public between Oct. 24, 2022 - Dec. 1, 2022. During that timeframe, 737 people responded to the survey. This was a desirable response rate in relationship to the total population of the study area and provided statistically relevant community feedback, and allowed for the survey to be a significant source of information for the study team. The responses provided feedback from the general to the specific and greatly helped to identify and select recommended projects. The following is an overview of general themes and takeaways from the results of the community survey.

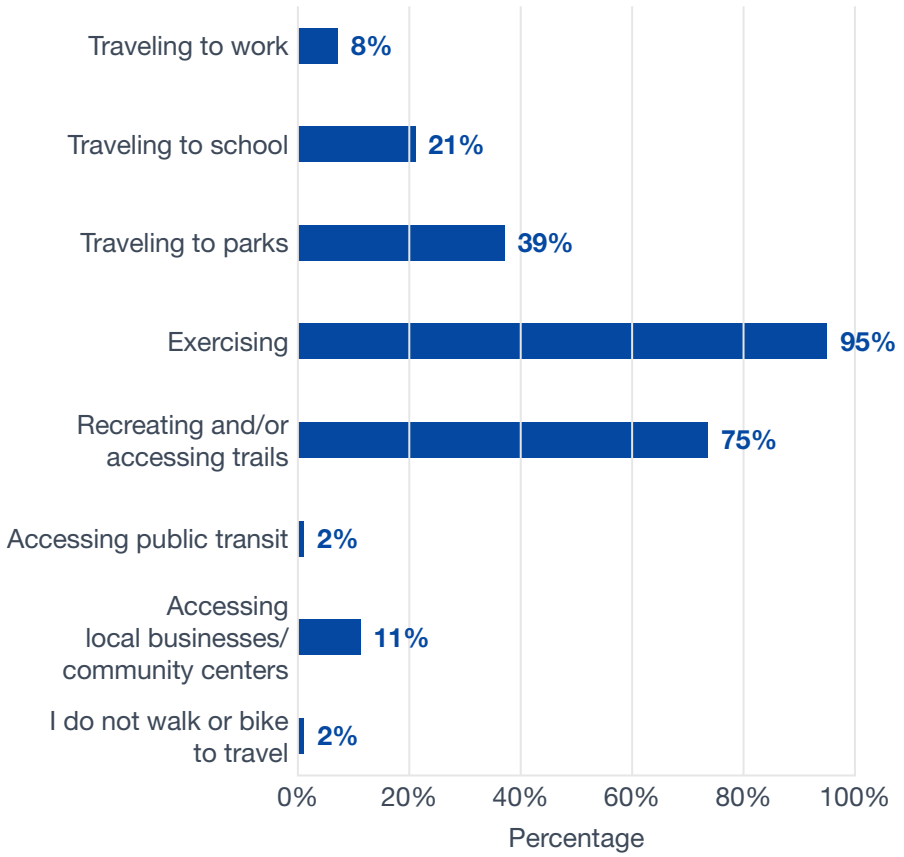
Almost half of all respondents said they use active transportation facilities daily and close to 40 percent use these facilities a few times a week.

How often do you use facilities such as sidewalks, bike lanes, or trails in your community?



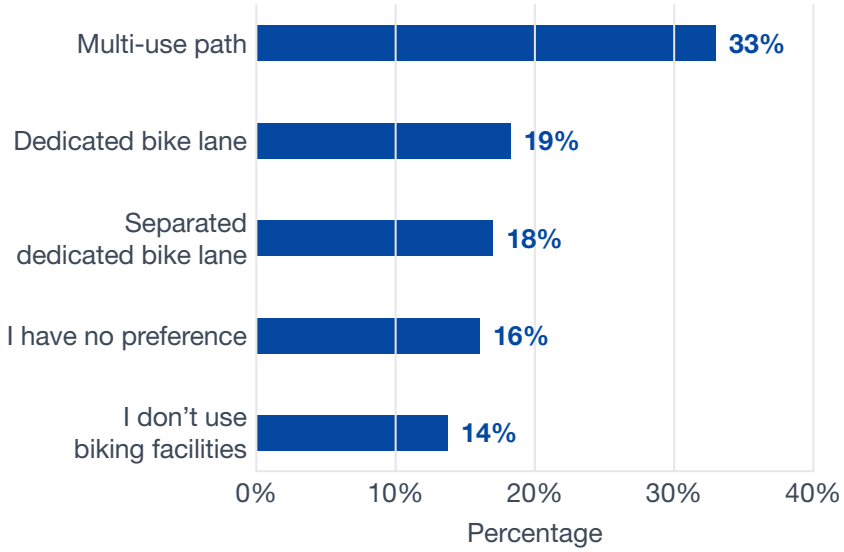
Exercise and recreation are the activities people utilize walking and biking facilities in Alpine and Highland. In the open-ended response questions, many respondents commented that they would like to travel to destinations like work, local businesses, and school (many referenced their children getting to school), but they did not feel safe walking or biking to these destinations along existing facilities.

What are your main purposes when walking and biking? Check all that apply.



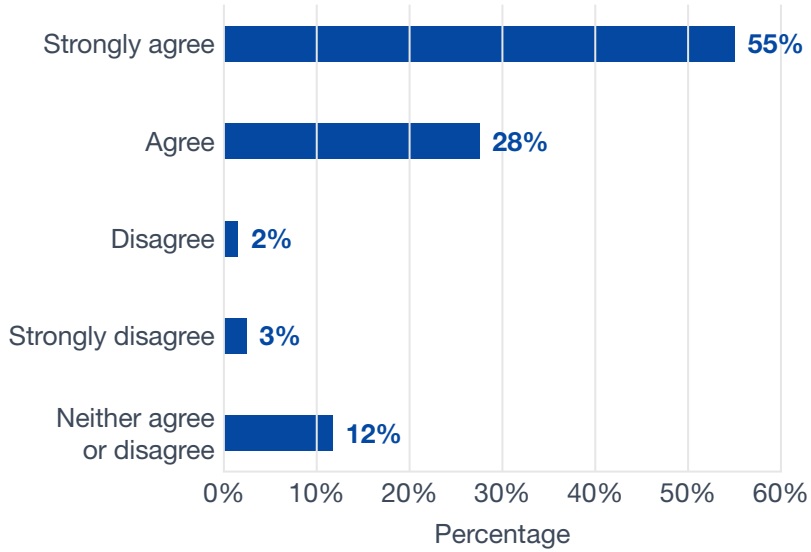
The preferred type of biking facility is a multi-use path. Like the Murdock Canal Trail, multi-use paths are removed from the road a substantial distance and are designed to keep the number of road crossings to the absolute minimum. The study team considered many locations for recommended multi-use paths, as well as multi-use side paths, which are located adjacent to roadway facilities and commonly separated by curb and several feet of park strip or natural surface terrain.

What type of biking facilities do you prefer?



Safe connections are critical to a well utilized and successful active transportation system. This is reflected in the responses to the following question, where 83 percent either agree or strongly agree that a safe and inclusive community connection is important.

Creating a safe and inclusive connection between Alpine and Highland is important.



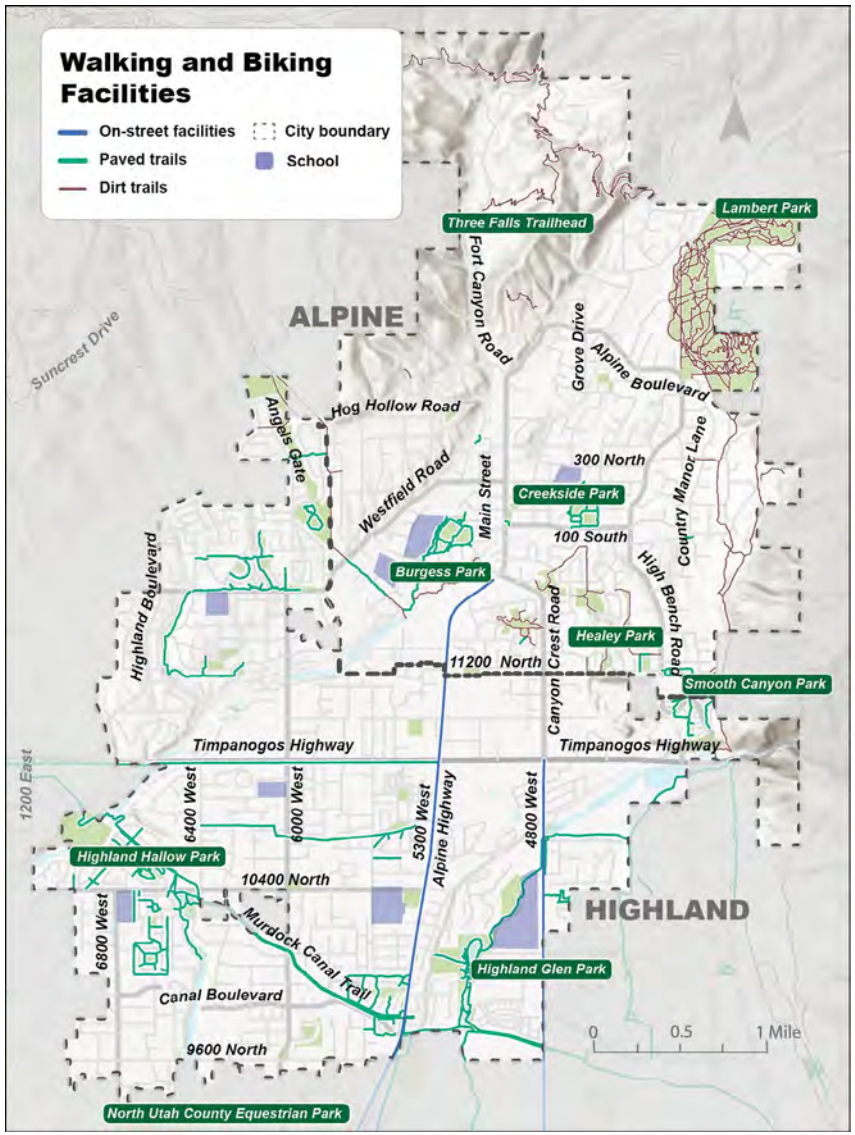


Figure 2 - Existing Walking and Biking Facilities

EXISTING CONDITIONS

Reviewing existing conditions is an essential part of the planning process. This includes understanding how people travel or want to travel, existing land uses, roads, general demographics, walking and biking facilities, and pedestrian and bicyclist safety concerns and hotspots. This information, supplemented with findings from public engagement, guided the development of the context-sensitive projects and policy recommendations in this Alpine and Highland ATP. See Appendix B for the full existing conditions report.

Existing Walking and Biking Facilities

The most utilized walking and biking facility in this study area is the Murdock Canal Trail, which connects Orem to Lehi along the paved, shared use path. There are other paved, shared use paths most of which are oriented around community parks, such as Creekside and Burgess Park in Alpine and Highland Glen Park in Highland. Both cities have wide roads and available shoulder width on a majority of their streets that could be ideal for designated bike lanes. Currently, only two streets provide designated bike lanes: one on 5300 West and one on 4800 South. Figure 2 shows the existing shared use paths, bike lanes, and dirt trails.

Existing sidewalks vary from road to road and neighborhood to neighborhood. Many neighborhoods have continuous sidewalks, while other roads have gaps in sidewalks or no sidewalks exist. With the new construction of homes and subdivisions, sidewalks are being installed in some locations in a leapfrog fashion, where they end abruptly and may not be present again until farther down the road.

Existing Walking and Biking Activity

The study team used Strava data to better understand what routes are most likely used and selected by people for walking and biking in this area. Strava is a GPS-based mobile app people use to record their time and distance while walking, biking, running, and exercising. It is primarily used for fitness-based recreation and therefore only reflects a small percentage of pedestrian and bicycle trips and is unlikely to capture most commuting or utilitarian trips by foot or bike.

Figure 3 shows Strava bicycle trips (including e-bikes) in the study area during 2021. The most popular route is along the Murdock Canal Trail, where over 30,000 individual bike rides have been recorded along the stretch in Highland. SR-92 in Highland and Westfield Road in Alpine are also top locations for recorded Strava rides, ranging between 10,000 to 15,000 rides. While these locations see high volumes of bicyclists, they do not provide designated bicycle facilities.

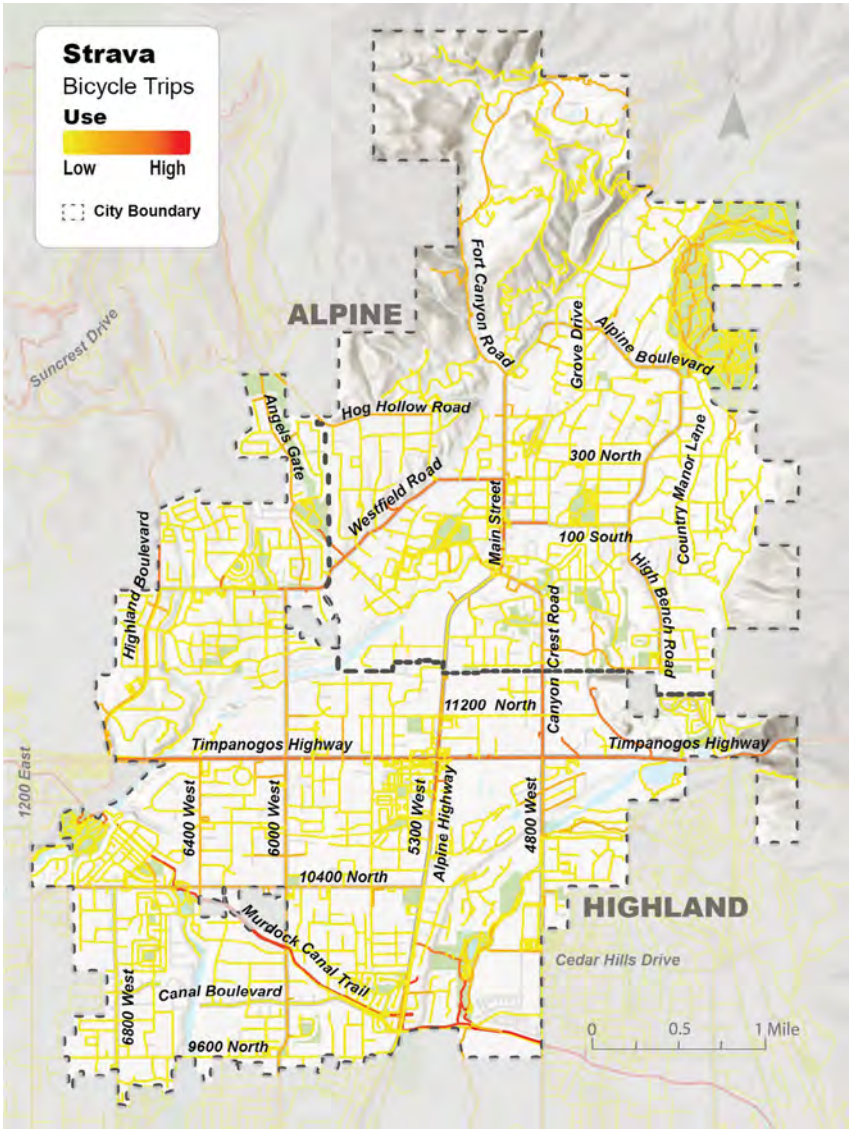


Figure 3 - Strava Bicycle Activity in 2021

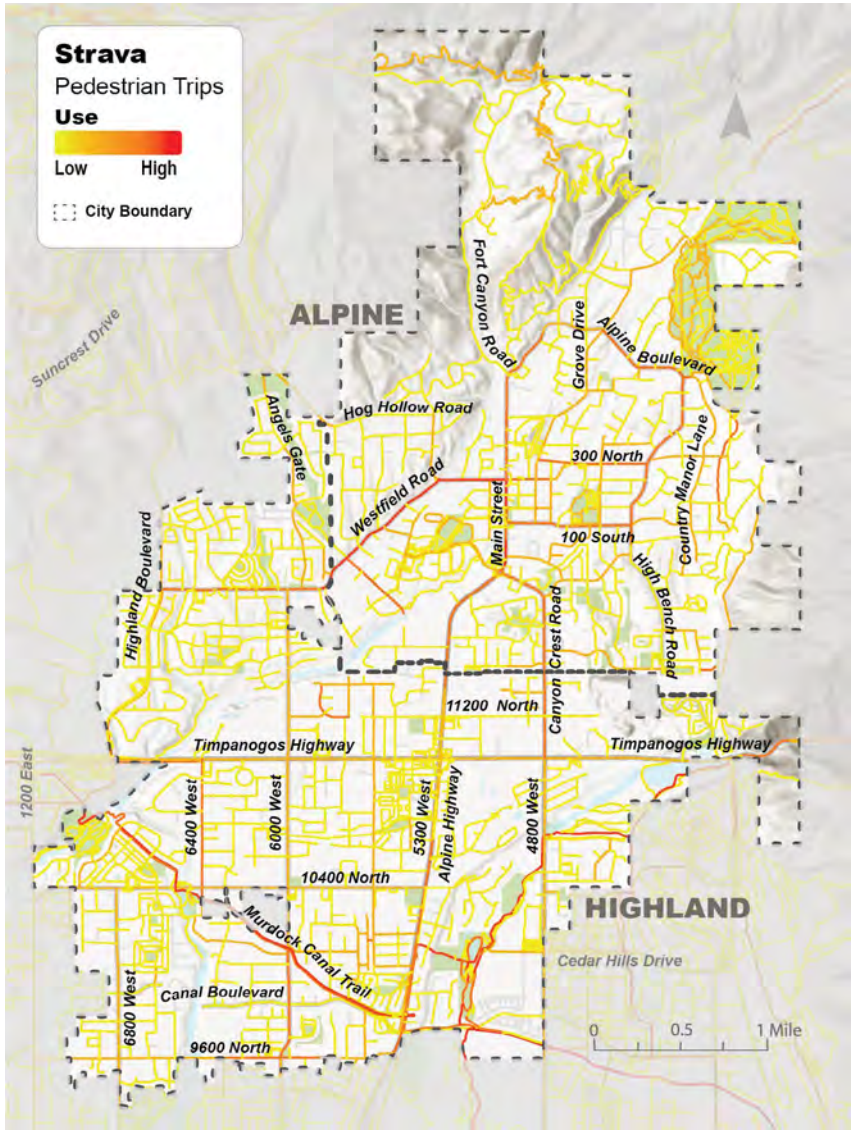


Figure 4 - Strava Pedestrian Activity in 2021

Figure 4 shows Strava pedestrian activity in Alpine and Highland for the year 2021. The largest number of trips for pedestrians (10,380) occurred along the Murdock Canal trail. Westfield Road in Alpine and the paved trail by Caddie Lane in Highland have the second highest recorded number of trips, with just under 5,000 trips recorded at each location.

Safety for Pedestrians and Bicyclists

Crashes from 2017 to midyear of 2022 were reviewed for Alpine and Highland, using the Numetric dataset. Pedestrian- and bicycle-related crashes were the main focus, but vehicle crashes that were associated with speed, distracted driving, or located at intersections were also reviewed.

In total there were 1,105 crashes in both communities between 2017 and midyear 2022. Of these crashes, 15 were bicycle-related, including 1 fatality and 3 serious injuries. In addition to the fatality, one-fifth of all bicycle-related crashes involved a serious injury. 11 of the 15 crashes (73%) occurred at intersections. The 1 fatality was on SR-92, related to distracted driving, and did not occur at an intersection.

There were 13 pedestrian-related crashes over this period of time. Similar to bicycle-related crashes, 69% (9 crashes) occurred at intersections. Serious injuries resulted in 2 of these crashes. These 2 crashes occurred in more residential locations, on streets with posted speed limits below 35 miles per hour (mph). Figure 5 visually conveys the severity of crashes and the number of intersection related crashes for pedestrians and bicyclists.

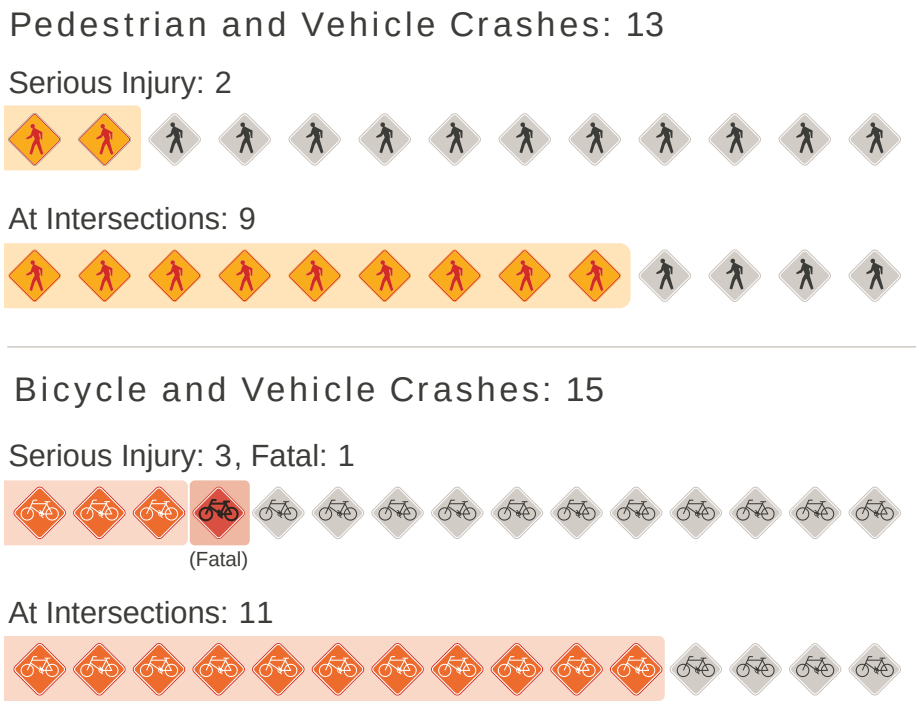


Figure 5 - Serious Injury and Intersection Crashes

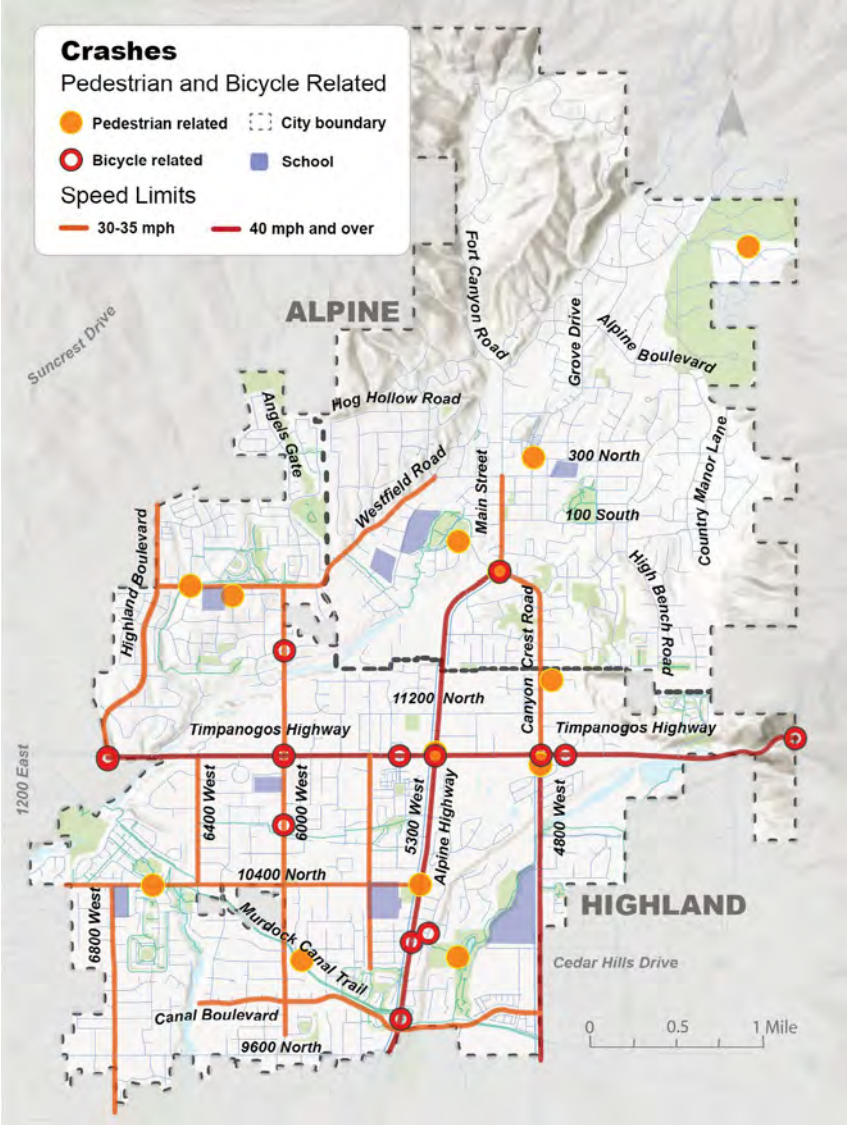


Figure 6 - Pedestrian and Bicycle-related Crashes

Figure 6 shows the location of pedestrian- and bicycle-related crashes. Roads with speed limits that are 40 mph and above are shown in red and speed limits 30-35 mph are shown in orange. Most crashes occurred on these roads, including the most severe bicycle-involved crashes, which are all located along SR-92.

Safe Routes to School

As part of the Safe Routes to School federal program, Utah requires all elementary, middle, and junior high schools to develop a safe routes to school plan. The goal is to provide safe and connected facilities like sidewalks and crosswalks to get children to and from school and also assist with creating community outreach and awareness about how to walk and bike safely. Figure 7 shows the Safe Routes to School in Alpine and Highland. There are many designated routes; however, some designated routes lack complete sidewalk connections on both sides of the street.

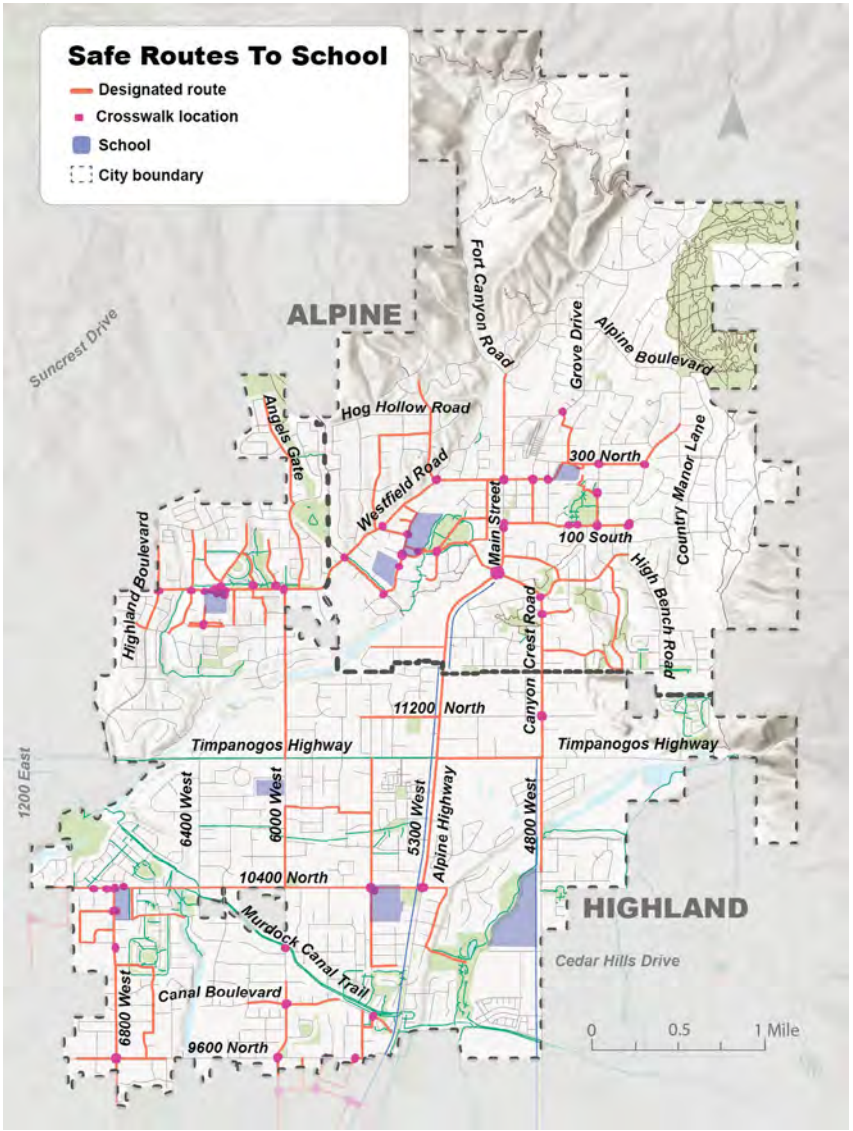


Figure 7 - Safe Routes to School

Travel Behavior

According to the American Community Survey 2016-202, the majority of the population in Alpine and Highland drive alone to work. In Alpine, 70% of the adult working population drives alone, and in Highland the percentage was higher at 76%. As seen in Figures 8 and 9, more people work from home in Alpine than in Highland, which may account for the higher percent of people driving to work alone in Highland.

In Alpine, less than 1% of workers walk to work, and in Highland, less than 2% walked to work. The use of public transit to access jobs in both cities is less than 1 percent. In general, for cities to have a significant number of people walking, biking, or taking transit to work population and population density has to be higher than that of Alpine or Highland. However, industry research indicates that as more active transportation facilities are developed, and the non-motorized network is connected, people's travel behavior shifts and more people are likely to travel by modes other than driving.

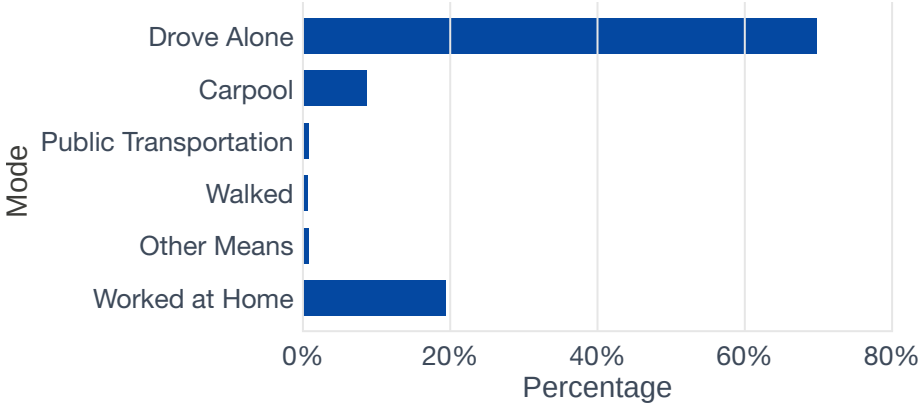


Figure 1 - Alpine's Means of Transportation to Work

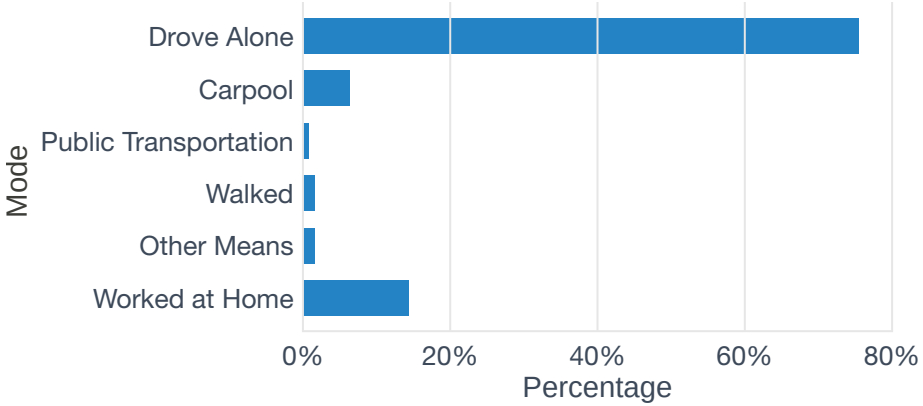


Figure 1 - Highland's Means of Transportation to Work

Land Use to Inform Connectivity

Alpine is predominantly zoned low density residential. The residential zoning code allows for permitted and conditional uses that include parks and recreation. Alpine's business commercial district is located along Main Street, which is surrounded by the densest residential zoned area at ¼ acre per unit. The density for each home decreases the farther it is from the commercial district. The northern part of Alpine is designated as a Critical Environmental Zone. This land allows for conditional use permits to be issued for single family homes upon approval. Figure 10 shows the current Alpine Zoning Map.

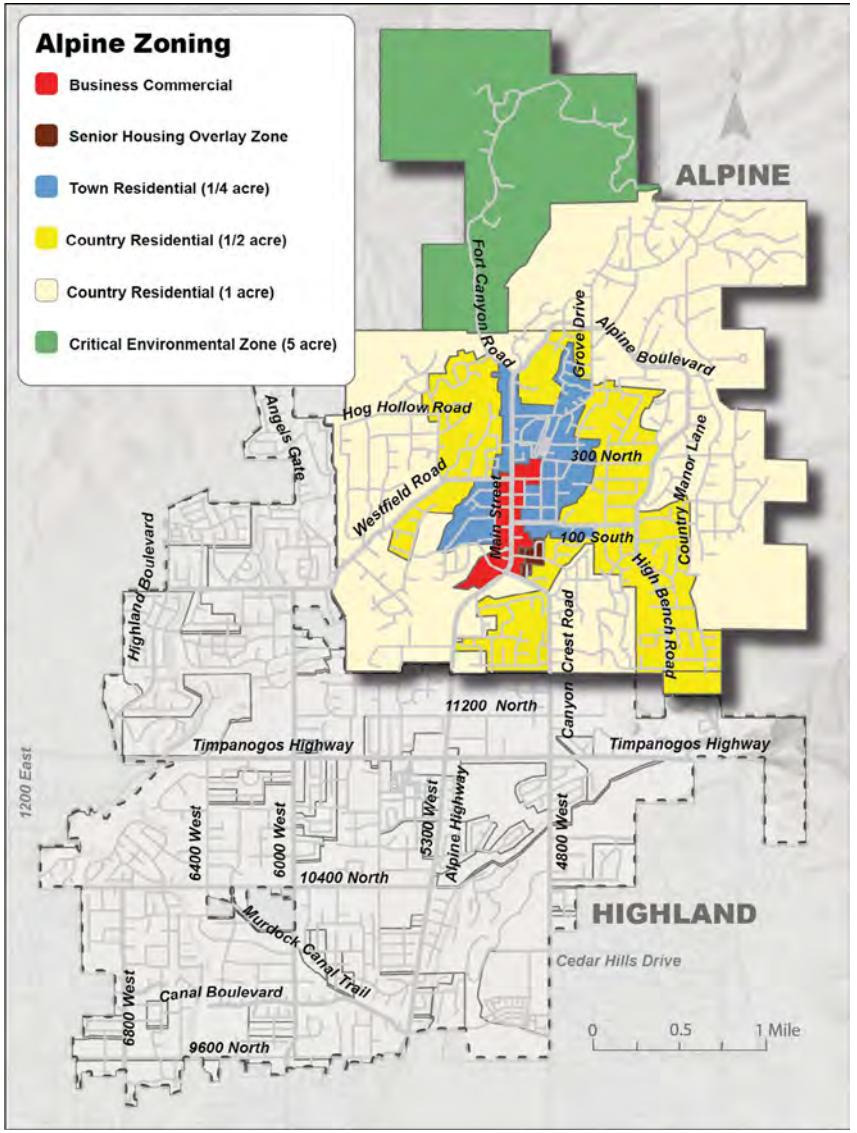


Figure 10 - Current Zoning in Alpine

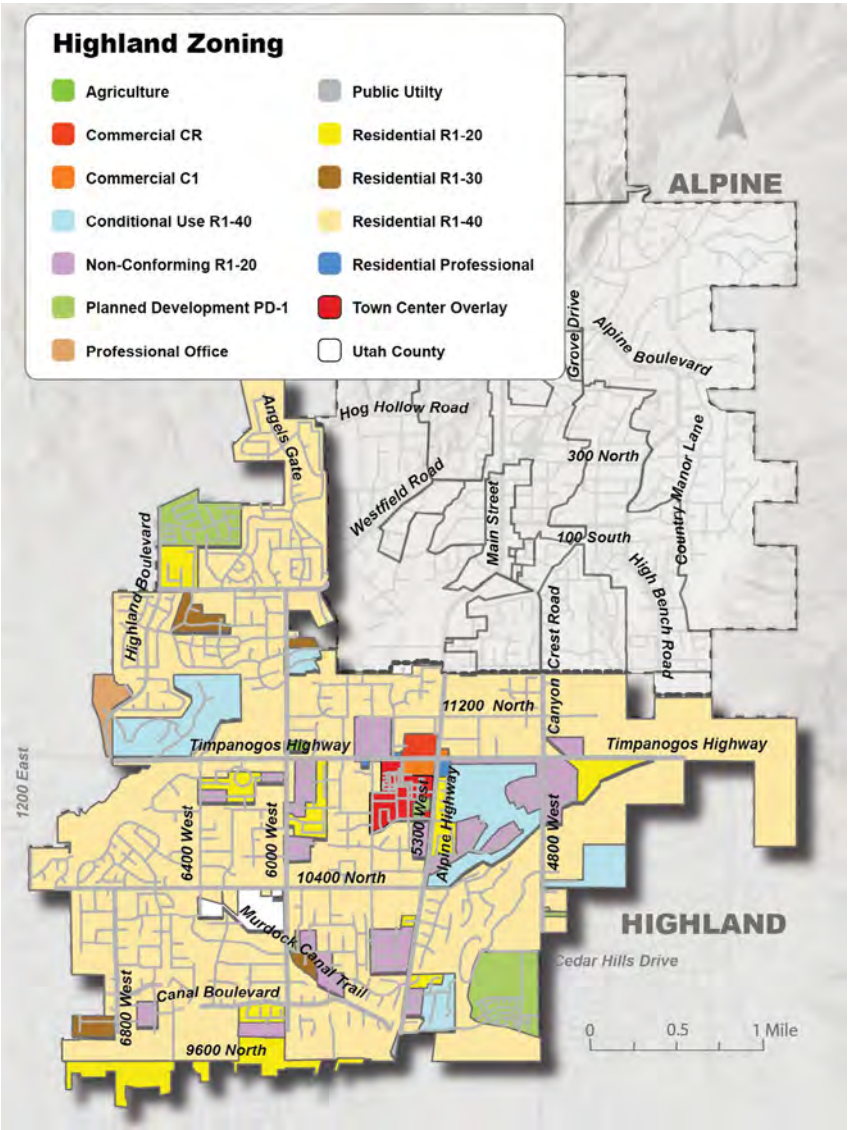


Figure 11 - Current Zoning in Highland

Like Alpine, Highland is mostly zoned for low-density residential. The majority of the residential zoning is R1-40, which allows for two-car garages, large lots, and well-spaced buildings. The town center and commercial area is located on SR-92 between 5600 West and 5300 West. Figure 11 shows the current Highland Zoning Map.

Key findings from this evaluation included:

- Trails, trailheads, and paved pathways are a community asset, and well utilized
- Both cities are lacking connected sidewalk networks, and connected on-street bicycle facilities
- There are significant opportunities to reimagine right of way for on street or street-adjacent walking and biking facilities
- The populations of Highland and some adjacent communities like Lehi and American Fork are growing rapidly, putting strain on the existing non-motorized network with high utilization rates

Connections between cities, to trail amenities, and to schools is a critical need

DESIGN STANDARDS

The U.S. Department of Transportation (USDOT) supports the development of fully integrated active transportation networks. Their policy statement reads: "The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems."

Additionally, transportation agencies are encouraged not just to meet the minimum requirements of providing bicycle facilities, but also to go beyond minimum standards to provide the safest and most convenient bicycle facilities practicable.

Minimum design standards provide a baseline of quality for active transportation facilities in every community. However, each community is unique with differing needs – meaning that more supportive pedestrian and bicycle infrastructure may be necessary to properly serve the community. Industry best practices are listed below with benefits and descriptions for each facility type that increase comfort and safety for all users.

Overview of Industry Best Practices

The following is a summary of current national and local references for the design of facilities that support walking and biking.

National Guidance

Federal Highway Administration (FHWA) Bikeways Selection Guide, 2019

This document is a resource to help consider and make informed trade-off decisions relating to the selection of bikeway types. It is intended to supplement the planning and engineering judgment in developing connected, safe, and comfortable bicycle networks that meet the needs of people of all ages and abilities. This guide is intended to serve as a decision-support tool.

American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bikeway Facilities

AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, updated in 2021 provides guidelines for pedestrian facilities in the public right-of-way and addresses concepts and recommendations for site design.

The AASHTO Guide for the Development of Bicycle Facilities, updated in June 2012, provides guidance on the dimensions, use, and layout of specific bicycle facilities. The standards and guidelines presented by AASHTO provide basic information, such as minimum sidewalk widths, bicycle lane dimensions, detailed striping requirements, and recommended signage and pavement markings.

National Association of City Transportation Officials (NACTO) Bikeway Design Guide

The NACTO Urban Bikeway Design Guide (2012), the Urban Street Design Guide (2013), and Designing for All Ages and Abilities (2017) are the newest publications of nationally recognized urban street and bicycle-specific design guidelines and offer guidance on the current state of the practice designs. It focuses on the more holistic approach of urban mobility, emphasizing that streets that are safe and inviting for bicyclists of all ages and abilities attract wide ridership. NACTO's approach is highly contextual and encourages flexibility and ingenuity to provide the best high-comfort facility possible. NACTO recommends above and beyond minimum standards whenever practicable.

Americans with Disabilities Act (ADA)

The United States Access Board's proposed Public Rights-of-Way Accessibility Guidelines (PROWAG) and the 2010 ADA Standards for Accessible Design (2010 Standards) contain standards and guidance for the construction of accessible facilities. This includes requirements for sidewalk curb ramps, slope requirements, and pedestrian railings along stairs.

Manual on Uniform Traffic Control Devices (MUTCD)

The FHWA's MUTCD defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic. The MUTCD is the primary source for guidance on lane striping requirements, signal warrants, and recommended signage and pavement markings.

Local Guidance

The UDOT Design Manual (DM) Drawings

In February 2023, UDOT published a new version of the Design Manual (DM) including design standards for bicycle facilities. This release of the DM drawings includes updates to three existing DM drawings as well as 13 new drawings to provide design guidance that is consistent with the current AASHTO Bikeway guidelines and the MUTCD, as well as future compatibility with the proposed editions to be released later this year. UDOT has developed these DM drawings to guide engineers in designs that create consistency and predictability for people biking, people driving, and those that are maintaining roadways.

High-comfort Facilities for All Ages and Abilities

High-comfort active transportation facilities have numerous benefits for community members. When people feel safe and confident, they are more likely to use the facilities more often. High-comfort facilities not only increase actual safety but also increase perceived safety by the user. People who feel more safe and comfortable in their environment will use the space more frequently, facilitating social cohesion, promoting healthy lifestyles, and enhancing sense of community.

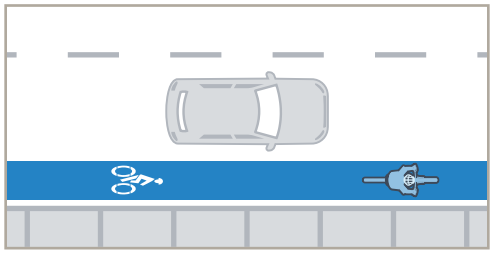
These facilities also provide opportunities for public green space and amenities, support social equity, and promote improved physical and mental health within a community. Traffic calming infrastructure also aids in supporting all facility users. Facility types differ based on community needs with many kinds of facilities to consider.

The following section provides examples of bicycle, pedestrian, and traffic calming facilities that help create safe and comfortable public spaces for people of all ages and abilities.

On-Street Facilities

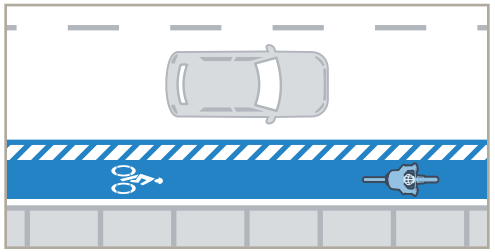
Bike Lane

Bike lanes establish exclusive space for bicyclists by pavement markings and signage. Bike lanes increase user comfort and confidence by creating separation between bicyclists and vehicles. Bike lanes also clearly indicate where interactions between bicyclists and vehicles will occur.



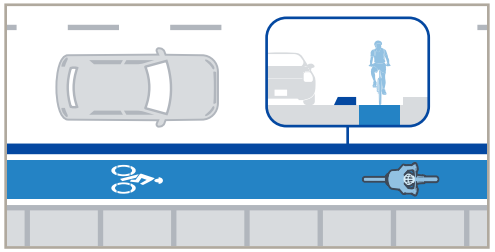
Buffered Bike Lane

Buffered bike lanes are conventional bike lanes with an additional buffer space that provides further separation between the bike lane and motor vehicles. Buffered bike lanes allow bicyclists space to pass one another without nearing the vehicle travel lane. They also give a visual cue to vehicles that bicyclists are expected on the roadway. Buffered bike lanes create an increased sense of safety and attract a wide range of users.



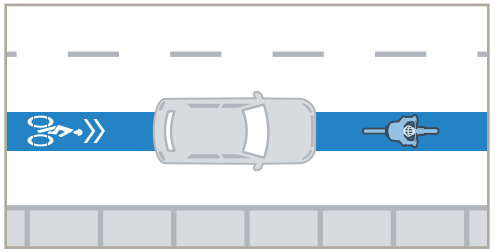
Barrier Separated Bike Lane

Separated bike lanes are physically separated from both the street and the sidewalk using medians, landscape buffers, delineated posts, parked cars, and other methods. Separated bike lanes increase user comfort by eliminating the risk and fear of collisions with moving and parked vehicles. It also discourages parking in the bike lane.



Shared Street

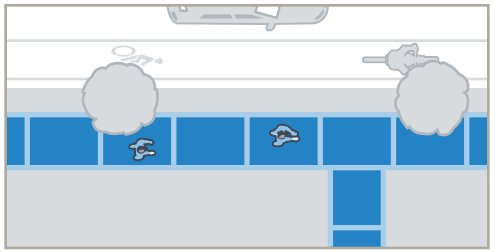
Shared street lane markings (sharrows) designate bicycle facilities where streets are too narrow for conventional bike lanes, or on local, neighborhood streets with low-speed limits. Sharrows indicate that bicyclists will be riding in the vehicle travel lanes. They can also be a useful wayfinding tool. Because bicyclists and vehicles are sharing the same area of the road, shared streets can greatly benefit from traffic calming treatments that reinforce the speed limit.



Off-Street Facilities

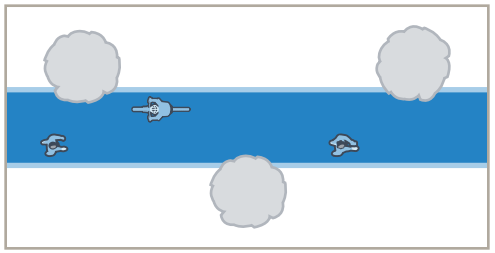
Sidewalk

Sidewalks are a community's front steps. Sidewalks separate foot traffic from vehicle traffic. A landscape buffer is recommended to increase pedestrian safety and comfort. Safe, accessible, and well-maintained sidewalks are a fundamental investment for cities. Sidewalks have the opportunity to create welcoming spaces where pedestrians feel comfortable and confident.



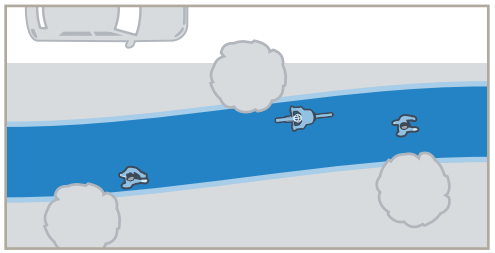
Shared Use Path

Shared use paths provide a space for people to walk, bike, run, and roll where they are physically separated from vehicles. Shared use paths can provide a low-stress, high-comfort environment for a variety of users. Landscape additions around and throughout the path increase user comfort and safety.



Side Path

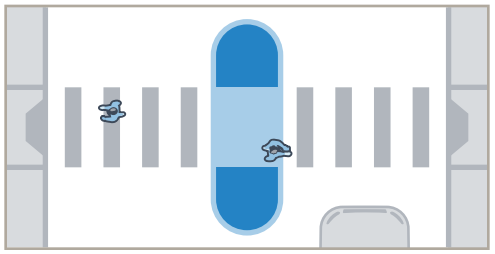
Side paths are similar to shared use paths although they are located closer to the road. They provide a space for people to travel where they are separated from vehicles. Side paths can provide a low-stress, high-comfort environment for a variety of users. Landscape additions around and throughout the path increase user comfort and safety.



Traffic Calming by Facility Type

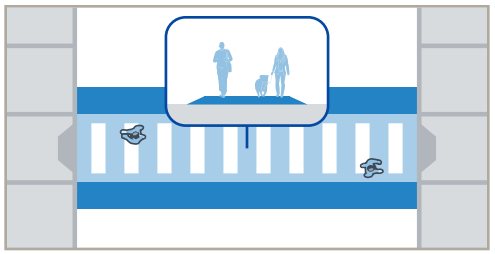
Pedestrian Refuge Island

Pedestrian refuge islands reduce vehicle exposure time to vehicles in an intersection. They offer a safe oasis for pedestrians in the center of a road and can be implemented on both wide and narrow streets. Pedestrian refuge islands increase people's confidence and comfort when crossing high-volume streets.



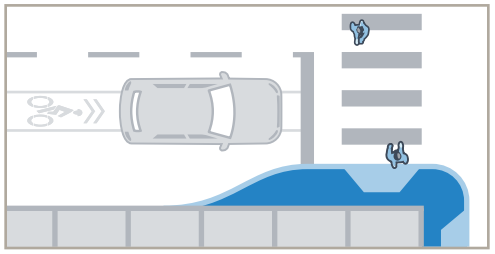
Raised Crosswalk

Raised crosswalks are slightly elevated above the grade of the road and allow pedestrians to cross at grade with the sidewalk. They increase pedestrian visibility and encourage vehicles to yield when approaching the raised crosswalk. Raised crosswalks reduce vehicle speed and enhance the pedestrian crossing environment.



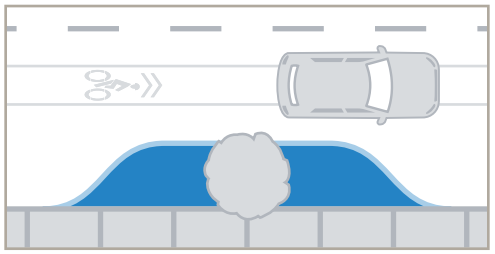
Bulb-out

Bulb-outs create shorter and safer crossings distances for pedestrians and can function as a visual cue to vehicles that they are entering a neighborhood or low-speed area. More compact intersections reduce pedestrian's time spent in travel lanes, slow through and turning traffic near conflict points, and increase visibility for all users. Bulb-outs increase space for landscape opportunities and street furniture. Bulb-outs are effective for a host of street types and sizes.



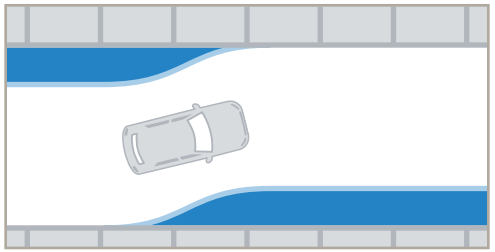
Pinch-point

Pinch-points (curb extensions) visually and physically narrow the roadway, producing safer and shorter crossings for pedestrians. Curb extensions increase pedestrian visibility by aligning pedestrians with the parking lane. They can also be implemented midblock to slow traffic speeds and increase available public space. Pinch-points are designed for a variety of street types and sizes.



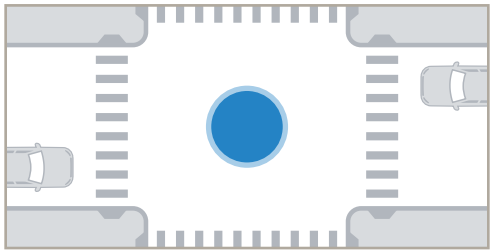
Chicane

Chicanes are created by offset curb extensions and are best for residential or low volume streets. Chicanes slow traffic speeds and create a proactive street design that forces drivers to be more aware and responsive to their environment. Chicanes also increase the amount of public space available on a corridor that can be used for bicycle parking, benches, and other amenities.



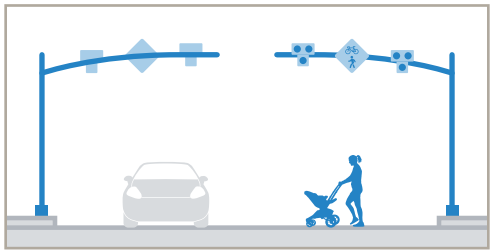
Traffic Circle

Traffic circles reduce vehicle speeds by forcing vehicles to maneuver around them and are commonly used as alternatives to four-way stop signs. Miniature traffic circles are best for lower traffic volumes and minor intersection crossings while larger ones improve traffic flow at busier intersections. They can generate additional space for landscaping, create a more proactive street design for vehicles, and reduce vehicle emissions by eliminating vehicles idling at stop signs.



High-Intensity Activated Crosswalk (HAWK) Signal

HAWK signals are pedestrian activated signals that control traffic to stop completely, often used on roads with high traffic volumes and speeds, and at midblock crossings. The traffic lights are located above the crosswalk and over the travel lanes, which allows vehicles behind the vehicle closest to the pedestrian to know that a person is in the crosswalk.



Rectangular Rapid Flashing Beacon (RRFB)

RRFBs are attached to pedestrian crossing signs to provide added safety at crossings by flashing LED lights that are activated by pedestrians. Placing one in a pedestrian refuge island can enhance visibility and safety. RRFBs are not as effective as HAWK signals and are not recommended for roads with speed limits of 40 mph or above.

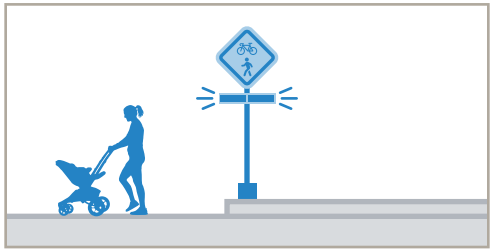
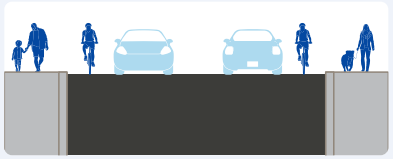
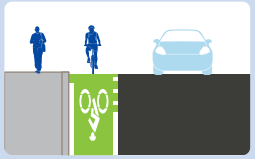


Table 1 provides guidance in choosing pedestrian and bicycle facilities based on a street's basic design and motor vehicle traffic conditions, such as vehicle speed and volume. This table is based on NACTO Designing for All Ages and Abilities guideline (2017) and Urban Bikeway Design Guide (2012). In all cases, engineering judgment is recommended to ensure that the application makes sense for the context of each treatment, given the many complexities of roads.

Facility Type	Cross-section Example	Roadway Context				
		Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	Desired Width
Shared Street		Below 10 mph	Below 1,000	No centerline, or single lane one-way	Pedestrians share the roadway	N/A
Bicycle Boulevard		25 mph or less	1,000 - 2,000	No centerline, or single lane one-way	Less than 50 motor vehicles per hour in the peak direction at peak hour	N/A
Conventional Bike Lane		25 mph	1,500 - 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	6 ft
Buffered Bicycle Lane		25 mph	3,000 - 6,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure	7 ft for lane and 3 ft for buffer

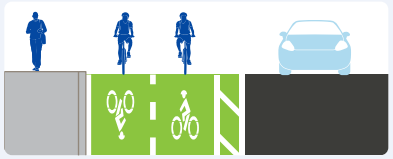
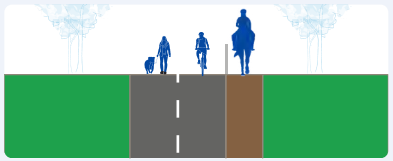
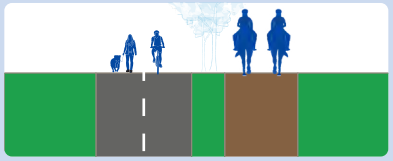
Facility Type	Cross-section Example	Roadway Context				
		Target Motor Vehicle Speed*	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations	Desired Width
Protected Bicycle Lane		Greater than 26 mph[1]	6,000 or greater	Multiple lanes per direction	Low curbside activity, or low congestion pressure	7 ft for lane and 3 ft for buffer
Cycle Track		Greater than 26 mph	9,000 or greater	Multiple lanes per direction	Low curbside activity, or low congestion pressure	12 ft for lane and 3 ft for buffer
Shared-Use Path		High-speed limited access roadways, natural corridors, or environments with limited conflicts with vehicles		Any	High pedestrian volume	12 ft for the path and 2 ft for a shoulder on both sides
Shared-Use Path with Adjacent Equestrian Soft Surface Facilities		High-speed limited access roadways, natural corridors, or environments with limited conflicts with vehicles		Any	High activity from multiple modes	12 ft for paved surface, 4 ft for soft surface, 2 ft shoulders along both paths
Shared-Use Path with separated Equestrian Soft Surface Facilities		High-speed limited access roadways, natural corridors, or environments with limited conflicts with vehicles		Any	High activity from multiple modes	12 ft for paved surface, 12 ft for soft surface, with 2 ft shoulders, and 6 ft of separation

Table 1 - Contextual Guidance for Selecting All Ages and Abilities Facility Type

[1] Setting 25 mph as a motor vehicle speed threshold for providing protected bikeways is consistent with many cities' traffic safety and Vision Zero policies. However, some cities use a 30 mph posted speed as a threshold for protected bikeways, consistent with providing Level of Traffic Stress level 2 (LTS 2) that can effectively reduce stress and accommodate more types of riders.

THE NETWORK

The Backbone Network

Several qualitative and quantitative factors went into selecting the proposed backbone network. At the heart of the process was identifying key corridors that would directly connect the most people to the most destinations, including those between the two cities. From their homes', most residents are within a half-mile distance to multiple backbone facilities. In between the front doorstep and the backbone network there are local and neighborhood roads that can provide safe and comfortable walking and biking conditions to and from backbone facilities.

Safety is as important as a direct connection to a facility and a destination. People will not walk or bike along corridors they do not feel safe on. It is a significant factor in selecting a backbone network. Many of the roads that the recommended backbone facilities are located on were identified as unsafe and uncomfortable to walk or bike on by the public and stakeholders. Taking these projects from plan to implementation will help change that fact. To turn these roads into a connected backbone network requires improving the safety and comfort of the existing facilities by adding dedicated and separate space for people to travel along such as paved side paths or buffered bike lanes.

Upgrading the facilities along the backbone network will benefit residents of all ages. Every backbone facility that is located on or adjacent to a road is either completely or partially along a safe route to school. Most connect to parks and existing walking and biking facilities, and they also tie into multiple neighborhoods. Collectively, these recommended projects offer a variety of choice and access to a growing active transportation network that expands beyond Alpine and Highland.

Feedback from the public, officials from Alpine and Highland, and stakeholders was heavily integrated into the project selection process, as was the review of existing conditions which included roadway crash analysis and other safety data.

The following Figure 12 is the backbone facilities map. Recommended projects in blue are intended to be either on-street buffered bike lanes or barrier separated bike lanes. Recommended projects in green are paved side paths if they are located along a road, or paved shared use paths if they are located away from roads. The project numbers that identify each project end in either AH, A, or H. AH is used for projects that are located in both Alpine and Highland, which are projects 1AH – 8AH. The remaining projects are located within individual cities and use the “A” for Alpine and the “H” for Highland.

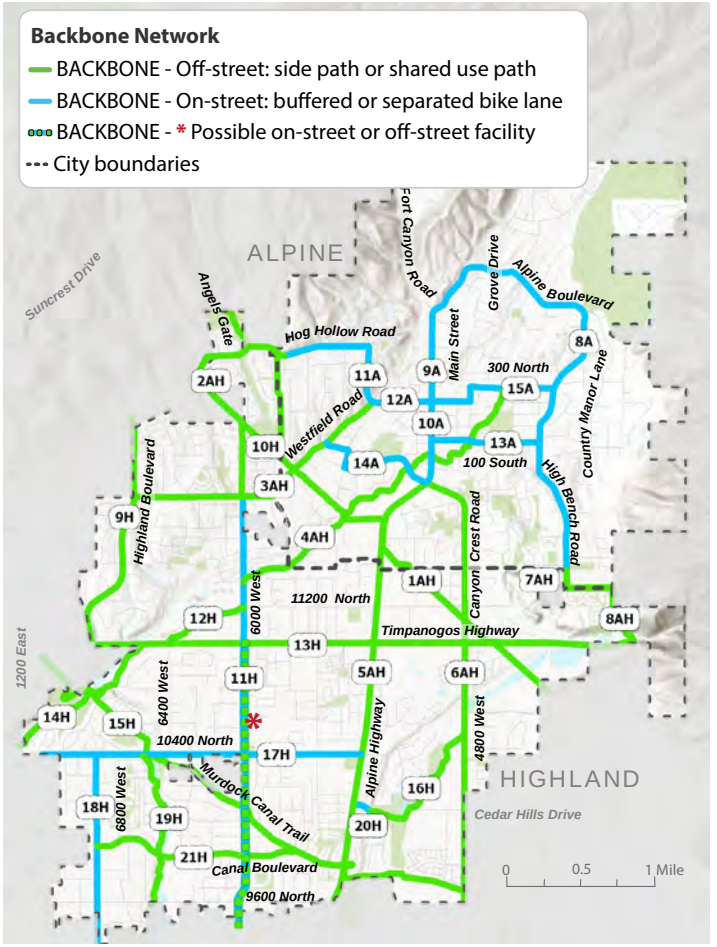


Figure 12 - Recommended Backbone Network

The following Tables 2 and 3 list the backbone network projects for Alpine and Highland.

Alpine Backbone Network			
Project	**Location**	**City**	**Facility Type**
1AH	Power Line Trail: Beacon Hills Park to Cedar Hills	Alpine & Highland	Off-street
2AH	Paved Path: Westfield Rd to Angel's Gate Trailhead	Alpine & Highland	Off-street
3AH	Westfield Rd: Highland Blvd to 200 N	Alpine & Highland	Off-street
4AH	Dry Creek Trail: 6000 W to 300 N in Alpine	Alpine & Highland	Off-street
5AH	5300 W: Highland southern border to Alpine traffic circle	Alpine & Highland	Off-street
6AH	4800 W: Highland southern border to Alpine traffic circle	Alpine & Highland	Off-street
7AH	Smooth Canyon Park connection to Park Dr	Alpine & Highland	Off-street
8AH	Smooth Canyon Park connection to SR 92	Alpine & Highland	Off-street
9A	Alpine Blvd to High Bench Rd – 200 N to Smooth Canyon Park	Alpine	On-street
10A	Alpine Main St: Alpine traffic circle to 200 N	Alpine	On-street
11A	Hog Hollow Rd, 400 West: Pfeifferhorn Dr. to Westfield Rd.	Alpine	On-street
12A	200 N: 200 E to Westfield Rd	Alpine	On-street
14A	West Canyon Crest Rd, Long Dr, Sycamore Ln: Westfield Rd to Alpine traffic circle	Alpine	On-street
15A	300 N: Alpine Blvd to 200 N	Alpine	On-street

Table 2 - Alpine Backbone Network

Highland Backbone Network			
Project	**Location**	**City**	**Facility Type**
1AH	Power Line Trail: Beacon Hills Park to Cedar Hills	Alpine & Highland	Off-street
2AH	Paved Path: Westfield Rd to Angel's Gate Trailhead	Alpine & Highland	Off-street
3AH	Westfield Rd: Highland Blvd to 200 N	Alpine & Highland	Off-street
4AH	Dry Creek Trail: 6000 W to 300 N in Alpine	Alpine & Highland	Off-street
5AH	5300 W: Highland southern border to Alpine traffic circle	Alpine & Highland	Off-street
6AH	4800 W: Highland southern border to Alpine traffic circle	Alpine & Highland	Off-street
7AH	Smooth Canyon Park connection to Park Dr	Alpine & Highland	Off-street
8AH	Smooth Canyon Park connection to SR 92	Alpine & Highland	Off-street
9H	Highland Blvd: SR 92 to Draper	Highland	Off-street
10H	South side of Beacon Hills Park: From Beacon Hills Blvd to Alpine City line	Highland	Off-street
11H	6000 W: Highland southern border to Westfield Rd	Highland	On-street
12H	Dry Creek Trail: From SR 92 to 6000 West	Highland	Off-street
13H	SR 92: Western Highland border to American Fork Canyon	Highland	Off-street
14H	Dry Creek Trail: Highland western border to SR 92	Highland	Off-street
15H	Murdock Canal Trail: Highland western border to Highland eastern border	Highland	Off-street
16H	Highland Canyon Trail: School Park Dr to 4800 W	Highland	Off-street
17H	10400 N: Highland western border to 5300 W	Highland	On-street
18H	6800 W: From Highland southern border to 10400 N	Highland	On-street
19H	Mitchell Hollow Trail: Highland southern border to 10400 N	Highland	Off-street
20H	School Park Dr: From 5300 W to Highland Glen Park	Highland	On-street
21H	Canal Blvd: From 6800 West to Murdock Canal Trail	Highland	Off-street

Table 3 - Highland Backbone Network

Localized Support Facilities

In addition to the core backbone network, this plan also identified recommended local support facilities, which are shown in Figure 13. These recommendations include many neighborhood and local streets as well as some off-street connections. Many of these locations are on streets that are shorter in length, bend and curve, and have lower traffic volumes and lower vehicle speeds. Like the backbone network, the local support facility recommendations overlap with safe routes to school in Alpine and Highland. Improving the comfort and safety along these streets will ensure walking and biking trips can be made throughout both communities along continuous safe and comfortable facilities.

The local support network can be integrated into the larger active transportation system by utilizing various traffic calming techniques, including narrowing travel lanes by restriping, adding bike and pedestrian friendly signage, and constructing raised crosswalks. Improving the comfort and feeling of safety along local support facilities may not involve large infrastructure improvements, such as the addition of a paved 12-foot side path. Instead, context- sensitive clues can provide insight into what minor and area- specific improvements can reduce vehicle speeds, increase driver awareness, and support comfortable and safe facilities.

The following Tables 4 and 5 list the local support network facilities for Alpine and Highland.

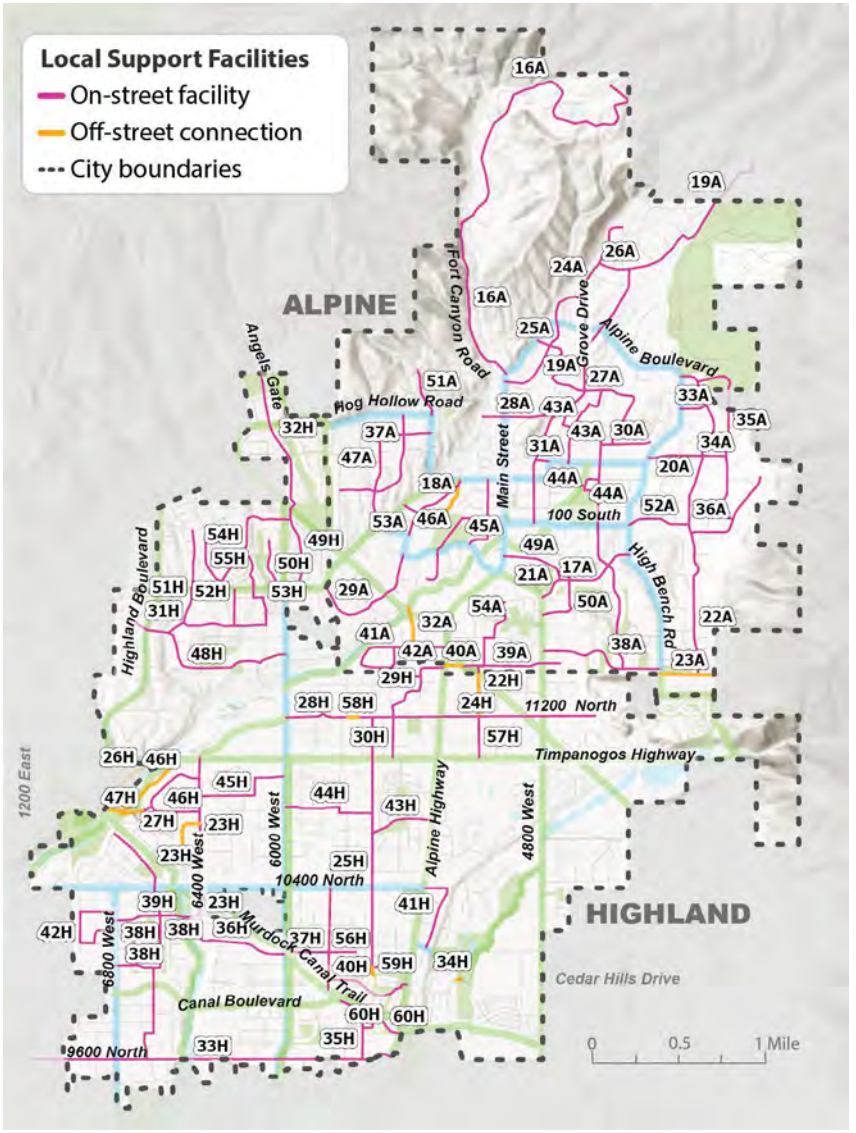


Figure 13 - Recommended Localized Support Facilities

Alpine					
Project	**Location**	**Facility Type**	**Project**	**Location**	**Facility Type**
16A	Fort Canyon Rd	On-street	**36A**	Preston Dr	On-street
17A	Bristol Ct / 600 E / S Ridge Ln	On-street	**37A**	Blue Spruce Rd including new road connection	On-street
18A	200 N to Burgess Park	Off-street	**38A**	Healy Blvd	On-street
19A	200 E / Grove Dr / N Grove Dr	On-street	**39A**	Allegheny Way	On-street
20A	Country Manor Ln	On-street	**40A**	Connection from Allegheny Way to Alpine Hwy	Off-street
21A	S Ridge Dr	On-street	**41A**	800 S to new road connection to 630 W	On-street
22A	New Rd connecting north and south Country Manor Lane	On-street	**42A**	630 W	On-street
23A	South side of Smooth Canyon Park to foothills	Off-street	**43A**	Wilderness Dr / Mountainville Dr / Mountainville Cir	On-street
24A	Elkridge Ln	On-street	**44A**	100 N / 200 N west of 600 E	On-street
25A	East View Ln to new road connecting to N Main St	On-street	**45A**	100 W to Canyon Crest Dr	On-street
26A	Kathrine Way	On-street	**46A**	Parkway Dr to River Cir	On-street
27A	Eastview Dr / Coventry Dr	On-street	**47A**	Lupine Dr / Sunrise Dr to Wesfield Rd	On-street
28A	Pioneer Dr to new road connecting to North Whitby Woodlands Dr	On-street	**48A**	Daily Dr	On-street
29A	Long Dr to new road connecting to Westfield Rd	On-street	**49A**	Red Pine Dr	On-street
30A	Canterbury Ln	On-street	**50A**	Ponderosa Dr / Pheasant Ridge Dr	On-street
31A	300 N from 300 E to 200 E	On-street	**51A**	Eagleview Dr to 600 N	On-street
32A	523 S 800 S to Dry Creek	Off-street	**52A**	E Village Way	On-street
33A	Fox Meadows Ln	On-street	**53A**	S Long Dr to new road connecting to 200 N	On-street
34A	300 N from Alpine Blvd to Bald Mountain Dr	On-street	**54A**	Andres Dr / Sunset Dr / Rocky Mountain Dr to Cascade Ave	On-street
35A	Bald Mountain Dr to new road connecting to Country Manor Ln	On-street			

Table 4 - Alpine Local Support Facilities

Highland					
Project	**Location**	**Facility Type**	**Project**	**Location**	**Facility Type**
22H	11200 N / 5100 W to Rachel McTeer Park	Off-street	**42H**	W 10800 N / N 6960 W / W 10205 N	On-street
23H	6400 W	On-street	**43H**	W Town Center Pkwy	On-street
24H	11200 N	On-street	**44H**	W 10800 N / 10770 N	On-street
25H	5600 W / 10300 N from 11200 N to Alpine Hwy	On-street	**45H**	W 10830 N / Reisner Dr	On-street
26H	Path around Dry Creek Reservoir	Off-street	**46H**	W Stevens Ln	On-street
27H	6400 W to Avery Ave	Off-street	**47H**	Kaitlyn Cir to Murdock Canal Trail	Off-street
28H	Andrew Dr / 11200 N to 6000 W	On-street	**48H**	Bull River Rd	On-street
29H	Woodland Dr / 500 W	On-street	**49H**	Beacon Hill Blvd	On-street
30H	N 550 W St from Timpanogos Hwy to 11200 N	On-street	**50H**	Athena Dr / Chamberry Ct	On-street
31H	Saltaire Dr / Sunrise Dr	On-street	**51H**	Saltaire Dr	On-street
32H	Light House Dr / Angels Gate	On-street	**52H**	N 6240 W	On-street
33H	9600 N	On-street	**53H**	Grand Flats Rd / N 6150 W / N Apollo Way	On-street
34H	Knight Ave to Meadow Ln	Off-street	**54H**	Cyprus Dr	On-street
35H	N 5650 W	On-street	**55H**	N Atlas Dr	On-street
36H	Hidden Pond Dr / W 10150 N	On-street	**56H**	W 10100 N	On-street
37H	Mountain Ridge Way / N 5800 W	On-street	**57H**	N 5100 W	On-street
38H	Canterbury Lane / W 20030 N / N 6690 N / W 10050 N / N 6670 W	On-street	**58H**	W 11200 N to Andrew Dr	Off-street
39H	W 10250 N	On-street	**59H**	N Mountain Ridge Ln to Windson Meadows Trail	Off-street
40H	Windsor Park Dr	On-street	**60H**	W 9700 N / W 9800 N / Windsor Meadow Trail	On-street
41H	W J Legrand Adamson Way / Mystic Dr	On-street			

Table 5 - Highland Local Support Facilities

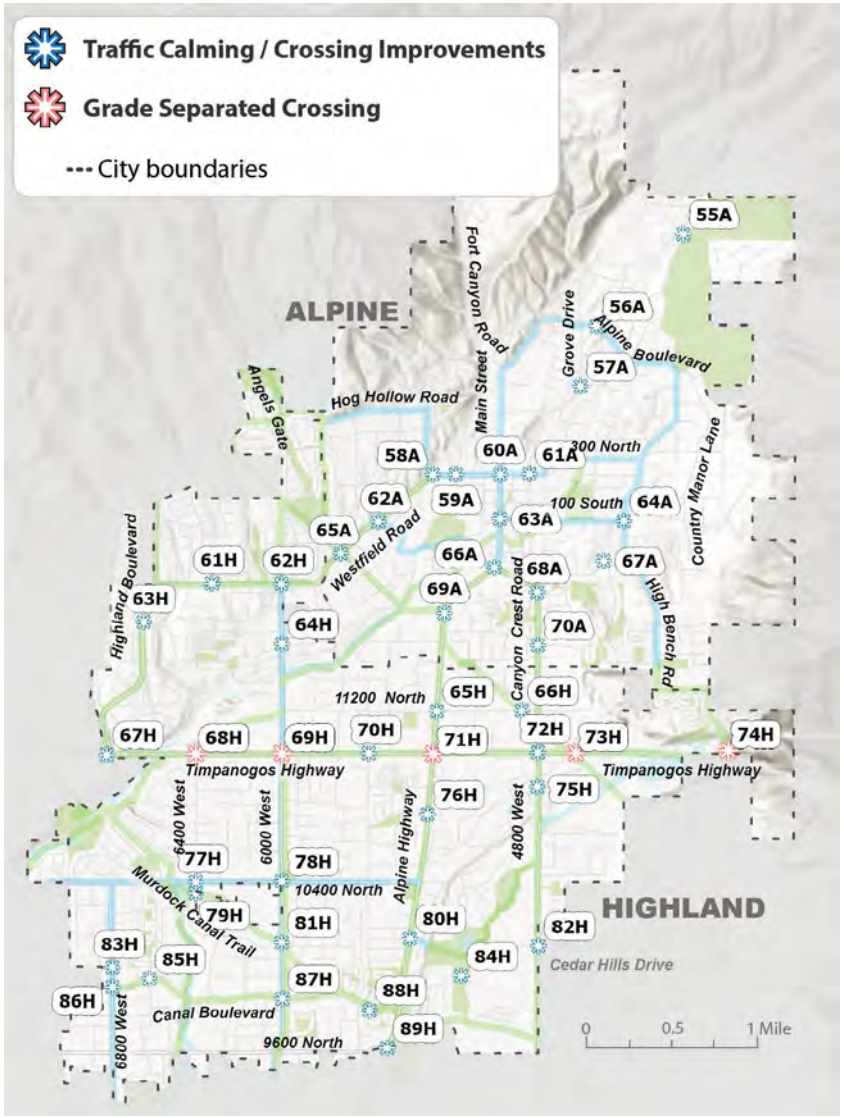


Figure 14 - Recommended Traffic Calming / Improved Pedestrian Crossing Locations

Traffic Calming and Improved Pedestrian Crossing Locations

Throughout the study, multiple locations were identified that would benefit from improved pedestrian and bicycle crossings or other traffic calming measures. Similar to the backbone and local support network, these locations were identified through existing conditions analysis and listening to residents and local stakeholders, including the members of The Alpine School District. The study team was also in communication with several school principals in Alpine and Highland, and they offered their insight and knowledge into areas that concerned them.

Like the recommended local support facilities, there are no specific treatments or improvements recommended for these locations; rather, these have been identified as areas of concern. In the future each community may identify context-appropriate traffic calming techniques that will improve the safety and comfort for those walking and biking.

Highland, specifically, is in the process of producing a traffic calming toolkit. Once finalized, this document will help identify appropriate treatments that work well within the city.

Figure 14 shows the locations of the recommended traffic calming or crossing improvements. The project numbering is followed by an “A” for projects in Alpine and an “H” for projects located in Highland.

The following Tables 6 and 7 list the recommended traffic calming / crossing improvement locations for Alpine and Highland.

Alpine Traffic Calming Recommendations	
Project	**Location**
55A	Approx. Grove Dr / Oakridge Dr / E Grove Dr
56A	N Grove Dr and Heritage Hills Dr/ Alpine Blvd
57A	N Grove Dr and East View Dr / 770 St
58A	Westfield Rd and 200 N / 400 W
59A	200 N and Deerfield Dr
60A	Main St and 200 N
61A	200 N and 200 E
62A	Westfield Rd and Sycamore Ln
63A	Main St and 100 S
64A	Alpine Blvd and 100 S / Village Way
65A	Westfield Rd and Ranch Dr
66A	Alpine roundabout
67A	Ridge Dr and 600 E / Ridge Ln
68A	Canyon Crest Rd and Ridge Dr
69A	Alpine Hwy at Burgess Orchards
70A	Canyon Crest Rd and Healey Blvd

Table 6 - Alpine Traffic Calming Recommendations

Highland Traffic Calming Recommendations			
Project	**Location**	**Project**	**Location**
61H	W 11800 N / Westfield Rd	**76H**	Alpine Hwy and Town Center Pkwy / 10700 N
62H	6000 W and 11800 N / Westfield Rd	**77H**	6400 W and 10400 N
63H	Highland Boulevard and Dry Hollow Ln / Bull River Rd	**78H**	6000 W and 10400 N
64H	600 W between Gable Ridge Ct and Bull River Rd	**79H**	6400 W and Murdock Canal Trail
65H	Alpine Hwy and 11200 N	**80H**	Alpine Hwy and School Park Dr
66H	11200 N and Sampson Dr	**81H**	6000 W and Murdock Canal Trail
67H	Timpanogos Hwy and Highland Blvd	**82H**	4800 W and Cedar Hills Dr
68H	Timpanogos Hwy and 6400 W / 11040 St	**83H**	10025 N 6800 W
69H	Timpanogos Hwy and 6000 W	**84H**	Knight Ave pedestrian crossing
70H	Timpanogos Hwy and 5600 W	**85H**	9860 N / Madison Ave and 6610 W
71H	Timpanogos Hwy and Alpine Hwy	**86H**	6800 W and 9900 N / Madison Ave
72H	Timpanogos Hwy and N Country Blvd	**87H**	6000 W and Canal Blvd
73H	Timpanogos Hwy at the Powerline Trail / 4679 W Wasatch Dr	**88H**	Canal Blvd and Windsor Meadows Trail
74H	Timpanogos Hwy / Bonneville Shoreline & N Canyon Rd	**89H**	Alpine Hwy and Canal Blvd
75H	N Country Blvd and Country Club Dr		

Table 7 - Highland Traffic Calming Recommendations

Priority Projects

Planning level cost and maintenance assumptions were developed for five of the backbone projects, which are shown in Figure 15. Together, these five projects provide core connectivity between Alpine and Highland. Alpine Highway and 6000 West provide north south access across Timpanogos Highway, which is a major barrier, and both connect directly to the Murdock Canal Trail. Project 10A is a section of Main Street in Alpine from the roundabout to 200 North. This core community street is home to many businesses, two schools, City Hall, and Legacy Park. 200 North provides direct access to Westfield Road, where a paved side path is recommended to provide separation between vehicles and people walking and biking. For the on-street facilities along Main Street, 200 North, and 6000 West, costs have been prepared for both buffered bike lanes and curb or barrier separated bike lanes. In addition, cost has been prepared for installation of a side path on 6000 West from Timpanogos Highway to the southern border of Highland. Canyon Crest Road would also be included in the group of projects that received cost and maintenance assumptions; however, active transportation facilities have already been planned for this corridor and are currently being designed.

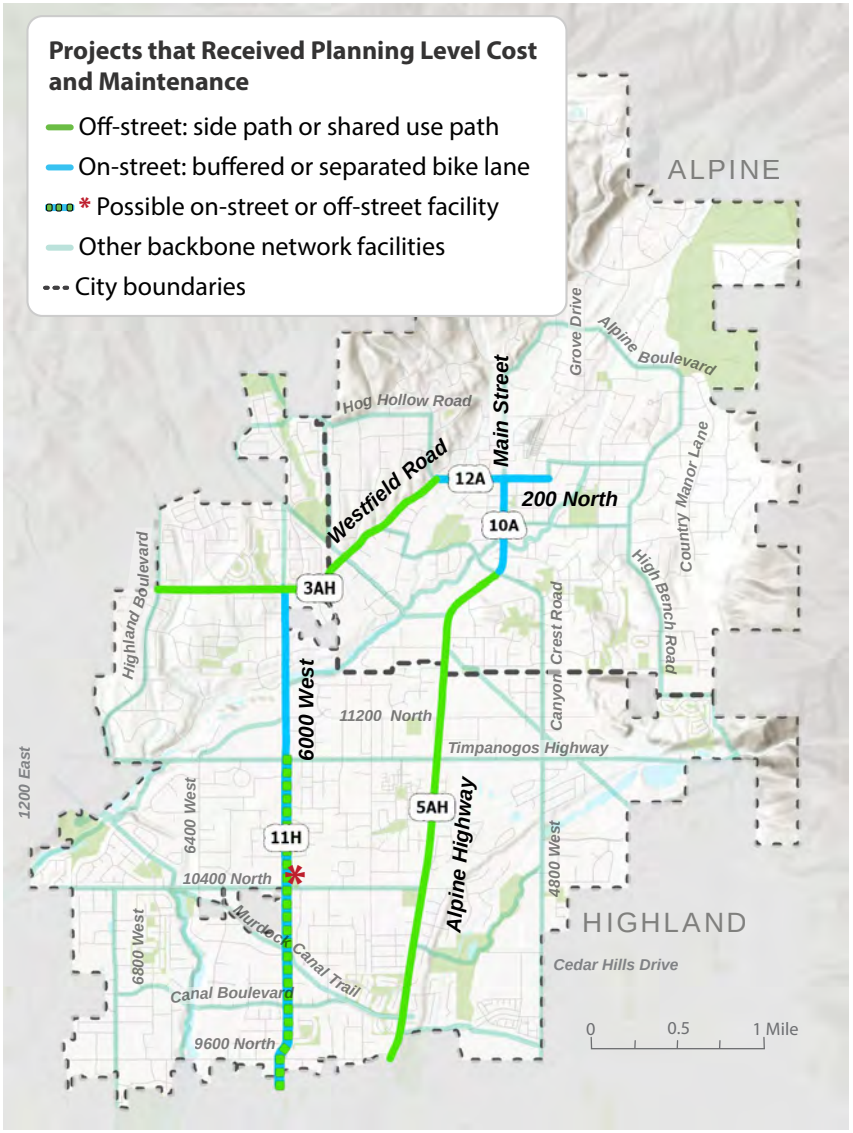


Figure 15 - Projects that Received Planning Level Cost

UDOT Roads

There are three UDOT owned roads between Alpine and Highland: Timpanogos Highway, Alpine Highway, and 4800 West. These roads provide fast movement for vehicles and connect motorists to regional destinations. These same roads create substantial barriers for people who would otherwise choose to travel by walking or biking. This includes the young and old driverless population, potential recreationalists, and many community members who would like to commute to work or reach other daily destinations without the use of a vehicle.

The large amount of written responses received through the public survey conducted for this active transportation plan confirmed that this is true for Alpine and Highland. A majority of concerns voiced from the public were geographically connected to UDOT facilities. Timpanogos Highway was frequently referenced as an unbreachable obstacle when it came to children, families, or adults. Walking and biking improvements are needed on Timpanogos Highway for residents to feel safe and comfortable crossing this road or travel along it. Land use changes and future developments may provide opportunities to improve facilities along the highway. For example, when the Kilgore Highland Gravel Pit is retired from use, heavy truck traffic may decrease, which may allow for more ROW to be devoted to walking and biking facilities at that location.

Figure 16 shows the recommended projects that intersect or are located along UDOT roads. Many of the recommended projects are either located along or intersect these three UDOT roads, including multiple side paths and shared use paths. These types of facilities are assumed to be of the highest comfort level, but portions of these facilities can be low comfort due to the proximity to wide vehicle travel lanes that experience high speeds and high levels of traffic from personal vehicles as well as multiple axle trucks.

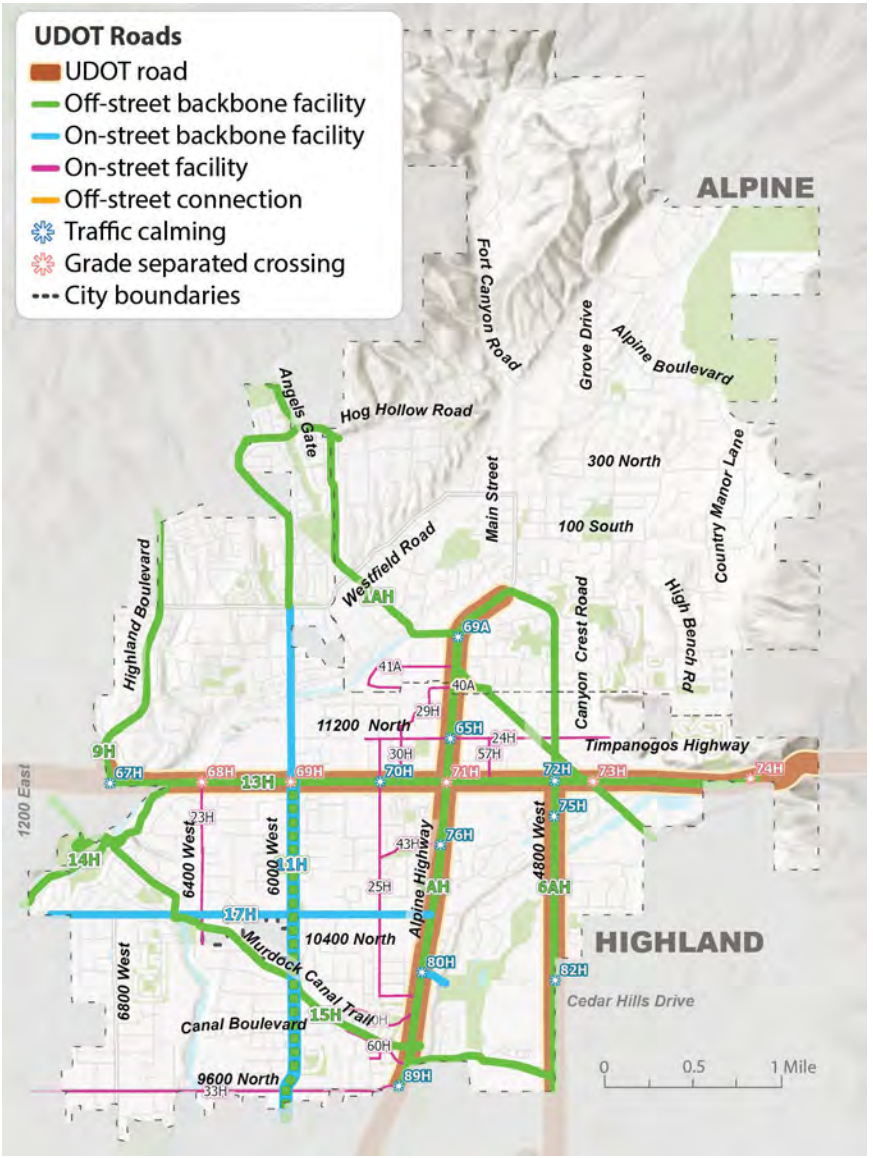


Figure 16 - UDOT Roads and Recommended Projects

The majority of people who choose to, or desire to walk or bike are not comfortable in high-stress, low-comfort situations that put themselves or others they are traveling with in potential conflict with traffic moving within these conditions. UDOT has made a commitment to prioritize moving people above just motor vehicles. Moving forward, they should be involved with all plans, studies, and designs that will be impacted by their facilities.

Several of the projects in Figure 16 are not currently shown on the 2023 MAG RTP. Alpine and Highland should work with MAG staff to get these projects amended into the RTP to allow those projects to qualify for state level funding.

All Recommended Projects

Figure 17 is the complete map of all recommended projects for Alpine and Highland. This map shows the full backbone network and the complementary local network, both of which include on-street and off-street facilities. The traffic calming/crossing improvement locations are also shown in Figure 17.

The combination of these projects in their entirety is intented to unite the two cities through a seamless, continuous, and easily accessible network of walking and biking facilities. This project list is a blueprint for Alpine and Highland to create a transportation system that provides safe passage for people of all ages and abilities to all regional destinations when walking and biking.

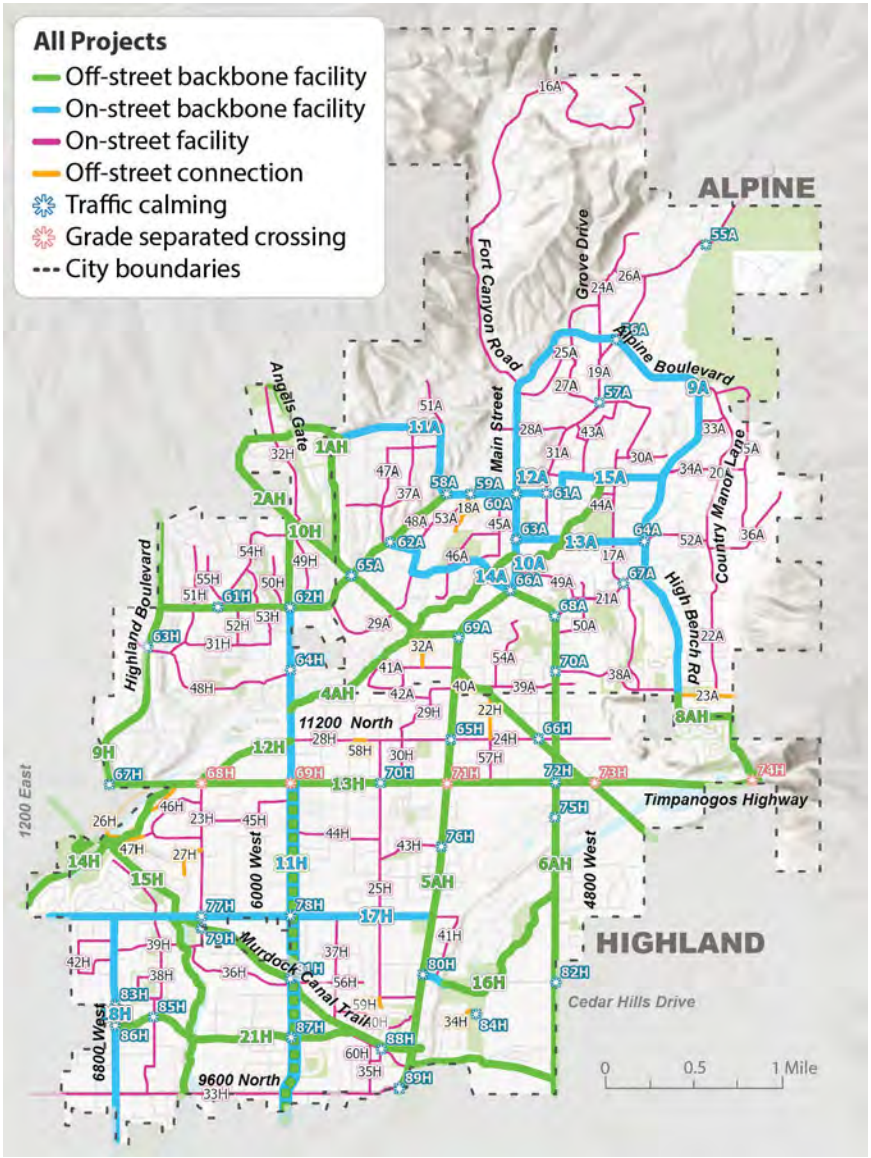


Figure 17 - Map of Compete Recommended Project List

CONNECTING LAND USE AND ACTIVE TRANSPORTATION

FHWA provides insightful and valuable guidelines that should be frequently referenced and used as a touchstone. These are guidelines for creating a practical walking and biking network that is well received by communities, produces a high return on investment, and is sustainable and resilient in the long term. Figure 18 identifies seven top criteria necessary to produce an active transportation network that will serve the greatest amount of people, according to FHWA.

However, this guidance will not produce successful results for communities if it is viewed and executed in isolation. Basic, everyday origins and destinations should be throughly integrated into the active transportation network to create a connected and cohesive system that benefits the majority of the community. Active transportation facilities need to be closely integrated into surrounding land use, and, inversely, the surrounding land use needs to be integrated with a community's active transportation facilities.

All of FHWA's criteria: safety, comfort, connectivity, directness, attractiveness, cohesion, and unbroken flow - will only serve a niche demographic of the whole population if the walking and biking facilities are not accessible to and from practical everyday destinations. Schools, grocery stores, parks, community centers, ice cream shops, etc. should all be accessible through an active transportation network that considers all community members.

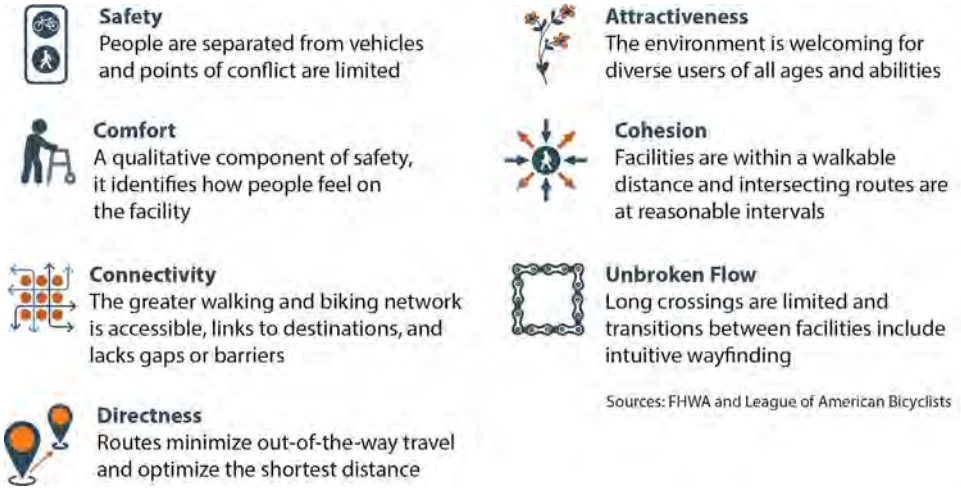


Figure 18- FHWA Recommended Criteria for Active Transportation Networks

Table 8 is a summary of the cost assumptions and planning level maintenance cost is discussed in the paragraph below. The complete cost breakdown can be found in Appendix C, and includes items like pedestrian ramps, concrete curbing, removal of existing sidewalk, pavement striping and messaging, and contingencies.

Project	Road	City	Facility	Cost
11H	6000 West	Highland	Side Path	$806,340.66
11H	6000 West	Highland	Curb Separated Bike Lane	$1,322,735.84
11H	6000 West	Highland	Buffered Bike Lane	$575,371.50
12A	200 North	Alpine	Curb Separated Bike Lane	$156,489.80
12A	200 North	Alpine	Buffered Bike Lane	$67,335.54
10A	Main Street	Alpine	Curb Separated Bike Lane	$136,532.00
10A	Main Street	Alpine	Buffered Bike Lane	$62,258.65
5AH	Alpine Highway	Alpine/Highland	Side Path	$1,399,347.83
3AH	Westfield Road / 1100 N	Alpine/Highland	Side Path	$911,476.48

Table 8 - Cost Assumptions

Maintenance costs will vary depending on the facility type. Barrier separated facilities and side paths require different regular maintenance than buffered bike lanes, which may require mostly painting and restriping, clearing of debris, and snow removal. How each city budgets and approaches snow removal can have a large influence on cost. Traffic calming techniques, like raised crosswalks and bulbouts, and other safety measures, such as planter boxes used as protective barriers from vehicles can also impact the maintenance cost. The general, planning level cost estimate for the range of recommended walking and biking facilities is between $5,000 and $15,000 per mile per year.

CROSS SECTIONS

The following cross sections are based off of the standard engineering cross sections used for Alpine and Highland. These cross sections in Figure 16-26 include buffered bike lanes, barrier separated bike lanes, and side paths, all of which are high-comfort facilities. The cross sections that incorporate a paved side path maintain the same right-of way (ROW) shown in each City's standard drawings, however, the road width has been reduced to reallocate space for the side path. These cross sections are intended as general recommendations on how existing ROW within each city can be repurposed to accommodate improved walking and biking facilities.

Cross sections that incorporate a variations in sidewalk width up to 6’ use the same ROW shown in Highland’s standard drawings, however, at locations where sidewalk exists, this would involve removing existing sidewalks and reinstalling sidewalk at a 6’ width. This would also require park strip width to be reduced in many instances. These cross sections are intended as general recommendations on how existing ROW may be reconstructed if implemented on an existing roadway or designed where new road will be constructed.

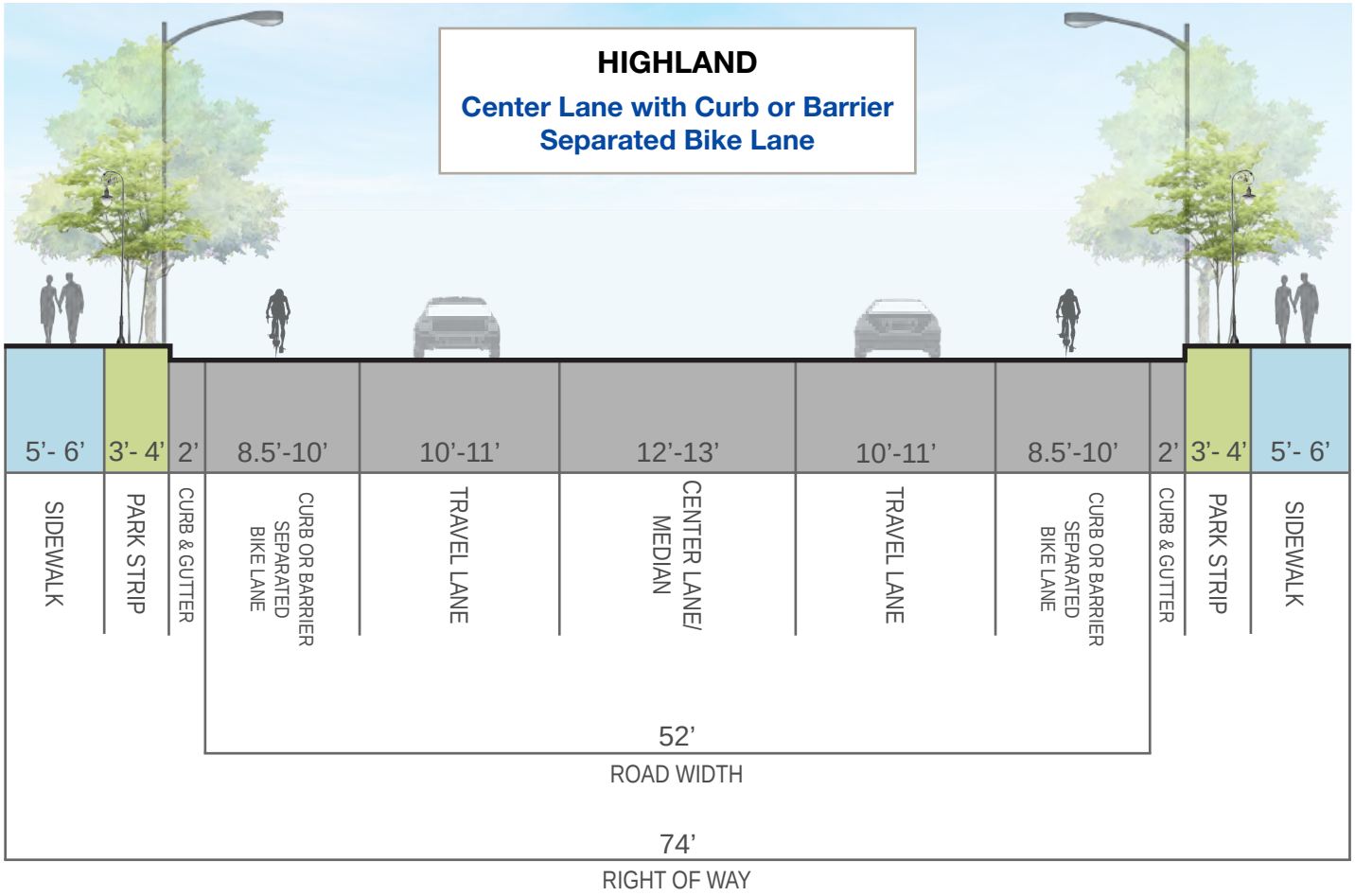


Figure 19 - Center Lane with Curb or Barrier Separated Bike Lane

Cross sections that incorporate a paved side path maintain the same ROW shown in each City's standard drawings, however, this may require the road width to be reduced or realigned to provide space for the side path, sidewalk, and park strips. These cross sections are intended as general recommendations on how existing ROW may be reconstructed if implemented on an existing roadway or designed where new road will be constructed.

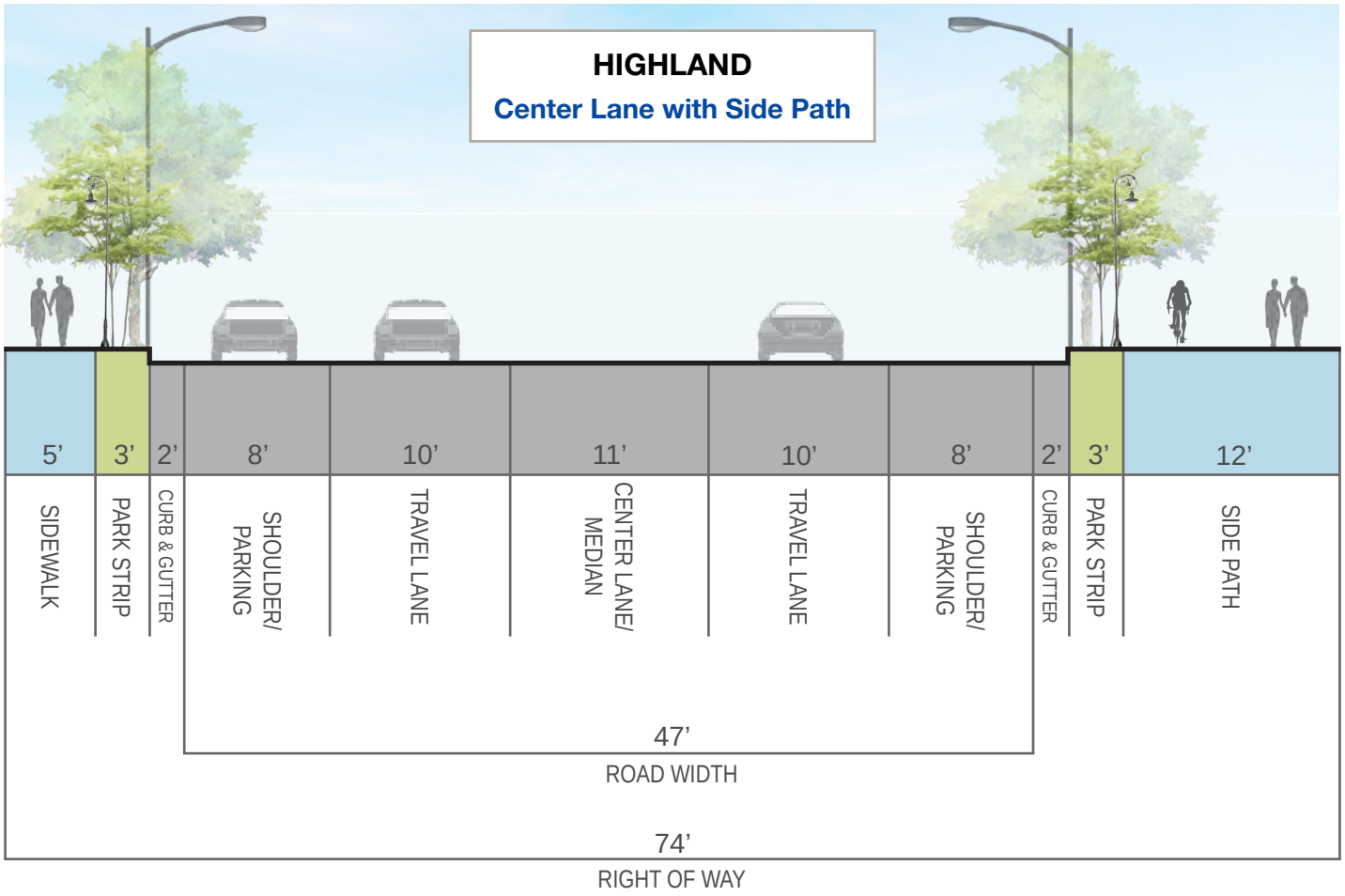


Figure 20 - Center Lane with Side Path

Cross sections that incorporate a paved side path maintain the same ROW shown in each City's standard drawings, however, this may require the road width to be reduced or realigned to provide space for the side path, sidewalk, and park strips. These cross sections are intended as general recommendations on how existing ROW may be reconstructed if implemented on an existing roadway or designed where new road will be constructed.

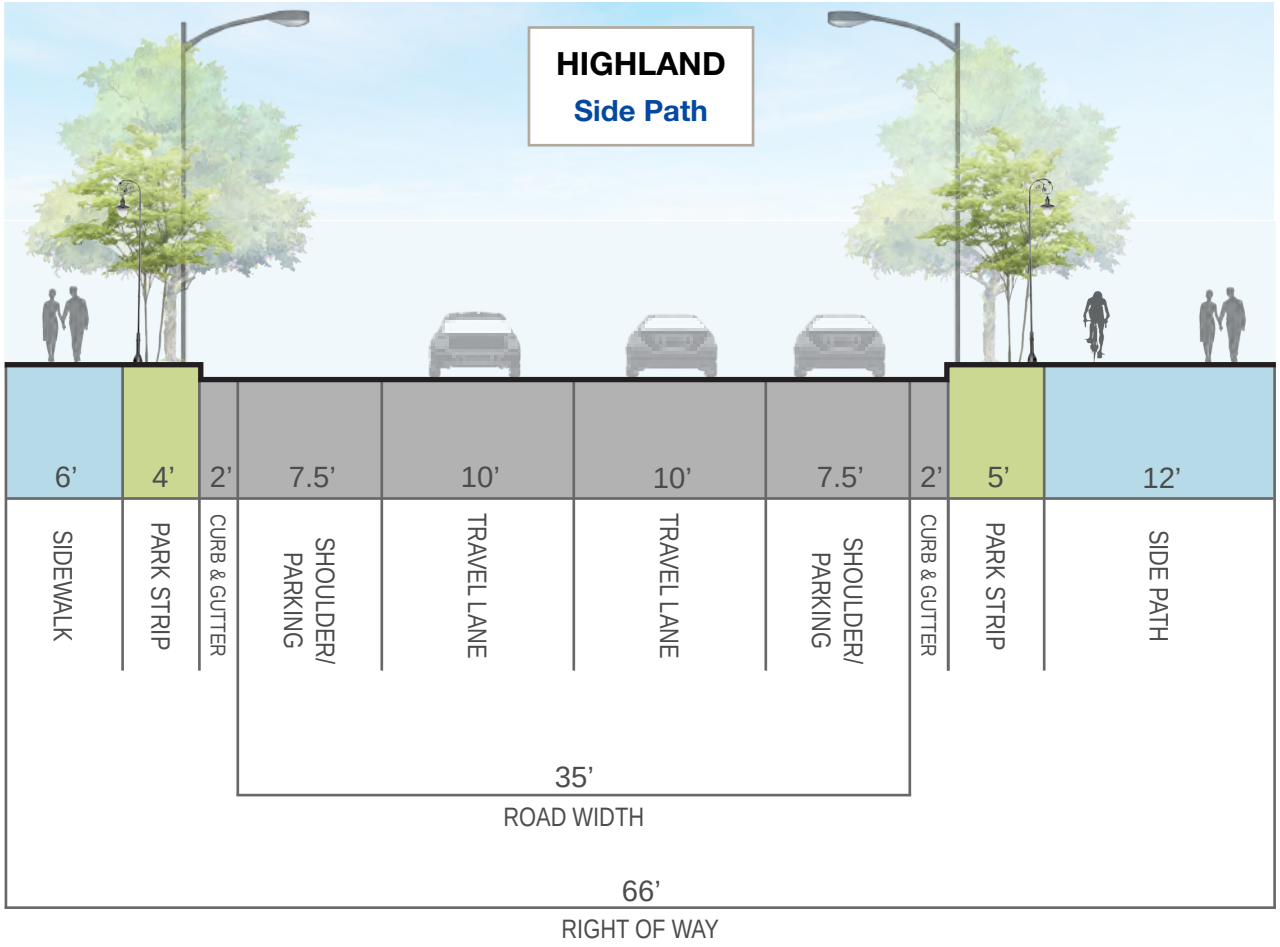


Figure 21 - Side Path

Cross sections that incorporate a variations in sidewalk width up to 6’ use the same ROW shown in Highland’s standard drawings, however, at locations where sidewalk exists, this would involve removing existing sidewalks and reinstalling sidewalk at a 6’ width. This would also require park strip width to be reduced in many instances. These cross sections are intended as general recommendations on how existing ROW may be reconstructed if implemented on an existing roadway or designed where new road will be constructed.

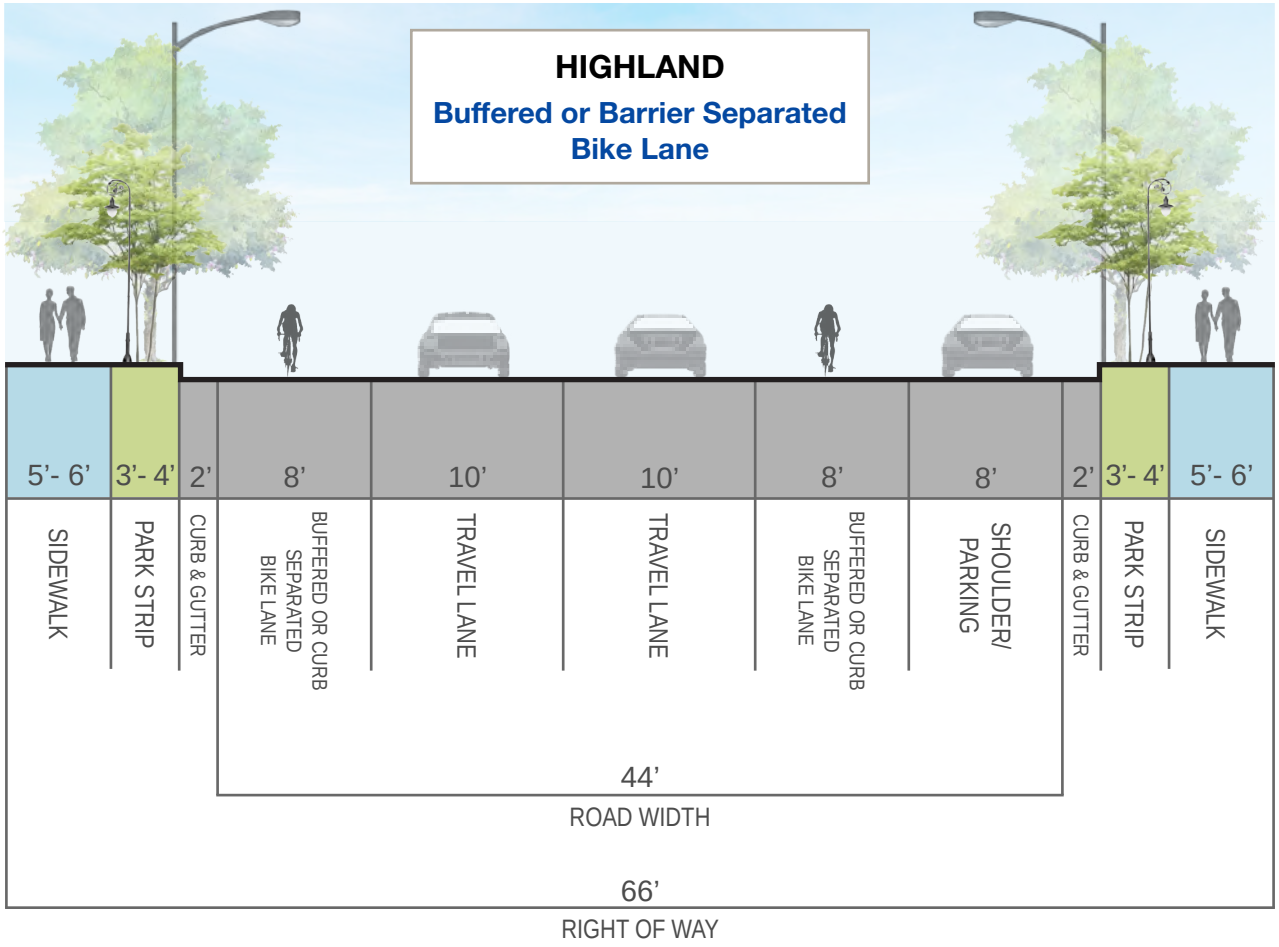


Figure 22 - Buffered or Barrier Separated Bike Lane

Cross sections that incorporate a variations in sidewalk width up to 6’ use the same ROW shown in Highland’s standard drawings, however, at locations where sidewalk exists, this would involve removing existing sidewalks and reinstalling sidewalk at a 6’ width. This would also require park strip width to be reduced in many instances. These cross sections are intended as general recommendations on how existing ROW may be reconstructed if implemented on an existing roadway or designed where new road will be constructed.

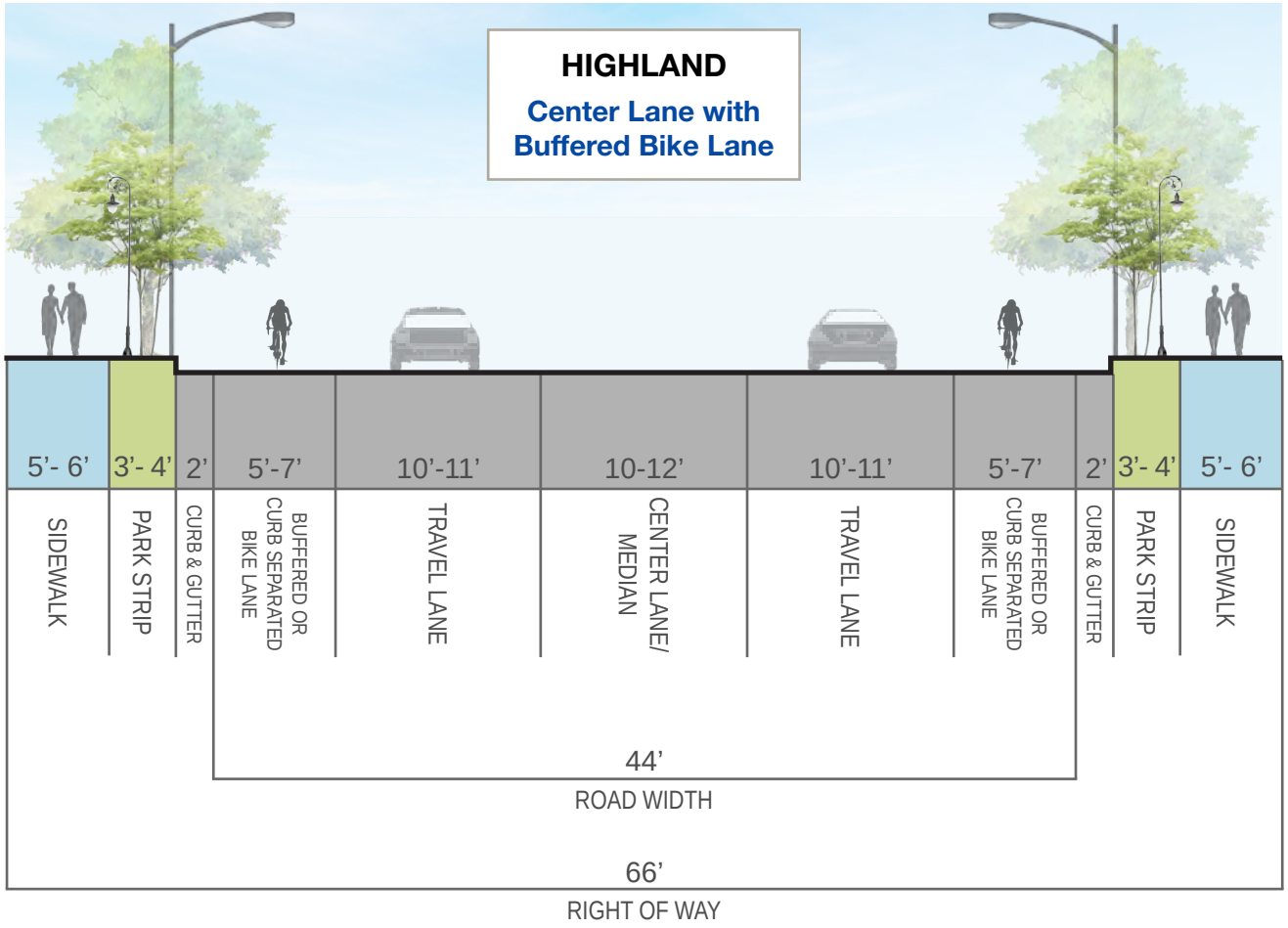


Figure 23 - Center Lane with Buffered Bike Lane

Cross sections that incorporate a variations in sidewalk width up to 6' use the same ROW shown in Highland's standard drawings, however, at locations where sidewalk exists, this would involve removing existing sidewalks and reinstalling sidewalk at a 6' width. This would also require park strip width to be reduced in many instances. These cross sections are intended as general recommendations on how existing ROW may be reconstructed if implemented on an existing roadway or designed where new road will be constructed.

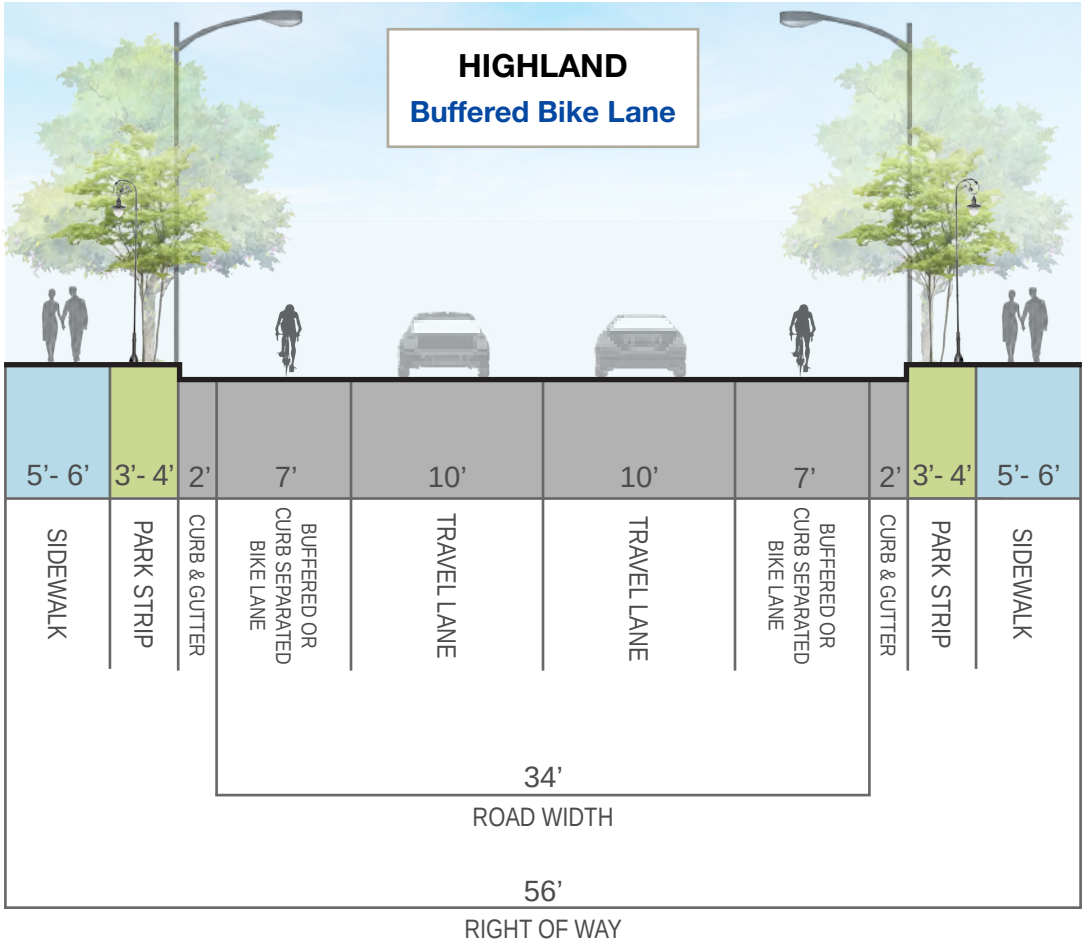


Figure 24 - Buffered Bike Lane

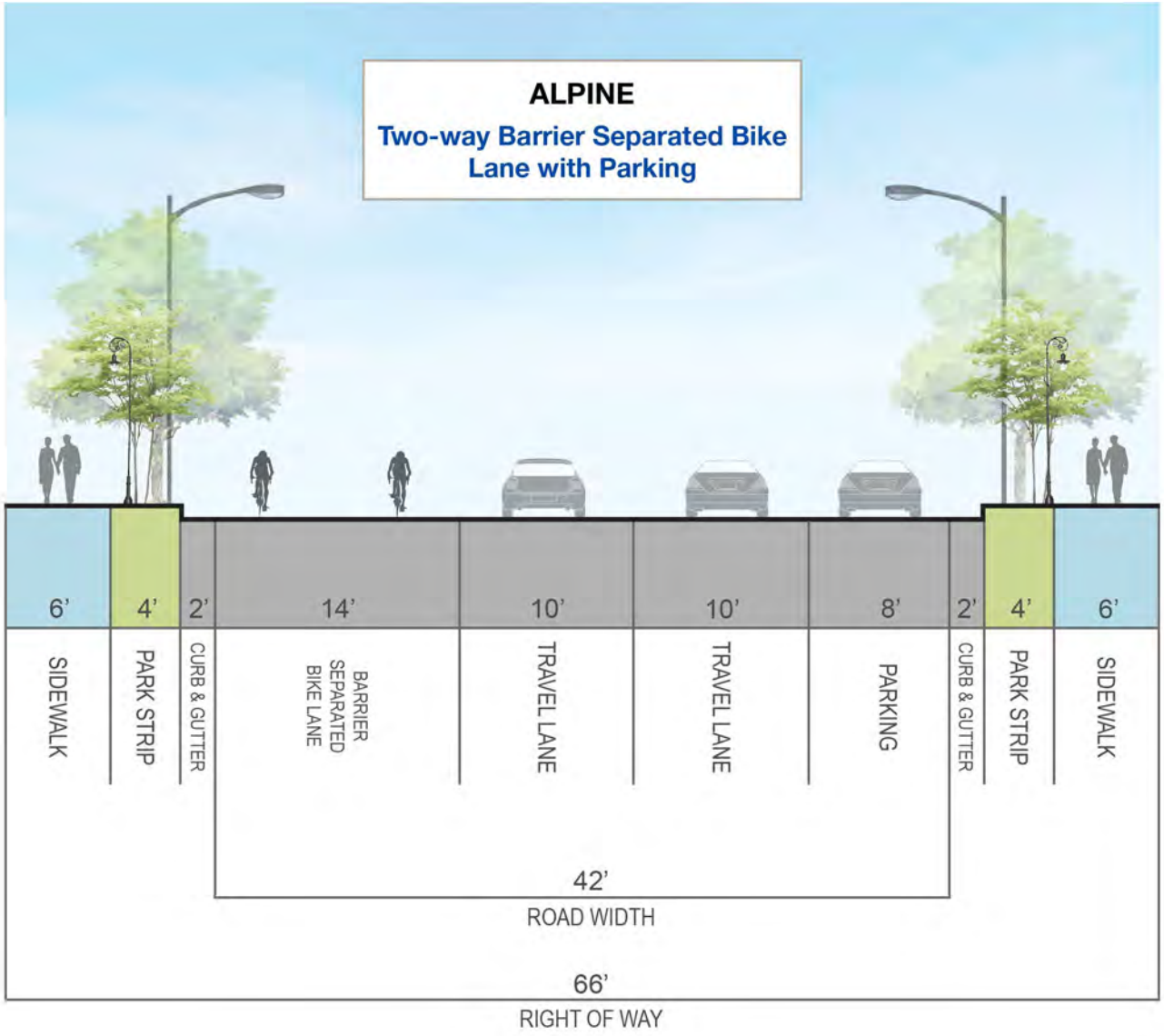


Figure 29 - Two-way Barrier Separated Bike Lane with Parking

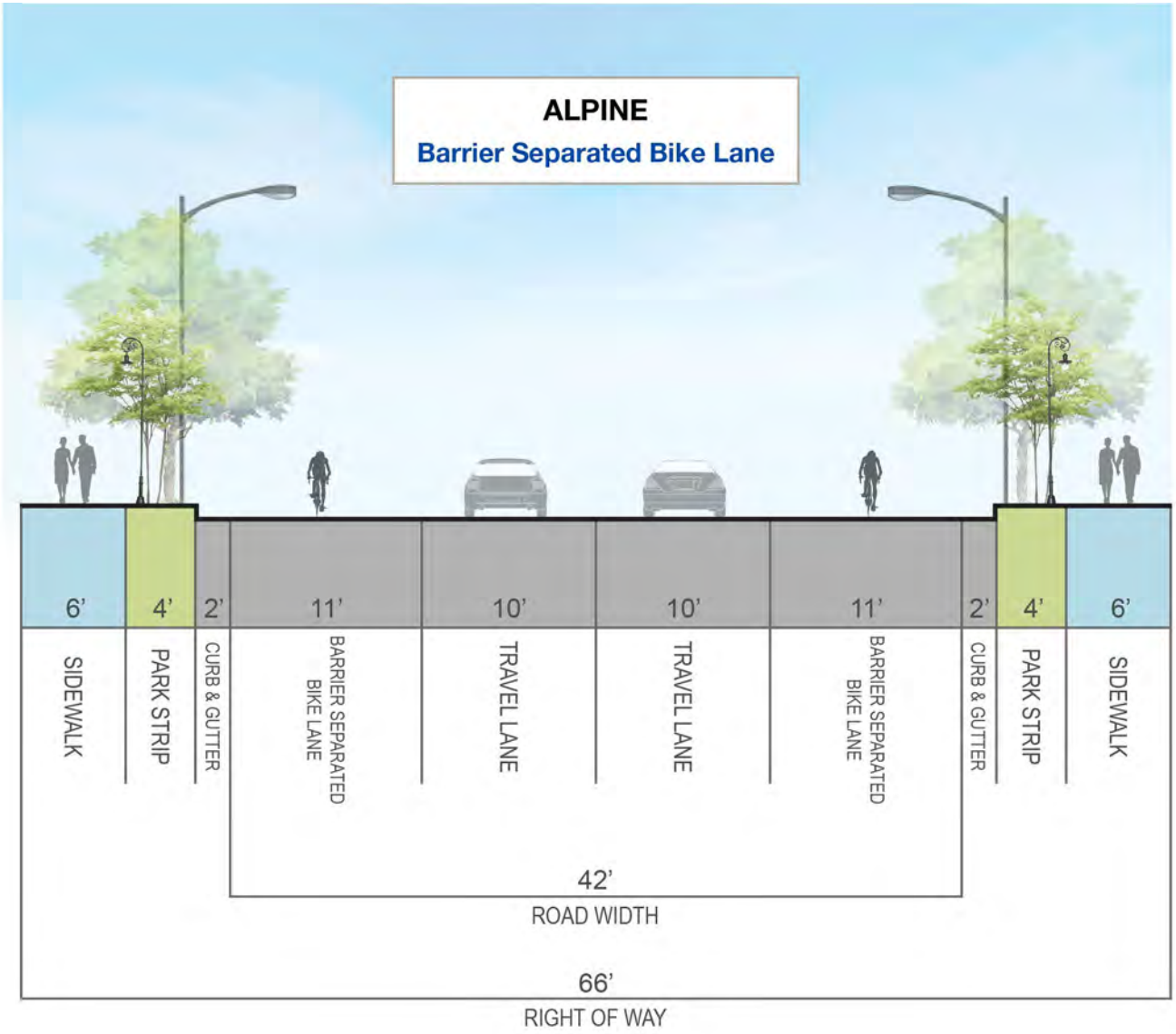


Figure 27 - Barrier Separated Bike Lane

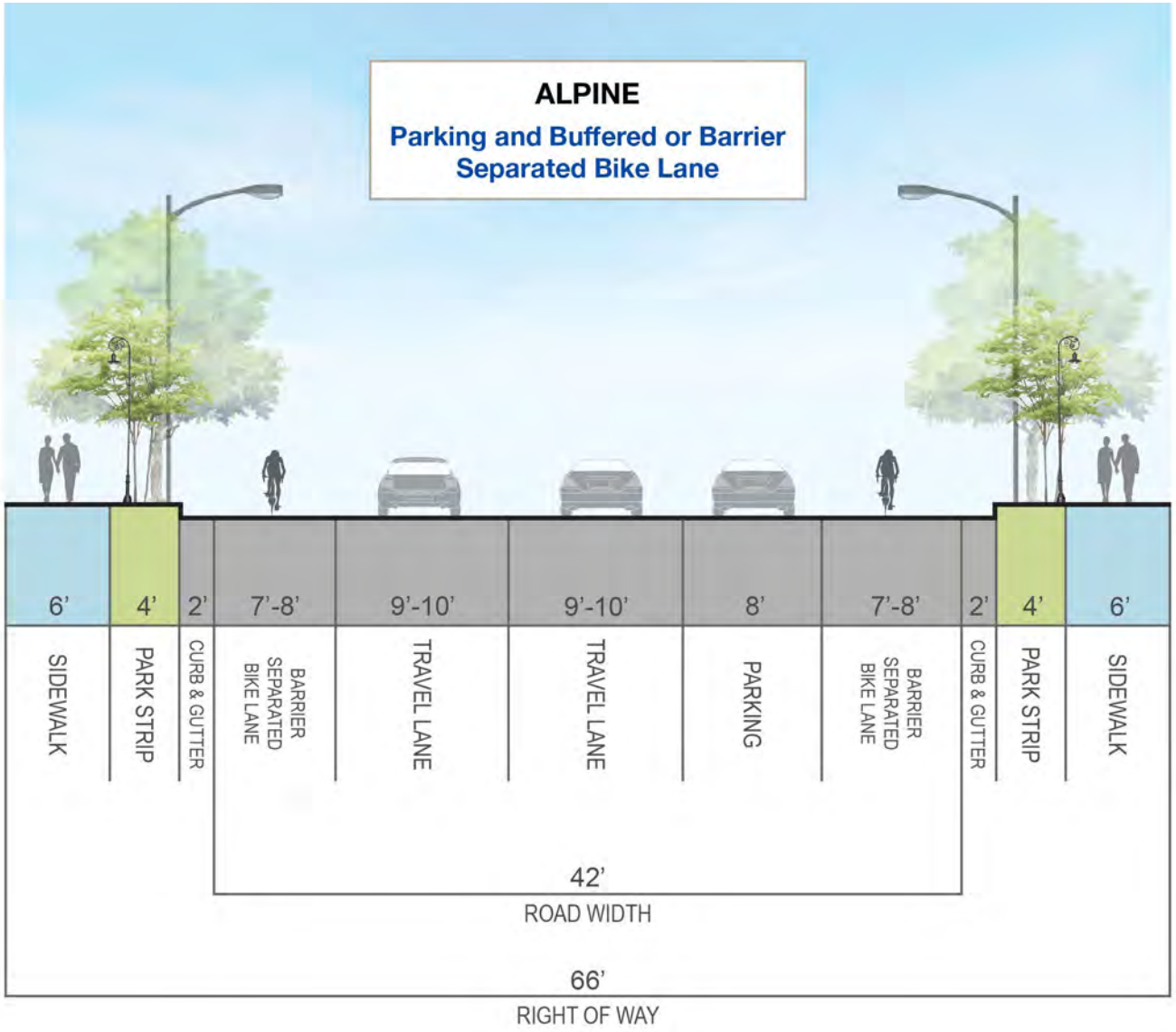


Figure 28 - Parking and Buffered or Barrier Separated Bike Lane

Cross sections that incorporate a paved side path maintain the same ROW shown in Alpine's standard drawings, however, this may require the road width to be reduced or realigned to provide space for the side path, sidewalk, and park strips. These cross sections are intended as general recommendations on how existing ROW may be reconstructed if implemented on an existing roadway or designed where new road will be constructed.

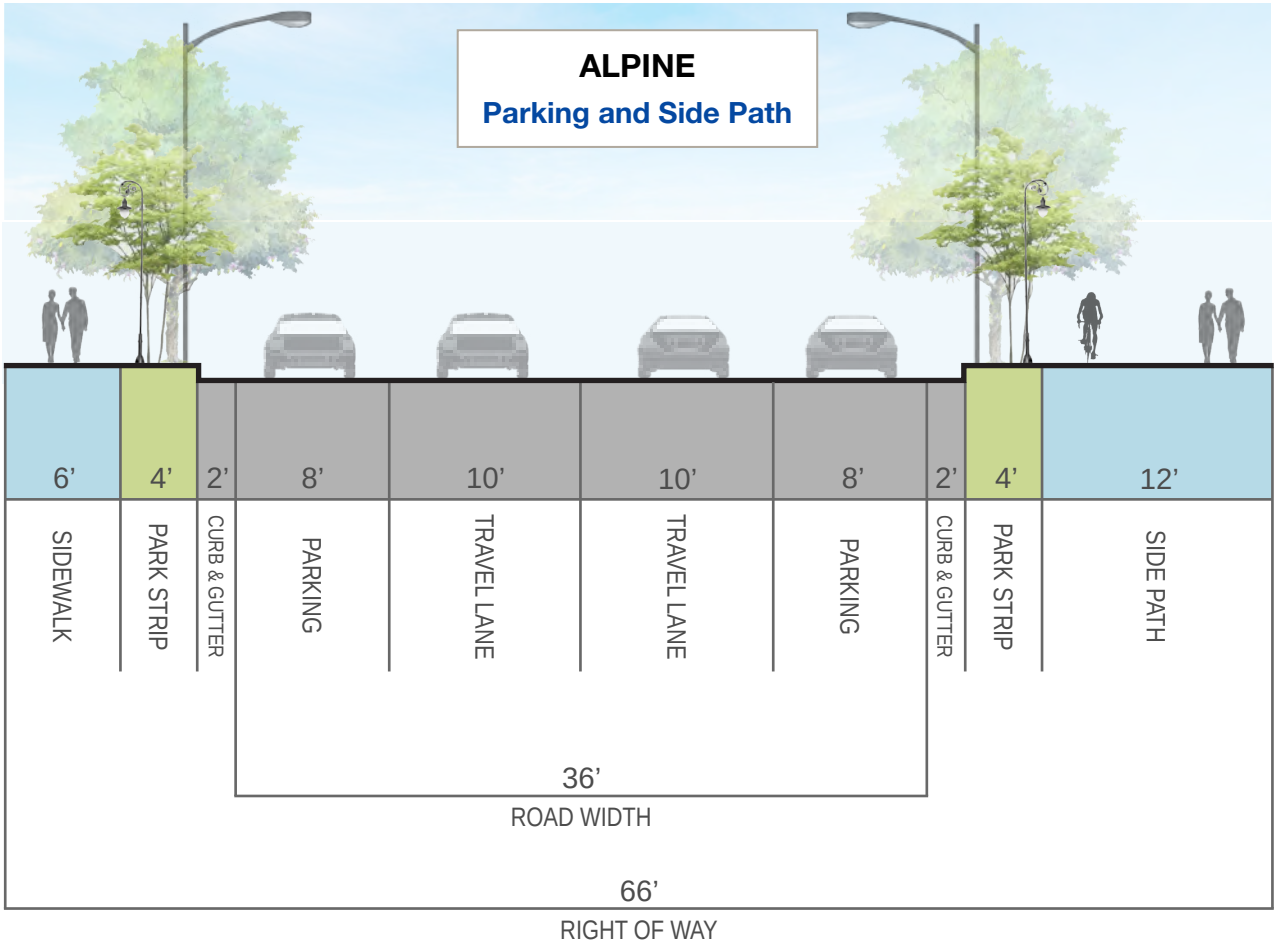


Figure 30 - Parking and Side Path

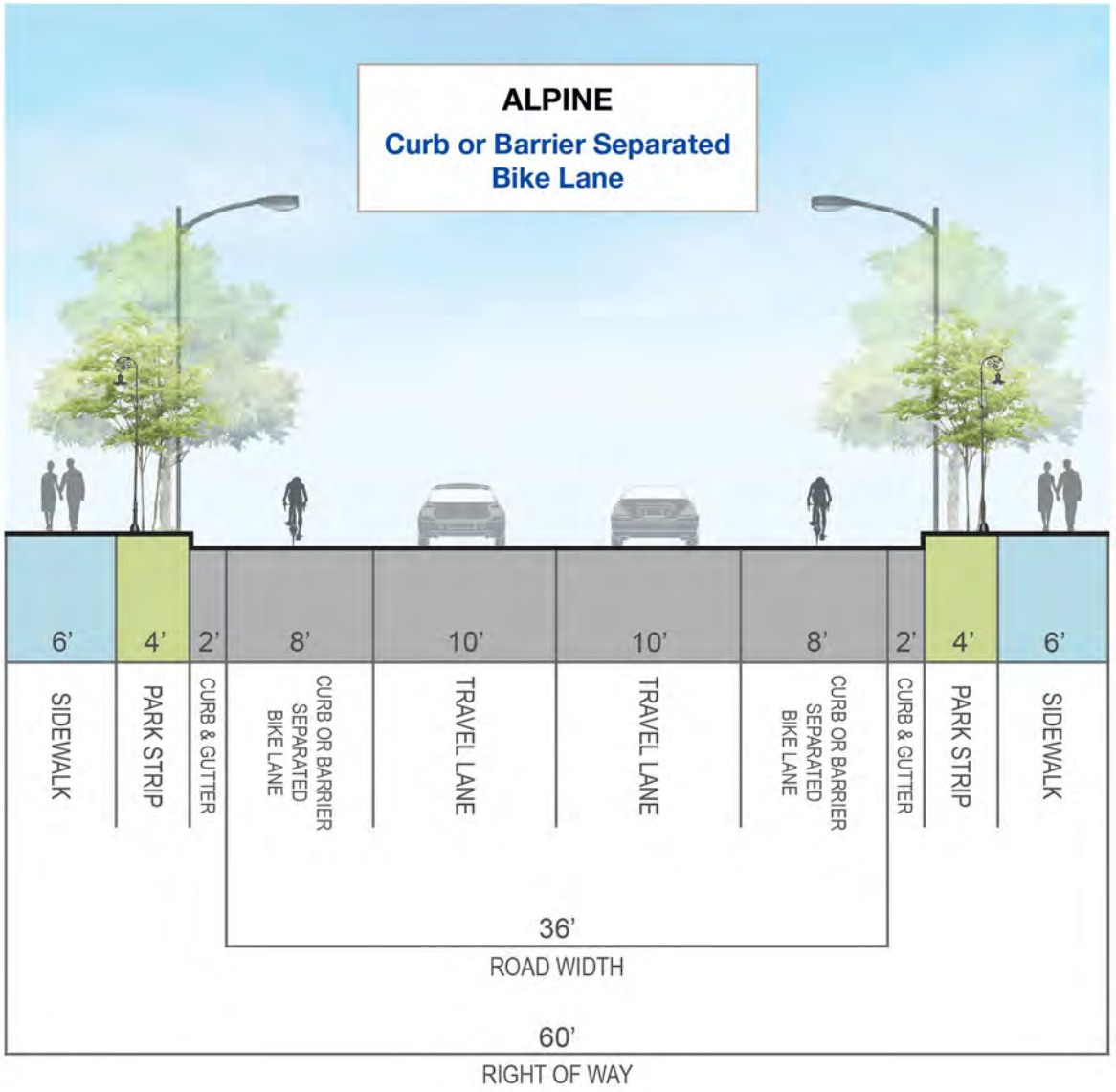


Figure 26 - Curb or Barrier Separated Bike Lane

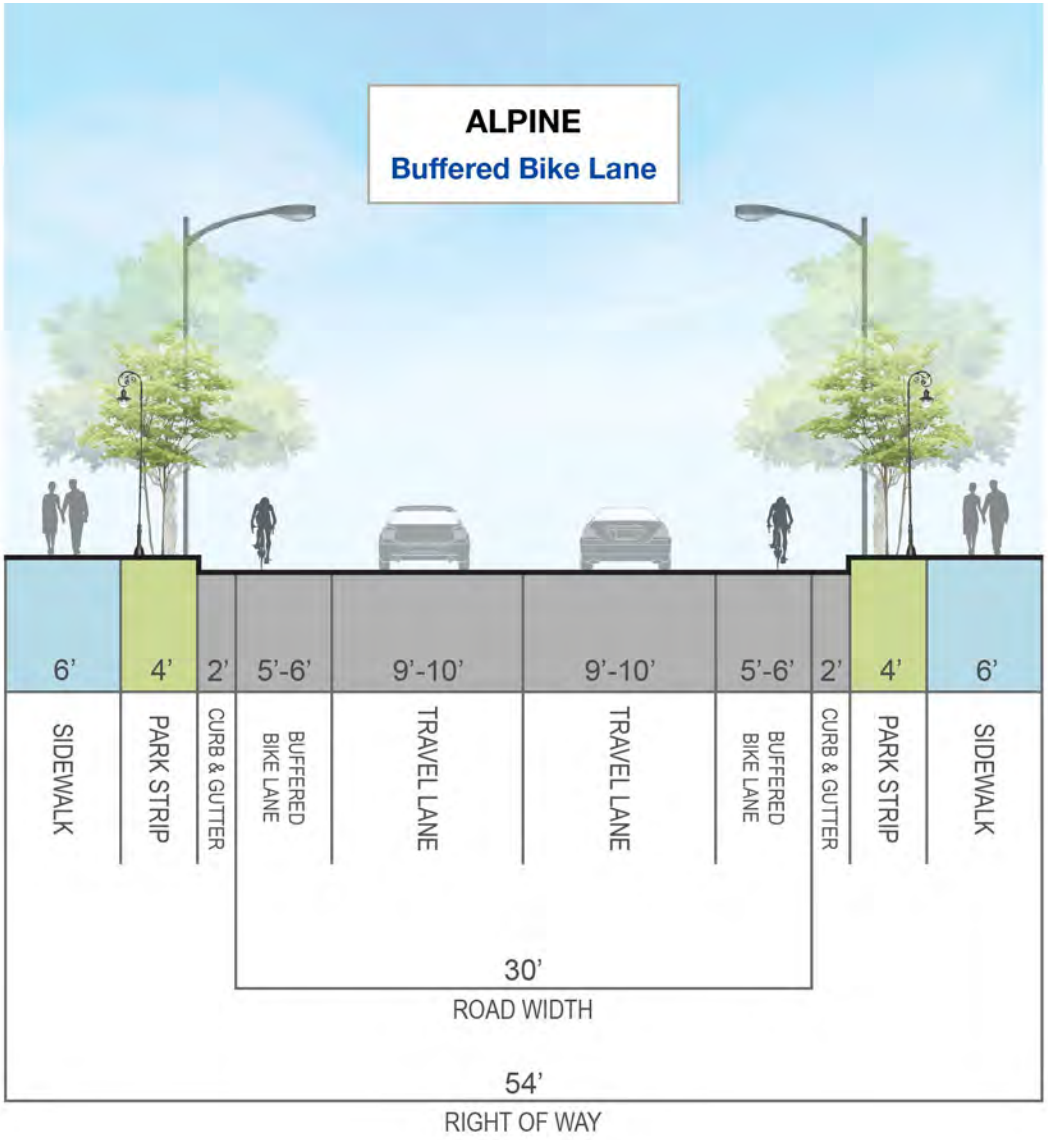


Figure 25 - Buffered Bike Lane

FUNDING

Having sufficient funds for active transportation infrastructure and related programs is critical to achieving the Alpine and Highland ATP goals and meeting local needs. Communities that are consistently successful in expanding their walking and biking systems leverage funds from a variety of sources and are consistent, year over year, with making investments in capital and maintenance projects.

Table 9 shows potential Federal, state, regional, and locally administered funds for active transportation infrastructure. Included within each category is a description of the funding source, some eligibility requirements, local match amount, deadline, and direction to additional information where available. Many funding sources identified in this table rely on Federal funds; Federally-administered sources are allocated directly by the Federal government (USDOT). State- and regionally-administered sources are allocated by the State, metropolitan planning organizations, and other agencies, but the fund is distributed from Federal funds.

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
Federally-Administered Funding (part of Bipartisan Infrastructure Law)					
Active Transportation Investment Fund (ATIF)	Recently created through SB 185, ATIF will receive 5% of annual TIF funds, with a cap at $45 million. ATIF provides funding for regionally significant active transportation projects which support the development of the Utah Trail Network	Potentially no local match requirement	NA	https://mountainland.org/2023-legislature-summary/	Funds can go towards the planning, design, construction, or maintenance of a paved walking and biking trails
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	RAISE grants will fund active transportation projects that improve local or regional safety and equity in communities.	20% Local match can be a combination of local, county, DOT (however, the federal contribution may increase above 80% a project is in a rural area, a historically disadvantaged community, or an area of persistent poverty.)	February 28 (2023)	https://www.transportation.gov/RAISEgrants/about	Larger scale walking and biking projects

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
State-Administered Funding					
Safe Streets and Roads for All (SS4A)	SS4A funds projects that reduce death and serious injury on roads and streets. Mountainland Association of Governments (MAG) has received a $1M grant for a safety action plan. When this plan is ready, both Alpine and Highland Cities can apply for an implementation plan grant. The fiscal year 2022 SS4A grant was $800M.	20%	July 10, 2023	https://www.transportation.gov/grants/ss4a/how-to-apply	Walking and biking facilities that may prevent death or serious injury
Class B & C Road Funds	Class B & C road funds are generated from a combination of state fuel taxes, registration fees, driver license fees, and other revenue sources. These funds are allocated to each city and county based on population, road mileage, and land area. Class B funds go to counties while Class C funds go to cities and towns. Funding can be spent on "enhancement of traffic and pedestrian safety" including sidewalks, curb and gutter. Funding for the fiscal year 2023 was $96,542,995.44.	For fiscal year 2023, $631,043.10 was allocated to Highland and $352,444.13 to Alpine	N/A	https://udot.utah.gov/connect/business/public-entities/local-government-program-assistance/	Construction of walking and biking facilities within the right-of-way
Transportation Investments Funds, and Transit Transportation Investment Funds (UDOT TIF & TTIF)	Specifically, TIF and TTIF provide funding for non-motorized paved first/last mile connections to transit and active transportation projects. Projects can include sidewalks, multi-use pathways, pedestrian bridges, bicycle lanes, and bus stops. Goals must be to mitigate congestion on a state highway, implement a part of an active transportation plan approved by the department, and projects that are prioritized by the Commission through the prioritization process. Project funding is often in the range of $15,000-$1,500,000 per application.	40% or in-kind match	Nomination for 2023 STIP was from January through March 2022, and UDOT currently anticipates requesting project nominations in May 2023	https://projectprioritization.udot.utah.gov/	Backbone projects (TIF) and first/last mile and transit related projects (TTIF)
Utah Outdoor Recreation Grant (UORG- Tier 1)	Tier-1 is for new outdoor recreation infrastructure projects and helps communities build recreation amenities that support local economic development and funds projects from $15,001-$200,000.	50%	Cycle is Mid-January to Mid-March to apply	https://recreation.utah.gov/utah-outdoor-recreation-grant/	Walking and biking facilities that support local economic development

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
State-Administered Funding					
UORG Mini-Grant	UORG Mini-Grant is ideal for smaller projects. The grant awards funds between $500-$15,000. If your project requires only a small investment to complete your project, the mini-grant may be a good fit.	50%	Cycle is Mid-January to Mid-March to apply	https://drive.google.com/file/d/1ESwKK2jyskxpG5NMuyaC8rTSpYKiRmXx/view	Walking and biking facilities that support local economic development
UORG Recreation Restoration Infrastructure (RRI)	RRI funds are awarded to restore high-use and high-priority trails or repair or replace other types of developed recreation infrastructure on public lands. RRI grants are offered from $5,000-$150,000.	50%	Cycle is mid-January to mid-March to apply	https://drive.google.com/file/d/1ESwKK2jyskxpG5NMuyaC8rTSpYKiRmXx/view	Restoration of of existing recreation areas
UDOT Safe Sidewalk Program	The legislature of the State of Utah has recognized the need for adequate sidewalk and pedestrian safety devices. State policy declares that "pedestrian safety" considerations shall be included in all State highway engineering and planning for all projects where pedestrian traffic would be a significant factor. For the construction of new sidewalks, they need to be adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for 10 or more years.	25%	Varies	https://docs.google.com/document/d/1sf0Qu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/edit	New sidewalk along state roads where none exists
Surface Transportation Improvement Program (UDOT STIP)	UDOT's STIP is a six-year plan of highway and transit projects for the State of Utah. The STIP includes transportation projects on the state, city, and county highway systems as well as projects in national forests. These projects use various federal and state funding programs, administered by UDOT.	N/A	Ongoing	https://www.udot.utah.gov/connect/about-us/commission/stip/	Improving walking and biking facilities

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
State-Administered Funding					
Recreational Trails Program (RTP)	RTP grants are available for non-motorized and motorized trail projects. Funds are generated from the motor fuel tax revenues from the sales of motor fuel for off-highway recreational purposes. Recreational projects can include projects that maintain or construct hiking, bicycling, in-line skating, equestrian, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or other off-road motor vehicle facilities. The motorized and non-motorized funds are separate applications. The year 2023 total cash funding per application was $120,000.	20%, Can be in-kind	Cycle is typically mid-January to mid-March to apply, and the 2023 deadline is May 5, 2023	https://recreation.utah.gov/grants/recreational-trails-program/	Maintenance and construction of recreational trails
Federal Land Access Program (FLAP)	These funds improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Funding allocation for 2025 for Utah is $11,778,940.	0%	The next call for Utah projects is likely 2025	https://highways.dot.gov/federal-lands/programs-access	High-use recreation areas and providing access to federal lands
Land and Water Conservation Fund (LWCF)	The National Park Service provides oversight for The Land and Water Conservation Fund (LWCF) Act, which was established by Congress in 1965 to provide funds for the acquisition and/or development of public outdoor recreation areas, including walking trails. Land acquisitions for public outdoor recreation are also LWCF eligible. The program is administered locally by Utah State Parks. Any site or facility that is purchased, developed, or improved with funding from the LWCF is protected in perpetuity as a public outdoor recreation area.	50%	Varies	https://lwcfcoalition.org/	Planning for new recreation facilities

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
State-Administered Funding					
Highway Safety Improvement Program (HSIP)	HSIP funds are available for safety projects aimed at reducing traffic fatalities and serious injuries. Bike lanes, roadway shoulders, crosswalks, intersection improvements, underpasses, and signs are examples of eligible projects. Projects in high-crash locations are most likely to receive funding. States that have identified bicycle safety and pedestrian safety as Emphasis Areas are more likely to fund bicycle and pedestrian safety projects. However, as of November 2015, UDOT's Emphasis Areas do not include bicycle safety or pedestrian safety. FHWA apportions funding as a lump sum to each state and will continue to do so until 2026. The Utah funding levels can be found here: https://le.utah.gov/interim/2022/pdf/00001626.pdf	10%	N/A	https://highways.dot.gov/safety/hsip	Pedestrian and bicycle safety improvements
Safe Routes to School Program (SRTS)	This program provides funding for both infrastructure improvements and educational programs to promote safe walking and bicycling to and from elementary, middle, and junior high schools. A key part of Utah's SRTS program is the Safe Routes Utah Program. Local agencies are encouraged to develop proposals and submit applications for infrastructure projects that will help more school children walk and bike safely to school. Project budgets typically range between $50,000 and $200,000.	Local matching funds are not required; however, priority points may be assigned for providing matching funds	The cycle for fiscal year 2025 was mid-September to mid-October	https://www.udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/	Walking and biking facilities and education programs that improve conditions along SRTS
Utah Department of Transportation – Maintenance Program	Through close coordination between agencies, UDOT can use routine street resurfacing as an opportunity to add bicycle lanes or buffers onto existing facilities. This option would not require additional funding. For agencies interested in learning more about this, the FHWA published "Incorporating On-Road Bicycle Networks into Resurfacing Projects" in March 2016. This report provides guidance on using routine resurfacing projects to implement bike facilities.	N/A		https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/resurfacing_workbook.pdf	Maintenance along primary and secondary roads

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
Regionally-Administered Funding					
Technical Assistance to Governments Program (TAG)	TAG Program provides technical consultant services to local governments throughout Utah, Wasatch, and Summit Counties to proactively address growth. Program objectives include supporting local governments in creating opportunities for growth in existing centers, reducing vehicle miles traveled per household, improving transportation system performance, promoting multi-jurisdictional collaboration and outcomes of regional significance, etc. The funding amount is up to $1,000,000 and may be awarded in Cycle I, depending on the number and quality of applications received.	7%	Cycle for 2022/2023 was Mid-September to Mid-December	https://mountainland.org/tag/	Small-area plans/studies Zoning ordinance/policy updates Coordinated Housing and Transportation plans Other, plans, or efforts that improve walking and biking
Surface Transportation Block Grant Program (STBG)	The STBG Program provides flexible funding to improve Federal-aid highways and walking and biking projects. Funding can also be obtained for the maintenance and restoration of existing recreational trails. Funds for fiscal year 2023 are $14.4 billion. FHWA apportions funding as a lump sum to each state and will continue to do so until 2026. The Utah funding levels can be found here: https://le.utah.gov/interim/2022/pdf/00001626.pdf	Formula Grant	N/A	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm	Construction, planning, and design of on-street and off-street facilities, and transit capital improvements
Surface Transportation Block Grant Program Set-Aside	Funding through the Set-Aside can be used for the construction of sidewalks, walkways, or curb ramps; bike lane striping, bike parking and bus racks; traffic calming; off-road trails; bike and pedestrian bridges and underpasses; ADA compliance; acquisition of railroad rights-of-way; and planning, design, and construction of multiuse trails and rail-with-trail projects. Larger Metropolitan Planning Organizations, such as MAG, control a share of the funds to distribute locally through a competitive process.	Formula Grant	N/A	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm	Construction, planning, and design of on-street and off-street facilities, and transit capital improvements

Grant Source	Description	Known Local Match	Deadline	Source	Project Recommendations
Regionally-Administered Funding					
Transportation Alternatives (TA)	The TA program is set-aside funding from the STBG program and funds active transportation infrastructure including recreational trails and safe routes to school projects. Funding for fiscal year 2023 was 1.4 billion.	Competitive reimbursement program	N/A	https://www.fhwa.dot.gov/environment/transportation_alternatives/	Construction, planning, and design of on-street and off-street facilities
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	CMAQ supports active transportation projects because they improve air quality. Utah County can seek funding because it includes Nonattainment and Maintenance Areas not in compliance with the National Ambient Air Quality Standards. FHWA apportions funding as a lump sum to each state and will continue to do so until 2026.	Formula Grant	N/A	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm	Bike share and active transportation infrastructure
Community Services Block Grant Program (CSBG)	The CSBG Program is administered by the Department of Health and Human Services and provides funds to alleviate the causes and conditions of poverty in communities. This includes transportation-related projects. Funding for fiscal year 2022 was $755 million.	States receive funds according to a statutory formula	The 2023 deadline closed in September 2022	https://www.acf.hhs.gov/ocs/programs/community-services-block-grant-csbg	Community programs and active transportation infrastructure

Table 9 - Available and Potential Funding for Active Transportation Projects

Example Project for Federal Funding Grant

Successfully applying for large dollar federal funding grants requires building strong partnerships with neighboring communities and various organizations, agencies, nonprofits, community leaders, etc. Projects that benefit the greater region and provide access and mobility to people from many different demographic and socioeconomic backgrounds are highly competitive. These projects should also improve air quality, alleviate motor vehicle congestion, connect people to transit, and be identified on Regional Transportation Plans and adopted by other local plans.

Figure 26 is an example of a potential project that would be competitive for large dollar federal funding. A grant that this project would be eligible for is the RAISE Grant. The planned active transportation facilities shown in pink would be bundled together into one grant application. This would be a project of regional significance that fills in gaps and connects communities and counties together. This project would provide access and mobility to people across Utah County and Salt Lake County and remove motor vehicle trips from the road on a daily basis. Multiple schools, from elementary to high school, are among the many destinations this regional project would provide access to. These facilities would also provide uninterrupted access to existing and future transit services.

A project like this would require commitments from many communities; both counties; and agencies and organizations like UDOT; Bike Utah; heath care providers, such as Intermountain Healthcare; and local bike groups.

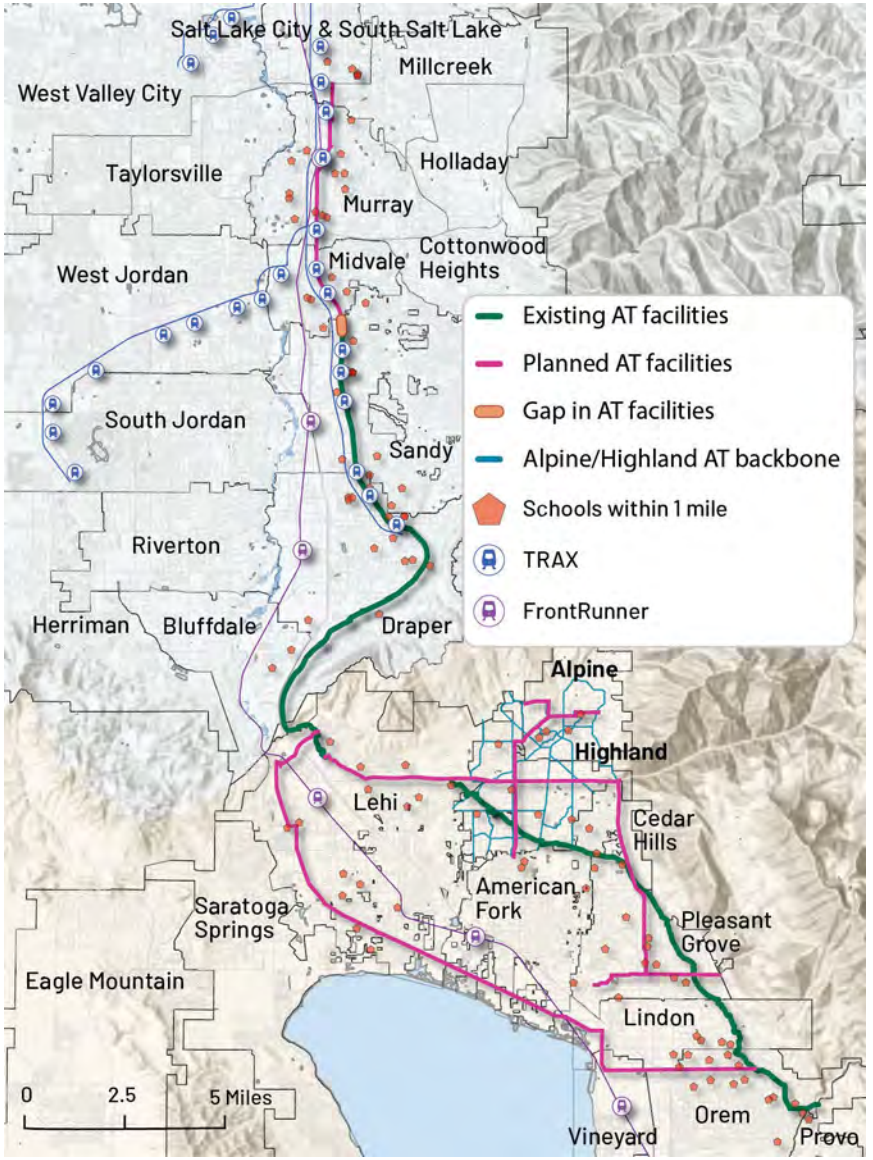


Figure 26 - Federal Funding Project Example

EVALUATING FOR SUCCESS

An overall goal of an ATP is to improve the conditions for walking, biking, and other active transportation modes in a community or region. Measuring the progress and success of an ATP and its associated vision, goals, and objectives is instrumental in understanding outcomes of projects and policies. The information collected through the evaluation process may also inform and support future decisions when it comes to active transportation projects and investments.

What a community decides to measure and how it is measured may influence the choices made in the future. Evaluation criteria may favor metrics such as convenience to destinations, safety, vehicle speed reduction, low cost, improved access, or high comfort. Which evaluation metrics are prioritized the most may influence what projects move forward first.

A successful plan requires frequent monitoring and evaluation. Evaluation includes oversight of implementation as well as benchmarks, quantifiable performance measures, surveys, and reports. Table 10 shows metrics that can be used to evaluate built projects' performance over time.

Metrics	Benefits	Where
Permanent Counter	Understanding where people are walking and biking is critical to making improvements in local walking and biking networks. The number of people walking or biking can be used to evaluate the success of infrastructure projects or to make data-based decisions on where to make improvements.	Counters can be installed along the backbone network in different spots.
Speed Detection Device	A speed detection device can evaluate the effectiveness of traffic calming countermeasures by comparing the speed data before and after the project is built.	Speed detection may be installed where traffic calming projects are built.
User-Generated Travel Data	User-generated travel data is a rapidly emerging source of information on where and when people walk and bike. Most user-generated data is tracked and submitted by mobile phone, with information displayed online and shared via social media platforms. The results can inform maintenance needs, planning, and improvements to infrastructure for people who walk and bike.	N/A
User Survey	Intercept surveys capture data directly from users. This method eliminates language barriers, allowing for input from diverse communities. Information can be collected to identify safety and maintenance issues, evaluate built projects, and prioritize long-term projects.	Along routes or corridors in which recent improvement has been made.
Roadway Safety Audits (RSAs)	Roadway safety audits use field analysis to evaluate recently built projects regarding safety and make informed recommendations for additional safety improvements. RSAs can be done during the day to note existing conditions and during the night to note lighting, visibility, and safety concerns.	RSAs may take place at specific intersections or segments with high crash rates to evaluate whether new projects have improved safety or not.
Crash Analysis	Crash analysis can help identify system network issues, such as consistent bicycle and pedestrian crashes along major roadways. Systemic safety issues can be addressed by policy changes and implemented with safety improvements consistently over time.	Along recently built projects.
Active Transportation Spending	Evaluation of spending can determine whether the desired amount of funds is allocated to bicycle and pedestrian projects; evaluate how local, regional, state, and federal funds are being spent; and assess future needs. Sometimes the reason for a project failure is a lack of budgeting for maintenance. As an example, if the maintenance backlog for sidewalks is 20 percent of the overall infrastructure maintenance backlog, then at least 20 percent of the maintenance budget should be allocated for sidewalk repairs.	Along recently built projects.

Metrics	Benefits	Where
Adoption of Complete Streets Policy and Monitoring of Progress	A complete streets policy will guide road design toward accommodating all modes of travel in a more equitable way, which includes walking and biking. Most policies area written with a broad-brush stroke to allow for wide flexibility to be adaptable to the context of the roadway location	Anywhere throughout the community including locations where roads are being resurfaced, redesigned, or constructed.
Percentage of Active Transportation Plan Complete	This is a straightforward way to measure the progress of the active transportation network and keep a municipality focused on the long arching goal of designing and implementing a community wide system.	City wide
Amount of Altered Travel Lanes	Tracking the amount, area, or distance of travel lanes that have been altered to accommodate other modes of travel through redesign or construction allows a municipality to compare baseline conditions of infrastructure against the present to monitor the progress of facilities throughout the city.	City wide
Average Distance Between Crosswalks	Improving walking and biking connections means making regional connections, but also connecting the gaps and barriers that separate facilities. Tracking the distance between crosswalks is a way to measure the progress of reducing gaps and barriers in the transportation network and evaluating access and connectivity.	City wide and especially along safe routes to school
Adoption of Complete Streets Policy and Monitoring of Progress	A complete streets policy will guide road design toward accommodating all modes of travel in a more equitable way, which includes walking and biking. Most policies area written with a broad-brush stroke to allow for wide flexibility to be adaptable to the context of the roadway location	Anywhere throughout the community including locations where roads are being resurfaced, redesigned, or constructed.

Table 10 - Evaluation Metrics

Complete Streets

Adopting a compete streets policy is one significant way to help monitor the success of an active transportation plan.

Complete streets are roads that safely and comfortably accommodate all users, whether in car or bike, walking or on a bus. Complete streets integrate well with community amenities and produce a built environment that is more connected and provides more people with more access to destinations.

Once a complete streets policy is adopted, an inventory of existing complete streets should be taken to establish a baseline, allowing a simple way to monitor progress. Because complete streets are streets for all uses, this allows for projects from an adopted ATP to be integrated into the development of complete streets in both communities.

In addition to right-of-way specifically designated to people walking and biking, compete streets utilize a wide array of traffic calming devices to reduce conflicts among users and allow people of all ages and abilities to travel to their destination by whatever mode they desire.

Complete streets policies offer general guidance to engineers, planners, and whoever else is involved with designing the streets for a community. The policy, often written with an ordinance style language, influences the outcome of roadway projects.

A few examples of successful complete street policies can be found here:

Smart Growth America

Salt Lake City

Albuquerque, New Mexico

Coeur d'Alene, Idaho

The techniques and criteria used to evaluate and measure success should be used to create a snapshot of current conditions as well as help a community achieve its targets. A mix of different methods should be used that suit the context and goals of a community. This may involve adopting a compete streets policy, monitoring vehicle speeds, and intercept surveys, in combination with several other tactics that show through data the success of active transportation investments.

CONNECTING COMMUNITIES

This ATP is a blueprint for building connections between Alpine and Highland (and all other neighboring cities). Focusing on implementing the regional projects that create the backbone network will ensure safe and comfortable walking and biking facilities are available throughout both communities. In addition, the goals and objectives found in the executive summary and shown below were selected and tailored to support the development of active transportation connections between Alpine and Highland.

GOAL: Create an inclusive multimodal network that provides comfortable and safe passage to destinations in Alpine and Highland and connections to recreational access.

OBJECTIVE: Recommend networks that are continuous, attractive, safe, comprehensive, and convenient.

OBJECTIVE: Work with local partners to engage with residents to identify needs.

GOAL: Integrate walking and biking facilities with land use to support transportation goals and advance the local vision for vibrant communities.

OBJECTIVE: Review current standards, guidelines, and processes to identify opportunities to connect with developers and changes in land use.

OBJECTIVE: Determine land use preservation and developer partnership needs.

GOAL: Elevate alternative transportation choices by proactively incorporating options for walking, biking, and equestrian use from the start of the planning process.

OBJECTIVE: Adopt design guidelines and projects that reflect local desire, including a Complete Street Policy.

OBJECTIVE: Assess crossings to make recommendations that eliminate barriers and avoid gaps in the network.

GOAL: Develop a network that is useful, context-sensitive, and feasible.

OBJECTIVE: Recommend a prioritized project list that is attainable.

OBJECTIVE: Identify opportunities for funding and partnerships.

OBJECTIVE: Develop design standards that are feasible to maintain.

These goals and objectives cover a wide range of planning and implementation strategies that Alpine and Highland can actively coordinate on. Complete transportation networks transcend municipal boundaries and the purview of individual agencies. As both communities work towards developing a complete active transportation network strong inter-agency collaboration between Alpine, Highland, MAG, and UDOT will lead to achieving the ATP's goals. Alpine and Highland should agree to meet on a regular basis to review their Capital Improvements Plans, assess project implementation and funding partnerships, prepare to apply for grants and coordinate on sharing local match requirements.

Regular maintenance and responsive snow and ice removal will ensure that the connections between the cities are dependable options people can rely on. Both communities should be aware of the maintenance needs along their connected facilities and commit to integrating the cost into their annual budgets.

When evaluating projects to prioritize, considering corridors that connect people to popular regional destinations. This may help build support and momentum for future projects that tie into larger backbone facilities. Projects should remove barriers and fill in gaps in between communities. In suburban communities like Alpine and Highland, locations where safety is an issue may be overlooked due to low usage, but addressing the concern will allow people of all ages and abilities to access a connected active transportation network.

Alpine and Highland can also coordinate their evaluation metrics. While each city may have specific goals or measurements of success, determining what data to collect from the earliest date possible and sharing it between communities will help guide future decisions. Developing and monitoring Complementary complete streets policies will help integrate active transportation facilities between communities, as well.

IMPLEMENTATION PLAN

This document and ATP provide the tools and resources to move forward with implementing active transportation projects in Alpine and Highland. This section offers additional key strategies to take active transportation projects from plan to funding and implementation. Table 11 provides basic general costs for standard walking and biking infrastructure to help both cities understand the level of funding and effort needed for specific projects.

Essential Steps in Implementing an ATP

1. Develop a phased approach for implementation of the active transportation network, placing emphasis on connecting the backbone network first.

2. Develop considerations for land preservation to achieve the network, to inform other city planning efforts.

3. Other implementation considerations:

    a. Reimagine existing roadways, there are many that are wide and under utilized in both communities. A lot of opportunity to reimagine how space is allocated between the curbs.

    b. Utilize the city, county, and state resurfacing plans to trigger the complete street policy and reassess roadway needs to develop a new striping plan that better addresses multimodal needs (FHWA: Incorporating On-Road Bicycle Networks into Resurfacing Projects, 2016)

    c. Codify recommended cross sections from this ATP

Bicycle and Pedestrian Facilities and Intersection Spot Treatments	Planning-Level Cost Estimates*
Shared Lane Markings	$10,000 per mile
Paved Shoulders	$300,000 per mile (assumes 6 ft shoulders)
Bicycle Lane	$15,000 per mile (assumes paint only)
Buffered Bicycle Lanes	$155,000 per mile (assumes paint only)
Separated Bicycle Lanes	$345,000 per mile (assumes 3 ft median)
Paved Shared Use Path	$650,000 per mile (assumes 12 ft asphalt path)
6-foot Sidewalks	$390,000 per mile
5-foot Sidewalks	$325,000 per mile
Marked Crosswalks	$10,000 each (includes pedestrian ramps)
Median Islands**	$20,000 each
Rectangular Rapid Flash Beacons	$55,000 each
Curb Extensions/Bulb Outs**	$10,000 each
Yearly Maintenance	$5,000-$15,000 per mile per year

Table 11 - Planning Level Cost Estimates

*Estimates include lump sum items such as maintenance of traffic, utility adjustments, landscaping, mobilization, clearing, erosion, and sediment control, where applicable.

**Includes lump sum design estimates

CONCLUSION

Alpine and Highland are where thousands of people call home. They are children and teenagers, mothers and fathers, grandparents and great grandparents. From two to ninety-two, they are people of all ages and abilities that live their lives in a beautiful corner of Utah County, hugged close to the Wasatach Mountain Range.

Every one of them deserves an exceptional quality of life, the opportunity to make healthy lifestyle choices, the ability to feel safe walking or biking around their community, and to have the feeling of being connected to their neighbors.

A well developed active transportation system can help provide those basic and essential elements that support vibrant and resilient communities. This ATP provides the basic resources to set Alpine and Highland up for success as they create safe, comfortable, and direct walking and biking facilities that connect people's front doorsteps to destinations throughout their community.

WALKING AND BIKING CONNECTIONS

ALPINE & HIGHLAND

ACTIVE TRANSPORTATION PLAN

APPENDIX

Horrocks.

APPENDIX A

PUBLIC ENGAGEMENT AND SURVEY RESULTS

ALPINE & HIGHLAND CONNECTIONS
PUBLIC INVOLVEMENT PLAN and SURVEY RESULTS

PREPARED BY HORROCKS
OCTOBER 2022

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Background

Alpine City and Highland City have initiated a study to evaluate the existing and potential sidewalks, trails and connections for all users throughout their communities. The goal of the study is to:

1. Create safe passage for all users.
2. Improve access to schools, city parks, existing trails and other city destinations.
3. Develop a multimodal network that connects Alpine and Highland.

Through community and public feedback, the study will determine feasible and effective solutions for both cities.

Goals

- Conduct effective and proactive stakeholder outreach to engage the public early in the study.
- Engage the Steering Committee to understand their input and gain support for the study.
- Be responsive to stakeholder concerns in a timely manner and work closely with the study team to resolve concerns efficiently.

Objectives

- Collaborate with 15 stakeholder groups to post/share survey information through their communication channels.
- Obtain 500 survey responses total.
- Attend two community events and obtain 30 email sign-ups per event.

Preliminary PI Risks

Risk	Mitigation
Conflicting opinions – key stakeholders may have different opinions on what is best for the City of Alpine and the City of Highland.	Educate the public on the decision-making process throughout the study. Communicate that the cities will select the improvements that are feasible and have the greatest benefit to both cities and its residents.

Key Stakeholders

Key stakeholders/audiences are the primary targets for key messages, strategies and tactics. They are motivated by varying self-interests and persuaded by influential intervening publics and resources. The following are identified as key stakeholders.

INTERNAL STAKEHOLDERS

- Steering Committee
- Alpine City
- Highland City

EXTERNAL STAKEHOLDERS

- Alpine residents
- Highland residents
- Local trails
    - Lambert Park South Trailhead
    - Deer Creek/Dry Creek/North Mountain Trail
    - Dharma Peak
    - Corkscrew Trailhead
- Local businesses
    - Cherry Hill Farms Alpine at Burgess Orchards (Alpine)
    - Alpine Country Club (Alpine)
    - Alpine Art Center (Alpine)
    - Knot and Pine (Alpine)
    - Alpine Physical Therapy (Alpine)
    - Alpine Fitness (Alpine)
    - Lone Peak Fitness (Highland)
    - Burn Boot Camp (Highland)
- Private Schools
    - Mountainville Academy (Alpine)
- Public Schools
    - Lone Peak High School (Highland)
    - Mountain Ridge Junior High School (Highland)
    - Timberline Middle School (Alpine)
    - Alpine Elementary School (Alpine)
    - Freedom Elementary School (Highland)
    - Highland Elementary School (Highland)
    - Ridgeline Elementary School (Highland)
    - Westfield Elementary School (Alpine)
- Libraries
    - Highland City Library (Highland)
- Equestrian Centers
    - Lambert Park Rodeo Grounds (Alpine)
    - Bridle Up Hope (Alpine)
    - Courage Reins Equine Assisted Therapies (Highland)
    - Southern Belle Riding (Highland)
    - North Utah County Equestrian Park (Highland)
- Senior Centers
    - The Senior Living Group (Alpine)

    - River Meadows Senior Living (Alpine)
- Active Transportation Groups
    - Bike Utah
    - Hiking Utah Facebook Group
    - Utah County Outdoors Facebook Group
    - Mountain Bike Utah Facebook Group
    - Utah Equestrian Community Facebook Group

STAKEHOLDER MEETINGS

The following stakeholders have been identified to participate in in-depth interviews (IDIs) and regular coordination with the study team due to their proximity to the study area, potential for the company/organization and their clients to be impacted, influential networks, and government/quasi-government agency status.

IDIs

- Alpine School District
- Utah Department of Transportation (UDOT)
- User Group

Vision Statement

The vision statement will be used as key messages to communicate to external stakeholders throughout the study.

1. Walking and biking facilities are a critical component of a functional transportation network.
2. Alpine and Highland have created an important opportunity to expand walking and biking facilities, but it will take a collaborative effort by both communities.
3. Creating comfortable and connected walking and biking facilities will prompt more people to choose active modes of travel.
4. Walking and biking connections are important to Alpine and Highland and reflect the values of these active, healthy, and connected communities

Strategies and Tactics

The Horrocks PI team will use the following strategies and tactics to communicate with key stakeholders. In the tables below, each strategy identifies an action, and the tactics describe the method or tool that will be used to complete that action.

STRATEGY 1

Develop study collateral and manage communication platforms.

Tactics for Strategy 1	Stakeholders	Timeframe
Manage a dedicated study email account.	General public	October 2022 – May 2023
Develop content packages for key stakeholders to share on their communication channels.	General public	October 2022 – May 2023
Develop and update the comment map throughout the study.	General public	October 2022 – May 2023
Distribute and manage a mass email update database.	General public	October 2022 – May 2023
Develop online survey to gather public feedback.	General public	October 2022
Develop flyers, posters and event materials to encourage the public to participate in the survey.	General public	October 2022
Provide survey report.	Steering Committee	December 2022

STRATEGY 2

Proactively communicate with stakeholders to educate and engage them throughout the study.

Tactics for Strategy 2	Stakeholders	Timeframe
Facilitate in-depth interviews with key stakeholders in the study area.	See IDI List under *Stakeholder Meetings*	October 2022 – May 2023
Distribute an online survey to gather public feedback. • Provide hard copies of survey at city offices. • Provide posters with QR code at local community centers. • Send email update reminders.	General public	October 2022 – December 2022
Distribute trail signage with link to survey on the Murdock Canal Trail (as appropriate).	Murdock Canal Trail Users	October – December 2022
Coordinate with City of Alpine and the City of Highland to update their city channels with study and survey information (website, social media, email blast, newsletters, etc.).	Alpine and Highland residents	October 2022 – May 2023
Distribute content package with survey information to key organizations to share on their communication channels.	Alpine and Highland residents, Local businesses, Local trails, Private and public schools, Libraries, Equestrian Centers, Senior Centers, Active Transportation Groups	October 2022
Attend Alpine City Halloween event and host a table to gather input on the study. • Hand out candy and flyers at study booth. • Provide QR code link to survey. • Encourage attendees to sign up for email updates.	Alpine residents	October 24, 2022

Tactics for Strategy 2	Stakeholders	Timeframe
Attend Highland City Halloween event and host a table to gather input on the study. • Hand out candy and flyers at study booth. • Provide QR code link to survey. • Encourage attendees to sign up for email updates.	Highland residents	October 24, 2022

SURVEY OVERVIEW

The survey was open to the public between Oct. 24, 2022 - Dec. 1, 2022. During that timeframe, **737** people responded to the survey.

SURVEY INSIGHTS

- Completion rate: 100%.
- Typical time spent: 5 minutes and 13 seconds.
- Most skipped question: Question #9, "If you regularly bike or walk in your community, please describe which routes you usually take."

SURVEY OUTREACH

Overview

- 2 email updates were sent on Nov. 21 and Nov. 30.
- 2 events (one per city) were attended by the PI team on Oct. 24.
- Alpine City posted on social media 2 times.
- Highland City posted on social media 6 times.
- 3 third-party entities each posted 1 time on social media.
- 1 media article was posted by KSL on Nov. 25.
- 1 public meeting was hosted on Nov. 2 at Highland City Hall.
- 9 posters were distributed to 9 local businesses throughout the corridor.
- 1 newsletter was sent on Nov. 1

Email Updates

- Nov. 21 Email Update
    - Following this outreach (Nov. 21-23), the survey was taken 5* times.
- Nov. 30 Email Update
    - Following this outreach (Nov. 30 – Dec. 1), the survey was taken 15* times.

City Events

- Oct. 24 – Alpine Halloween Event
- Oct. 24 – Highland Halloween Event
    - Following these events (Oct. 24 – 26), the survey was taken 217* times.

City & Third-Party Content Packages

Alpine City

- Newsletter – Nov. 1
    - Following this outreach (Nov. 1 – 3), the survey was taken 125* times.
- Facebook
    - Oct. 24 Post
        - Following this outreach (Oct. 24 – 26), the survey was taken 217* times.
    - Nov. 2 Post

        - Following this outreach (Nov. 2-4), the survey was taken 129* times.

Highland City

- Facebook
    - Oct. 24 Post
        - Following this outreach (Oct. 24-26), the survey was taken 217* times.
    - Nov. 2 Post
        - Following this outreach (Nov. 2-4), the survey was taken 129* times.
    - Nov. 30 Post
        - Following this outreach (Nov. 30), the survey was taken 15* times.

- Twitter
    - Oct. 24 Post
        - Following this outreach (Oct. 24-26), the survey was taken 217* times.
    - Nov. 2 Post
        - Following this outreach (Nov. 2-4), the survey was taken 129* times.
    - Nov. 30 Post
        - Following this outreach (Nov. 30), the survey was taken 15* times.

Third-Party

- Mountain Bike Utah Facebook Post – Nov. 27
    - Following this outreach (Nov. 27 - 29), the survey was taken 18* times.
- Utah Equestrian Community Facebook Post – Nov. 27
    - Following this outreach (Nov. 27-29), the survey was taken 18* times.
- Utah Department of Transportation Region Three Twitter Post – Nov. 3
    - Following this outreach (Nov. 3-5), the survey was taken 95* times.

Media

- KSL, "Happy trails: Alpine, Highland looking to increase connectivity between cities" – Nov. 25
    - Following this story (Nov. 25-27), the survey was taken 74* times.

Public Meeting

- A combined Public Meeting with Highland City and Alpine City was held Nov. 2 in Highland City Hall
    - Following this effort (Nov. 2-4), the survey was taken 129* times.

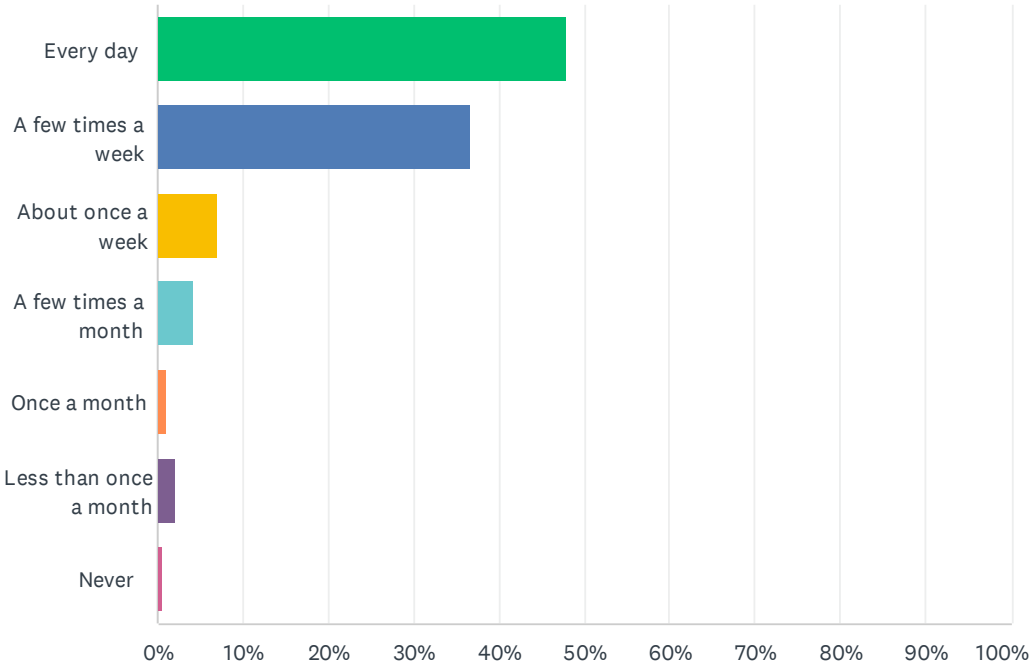
**The timeline of this outreach partially overlaps with other efforts.*

SURVEY QUESTIONS

The survey results can be viewed online (no SurveyMonkey account needed) or found below.

Q1 How often do you use facilities such as sidewalks, bike lanes, or trails in your community?

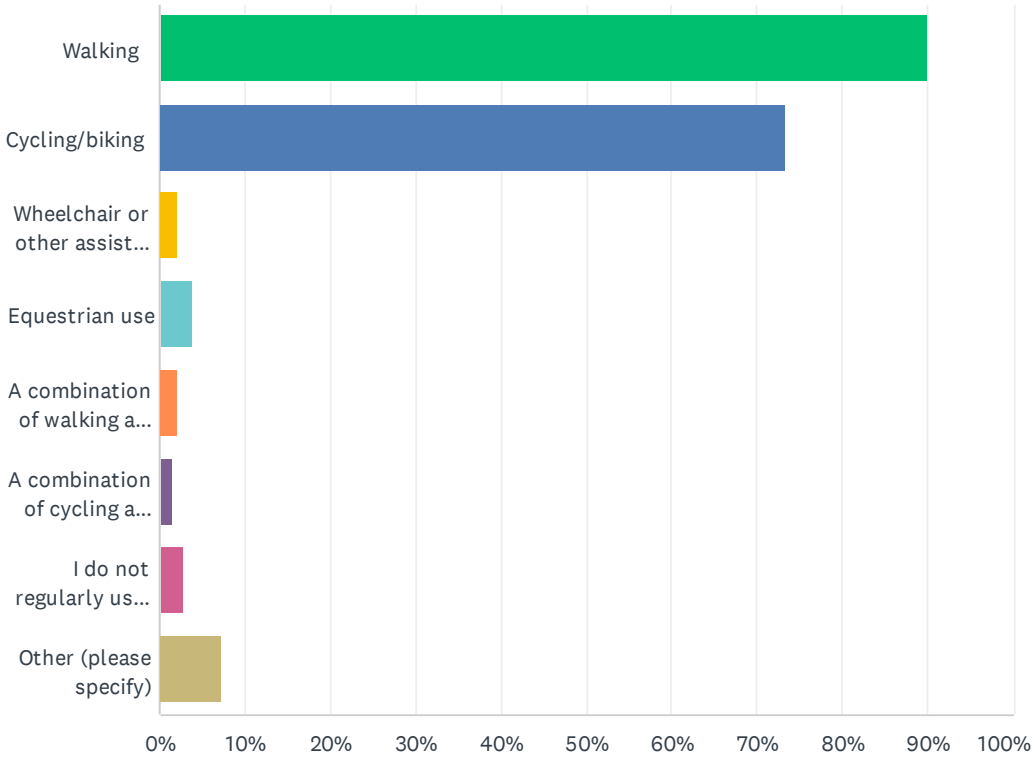
Answered: 735 Skipped: 2



ANSWER CHOICES	RESPONSES	
Every day	48.03%	353
A few times a week	36.73%	270
About once a week	6.94%	51
A few times a month	4.35%	32
Once a month	1.09%	8
Less than once a month	2.18%	16
Never	0.68%	5
TOTAL		735

Q2 Which of the following forms of transportation do you use? Check all that apply.

Answered: 737 Skipped: 0



ANSWER CHOICES	RESPONSES	
Walking	89.96%	663
Cycling/biking	73.41%	541
Wheelchair or other assistive mobility device	2.04%	15
Equestrian use	3.93%	29
A combination of walking and public transit service	2.04%	15
A combination of cycling and public transit service	1.49%	11
I do not regularly use any of the above	2.71%	20
Other (please specify)	7.33%	54
Total Respondents: 737		

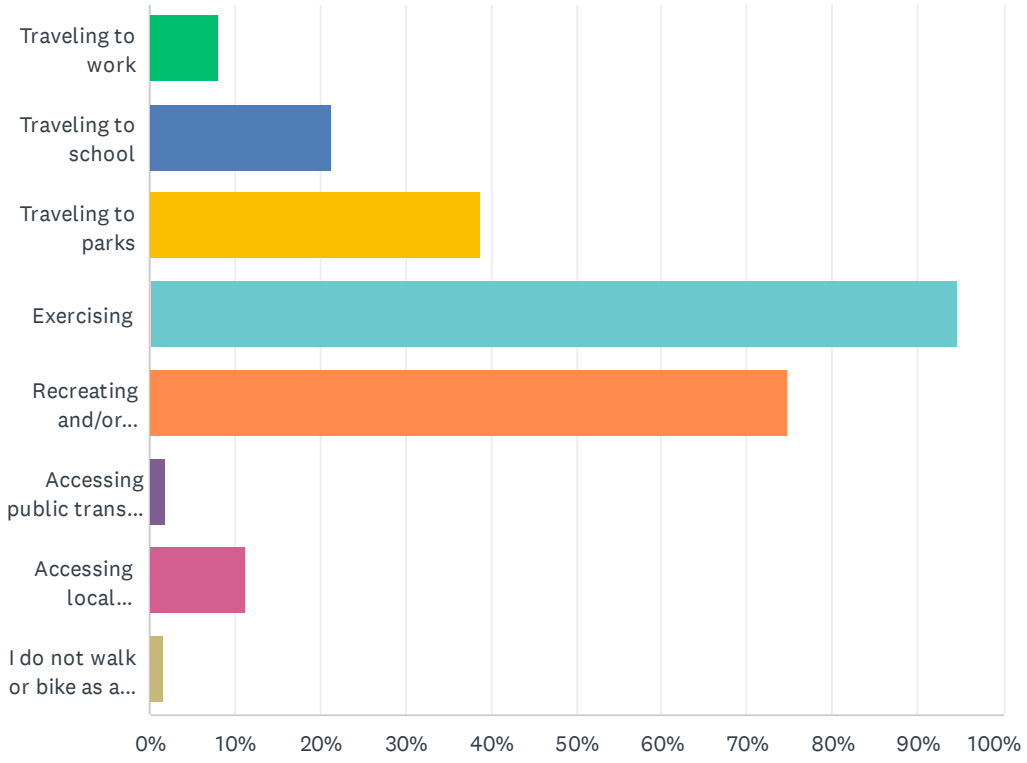
#	OTHER (PLEASE SPECIFY)	DATE
1	car	11/28/2022 9:52 AM
2	Running	11/28/2022 9:20 AM
3	Trail running	11/26/2022 1:53 PM

4	Electric scooters/bikes also.	11/25/2022 11:23 AM
5	Running	11/25/2022 10:21 AM
6	Running	11/25/2022 10:08 AM
7	Trail Running and hiking	11/25/2022 8:53 AM
8	Running	11/25/2022 7:39 AM
9	Running	11/17/2022 7:03 PM
10	Skateboards/scooters (non-elec)	11/17/2022 6:43 AM
11	My car	11/8/2022 3:13 PM
12	Running	11/8/2022 3:02 PM
13	Electric scooter	11/7/2022 5:12 PM
14	Car	11/7/2022 11:16 AM
15	Automobile	11/6/2022 7:08 PM
16	Running	11/5/2022 7:28 PM
17	Car	11/5/2022 10:52 AM
18	Car	11/4/2022 7:02 PM
19	Segway	11/4/2022 5:49 PM
20	Car	11/4/2022 12:39 PM
21	Rollerblading	11/4/2022 12:16 PM
22	Atv	11/3/2022 1:35 PM
23	Running	11/2/2022 10:24 PM
24	Running	11/2/2022 8:36 PM
25	Running	11/2/2022 7:02 PM
26	Running/Jogging	11/2/2022 6:39 PM
27	Running	11/1/2022 9:27 PM
28	Stroller	11/1/2022 4:36 AM
29	Running	11/1/2022 2:41 AM
30	Scooter, rollerblade	10/31/2022 4:30 PM
31	Car	10/31/2022 1:36 PM
32	Running	10/31/2022 11:52 AM
33	Running/jogging	10/31/2022 11:03 AM
34	Car	10/31/2022 10:49 AM
35	Pls public transportation we have none	10/30/2022 9:39 PM
36	Stroller, kid scooters and bikes	10/29/2022 4:14 PM
37	Running	10/28/2022 3:35 PM
38	skateboards and longboards	10/27/2022 11:23 PM
39	Driving	10/27/2022 8:09 PM
40	scooters	10/26/2022 11:36 AM
41	My own car	10/26/2022 10:24 AM

42	Jogging/Running/Hiking	10/25/2022 4:38 PM
43	Running	10/25/2022 4:29 PM
44	Personal auto, skateboard	10/25/2022 2:52 PM
45	Running	10/25/2022 1:12 PM
46	Running for exercise	10/25/2022 10:34 AM
47	Personal Vehicle	10/25/2022 10:19 AM
48	Car	10/25/2022 10:16 AM
49	Running	10/25/2022 9:14 AM
50	Golf cart	10/24/2022 10:23 PM
51	Running	10/24/2022 9:57 PM
52	Car	10/24/2022 5:32 PM
53	Trail running	10/24/2022 5:29 PM
54	Car	10/24/2022 2:50 PM

Q3 What are your main purposes when walking and biking? Check all that apply.

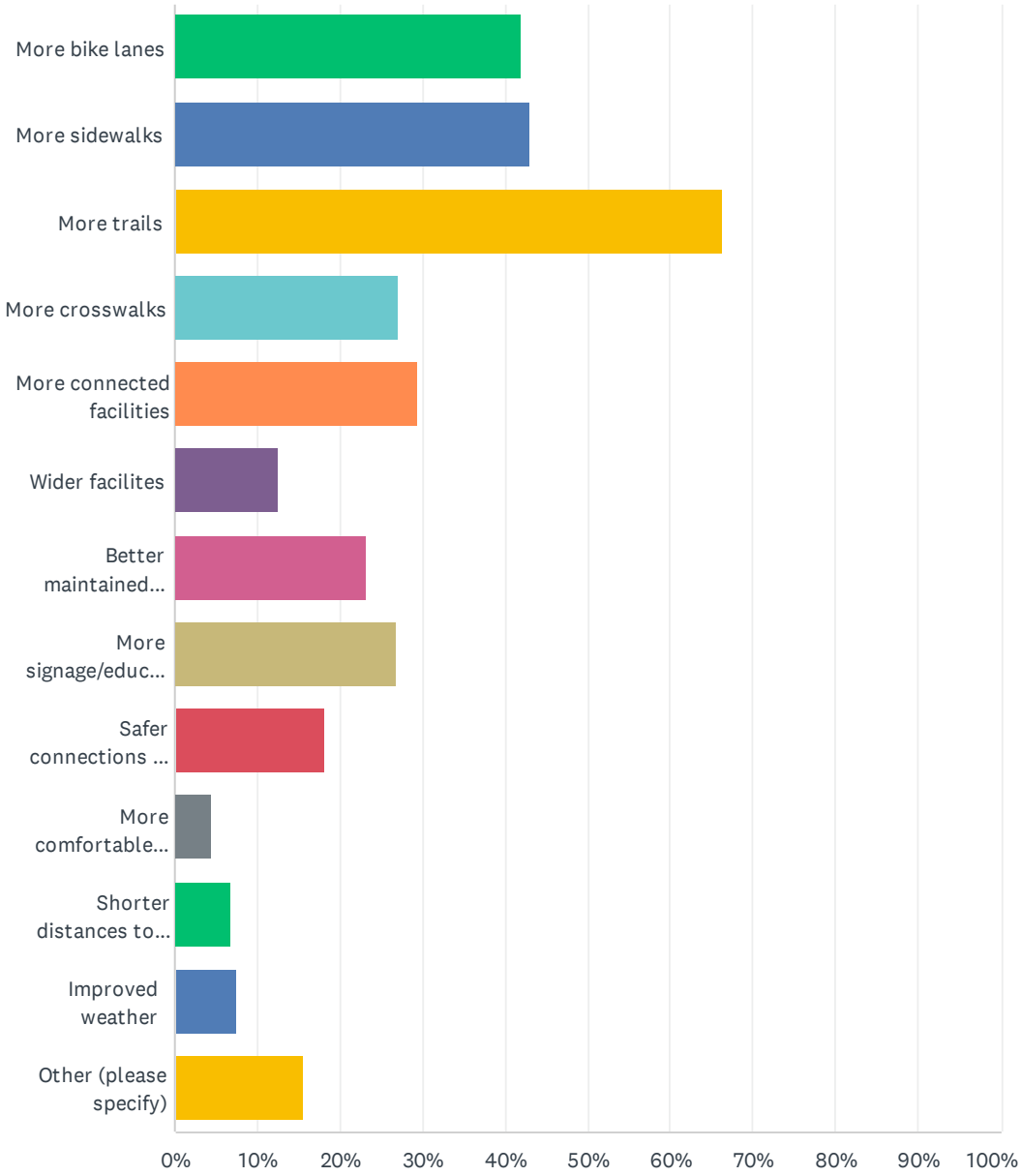
Answered: 737 Skipped: 0



ANSWER CHOICES	RESPONSES	
Traveling to work	8.01%	59
Traveling to school	21.30%	157
Traveling to parks	38.81%	286
Exercising	94.57%	697
Recreating and/or accessing trails	74.76%	551
Accessing public transit services	1.90%	14
Accessing local businesses/community centers	11.40%	84
I do not walk or bike as a mode of travel	1.63%	12
Total Respondents: 737		

Q4 What types of improvements would encourage you to walk or bike more in the Alpine and Highland area? Check all that apply.

Answered: 713 Skipped: 24



ANSWER CHOICES	RESPONSES	
More bike lanes	41.94%	299
More sidewalks	43.06%	307
More trails	66.34%	473
More crosswalks	27.07%	193
More connected facilities	29.45%	210
Wider facilites	12.62%	90
Better maintained facilites	23.14%	165
More signage/education on local trail systems	26.93%	192
Safer connections to city facilities	18.09%	129
More comfortable facilities	4.49%	32
Shorter distances to my destinations	6.73%	48
Improved weather	7.43%	53
Other (please specify)	15.57%	111
Total Respondents: 713		

#	OTHER (PLEASE SPECIFY)	DATE
1	More of natural landscape left, well preserved.	11/30/2022 4:25 PM
2	Ditch Daylight savings time so I don't have to ride in the dark!	11/30/2022 11:09 AM
3	swimming pool	11/28/2022 3:19 PM
4	Easier ADA COMPLIANCE to travel through the parks like a paved trail to the poppies in Alpine	11/27/2022 11:36 AM
5	Clean the streets	11/26/2022 9:09 PM
6	Additional traffic lights between 6000 west and Alpine Highway along with cross walks or underground tunnel.	11/25/2022 11:23 AM
7	More paved running/biking trails	11/25/2022 10:21 AM
8	Easier access across sr-92	11/25/2022 10:10 AM
9	Dangerous intersection of road & trail approaching Highland Glen Park	11/25/2022 9:58 AM
10	Better maintained (regular sweeping) trails, trail lane striping, dog regulation, and banning motor devices.	11/25/2022 9:51 AM
11	Safe crossing of Timpanogos highway	11/25/2022 8:47 AM
12	Community Rec Center with connecting trails	11/19/2022 3:15 PM
13	Especially more challenging trails (blue and black rated).	11/18/2022 11:13 AM
14	More bike awareness, we don't necessarily need lanes except on busy streets, but signs saying to share the road and more bikers on the road help bikers move more safely.	11/17/2022 10:43 AM
15	more light on sidewalks throughout the city	11/15/2022 6:38 PM
16	Wider and properly maintained sidewalks throughout the city	11/11/2022 2:01 PM
17	No increased traffic from road connections	11/11/2022 7:24 AM

18	Better enforcement of speed limits	11/9/2022 1:33 PM
19	Please (above all else) maintain the small town fill of Alpine and DO NOT simply favor the desires of the most wealthy; within the community.	11/9/2022 1:03 PM
20	If I was more physically fit or more Pickball courts.	11/9/2022 10:28 AM
21	I'm not sure what you are describing as facilities, is it restrooms or road shoulder/bike lanes	11/8/2022 5:51 PM
22	Safe connection to Murdock trail.	11/8/2022 5:47 PM
23	Alpine trail system finished and connected. Some trails just dead end or seem to go to private property.	11/8/2022 11:49 AM
24	Connecting road betweeen Lambert Estates and Moyle Dr.	11/8/2022 7:47 AM
25	I like the existing system; don't know that any of these reasons would increase my usage	11/7/2022 9:23 PM
26	We need a rec center!!!	11/7/2022 8:02 PM
27	Designated equestrian trails	11/7/2022 6:49 PM
28	None, I think all the facilities are great.	11/7/2022 6:43 PM
29	NA	11/7/2022 4:42 PM
30	Restrooms in parks without them	11/7/2022 3:26 PM
31	Sidewalks and crosswalks to schools and churches	11/6/2022 9:45 PM
32	Improved vehicle traffic management.	11/6/2022 5:28 PM
33	Repaired trails and better maintenance of overhead foliage	11/6/2022 10:20 AM
34	Better lighting	11/5/2022 8:42 PM
35	Clean shoulders / no gravel	11/5/2022 3:39 PM
36	We should have a combined alpine highland rec center with trails accessible to it.	11/5/2022 3:23 PM
37	Less sidewalks	11/5/2022 2:30 PM
38	More restrooms	11/5/2022 1:20 PM
39	Do not allow developers to close access to trails and public land	11/5/2022 11:43 AM
40	Improved weather is an option? Sure I would love 80 degrees all year long.	11/5/2022 10:52 AM
41	Nothing.	11/5/2022 9:37 AM
42	None it's great. Let it be. Keep small town feel.	11/5/2022 8:55 AM
43	Slow speeders!	11/4/2022 5:49 PM
44	sidewalk needs completion in Highland. 6800 W. going to Freedom Elementary. Sidewalks are needed on both sides of the street. This is not safe for kids going to/from school.	11/4/2022 5:48 PM
45	Clear sidewalks	11/4/2022 4:03 PM
46	Would love restrooms open all winter	11/4/2022 11:12 AM
47	More signs about sharing the road with cyclists	11/3/2022 9:05 PM
48	None	11/3/2022 8:18 PM
49	More street lights	11/3/2022 7:46 PM
50	Access to horse trails slick for horses hooves	11/3/2022 4:15 PM
51	More single track and less widening of single track	11/3/2022 10:11 AM
52	More professionally built trails	11/3/2022 9:42 AM
53	Benches/resting spots	11/2/2022 10:25 PM
54	Street lights	11/2/2022 9:19 PM

55	Better parks — invest in Beacon Hill park	11/2/2022 8:39 PM
56	More drinking fountains and restrooms at traiheads	11/2/2022 8:36 PM
57	Better trail maintenance	11/2/2022 4:15 PM
58	Maintaining the trail system we already own, especially in the subdivision by Freedom.	11/2/2022 3:00 PM
59	Bike trails vs Bike lanes - too many cyclists are hit by distracted drivers. I'd also love connections to the Lehi and Draper trails	11/2/2022 2:05 PM
60	We need more lights on the roads. Like the crossing at 6000 W	11/1/2022 2:52 PM
61	More parks with trees for shade, bathrooms, picnic areas	11/1/2022 4:36 AM
62	Signage on Murdoch canal trail for pedestrians on the narrower split trail and cyclist on the wider trail. Also finished roads with sidewalks, curbs, and gutters throughout cities.	10/31/2022 8:23 PM
63	Closer public transportation	10/31/2022 7:56 PM
64	wider bike lanes.	10/31/2022 5:42 PM
65	My children do not have a sidewalk to walk in to their bus stop	10/31/2022 4:30 PM
66	None	10/31/2022 11:52 AM
67	Leash laws enforced	10/31/2022 11:06 AM
68	Better visibility at crosswalks along Murdock canal trail	10/31/2022 10:53 AM
69	Sidewalks & safe passage on Country Club Dr. in Highland	10/31/2022 10:49 AM
70	Crosswalk or tunnel connection	10/30/2022 6:40 AM
71	None	10/28/2022 3:52 PM
72	More trees	10/28/2022 3:35 PM
73	Safer environment because of speeding and need for more traffic signs to slow down speeding	10/28/2022 2:58 PM
74	Trees that overhang trails trimmed regularly. Roads with bike lanes paved with a smoother finish. Less weeds growing through pathways.	10/28/2022 2:36 PM
75	more connectivity	10/28/2022 2:29 PM
76	More walking trails, all the trails in Alpine have been taken over by mountain bikers	10/27/2022 4:00 PM
77	Access to clean bathrooms	10/27/2022 9:39 AM
78	Whatever increases safety from vehicles	10/27/2022 7:11 AM
79	Straight Sidewalks - not a fan of the curved sidewalks	10/26/2022 7:50 PM
80	I want to be able to safely walk between highland and alpine with my children without speeding cars going right passed me.	10/26/2022 6:39 PM
81	Pedestrial bridge over SR 92	10/26/2022 4:55 PM
82	Grind sidewalks where trees have lifted. Is the city liable for injuries?	10/26/2022 12:59 PM
83	More water fountains	10/26/2022 11:36 AM
84	Slow the traffic down to speed limits and enforce a distance rule	10/26/2022 8:21 AM
85	Fix trails. Get Mountain Ridge Park build out moving faster	10/26/2022 8:14 AM
86	Paved bike trails	10/26/2022 3:17 AM
87	Improved trail side care.	10/25/2022 10:18 PM
88	Trails that are just for hikers and not bikers. Doesn't feel safe to be able to be on the same trail as mountain bikes	10/25/2022 7:50 PM
89	sidewalk leveled	10/25/2022 5:32 PM

90	If you raise taxes for this… forget it.	10/25/2022 4:30 PM
91	More lighting for running in the early morning in winter	10/25/2022 4:29 PM
92	Alpine does a great job of having bathrooms open in winter and single stall ones. I would appreciate highland doing the same. It makes it tricky to use trails in the wi yet without restrooms nearby.	10/25/2022 4:29 PM
93	More 4 way stops or crosswalks with caution lights for kids (crossing 10400N near Mitchell Hollow park and also by Mt Ridge Jr High when there isn't a cross guard there.	10/25/2022 2:00 PM
94	Weed control for puncture weeds (goat heads) that cause flat tires.	10/25/2022 1:22 PM
95	Trimming of trees/enforcement of code height from sidewalk	10/25/2022 1:12 PM
96	I would love a bicycle overpass or under pass for the Bonneville Shoreline Trail across the 92/Timpanogas Highway	10/25/2022 11:51 AM
97	Less apartments whic brings in 1000s more for unbelievable congestion all day long!	10/25/2022 11:34 AM
98	Nothing, please stop spending money	10/25/2022 11:26 AM
99	Trails to schools	10/25/2022 10:29 AM
100	Repaired sidewalks where they are heaving.	10/25/2022 10:22 AM
101	I seldom see the trails in Highland being used by many people. When you consider the cost of creating an upkeeping versus the amount of people who use the trails, one has to consider is it cost effective. I work for city government for 27 and a half years and I see the waste that goes on and projects that should not become a priority when funding is not there or could be used for more essential services. In case members of the council are not aware, we are in a recession regardless what the vitaministration says. Using the formulas have been used forever, inflation is around 19 to 20%. That affects each household and especially those who are on fixed incomes. Every entity in the state wants to raise taxes and they claim it's only a dollar here a dollar there but those dollars add up and it affects the ability for families to function. The trail system can wait until there's excess money and even then perhaps taxes could be lowered before money is spent.	10/25/2022 9:29 AM
102	Slower speed limits everywhere	10/25/2022 9:14 AM
103	Local trail map	10/25/2022 8:33 AM
104	None. No more tax increases.	10/25/2022 6:43 AM
105	I don't know what you mean by facilities.	10/25/2022 6:27 AM
106	Maintenance of the trails. Specifically keeping the weeds low so foxtails down hurt my pet.	10/24/2022 9:44 PM
107	Connect the a Bonneville shoreline trail near the mouth of the canyon.	10/24/2022 8:17 PM
108	Bathrooms open year round would be nice	10/24/2022 5:29 PM
109	I'd love to have a few more walking only trails where we're not worried about getting run over by mountain bikes.	10/24/2022 2:50 PM
110	Sidewalks well maintained without 2-3 inch lifts and tripping hazards	10/24/2022 1:00 PM
111	Some sort of city ordinance that requires 8ft tall clearance and full side walk width to allow people to walk easily on sidewalks, and to keep ADA ramps clear and free of debris.	10/24/2022 12:22 PM

Q5 Please elaborate on your answer(s) to question 4 and explain why those improvements are needed in your area.

Answered: 476 Skipped: 261

#	RESPONSES	DATE
1	-make trail connections that are already so close to being connected. -put signage back up that has been stolen. Put more warning signage up on the quick turn under 10400 on the Murdock Canal Trail. -sweep the Murdock Canal Trail more often.	12/1/2022 10:07 PM
2	Our neighborhood is completely landlocked by busy roads to any parks or trail systems. There is also no safe route for kids to travel to school without crossing or riding/walking on busy roads.	11/30/2022 11:19 PM
3	We need a safer way for our children to ride bikes or walk to school. There are main stretches on Alpine Highway with no sidewalk. We would also love a way to access the other trail systems to the south of Timpanogos Highway. Crossing it on foot or on bike is not safe or ideal. We also do not have direct access to any parks from our neighborhood, without going a significant distance and crossing very busy roads.	11/30/2022 10:46 PM
4	The natural beauty of the area is what drew us here. Too, our perception that preservation mattered to many in the community. This is a unique region with a storied and sweet history, and with a small-town feel that adds to splendor and fine feel. I believe preserving such qualities (and treasured, swiftly-vanishing lovely places and spaces), ought to be a priority.	11/30/2022 4:25 PM
5	Kids, grandkids, health, beautiful area	11/30/2022 1:59 PM
6	Connecting trails, maintained trails, trails that go somewhere	11/30/2022 11:28 AM
7	The crosswalks need to be improved with better lighting and signage to make drivers aware of people crossing through a crosswalk. There have been several occasions where my wife and I have stopped in a crosswalk because drivers did not yield while we were crossing.	11/30/2022 9:13 AM
8	We need a sidewalk in our area so that the children can get safely to freedom Elementary. It's so unsafe for them to be walking along in the dirt.	11/30/2022 3:12 AM
9	Better sidewalks to get my children to school. Freedom elementary needs a side walk all the way from the start of highland to the front of the school for our children's safety	11/29/2022 2:58 AM
10	Walking and biking to school- more sidewalks	11/28/2022 10:29 PM
11	More crosswalks with crossing lights help kids walk safely to school. It helps me be able to walk my preschooler to the park safely vs having to jay walk	11/28/2022 9:56 PM
12	We need sidewalks all the way to Freedom coming from the south.	11/28/2022 9:41 PM
13	More connections are needed in the Burgess park area to Hog Hollow and other trails.	11/28/2022 8:15 PM
14	I think we have great amenities and trails. More is better though for people who like to run, bike, hike. I usually use MCT because it's a dedicated trail and safe for running and biking. Would love more of that, or just wider bike lanes that are more clearly marked. MCT could be widened in some spots, but it has been widened in recent years, which was great!	11/28/2022 8:11 PM
15	These are just basic safety things	11/28/2022 7:21 PM
16	The walking/cycling options going from neighborhoods South and West of Freedom Elementary are very poor. Children are required to cross the busy 6800 W at an unmanned cross walk at about 10000N because there is no sidewalk along the West side of this road at that point. It would be much more safe to continue this sidewalk along the W side of the road and then allow the children to cross at the manned cross walk at the front of Freedom Elementary. Cars do not slow down or respect the signs at the unmanned cross walk near 10000N.	11/28/2022 5:47 PM
17	There is a missing sidewalk for Highland students traveling to Freedom Elementary on 6800 W. There is no crossing guard and the crosswalk used to avoid the missing sidewalk is dangerous	11/28/2022 5:03 PM

	for young children. I have witnessed young children nearly miss an oncoming car several times. Frankly, it is unacceptable.	
18	Would love more walking paths and trails. Fort canyon. Sidewalk to AF canyon (connecting to Cedar Hills paths). Connection from north highland to north alpine without going down to Westfield	11/28/2022 4:17 PM
19	My biggest feedback is 1) we need more investment in mountain bike trails. It's the most popular activity in our community, it's the largest team at Lone Peak...and our trails are world class. We just need more. We are free-loading on the Draper's investment. 2) Let's get a community swimming pool. AF Rec Center was built when Highland/Alpine had few residents. Now that pool is overcrowded and we have 4 high schools sharing it. Need a Highland/Alpine/Lone Peak/North Utah County facility.	11/28/2022 3:19 PM
20	Not really in my area but in other areas, also we need more street lights	11/28/2022 9:52 AM
21	Some trails in Highland are not maintained very well. Having a street sweeper go down the Murdock Canal trail a few times a year would help a lot there.	11/28/2022 9:20 AM
22	I run with Lone Peak's XC team and it would be more helpful is we either had more trails to run on or bigger areas to run on the road such as bike lanes or sidewalks because that way we can not only run as a group but also make our runs more enjoyable but the route changing more often.	11/27/2022 9:51 PM
23	Need paved trail or road to poppies in alpine and to the ruins and other things in lambert different times of year. Is it ADA Compliant? It’s hard for someone in a wheelchair to enjoy year road. Bumpy trails. Need more accommodations. highland glen is pretty good and not too hard to navigate on	11/27/2022 11:36 AM
24	The streets are never cleaned. Consequently bicycles have to ride in traffic. One small stone could cause a flat which could lead to a bicycle crash. But riding in traffic is equally as dangerous.	11/26/2022 9:09 PM
25	Pathway and trails maintained	11/26/2022 4:00 PM
26	It is difficult to cycle from Alpine to the Murdock Canal Trail on a bike...must ride amongst vehicle traffic.	11/26/2022 3:57 PM
27	Variety is key to me. I use the dirt trails throughout Lambert and the outskirts of town to train for ultra marathons. After a while I end up carving a groove in the same trails over and over. I love variety	11/26/2022 1:53 PM
28	Would especially love to see more bike lanes & wider roads to keep cyclists safe.	11/26/2022 1:43 PM
29	With increased traffic we need more trails that are interconnected for people to use safely on bikes and pedestrian traffic. We need access to longer trail systems. I would also like to see a cycle side and walking side like Provo canyon trail has for safer use.	11/26/2022 10:13 AM
30	I love the trails and would love to see them expanded and diversified.	11/26/2022 8:26 AM
31	I love running on the Murdock trail but the sidewalks don’t lead there. I usually drive to the trail instead.	11/26/2022 6:53 AM
32	We live in alpine and would love a safer way for our kids to cross SR92 to get to the Murdock Canal trail. It would be awesome to have a man bridge over SR92. 6000 West would be a great place for that.	11/26/2022 12:31 AM
33	More dedicated off road bike trails similar to the Murdock canal trail	11/25/2022 8:31 PM
34	Wider bike lanes for safety and maintained from holes and gravel on roads. Love to hike, sometimes the signage is not the best And I get lost	11/25/2022 7:13 PM
35	More trails is better	11/25/2022 6:51 PM
36	Massively increased traffic over the past several years requires more safety for pedestrians and cyclists and better signage of where one may park. Also, better signage to find trails (often hidden in residential areas with tiny little signs, if any)	11/25/2022 6:22 PM
37	More trails, less roads	11/25/2022 4:52 PM
38	It's very common for me to see bikes using the walking/running trail and visa versa. More	11/25/2022 3:59 PM

	frequently, I see fellow walkers/runners using the bike trail.	
39	I would like separate bike and walking lanes. The Murdock canal road is can be dangerous with both walking and biking together. I also do not like biking on the highways. I enjoy trails with natural scapes with trees.	11/25/2022 2:21 PM
40	The trail systems in the area are great, more bicycle and walking accessible connections of the trail systems would be fantastic.	11/25/2022 1:17 PM
41	Love the Murdock trail system but we need a means of getting from Alpine to that trail system without riding and crossing busy highways. Up near the mouth of the canyon would be a great spot to connect under the highway to Highland paved trail systems.	11/25/2022 12:33 PM
42	Many roads have underdeveloped shoulders that force bikes into the traffic lanes.	11/25/2022 12:24 PM
43	One of the main reasons we love living in this area are the trails. We would choose to use trails to get around the neighborhood over streets. The more connectivity between schools and Highland Alpine the better. Also having maps to show where these connectors are would be helpful.	11/25/2022 11:33 AM
44	Traffic on Timpanogas highway is really heavy. As a parent of a teenage child that crosses Timp highway to get to school and to friend's homes, I worry for his safety everyday. He is usually using an electric scooter or bike or his skateboard. We live south of Timp Hwy and it's 2/3 blocks east to the crosswalks on Alpine Hwy or 5 blocks west to 6000 west. Crossing is impossible at times. SERIOUS improvements to cross Timp Highway need to be implemented ASAP or there will be more accidents and/or deaths from driver and pedestrian accidents.	11/25/2022 11:23 AM
45	We ride a lot and there are only a few places to cross Timp Highway safely	11/25/2022 11:16 AM
46	Trails encourage us to get out because they are scenic and away from street traffic.	11/25/2022 11:05 AM
47	Auto speeds are a problem, I would love to bike and walk to highland to shop but it is unsafe from alpine	11/25/2022 10:38 AM
48	Alpine is a very hard city to run in. I usually drive to a trail (Jordan river, Provo canyon, porter rockwell, day break and Merdock canal) to run. Alpine needs to link to the merdock canal trail.	11/25/2022 10:21 AM
49	There is a dangerous intersection of road & trail approaching Highland Glen Park. As the bike/walking trail climbs upwards the road curves and cars do NOT stop & it is hard for bikers to stop. Also there are quite a few blind curves in the area.	11/25/2022 9:58 AM
50	Looking for more connectivity to other community paved trails (Murdoch) and to various trailheads. Want more dirt trails in open spaces that connect Draper Trails and Lambert Park.	11/25/2022 9:56 AM
51	They prevent danger and accidents which is progressively getting worse.	11/25/2022 9:51 AM
52	It would be nice for my kids to have a safer route to Westfield. I mtn or road bike everyday. The trails Are getting crowded.	11/25/2022 9:49 AM
53	More connected paved trails where sidewalks end (e.g., replacing gravel road shoulders with sidewalks). Marking sidewalks and trails with distance indicators. More trails could be developed in the Dry Creek/Bull Creek areas of Highland.	11/25/2022 9:19 AM
54	We need to spend more money on our trails and facilities. Having the trails properly marked would be great.	11/25/2022 9:17 AM
55	Cross walk and light between 11200 N. Over Alpine Highway. Sidewalks in legacy neighborhoods like 5100 W.	11/25/2022 9:12 AM
56	We need trails that provide access to existing trails to improve safety for walking and biking.	11/25/2022 9:11 AM
57	Trail connection to Murdock trail system	11/25/2022 9:06 AM
58	Removal of existing graffiti on signs. Provide better maps online or trail signage showing how regional trails link together including with the Murdock and Cedar Hills trails	11/25/2022 8:53 AM
59	I live in Alpine. Would be great to have better connectivity with trails into Highland and point South	11/25/2022 8:53 AM
60	Can we please get an overhead pass or tunnel to safely connect Alpine trails to Highland trails? Also, can we please get some paved bike paths from Lambert to Highland? Specifically	11/25/2022 8:47 AM

	access to Murdock canal trails.	
61	Please, complete the BST.	11/25/2022 8:42 AM
62	If we had safe connections to Murdock trail from Alpine my family would us it multiple times per week. I have considered moving closer to the trail so my teenagers could travel by bike safely. It would be amazing if Timberline had a safe bike connection to LP for student athletes who need to commute to both schools. The bike lanes are not safe for kids because there are obstructions such as parked cars and debris in the bike lanes and the danger of traffic. If we had a paved trail similar to highland glen area and Murdock trail, I could allow my children of all ages to use it with confidence. Please go under major roadways, and have it completely separate from the roads. We have recreation bikes but we store them in highland although we live in alpine because it's not safe to cross timp hwy to get to Murdock trail	11/25/2022 8:11 AM
63	It is harder going from Highland to Alpine.	11/25/2022 8:07 AM
64	Walking on 6000 W just south of Timp hwy is extremely dangerous. There is no walkway nor shoulder. Also, the trail along AF Canyon Ditch is short and has no connectivity. The Windsor Meadows trail also needs connectivity to 5600 W to get to Mountain Ridge JHS.	11/25/2022 7:57 AM
65	Please connect alpine and highland with a sidewalk on Alpine highway. It's a dangerous section.	11/25/2022 7:39 AM
66	I live on the north side of highland and have to connect down highland Blvd to get to the Murdoch trail. There isnt a good way to get to that trailhead without crossing multiple dangerous intersections. Fixing this section would connect the Draper trials to Murdoch.	11/25/2022 7:37 AM
67	As we get more traffic in Highland and Alpine, we need to invest in bike lanes and other measures to improve bike and pedestrian safety. Otherwise, we will look and feel like Saratoga Springs and Eagle Mountain that have several auto/pedestrian and cycling accidents every year.	11/21/2022 7:36 PM
68	Better Lights or flags for the school crosswalks on westfield ave	11/21/2022 3:58 PM
69	The roads are very busy and feels very dangerous to ride a bike on them. I would love the ability to ride on paved trails that are not on the main roads.	11/20/2022 3:38 PM
70	I live on 600 E, just south of park. Our part of the street has no sidewalk and yet kids, neighbors, my family use the street to get to the park, to school, and trail access. It is a dangerous road because it has no sidewalks. It is a busy road and most people speed up it or down it, as it is in a hill. Streets like this could be made safer for the people of our community, if a sidewalk was installed. I think it would be lovely if every home had "easy" access to the Alpine trail system. By easy I just mean within walking or bike riding distance, .25 mile or so. We have some trails near us and I can say that it encourages walking and getting outdoors. Trails have been a wonderful blessing since moving to Alpine a few years ago.	11/19/2022 3:41 PM
71	There are many roads without sidewalks ... Especially needed along both sides of North County and Alpine Highway from Timp Highway to the circle. There are only partial sidewalks on both sides and (as the busiest streets in Alpine) they are both very dangerous. ALSO ... with that big open undeveloped track along the river ... can we PLEASE PLEASE PLEASE get a trail that runs the length of the river and connects to the river trail near Burgess park. It would be so awesome. Really really wish we had a community rec center w/ pool that connected to trails. Miss the provo rec center. There's nothing up this way like that. Having a place kids could safely bike to and back in the summers would be wonderful for all.	11/19/2022 3:15 PM
72	Lots of potential for more mountain bike trails.	11/18/2022 11:28 PM
73	More difficult trails like chunky and steep (like jacob's ladder for example), also jump trails (like levitate and vertigo and the new trails at lambert) are needed and it's great when they are mixed too (like maple hollow for example). Many people are motivated to get out and exercise because of the reward they get when learning how to hit more technical terrain. These technical trails that are connected by more mellow trails get people to ride out there and get exercise too. The biking community is looking for more of these.	11/18/2022 11:13 AM
74	My kids are on the high school mountain bike team and like many of the kids in this area, they ride to the trailheads. I worry about them on some of their common routes as there are no or little shoulders. Also, more trails locally would mean we could stay and ride closer to home.	11/18/2022 9:55 AM
75	The existing trails need to connect to each other.	11/18/2022 7:48 AM

76	I live off Grove drive near Lambert Park. Grove drive is dangerous to walk, run, or ride a bike on. The road is too narrow, and cars are constantly speeding, and drivers are not paying attention to pedestrians and bikers. I truly don't feel safe recreating in my own neighborhood. There needs to be a second access to the Lambert Park Estates, besides Grove Drive to lessen the traffic. It's unacceptable the city hasn't acted on this yet. Anyone living above Grove drive only have one access point to commute to their home. This creates a dangerous situation for our children walking to the bus, bike commuters, and people who recreate in that area. There is more development happening above Grove drive, which will only make matters worse. The city needs to take action before someone is hurt or killed.	11/17/2022 7:03 PM
77	I do not like walking outside in the cold weather. I have another home in a warmer climate and even without all of the options available in Question 4 above, I still exercise outside.	11/17/2022 2:15 PM
78	The Highland trails need some maintenance, they aren't as great as they used to be, not as bad as the Provo River Trail though. I think the main thing that will help biker safety is more bikers on the road so cars are aware, and bikers making safe choices. I don't think I have biked to Alpine, but I used some mountain biking trails there that were fun, having a connection from the Murdock trails to the mountain biking trails in Alpine would be nice, whether that is a paved bike trail, or a clear path on the roads where there is bike signage.	11/17/2022 10:43 AM
79	The trails need to be connected as the main plan indicated. There are missing parts to both trails (esp. thru neighborhoods) and to sidewalks (ex. Westfield near 6000). Causing a need for street crossing at dangerous places.	11/17/2022 6:43 AM
80	No sidewalk or bike path on Canyon Crest Rd by park	11/15/2022 7:38 PM
81	more confidence when walking outside	11/15/2022 6:38 PM
82	Cars could care less about bikes…we need to create safe lanes for bikers and runners.	11/15/2022 3:09 PM
83	Alpine and highland facilities are not connected	11/15/2022 8:55 AM
84	Many areas where we walk, hike or bike do not have sidewalls. There is quite a bit of traffic on the many roads . We don't feel safe being on the road doing these things. It's would be great to access more areas around both communities without having to go out on main roadways. It would be great to access the Murdock vandal from Alpine without being on the busy main roads.	11/15/2022 6:58 AM
85	Would love to have longer trails that connect without having to stop to cross busy streets etc.	11/12/2022 2:57 PM
86	Access to Hog Hollow trail system has been restricted from the Alpine side near Pfeifferhorn. The city needs to determine best access from Alpine to the Hog Hollow trail system.	11/12/2022 9:08 AM
87	The city and residents have done a very poor job at keeping our sidewalks ready to use. I walk almost every day and I must frequently move from the sidewalk to the street in order to avoid overgrown trees, bushes, weeds, etc. that block the sidewalks. Also, the sidewalks become unusable for much of the summer season because people shoot their sprinklers right over the sidewalks during the early evening prime walking hours, again forcing walkers and children onto the street. As part of any plan to make Alpine more walker friendly (and safe), residents should be encouraged to avoid sprinkling sidewalks, and speed limits must be strictly enforced	11/11/2022 2:01 PM
88	Surface roads are dangerous for bicycles	11/11/2022 1:45 PM
89	I would like a path from the traffic circle to Macy's so that I can shop for groceries. It would ideally be through the neighborhood instead of the high traffic road.	11/11/2022 11:35 AM
90	Biking safely in the community requires trails that connect to each other and/or wide shoulders and bike lanes. It has been proven that a path separated from traffic is safest. Hwy 92 and North County Rd. have a good shoulder, but have very busy traffic.	11/11/2022 8:21 AM
91	Please include a bike lane on N 600 W St. I bike on this road all the time, there are places on that road that are exceptionally narrow. Many cars think it is safer to speed up to get around you before the oncoming car - I have been in some close call situations and a good friend of mine was hit right by the connection to the Murdock Canal Trail. A bike trail on that road would also increase safety when crossing Alpine Highway. I get in the main flow of traffic when crossing that light, but I continually see bikers that are unsure how to cross, making it hazardous for their children riding with them, themselves and cars.	11/11/2022 7:52 AM
92	We want a small town feel. Connecting roads will increase traffic and potentially speed of	11/11/2022 7:24 AM

	vehicles. If you want to save three minutes on a commute or route, you are changing the feel of the community could consider moving closer to stores, cities, and larger roads	
93	A paved trail in Alpine that connects to the Murdock canal trail would be amazing.	11/10/2022 10:31 PM
94	Can't walk or bike in extreme weather and with snow on the ground.	11/10/2022 12:34 PM
95	People are constantly using Alpine Highway to walk on, including me but there is no sidewalk along most of it. Alpine is supposed to have connected equestrian trails but it doesn't and it makes finding places to ride very difficult.	11/10/2022 8:28 AM
96	I love one way biking trails. This isn't always possible, but trails clearly marked with signs and trail direction are very helpful.	11/9/2022 6:44 PM
97	We NEED safer crosswalks for our students that go to Alpine elementary!!! There are 2 on Grove as well as one that is on the west side of the parking lot that is extremely unsafe	11/9/2022 6:08 PM
98	I am writing this response for my nephew who lives in Alpine. He has a disability, which makes it difficult for him to walk to the closest bus stop at Macey's in Highland. It is disappointing that Alpine does not have services for the disabled in our community. He needs to get to work, and this has become a tremendous inconvenience. The city needs to accommodate those who have these problems.	11/9/2022 6:02 PM
99	The roads in our area are getting busier as there are more homes being built - having more sidewalks and bike lanes on roads that haven't been as busy previously would make walking/biking safer in the area. For example 6000 West in Highland needs sidewalk on both sides of the road, along with adding a bike lane to make it safer. Or along Alpine Highway should have sidewalk/bike lanes on both sides of the road for the entire distance.	11/9/2022 4:57 PM
100	I have young children that walk and ride their bikes on Main Street. The traffic often travels at 40+ mph even though it's a 25 mph zone.	11/9/2022 1:33 PM
101	After the "closed door debacle" of the debate around N4800W - earlier this Spring - and the desire of the Alpine Mayor and City Counsel to simply roll-over it's citizens; and throw in a 5 lane road on N4800W (up to the roundabout) - I have little to no confidence that what is being proposed - is being done in good faith and representative of the desires of all of the residents of the city.	11/9/2022 1:03 PM
102	1. I wish some kind of public transit were close to Alpine. 2. Now that Alpine has grown so much, unfortunately we ought to have more sidewalks. 3. We need another safe access out of the Box Elder and Lambert Park Estates area because of the increased residential and construction traffic. Children are still walking to the bus and it is dangerous.	11/9/2022 11:00 AM
103	Bike lane connectivity with Alpine is non-existent, facilities like the Bowery are in a state of disrepair; trails don't have trail signs.	11/9/2022 10:45 AM
104	More Pickball courts is always beneficial.	11/9/2022 10:28 AM
105	Some streets with poor or old sidewalks and pavement, restrooms are far between	11/9/2022 9:40 AM
106	There is not a complete sidewalk on timp highway on the north east side of the road in front of some house just down from the CVS and the gas station on your way to AF canyon.	11/9/2022 4:18 AM
107	Would love an easier way to get from Alpine to the Murdock trail especially.	11/8/2022 9:28 PM
108	I would love to see safer access to Murdock trail without having to compete on a highway.	11/8/2022 5:51 PM
109	Some road shoulders are too narrow for safe cycling such as on North County Blvd. Love the trail connector to the Draper trails! Connector to Murdock trail would facilitate commuting to my work.	11/8/2022 5:47 PM
110	I am surprised WIDER FACILITIES is listed here. If you mean wider roads cars will travel at higher speeds which is deadly for Bikes and Pedestrians. We need Ped/Bike lanes striped on both sides of Three Falls Dr. This road is dangerous for the many bikers and walkers. There are no sidewalks. They are all on the road competing large trucks and construction vehicles. There is no safe place to go.	11/8/2022 3:13 PM
111	More and wider bike lanes would make it more safe for cyclists and more trails that are maintained would be nice to get more variety for different routes. I'm not sure what you can do about the weather. 😁 I would absolutely LOVE if we could have our own recreational center in	11/8/2022 3:02 PM

	the Highland, Alpine, Cedar Hills area with an indoor pool for year round use. We could really use one of those and it's great for improving and encouraging better health for the community.	
112	Would love to have more trails where we can get out and exercise.	11/8/2022 12:02 PM
113	I would travel to work via bike to Orem along the Murdock trail, but Canyon Crest is too dangerous. I feel like I'm going to get hit everytime I ride that road. It would be amazing to have a trail connection to the Murdock Trail. Or at least a dedicated bike lane.	11/8/2022 11:49 AM
114	We need more sidewalks for the safety of children getting to bus stops	11/8/2022 8:34 AM
115	My kids now need to walk 1.5 miles to the bus stop because the city won't consider alternative options. The bus stop used to be next to a river where the road narrowed and there have been several car wrecks. Now my kids have to walk 1/2 further down a road, still with no sidewalks where there is so much more traffic due to growth of homes and construction in the area and the increased popularity of our beloved Lambert Park and Horsetail Falls. (Another road to our area would reduce congestion on this street.) Most of the residents in the Cove, Box Elder, and Lambert Estates, do not feel like their city listens to or cares about them. In fact, many believe the city is punishing them for moving into this area because of past development drama they had nothing to do with. Also many people feel the city council and Mayor are looking out for their own best personal best interest while turning a blind eye or justifying the needs and safety concerns of residents in this part of Alpine. It feels whenever anyone provides a differing point of view to theirs or tries to discuss alternatives, the city shuts them down, writes them off, and tries to shut them up. To many of us it feels like bully and selfish politics. We thought there was no way this could exist in beautiful Alpine, but we are beginning to change our tune. It's really really sad.	11/8/2022 7:47 AM
116	I live in the Ridge Dr and Red Pine area and there are short sections where the sidewalks need to be completed. Specifically on Canyon Crest by Peterson park. Not safe to cross the street to use the sidewalk, too much fast traffic	11/8/2022 7:34 AM
117	safety and non-motorized pathways and access to those pathways are important. Those items have been a lower priority as development and growth seems to have prioritized motorized vehicles.	11/8/2022 7:27 AM
118	Same as above comment	11/7/2022 9:23 PM
119	Grove Drive is scary! Please create a bike lane. Also, the intersections near Lambert need stop signs!! Most people don't even yield.	11/7/2022 8:12 PM
120	I love the mountain bike trails. I'd love to see more of them!	11/7/2022 7:33 PM
121	None-I use sidewalks to walk my dog and exercise. I'm happy with all of the resources available	11/7/2022 6:43 PM
122	Streets are narrow with no sidewalks where I live. (I'm the Cove/ Box Elder neighborhood.) This is the area surrounding Lambert Park so many bikers/ hikers/ equestrian use these roads to access trails. Also, all of the kids walk these roads to access bus stop, which is a very far distance from homes due to there being no safe turn around for a bus in this neighborhood	11/7/2022 5:12 PM
123	The Murdoch Canal trails are amazing, but getting to it from Alpine is dangerous on surface roads.	11/7/2022 4:48 PM
124	NA	11/7/2022 4:42 PM
125	More connected facilities meaning connecting parks and schools. The trails systems are very connected once you get to Highland, but getting from Alpine to Murdock Canal is risky and I often need to trailer my bike. More trails to alleviate the congestion of hte current trails - I love the new walking only trail in Lambert that opened this year as it makes both biking and walking safer and more enjoyable. Signage/education is partly because I had no idea when the trail opened that it was walking only (no signs) and there were some very angry people with mel was on my bike). I understand that and would not have been on the trail with my bike if I had known. I would also like to know how the trails connect now with all the new development in Three Falls. I am sure there are ways to get from Lambert to Suncrest, but so many trails are marked no trespassing I don't want to get stuck somewhere. For hiking I would like to be able to connect the Horsetail Falls trail to AF canyon. The new horsetail on the northside also needs signage.	11/7/2022 4:39 PM
126	Sometimes sidewalks just stop and you either have to cross to the other side of the street or	11/7/2022 4:33 PM

	walk in the street on a blind curve which is dangerous.	
127	I have kids walking around the city a lot and I'd love to see more crosswalks to keep them safer.	11/7/2022 3:47 PM
128	My kids have to cross 3 main roads between our house and parks / schools. There are no crosswalks until you get to the schools. I love riding trails and would much rather be on a trail than street.	11/7/2022 3:37 PM
129	Some of the roads that I bike on are fairly narrow and I do worry that I'm going to get hit by a car.	11/7/2022 3:31 PM
130	There are some places in Alpine where there is no sidewalk, east/north side of Canyon Crest, between the round about and Ridge Dr. 800/High Bench west side, between Village Way and Ridge Dr.300 North next to Burgess orchards on the North side. But the worst is walking 600 East between Ridge Dr. and Creekside Park. It is a narrow busy street with no sidewalks on either side. When cars are parked on that street it is especially bad.	11/7/2022 3:14 PM
131	Please designate and we'll mark wider bike lanes. Currently we are competing with cars and trucks on narrow roads. Add signs educating motorists to bike lanes. Thank you	11/7/2022 11:01 AM
132	An improved bike lane on 10400 N would be amazing--the shoulder of the road is very rough and sloping. The Highland area north of Timp Hwy and the area south of Timp Hwy is not easy to get to on a bike.	11/7/2022 10:00 AM
133	My kids have to go "the long way" to ride bikes to school because the fastest route doesn't have sidewalks the whole way.	11/7/2022 4:18 AM
134	Neither of my kids have safe paths to their schools or to church. There aren't sidewalks on the paths to school and no crosswalks. The roads needed to cross have 35 mph signs however many drivers are going 45-50 down these roads	11/6/2022 9:45 PM
135	I'm not familiar with all the hiking and biking trails and would love better directions	11/6/2022 9:30 PM
136	There are good trails in the area, but they are not easy to get to without loading up bikes on the rack and driving to the trailhead, which in some ways defeats the whole purpose. It would be nice to have all of the trail systems interconnected to allow accessibility for more community members.	11/6/2022 7:33 PM
137	More bike specific paths due to vehicle congestion and lack of bike awareness by drivers	11/6/2022 7:13 PM
138	Paved trails have roots growing through them and are often overgrown	11/6/2022 6:01 PM
139	There are some high-traffic areas that could really use a dedicated crosswalk. The road by Burgess Orchards is terrifying — it is very busy, people have to park across the road, and then they run out in front of cars to get across.	11/6/2022 5:40 PM
140	Improved traffic flow and management.	11/6/2022 5:28 PM
141	We have limited retail and other community based living retailers in our area. The roads which connected us to the major retail centers are poorly maintained, designed for residential use and lack traffic signals and other needed public road accessories that are Traditionally used to facilitate traffic to and from these retail centers	11/6/2022 2:03 PM
142	Proper use, who can and cannot use	11/6/2022 12:38 PM
143	Please maintain the bridges and trails in Lambert.	11/6/2022 12:30 PM
144	Competition for road space is too dangerous. Existing crossings are not safe as drivers speed and disregard signs and signals.	11/6/2022 12:28 PM
145	The roots from trees are causing waves and cracks in asphalt. Limbs are a hazard when riding or scooting	11/6/2022 10:20 AM
146	sinage - especially in Lambert Park, is my top prioity. We use the trails often. Can't have too many in Alpine.	11/6/2022 7:14 AM
147	We don't have consistent space for bikes to travel on most city streets.	11/5/2022 7:45 PM
148	If the weather was improved I most definitely go outside more to walk and bike but I don't know how one would go about doing that. Improvement to government run facilities and buildings	11/5/2022 7:28 PM

	such as school and ESPECIALLY easy access to recreational centers such as going to the gym would definitely get me to walk and bike and run in the Alpine and Highland Area. I would really appreciate ease of access to facilities ESPECIALLY the gym.	
149	I would bike more if it were safer to get to the Murdock Canal trail. From there I can get just about anywhere	11/5/2022 3:39 PM
150	Trail systems should connect to each other so we have safe paths for a long or short bike ride without going on main roads. It's safer for kids	11/5/2022 3:23 PM
151	It would be nice to access Highland from a route other than the Alpine Highway on bike	11/5/2022 2:51 PM
152	I'd like to see the paved walkway in burgess park better maintained. I also think we'd use more trails if we knew where to access them. Maybe they just need more signage?	11/5/2022 2:45 PM
153	Personally I use the trail systems recreationally, for exercise and enjoyment. Having more trails with more connections, especially ways to circumvent busy streets, would add the most value to my use of them and to the feel of our community.	11/5/2022 2:20 PM
154	More trail access from more neighborhoods	11/5/2022 2:09 PM
155	car-centric cities are not desirable or beautiful. more walkways and trails will encourage people to be outdoors, which enriches everyone and increases quality of life.	11/5/2022 1:34 PM
156	To make using the areas more convenient and comfortable	11/5/2022 1:20 PM
157	Would like to see a sidewalk on 600 E leading to Creekside park from Ridge Dr. This is heavily traveled and not safe to walk with cars Would like to see better connections for mountain biking between corner canyon, three falls and lambert	11/5/2022 11:50 AM
158	More is better and to keep people on designated trails	11/5/2022 11:49 AM
159	Developers have been getting permission from the cities to develop areas with no place to park and sometimes with gated neighborhoods that block access to public spaces or make access problematic.	11/5/2022 11:43 AM
160	It would encourage more exercise; kids need safer access to school and parks; great to protect environment.	11/5/2022 10:55 AM
161	As long as development continues to be approved, no amount of "improvements" will reduce traffic. The busier the city…the less good pedestrian options.	11/5/2022 9:37 AM
162	Go to London or many major European cities and see how well they accommodate bikers. That what we could use.	11/5/2022 9:29 AM
163	I appreciate the new trails in Lambert Park that benefit more the beginner and intermediate bike rider. I would appreciate more of these and more options of the same to connect to Highland and Cedar Hills areas.	11/5/2022 9:23 AM
164	Focus on cycling road and trails. More riders need more options	11/5/2022 9:10 AM
165	None needed. Keep small town feel. No more side walks!	11/5/2022 8:55 AM
166	Highland has many main roads without sidewalks. This running or walking there dangerous.	11/5/2022 7:55 AM
167	More trails are better than fewer trails.	11/4/2022 9:06 PM
168	Encourage more bike use that is safe for all.	11/4/2022 7:02 PM
169	Many street lights are not working in Alpine.	11/4/2022 6:32 PM
170	If you ride a bicycle safety from being hit by a vehicle is always on your mind	11/4/2022 6:26 PM
171	There is increased bike traffic on roads and trails. Biking is a fun exercise and economical and environmental friendly mode of transportation. We need to keep the paths and trail updated to handle increased demand. Especially with more patrons on ebikes.	11/4/2022 6:11 PM
172	Alpine is a boon for folks who love the outdoors. It is also a boon for speeders and distracted drivers. I've been studying driving behaviors in this city for over a decade and speeding has always been a problem. What has become more concerning are those who are using their phones WHILE driving. I would like to say those offenders are the inexperienced, but these are adults/parents who are driving family SUVs. They are speeding down our streets looking at	11/4/2022 5:49 PM

	their phones. It's amazing people haven't been injured seriously as a result more frequently (I know it has happened a few times though). Having safer streets would encourage more to get outside.	
173	I have lived here for 17 years and my kids have all attended Freedom elementary. 6800 W (in HIghland) NEEDS sidewalks on both sides of this street. The kids have to cross an extremely busy street with cars that drive way too fast. They did put in a flashing sign years ago, but there is no crossing guard. This road needs to change. Also, the Road itself is so full of pot holes. This road needs resurfacing.	11/4/2022 5:48 PM
174	I walk and bike for exercise	11/4/2022 5:19 PM
175	I love to bike and connect to the Murdoch trail in Highland/Cedar Hills; however, it is now too dangerous to ride from my home on the east bench in Alpine one city roads and must drive my car (with my bike on the back) to Highland. We should have a safe connector trail to Murdoch (maybe along the bench?	11/4/2022 5:18 PM
176	There is a lot of underused land or land which is not used. It would be great to have a sprawling trail city connect our entire city especially from lambert park rodeo ground to the 3 falls trail system.	11/4/2022 4:51 PM
177	Access to Mountainville Academy is a joke. This is a major traffic and pedestrian issue for Alpine. Great example of how not to effectively plan for school access and pedestrian flow.	11/4/2022 4:22 PM
178	Behind Ridgeline Elementary where the kids come out from the back of the school is so dangerous. There needs to be a gate or something added so they can't ride their bikes and scooters straight down the hill and into the road which is also a hill and cars can't see the kids and the kids can't see the cars. It's very dangerous.	11/4/2022 4:13 PM
179	Too many obstructions on sidewalks, such as sprinklers, weeds, cars on the sidewalks etc.	11/4/2022 4:03 PM
180	There is not a great way to get safely from Alpine to the Murdock Trail system. Currently I have to bike along the busy Canyon Crest Rd. with no bike lane and then cross the treacherous intersection of Canyon Crest and Timp Highway. I wish there was a safer path.	11/4/2022 4:01 PM
181	We need more painted crosswalks. Several older neighborhoods still don't have sidewalks.	11/4/2022 3:46 PM
182	Asphalt trails need maintenance. Incomplete sidewalks in our neighborhood. Not sure where a bike or walking trail will take me.	11/4/2022 2:25 PM
183	Draper has turned corner canyon into hiking/biking/equestrian gem. Alpine has potential to do the same.	11/4/2022 1:32 PM
184	There are many sections of road without sidewalks which makes walking to parks with my young children dangerous as we have to go in the road.	11/4/2022 12:41 PM
185	The trails in my are are super run down and covered in weeds	11/4/2022 12:39 PM
186	There is a significant lack of crosswalks along 5300 W between Timp Highway and 10400 N. There's no way to safely access city resources, trails, and businesses to the west of 5300 W for thousands of Highland residents without walking to either crosswalk, which are about a mile apart.	11/4/2022 12:16 PM
187	Alpine. I never know where the trail I'm taking leads which is stressful considering i have kids in the stroller usually. Because i stroller with little kids i appreciate wide sidewalks for others to pass and/wide bike lanes for safety. More crosswalks are needed to make getting out of my neighborhood safe for me and my kids.	11/4/2022 11:12 AM
188	You can't have too many trails	11/4/2022 9:38 AM
189	If more trails or bike lanes connect to the place I go, I will certainly use them!	11/3/2022 11:56 PM
190	Some drivers don't give enough room to cyclists and some don't even understand that cyclists do belong on the road. Also sweeping away debris from bike lanes	11/3/2022 9:05 PM
191	Bikers are annoying	11/3/2022 8:18 PM
192	It is so difficult and dangerous to cross Ridge Dr. in Alpine when I'm walking. Even when I try to cross at the cross walk at 600 East. The cars come speeding up the hill both directions.	11/3/2022 8:06 PM
193	In order to utilize trails, people need to know how they're connected. There should be a	11/3/2022 7:46 PM

	bathroom at horsetail falls trail head. More street lights would be nice in the center of town, not just a long main street especially going up Grove Dr., Westfield Road and Canyon crest. More lights along the Murdoch canal trail would be helpful as well	
194	It would be awesome to have a trail thru the dry creek area. And have little neighborhood trails be connected to larger trails. So many neighborhood trails, don't go anywhere.	11/3/2022 7:05 PM
195	Clear ice and snow on park sidewalk	11/3/2022 7:04 PM
196	At the top of Moyle Dr going into lambert park is slick for horses. (Not enough gravel put into pavement.) It would be nice if sign on right could be moved so horses could stay on the gravel on side. Thx.	11/3/2022 4:15 PM
197	Some of the old areas with no sidewalks are REALLY dangerous to travel with kids. You end up having to cross the road back and forth multiple times to stay on sidewalks with them, and that gets really dangerous. 6000 west is an area we travel on regularly and it’s one of the worst places for this. The houses just south of highland elementary also desperately need sidewalks for kids to travel safely.	11/3/2022 3:41 PM
198	My kids ride their bikes to school and I have them ride on the sidewalk because there is no shoulder and I worry about them getting hit by cars. We also live by a street that doesn’t have any sidewalks at all	11/3/2022 2:54 PM
199	There are some sections of sidewalks in Alpine that just stop and require traveler to cross the road to access another sidewalk or use the road until another sidewalk resumes. To my knowledge there are no bike lanes in Alpine.	11/3/2022 2:09 PM
200	I love being able to send my kids out because we live in such a safe neighborhood. However, when they have to cross busier roads without a crosswalk it makes me very nervous. And often I won't let them go. Some of the trails in my neighborhood are completely overgrown and difficult to see/walk on.	11/3/2022 1:39 PM
201	Putting crosswalks where sidewalks end at street instead of across streets where there is no sidewalk making it further to wall. For example 600 e and 100 s. And another lighted crosswalk in addition to the crossing guard at ranch drive and Westfield by the elementary	11/3/2022 1:35 PM
202	Don’t feel safe riding and walking on some of our streets	11/3/2022 1:14 PM
203	I live off of Canyon Crest. I have to go along canyon crest or cross over it every single day. My stroller has been clipped twice on this rode. I think wider side walks, bike lanes & cross walks would make that rode safer and would allow people safe access to the canyon and the Murdock canal trail!	11/3/2022 1:11 PM
204	I would love more crosswalks across Grove signed with flashing lights	11/3/2022 1:05 PM
205	Automobiles historically take priority in utah communities including Alpine. Prioritizing pedestrian traffic improves quality and safety for everyone, including auto drivers. They may have to slow down but that’s what protects them as well.	11/3/2022 1:01 PM
206	Connecting trails with both raid and dirt would be awesome. There really does not seem to be connected other that roads. Trails are way safer when you do not have to contend with cars.	11/3/2022 11:31 AM
207	Have to spend some time on increasingly busy roads to get to the bike trails that our family uses daily	11/3/2022 11:24 AM
208	Alpine has done a disservice to Lambert Park by widening too many trails and eliminating so much single track only to accommodate the downhill bikers! Thanks for ruining so much of Lambert Park!!	11/3/2022 10:11 AM
209	We have great trails in our area but building even more trails with a variety of type would greatly benefit us. The new trails in lambert park are a great start to this.	11/3/2022 9:42 AM
210	Sidewalks: there are many streets and sections without proper sidewalks that should have sidewalks. More trails: there is an increasing number of people using trails and mountain trails so having more trails makes sense to keep them usable and less crowded overall. Better Maintained: there are areas that get hammered and or are not smooth due to weather impacts or other trail abuse / high traffic and would love to ensure that trails were maintained well so everyone can enjoy them and not deal with pot holes or major issues on trails that don't ever get addressed or fixed.	11/3/2022 9:34 AM

211	Was improved weather a joke? Maybe a map of all trails in the city and Alpine	11/3/2022 8:26 AM
212	I don't always feel safe riding on the high traffic roads and prefer to ride on trails	11/3/2022 7:31 AM
213	There are spots where there are not sidewalks/ they suddenly end. More wider bike lanes so it feels safer with cars.	11/2/2022 11:34 PM
214	The trail systems in alpine and Highland (especially the mountain bike trail but also the road trails) are the gem of living here. It is a huge part of all my family lifestyle. Take away trail and you take the charm and beauty of the area.	11/2/2022 10:37 PM
215	Sometimes I need to stop and rest for a few minutes when my blood pressure is high. Benches would be nice.	11/2/2022 10:25 PM
216	Want to be able to get to main trails, like Murdoch Canal without traveling city streets.	11/2/2022 10:24 PM
217	Because the school busses do not service students within a couple miles of the schools, the students who do walk to and from school are put at risk with no sidewalks or trails. This is a big safety concern.	11/2/2022 10:05 PM
218	We have some dead ends on trails. I think we need more crosswalks at intersections and it would be nice to have sidewalks on both sides of 10400 North all the way to the Alpine Highway.	11/2/2022 10:03 PM
219	I feel more safe riding bikes on trails as opposed to bike lanes and sidewalks. I just don’t feel like bike lanes and certain sidewalks are safe with so many distracted drivers on the road.	11/2/2022 9:54 PM
220	More bike lanes to access trails & more trails. Dirt & paved for biking/walking.	11/2/2022 9:50 PM
221	10400 needs a sidewalk extending the entire road. It’s unsafe for children going to and from school as well as those wishing to walk for exercise.	11/2/2022 9:41 PM
222	Winters get dark and lights are sparse so walks are dark.	11/2/2022 9:19 PM
223	Accessing most trails either requires driving or riding a bike on a road with little shoulder where it is potentially dangerous.	11/2/2022 8:53 PM
224	We have so many people in our community who use our trails every day. Our trail infrastructure is not as good as in neighboring cities, and our whole community would benefit with more focus on building and maintaining our trails. Also, the city should follow through with his commitment to build out parks like Beacon Hill Park. I’m disappointed that money is going towards new parks when our current parks are unfinished.	11/2/2022 8:39 PM
225	These improvements are needed to allow for more use, better use and wider use of existing and new facilites	11/2/2022 8:36 PM
226	I didn’t know about a couple trails in my area for over 20 years. An outdated map was all I found when I looked up alpine trails. It’d be nice to easily get to services outside of alpine.	11/2/2022 8:34 PM
227	Mainly more trails need to be connected. The trails in my neighborhood (North Canterbury) are great, but I wish there were better connections to the trails that lead to city hall, to our restaurants, and shopping facilities.	11/2/2022 8:18 PM
228	We NEED a sidewalk to schools, especially Mountain Ridge Middle School.	11/2/2022 8:12 PM
229	More trails with more connections between corner canyon, hog hollow, lambert. Maybe an instructional zone for younger kids to learn mountain biking skills.	11/2/2022 8:08 PM
230	I don’t necessarily want to bike in the road—too close to cars. I use the neighborhood trail often, but not necessarily the sidewalk. I wonder if the sidewalks can be set up in future neighborhoods to be more like trails for walker, runners and hikers. I think the only people who use the sidewalks are door to door sales ppl. They could use the trails too if they were where the sidewalks are and for bikes and ppl.	11/2/2022 8:03 PM
231	Significant numbers of runners in our area and we mostly use streets or sidewalks. More trails away from cars outside the Murdock system in Highland and Alpine would be welcome, well used and help the health and safety of community.	11/2/2022 7:02 PM
232	I prefer to walk & bike in the trails because their safer & quieter (no car traffic). I use mountain biking trails all the time. It would be great to have more of those in Highland/Alpine.	11/2/2022 6:48 PM

233	Mountain biking has become increasingly popular. With the increasing development, more open space is being closed to biking.	11/2/2022 6:46 PM
234	More trails would decrease traffic and west on existing trails	11/2/2022 6:39 PM
235	Many of the main connector roads are old enough they predate curb and gutter and lack a sidewalk and shoulder/bike lane.	11/2/2022 6:39 PM
236	Connecting more trails throughout highland and with neighboring communities will improve lifestyles and property values	11/2/2022 6:35 PM
237	My sons are on the mountain biking team. And access to trails has cut off practice locations. It has really hurt the kids on the team to not have access to the trail system.	11/2/2022 6:24 PM
238	In our family we ride all over. We ride the MTB trails and we ride on the roads to get there. It is sometimes hard to get to a trail system without riding on dangerous streets to get there.	11/2/2022 6:23 PM
239	for cycling it would be nice to have some of the more heavily used roads such as Alpine Hwy and Timpanogos Hwy swept more often. This way cyclists are not on the white line trying to avoid the debis on the side of the road.	11/2/2022 5:02 PM
240	I live on the eastern-most part of Highland and it needs the sidewalks to be continued all the way to the mouth of the canyon and connecting into the golf course at the new signal near the mouth of the canyon. This is an area many residents use, but you'll notice they drive their cars down to the paths at the mouth of the canyon or to the parking lot where the snow place ice is now stored. Also, Highland City requires developers to finish their development with nice, visually attractive sidewalks and walls, but Highland City has not held itself to the same standards. When Highland out in the snow plow ice storage, it should have continues the sidewalk from the other side in front of the public works building. But also, Highland City doesn't even maintain the landscaping in front of its own public works building in the same way it does in front of any other area; there are some places it has nice, groomed grass, but the frontage on SR-92 is allowed to have really ugly an unkempt greenery - some of it's overgrown plants.rhat take over the sidewalk, some of its just dead weeds,.and other parts of the same property have nice green grass. It's incredibly inconsistent and bizarre- as a resident who is flanked by Highland's ownership of this property on both sides of the entrance to my neighborhood, View Pointe, really Highland City just looks like a bad neighbor who could care less how their land ownership reflects on the residents there. It's so disappointing.	11/2/2022 4:41 PM
241	Biking on roads is becoming more dangerous. Having more bike lanes provides a lot of safety for biking in this beauitful valley.	11/2/2022 4:37 PM
242	We often come home from walking on the trails with thorns in our shoes. There are a lot of weeds overrunning some of the sidewalks and trails.	11/2/2022 4:19 PM
243	The trails behind our houses are not maintained well even though we all try and do her on some people don’t supposed to be your responsibility, since we are paying a monthly fee.	11/2/2022 4:15 PM
244	None of the trails connect and many places do not have bikeable sidewalks or bike lanes at all.	11/2/2022 3:20 PM
245	We live on a dead end road with no sidewalks for most of it. Our street isn't a busy one, but connects with 4800 West, so we often walk there. The sidewalks that do exist on 4800 west are TOO NARROW. With traffic moving next to you at 35mph or more, it feels very unsafe. My teen who isn't old enough to drive often wants to walk or ride her bike to Harts or Macey's and I don't feel comfortable with it, because there aren't decent sidewalks on the entire path. I grew up in very urban northern NJ and we didn't even own a car. I'm sure this colors some of my opinions	11/2/2022 2:42 PM
246	Sidewalks shouldn't be considered a trail, I'd prefer a designated trail - like Murdock- especially for non-pedestrian traffic. A tunnel or bridge over SR-92 would be great! crossing that road can be scary!	11/2/2022 2:05 PM
247	On 6000 west just north of Timpanogus highway would benifit from a bike lane and/or sidewalk. The is a section where the is no sidewalk and the road is skinnier and no curb. Bikes travel on it, but it would be nice if the side was finished with a sidewalk or room for a bike lane.	11/2/2022 2:05 PM
248	Enjoy walking along trails vs along a road. A number of dead end trails that could be connected.	11/2/2022 1:24 PM

249	Love the trails in our community. Some of them could use better maintenance.	11/2/2022 1:22 PM
250	We live in the neighborhood that has the 2 highways on either side. It would be nice to either slow down traffics or create safer places to cross so that we can have easier access to our community	11/2/2022 1:10 PM
251	Some areas do not have sidewalks on both side of the road. 6000 west people drive way too fast on and it's hard to cross. Can't get to timberline or Westfield from our house in 6000 without crossing where there isn't a crosswalk. People go eat over the 35 mph speed limit which is already too high for that two lane road. The intersections at Timp highway are also very dangerous with high speed limit and people running red lights so it's hard to access the Murdock canal trail safely. Speed is a huge issue and lack of sidewalks. People also scream and throw things from cars occasionally	11/2/2022 12:14 PM
252	Seems like there are a lot of undeveloped land and has a lot of dirt on sides of roads.	11/1/2022 10:24 PM
253	I live off SR-92 near the mouth of the canyon and there aren't any sidewalks along that stretch of road. It's unsafe for me and my kids to walk, run, or bike there. Also our neighborhood is fairly isolated from anything else so it's hard to get anywhere without connections.	11/1/2022 9:27 PM
254	I rarely road bike on the streets anymore because it feels too dangerous. There isn't much of a shoulder in a lot of places and I've had several close calls.	11/1/2022 9:13 PM
255	Our neighborhood doesn't have sidewalks or cross walks. It is unasfe for my children to walk to their bus stop and to friends houses because of this. Also, We cross alpine hwy on 11200N a few times a week and it needs a crosswalk and for the trees and shrubs in the center lane to be removed since they obstruct the view of pedestrians.	11/1/2022 8:54 PM
256	The roads literally suck. Also bro what is even this construction by the country club for it's so lame they cut off our water :(	11/1/2022 7:55 PM
257	There is not a straight shot to trails with bike lanes or sidewalks near me. It's very broken up. This also hinders my children's ability to walk or bike to school.	11/1/2022 7:52 PM
258	There is no safe way for me to get from north side of the Alpine highway to the Murdock trail. There is one block of missing sidewalk right now just before the Alpine highway coming from Suncrest to the Smith's very annoying.	11/1/2022 6:12 PM
259	More Crosswalks with flashing lights or crossing flags as vehicles are not always willing to stop for pedestrians.	11/1/2022 5:36 PM
260	I wish the walking trails in my neighborhood weren't lined with so many weeds and that dead trees and limbs were regularly removed.	11/1/2022 4:52 PM
261	My kids walk to school every day up 6000 W and also on 10400. Both these roads need sidewalks on both sides of the street to make it a safer commute for all children.	11/1/2022 2:52 PM
262	The mantence of sidewalks next to open space is not great. Many are set up to never have grass but the parking area is still open for grass, so only weeds grow there and eventualy cover the sidewalk from both sides. The builders should have been told to put no parking strips there at all. The weeds at the edges of the open space areas, Mercer hollow and twin bridges are bad. Thank heaven that a resident in mercer hollow paid to have one section done. and the trail that was supposed to be in that open space was scrapped altogether, we pay monthly fee for that open space and it feels like no money is spent on that area at all. very frustrating	11/1/2022 2:24 PM
263	better maintenance of existing sidewalks also a continuous sidewalk from the Canterbury neighborhood to Mountain Ridge Junior High would be of great benefit to the residents of Highland and their children	11/1/2022 2:19 PM
264	We recently moved here and have been disappointed to find a lack of trail systems to enable us to exercise away from roads. Running and biking on the road with vehicles(even when there is a "bike lane") is not pleasant. It would be fantastic if there were several miles of connected trails to use for exercise.	11/1/2022 2:17 PM
265	With all the new construction in the area, rods are be ok'ing increasingly clogged and dangerous for pedestrians/bikes. Additional paths are needed to encourage alternate forms of transport, increase safety for pedestrians/bikers, and keep Highland a place where residents can easily get outdoors and safely enjoy our beautiful surroundings.	11/1/2022 11:46 AM
266	There really needs to be a sidewalk for Highland Elementary students on the west side of 6000	11/1/2022 11:07 AM

	W	
267	We need to complete the sidewalks on 6000 West. There are many children and the conditions are unsafe. We also must install a crosswalk near Gable Ridge Ct. 6000 West also needs a bike lane.	11/1/2022 9:40 AM
268	We need sidewalks all the way on both sides on 6800 West. We have kids who walk or bike to school and have to cross on a dangerous crosswalk because there are no sidewalks. They should be able to walk on a sidewalk all the way to Freedom and the sidewalks are very sporadic. The pathways have alot of puncture weeds and in places are very bumpy. More signage and a map would be great to know where each trail goes.	11/1/2022 7:37 AM
269	We have four young children that would walk out ride bikes to school if the sidewalks, street width, bike lanes, or a combination thereof were available, but even asking the same streets (6000 W in this case) they are inconsistent, only offering dangerous narrow width streets for significant portions of their length.	11/1/2022 7:36 AM
270	My daughter likes to ride her bike to school and friends' houses but I'm more hesitant to let her when there aren't sidewalks along the way. Sidewalks would be safer for elementary kids to ride on.	11/1/2022 7:21 AM
271	We have more and more people. Outdoor spaces are getting more and more crowded. It is wonderful to have more and more outdoor recreation options.	11/1/2022 4:36 AM
272	I would love to see more connectivity between the trail systems. The master plan seems to suggest of a master trail system that will connect with all the Trail systems or most of them but it seems as if it is uncomplete today and not clearly funded on when completion would happen. It would be nice for the urban trail system to also have pathways out to the mountain trails.	11/1/2022 2:41 AM
273	I ride my bike to work along 4800 W from near Lone Peak High School to the Alpine roundabout. While there are places where it is identified as a bike lane, there are others where there is minimal space between the lane of traffic and the edge of the road. Additionally, cars sometimes park on the side of the road forcing bikes into the traffic lane. This is especially an issue by the field next to the high school despite a parking lot available on the other side of the field. It would be really helpful to have no parking signs there and have it enforced.	10/31/2022 11:39 PM
274	My kids can’t walk safely home from school because the sidewalk ends abruptly on a main road.	10/31/2022 9:43 PM
275	More sidewalks. There is no sidewalks where my kids walk to school going to highland elm.	10/31/2022 9:36 PM
276	I have noticed a lot of sidewalks with large bumps where a slab has either sunken or been raised by tree roots. I would love to see those fixed so I don’t worry about my daughter crashing on her scooter. I also wish we lived a bit closer to the schools, but that isn’t going to change. As for crosswalks, mainstreet seems to have enough, but other busy thorough fairs like Ridge Drive do not.	10/31/2022 9:25 PM
277	It is always hard to cross the road and would be easier with specific places to cross	10/31/2022 9:18 PM
278	The trail south of the Highland city library should be connected to Alpine Highway. The goat head weeds that puncture bike tires are a nuisance in Alpine and Highland, especially lesser used trails.	10/31/2022 8:23 PM
279	There is no bus which takes me from my neighborhood and the bus that goes along Timpanogos highway goes the wrong way. I need to get to Lehi.	10/31/2022 7:56 PM
280	There is a main trail In our area. It would be nice if the trail System was more extensive	10/31/2022 5:53 PM
281	Bike lanes in my area are increasingly rare.	10/31/2022 5:42 PM
282	Would LOVE a sidewalk on 6400 W between 10830 N and the trail to the south of there.	10/31/2022 4:48 PM
283	Safety concerns	10/31/2022 4:30 PM
284	We’d love to be able to access the Murdock Canal trail but the access from Alpine is too dangerous on Canyon Crest/N. Country Road without a sidewalk or pedestrian bridge. More blinking crosswalks around the schools would also be great to force motorists to stop when pedestrians and bicyclists are at crosswalks.	10/31/2022 4:20 PM

285	educated trail systems make it so when your on a trail you don't you get lost as much and be late to work scool ect	10/31/2022 3:08 PM
286	11200 north has no sidewalks and almost everyone speeds down the road, sidewalks would be nice for the safety of children in the area	10/31/2022 3:00 PM
287	Between the 3 schools I travel to with my kids, there are either no sidewalks, or only sidewalks part of the way. As a form of safety there needs to be more sidewalks especially around schools. We would also be more willing to walk or bike to school if sidewalks were available.	10/31/2022 2:10 PM
288	My daughter uses a wheelchair. Sometimes it is unsafe to navigate her on roads. More sidewalks and trails that are safer and well maintained would make it easier to get around with her wheelchair. More signage with directions to where the trails end up would also be helpful.	10/31/2022 1:31 PM
289	There should be a sidewalk on both sides of 6000 in Highland. It is a school route.	10/31/2022 1:26 PM
290	I am only aware of the trails in my immediate neighborhood. I would like to learn about what other trails are available.	10/31/2022 1:04 PM
291	There isn’t a safe way with sidewalks and crosswalks for my kids to walk to school. And we don’t qualify for a bus. A lot of their friends live in areas without sidewalks so it’s unsafe to send them to friends houses. I feel like our community would feel more connected and unified if there were sidewalks on all roads, even in front of older, existing homes.	10/31/2022 12:53 PM
292	There aren’t enough trails to use in order to access businesses or recreation areas without having it be dangerour	10/31/2022 12:43 PM
293	There needs to be more sidewalks near schools. We need to prioritize keeping kids safe.	10/31/2022 12:20 PM
294	The trails are often icy in the winter so I don't use the trails at the risk of being injured.	10/31/2022 12:05 PM
295	They’re great the way they are	10/31/2022 11:52 AM
296	Just having better signage to advertise what’s around. How close to a bike fox station, how to get to various trails	10/31/2022 11:43 AM
297	I think kids need sidewalks everywhere so they can safely walk to school.	10/31/2022 11:21 AM
298	Very difficult to cross timpanogos Highway	10/31/2022 11:11 AM
299	I have a special needs child who is absolutely terrified of dogs. We sadly limit our outdoor activities because so many people do not use leashes on their dogs.	10/31/2022 11:06 AM
300	Better maintained trails	10/31/2022 11:06 AM
301	I feel that more sidewalks in particular would be so valuable. One place in particular that would benefit from sidewalks is the road south Highland Elementary (along 6000 West). I don’t like having my kids walk to and from Highland because of lack of sidewalks. They would likely walk or ride bikes more if their were better sidewalks there.	10/31/2022 11:03 AM
302	The local trails are not maintained and often have overgrowth, fallen branches, and root cracks throughout. Let’s clean that up to make Highland look better and be a bit safer for our young kids that use the paths.	10/31/2022 10:56 AM
303	People do not slow down for the crosswalks and there is very limited visibility at some of them	10/31/2022 10:53 AM
304	There isn’t a safe way to walk out of our loop because there aren’t sidewalks, curbing or gutters, coming out of the Country Club Dr./Alpine Circle loop. We’re afraid to let our kids walk or ride their bikes out of our loop because it’s not safe. There should be a sidewalk there, but nothing has been done about it since we moved here, seven years ago.	10/31/2022 10:49 AM
305	Many roads don’t have sidewalks and would be safer for kids walking to and from school. Also a wider bike lane and a sidewalk on 10400 would be great. Too many cars are lined up at school times in front of the middle school and that takes up the bike lane and it’s kinda scary for my kids to ride to school on.	10/31/2022 10:45 AM
306	There needs to be a sidewalk on the east side of northcounty blvd north of timp highway, there is a treacherous spot where there is no walking room and no shoulder and it’s a pain to have to cross to the west side to use that sidewalk and then have to recross it to get where we’re going. There also need to be a sidewalk finished on north county blvd in front of the shiny shell.	10/31/2022 8:32 AM

307	Alpine does not have public transportation, it’s difficult for many people to get to places they need to	10/30/2022 9:39 PM
308	We need more bike trails that are away from busy streets. Riding on the road with or without a bike lane is too dangerous now. Too many people are distracted when driving. Trails and bike paths need to be need to be built separate from the roads and highways.	10/30/2022 4:12 PM
309	Most of of the issue around travel via bike or by foot is safety—how well can I do this thing without being at risk of an accident? Adding more sidewalks and dedicated bike lanes creates more safety and makes it more likely that people will use these forms of transportation.	10/30/2022 3:57 PM
310	It would be great to have a way to get across SR 92 while on the Bonneville Shoreline Trail. The highway is busy and crossing it is dangerous. A tunnel seems like it might work.	10/30/2022 6:40 AM
311	Bikers are a hazard to my children and I, they need their own lane/trail and education on etiquette (I.e. saying “on your left”, slowing down when passing especially children) Under pass tunnels on canyon road shouldn’t allow bicyclists or they need to slow down , more fencing around trail adjacent to golf course	10/29/2022 4:14 PM
312	We are in desperate need for better sidewalks that connect from our neighborhood to where our children go to school. They would love to ride their bikes or scooters, but there are spaces on busy streets without sidewalk connections. Please help to bring sidewalks to all major roads like Alpine Highway. The sidewalks need to be continuous on both sides. 6000 W has also become such a busy road that it needs sidewalks on both sides of the street. PLEASE. Thank you for gathering information! So appreciated!	10/29/2022 12:33 PM
313	I like to use my bicycle for short errands as a way of exercising and saving on gasoline. But if I can't get 95% of the way to my destination on the Murdoch Trail, I will drive my car. I am afraid of being hit by a careless driver because the roads are not bicycle friendly. If Mark Eaton and Shawn Bradley can get hit by a car and they are huge people, chances are pretty good that someone won't see me on my bike and I definitely don't want to die that way.	10/29/2022 6:57 AM
314	Too many narrow bike lanes. We need safer crosswalks, especially near and to school.	10/28/2022 10:47 PM
315	Some roads lack a shoulder	10/28/2022 8:24 PM
316	I think we should get more crosswalks so it can be safer. And more trails so we can go out and enjoy the nature.	10/28/2022 4:25 PM
317	Better trail connection to American Fork Canyon and Cedar Hills. Also safer connection for riding to Murdock canal trail. Don't feel comfortable taking baby or kids on road to the trail system.	10/28/2022 3:46 PM
318	The trees along the paths I use are being cut down and are dying from water restrictions. The reason we live here is for the trails. I love them!	10/28/2022 3:35 PM
319	Dangerous conditions for pedestrians where I am because of speeding and lack of warning signals and signs to slow down cars. The Alpine Country Club East entrance is hazardous and dangerous for pedestrians and cyclists	10/28/2022 2:58 PM
320	I feel that the upkeep on the the trails is poor at that there are puncture weeds and other weeds growing in them	10/28/2022 2:54 PM
321	There is a very nice system connecting Murdock Canal, Lehi, Porter Rockwell and Draper Canal, Jordan River, Merideth Ditch and Pleasant Grove Trails, but its only for recreation and not commuting, once you get out off the trail you can't bike far safely. There are no trails between Alpine and Highland and Alpine has no paved biking trails, just very short walking trails.	10/28/2022 2:49 PM
322	Trees trimmed -- it's not fun to duck under low hanging trees, especially if you are with an elderly parent or with grandchildren. Road finishes smoother -- rough road finishes are hard on road bikes and my bottom. Less weeds in asphalt trails -- are a tripping hazard to everyone, especially the elderly.	10/28/2022 2:36 PM
323	There is no sidewalks East of 4800W along SR-92	10/28/2022 2:31 PM
324	Our roads don’t have connecting sidewalks, they are working on it but it’s pretty broken up, not safe to send my kids all along on 6800 w.	10/28/2022 2:09 PM
325	live on 6000West. we have to drive to nearest trailhead. need better signage running on	10/28/2022 10:48 AM

	congested roads/terrible to cross sr-92 (death trap) speed limit is too high	
326	Alpine does not have that many crosswalks, especially in main arteries. It also has either narrow or no bike lanes in many areas.	10/28/2022 10:39 AM
327	We need easier ways to cross Timp Highway and Alpine Highway. I like trails that go through neighborhoods and parks and open space.	10/27/2022 11:23 PM
328	It seems like with development many of the trails that connect to other parts of the community are being blocked off. I would far rather have my kids take a trial to a friends than a busy road.	10/27/2022 10:09 PM
329	I used to walk in Lambert Park every day with my dog, especially in the evening along the river but now it's not safe b/c there are so many mountain bikers riding those trails. I would like to see all bikes banned from Lambert Park.	10/27/2022 4:00 PM
330	There are too many areas that do not even have any safe sidewalks and puts me and my wheelchair in traffic and I feel unsafe	10/27/2022 2:30 PM
331	The Wild Rose trail is in dangerous repair and is responsible for multiple injuries and damaged personal devices. This trail services the assisted living center as well as frequent school traffic from preschool through high school. It is a liability to the city in its current condition.	10/27/2022 9:39 AM
332	Sweeping bike lanes/shoulders. Providing connections of sidewalks and bike lanes where small gaps occur.	10/27/2022 7:11 AM
333	Less snow & ice is really all that would likely encourage me to use them more often.	10/27/2022 5:36 AM
334	I don’t use as much when it’s cold. I’d love access to an indoor track.	10/26/2022 11:34 PM
335	The trails and grass need to be maintained better. There are so many tumbleweeds and long grass on the trails.	10/26/2022 10:53 PM
336	The curved sidewalks are difficult to ride a bike on. My understanding is they are more expensive to build. I'd like to see some kind of aggrement made with home owners who don't have side walks in front of the homes to be able to afford - i.e. the city paying more of the costs or finding a grant, or some generous Highland city to donate towards them. I would also like to see when the roads are resurfaced (paved) that the asphalt be finished or extended to where the curb and gutter would be if it was finished. This would make the pavement the size it would be if the curb and gutter where in place. It would help with erosion on the sides pavement, causing holes. Doesn't make any sense to not do it this way.	10/26/2022 7:50 PM
337	We have several areas we travel on regularly that do not have sidewalks or bike lanes and it is scary with young kids. The biggest concern for this is the south side of 6000 west. We travel from the Murdock Trail south regularly and I'd love to see sidewalks or bike lanes along this stretch. There are some narrow stretches when you have cars going multiple directions plus bikes.	10/26/2022 7:28 PM
338	Right now there is no designated safe walking connection between the 2 cities.	10/26/2022 6:39 PM
339	For example, Sometimes we take trails to the public library but it requires walking across vacant fields in-between trails since the alternative routes do not offer sidewalks along the road We appreciate the one water fountain at the end of the Murdoch Canal trail in North Canterbury, and the bike fix station down in the hollow behind Smith's. These small amenities are nice touches and make the trails more inviting	10/26/2022 5:44 PM
340	When we moved to the area (I live inAlpine Shadows) there was supposed to be walking trail that went behind our homes. For some reason it was taken off the planning. It is very difficult now to go for walk as there are no trails to the north, to the south is SR 92, to the west is 6000, to the east is the Alpine Highway. We are literally locked in with no good access. Every road is a major busy road with no way to cross or no sidewalks.	10/26/2022 4:55 PM
341	No ADA sidewalk ramps at Highland Elementary School. Many lifted sidewalk pads on 6000 north of SR92 to 11800 N.	10/26/2022 12:59 PM
342	It is essential for our community to remain competitive. These have become the baseline expectation for new home buyers and new families.	10/26/2022 12:55 PM
343	Sometimes there is no connecting sidewalk for a stroller to go on (no lip to the curb) or sidewalk on the same side.	10/26/2022 11:43 AM

344	Most inner-city trails are unknown and unmarked. There are very few water fountains available.	10/26/2022 11:36 AM
345	I live in Canterbury North across from Freedom Elementary. It would be nice if there was a continuous sidewalk to Mountain Ridge Junior High. It would also be nice for the city to obtain land and own the trails that are visited frequently so that issues like Hogs Hollow access doesn't happen again.	10/26/2022 11:07 AM
346	Some areas seem a little sketchy (where a predator could be waiting), and we have to walk around some limbs and bumps.	10/26/2022 10:04 AM
347	We need proactive control with goat heads and other weeds on trail shoulders. Trail surfaces need ongoing maintenance.	10/26/2022 9:59 AM
348	Sidewalks should be required. Inconsistent gravel dirt walks to concrete are unsafe and leave our city unfinished. Bike paths are poorly maintained in older areas.	10/26/2022 8:14 AM
349	I flat out don’t trust drivers on the road, so will only ride my bike on paved trails, which limits me to the Murdock trail (and that I have to drive to get to). If there is another paved trail in the area (and closer to alpine), I’d love to know about it.	10/26/2022 7:47 AM
350	I don't know why they're "needed", you asked what would encourage me to use them more. Walking the same places can get tiresome. More variety and options on where trails go would definitely keep me more active on them	10/26/2022 7:44 AM
351	The Murdock trail is an awesome asset. Getting to the trail from my home requires travel on a narrow road with no sidewalks. The area of 6000 west and 10400 north. The Lehi ditch trail is narrow. Most people walking on trail are using earbuds and are startled when a cyclist overtakes them even when bells are used.	10/26/2022 6:49 AM
352	It would be wonderful if we could have a paved bike trail system that could connect into the Murdock canal trail	10/26/2022 3:17 AM
353	The bike lanes and crosswalks would make it safer. More trails would hopefully encourage people to go outside and enjoy our beautiful cities.	10/25/2022 10:39 PM
354	I can’t take my kids to many of the places I need to go without risking an accident on busy roads that don’t have sidewalks. Also, we love by a trail that is poorly maintained and what maintenance the city has provided has actually damaged our fence with poor execution. The mower has left holes in our vinyl fence. I really feel we need a little more care in maintaining the trailsides.	10/25/2022 10:18 PM
355	My neighborhood is very car-centric. It's difficult to get anywhere easily without a car, even to the local trails.	10/25/2022 9:16 PM
356	It would be great to go virtually anywhere by trail/bike lane and feel safe doing so.	10/25/2022 8:41 PM
357	More street sweep in bike lanes	10/25/2022 7:30 PM
358	Bike lanes make it feel more safe.	10/25/2022 7:28 PM
359	I live across the street from Creekside park in Alpine. I am greatly concerned for the safety of every resident & patron who visits One of Alpines amazing & beautiful parks. Unfortunately the speed limit is not adhered to in our small town at all. Despite the valiant efforts of Alpine City. I have taken into account Alpine has 13 “parks persay” and the liability and overall safety really needs to be addressed. Especially because of the giant rush of new residents here in Utah. we get approximately 1000 new people every month. So It’s really concerning. I am so happy you all are taking this poll. Thank you. I have a 2 main areas of concerns. 1) Excessive speed around parks and schools. - There’s not enough police force out there to slow down these High Executives late for a meeting, (myself included) & let’s not even get me started about the teens driving around recklessly at night speeding all around town. my Solution, is to add speed humps JUST around major parks & schools. This way we are ALL forced to slow down. And it’s wayyyy safer. 2) make sure access to each park has sidewalks to major parks. this ensures patrons travel safely on our roads to visit a city park Let’s prevent a death of a child or anyone. Solution: The crosswalks should be very visible and clearly marked. This also highlights a concern with all the golf carts being driven by unsupervised pre-teens full of friends will one day undoubtedly collide with a speeding vehicle…. Then we’ll have everyones attention on this issue too. But that’s for another day. Anyway, How do I know it takes that extreme to get the city’s attention is because 15 years ago my then 6yr old daughter was hit on Ridge Drive coming home. It was only THEN that the city put up a “crosswalk sign and	10/25/2022 7:05 PM

	street markings" however it's not been maintained since it was put in. So many residence have come up with this solution and we're told answers that are sad excuses that we cannot have speed humps around because of "the snowplows can't….". And for some reason, Cedar Hills has beautiful speed humps. And I would imagine their snowplows are the same. ♀ Please help make speed humps happen.	
360	Although this is not a survey about car traffic, that is one of my biggest deterrents to walking or biking in our community. Mountainville Academy has caused Main Street in Alpine to be terribly dangerous for bikers or walkers at drop off and pick up times (same times that we have Timberline students trying to walk home). Furthermore, the teens on golf carts in both Alpine and Highland have made cars, bikers and walkers feel unsafe. The golf carts often times act as if they are (irresponsible) cars driving all over both lanes. They are loaded with huge numbers of teens who are goofing off, on their phones, throwing things at cars, etc. It is frustrating that we are not dealing with these safety issues in our community.	10/25/2022 6:37 PM
361	For a better connection from Alpine to the Murdock Canal Trail	10/25/2022 6:13 PM
362	10400 South and 6000 West don't have as friendly areas to walk and bike as other roads (such as 9600 South and 6800 West).	10/25/2022 5:41 PM
363	The side walk around my house (10644 N 5370 W, Highland) is very uneven and dangerous. The city requested the trees be taken down before fixing the sidewalk. The trees are gone, and we are hoping for the sidewalk to get fixed soon.	10/25/2022 5:32 PM
364	I live on 10480 N, where there are no sidewalks and no direct access to any trails. My kids and I have no choice but to walk or ride bikes in the street, which is not safe. We regularly use the highland trails system, but there isn't a way to get to the trail without traveling right in the road	10/25/2022 5:04 PM
365	I live near highland elementary. There is not a safe way for my kids to cross the street at 6400 west and get to Mitchell Hollow park. There are no sidewalks on the south side of the road and the intersection needs a four way stop or a cross walk for pedestrians to be able to cross from the north side to south side of 10400 n. There are no sidewalk along a good portion of 10400 n. It's a safety hazard and someone is going to get seriously injured in that intersection.	10/25/2022 4:37 PM
366	Trails are messy, poorly maintained, you keep raising taxes to cover "maintenance" but in our 20 years here it's never improved.	10/25/2022 4:32 PM
367	No taxes	10/25/2022 4:30 PM
368	Several trails or sidewalks almost go all the way, but stop just short of connecting where I need to go. I don't feel comfortable walking on a busy road without sidewalk or crosswalks.	10/25/2022 4:29 PM
369	I feel like highland had a lot of trails but alpine doesn't as much and we run on the roads more because of this. Paved trails in the city would be awesome.	10/25/2022 4:29 PM
370	With the new trails near Lone Peak and Highland Gardens, it's unclear where bikes should bike and where runners should run. I also hate it when a sidewalk ends and I'm left running or biking without a shoulder. As in between mountain ridge jr high and 6400 W in Highland.	10/25/2022 4:20 PM
371	I'm not sure "more" sidewalks is the right request. Perhaps better regulations regarding the maintenance of side walks. Many residents allow trees/vegetation to block access to sidewalks.	10/25/2022 3:54 PM
372	Looking for connectivity	10/25/2022 2:53 PM
373	People are drawn to quality. The park near my home is filled with rams head puncture weed, the lawn is poorly maintained, and the bike path signage was made by a neighbor. Our sidewalk mow strips are weed-infested and an embarrassment to the otherwise well-kept neighborhood	10/25/2022 2:52 PM
374	North-South, off-hiway connections between Highland and Alpine would be nice. Walking isn't too bad, but it would be good to have cycling lanes on 4800 W / Canyon Crest Rd. Also, a lot of bikers and walkers would appreciate continuous bike lanes and sidewalks on the Alpine Hiway between the Highland Hiway (1100 N0 and Alpine.	10/25/2022 2:36 PM
375	If you have control over the weather please have it be over 50 degrees every morning without any rain or snow so my friend will ride bikes with me. But since we need rain and snow, if you can turn it on after 10 AM that would be great!	10/25/2022 2:34 PM
376	I wish there were complete sidewalks on my kids routes to school (roads 10400 N and also on	10/25/2022 2:00 PM

	5600 W in highland) I feel safer running and walking when there is a bike lane and finished sidewalks on the roads. Also it just looks cleaner when we put the side walks in instead of leaving gravel and side walk gaps in front of homes.	
377	Although I would love my kids to walk or ride to school more I am reluctant because of the lack of protected bike lanes and safe crossing spots. Additionally we love using the dirt trails for mountain biking and running and they do tend to get congested. We moved here primarily for the proximity to the mountains and trails as did many others so I would hope that the trail system would continue to grow as populations does and trails do not become the private domain of the few. With that said there have been a bunch of new trails developed and the work that has been done has been phenomenal. I just hope it continues.	10/25/2022 1:54 PM
378	Getting to the Murdock Canal from the north side of SR-92 is hazardous. It would be nice to have a sidewalk over or under SR-92. Right now, I drive to the canal trail because of the hazards of crossing the busy highway.	10/25/2022 1:26 PM
379	They spread otherwise especially when hot and damage bike tires so unusable without repair.	10/25/2022 1:22 PM
380	I find no enforcement of tree clearance hdights & routinely have to detour around trees/shrubs interfearing with use of sidewalks. Also, addition of more bike lanes, particularly on main thoroughfares to shopping, etc, would reallly make biking safer. I use my bike in place of my car so I primarily travel the same routes as a car, not the trails.	10/25/2022 1:12 PM
381	If Highland and Alpine can use existing trails and construct new trails like the Murdock Canal trail between the two cities, I would use them multiple times per week for walking and cycling. It would increase safety and hopefully increase physical activity amongst our residents.	10/25/2022 12:58 PM
382	Pave trail north from Westfield, past power substation, to Chamberry Way. Notify residents of requirement keep all dogs on a lease unless within a fenced yard. Pave trail (Bonneville Shoreline) north of Westfield that is between Beacon Hill Park / Twin Bridges subdivision and Alpine City and around Highland City north boundary and east to connect to Pfeifferhorn Drive.	10/25/2022 12:40 PM
383	Many highland trails are difficult to locate. One becomes a dead end, with no signage at the entrance. Westfield travel to Alpine does not have consistent sidewalks/bikelane to Alpine	10/25/2022 12:30 PM
384	Better delineation of walking & biking trails where separated.	10/25/2022 12:17 PM
385	More trails in beacon hill community.	10/25/2022 12:04 PM
386	A bicycle overpass or under pass for the Bonneville Shoreline Trail across the 92/Timpanogas Highway would make the Bonneville Trail more usable and safer. It would create a lot more traffic, because now it isn't clear the best way to go when biking from Cedar Hills area.	10/25/2022 11:51 AM
387	Would love to see the Alpine slide trail extended. It is super fun but way too short.	10/25/2022 11:47 AM
388	I cycle a lot through Highland and to and from Highland to other locations and there are quite a few roads with small or no shoulder for cyclists to safely ride on. I ride with a head and tail light, even in the day time to help automobile drivers see me better. Unfortunately, over the past year the number of deaths of cyclists that were hit by vehicles while riding on roads in Utah has continued to rise. More roads with bike lanes / broader shoulders would help reduce the risk of cyclists being injured or killed by automobiles.	10/25/2022 11:37 AM
389	Give alternatives for access off the busy, congested highways due to unlimited growth…. and feeling like “frogger” to simply go to a store or a local restraint.	10/25/2022 11:34 AM
390	More crosswalks on Alpine Highway south of Timpanogos Hwy to Canal Blvd	10/25/2022 11:29 AM
391	Stop spending money please.	10/25/2022 11:26 AM
392	several main roads missing sidewalks	10/25/2022 11:22 AM
393	I would like to see some of the trail systems connected that are not currently connected	10/25/2022 11:19 AM
394	BIKE LANES BIKE LANES BIKE LANES!!! The roads do not feel safe with the speed cars travel. And, cars do NOT stop for bikes or pedestrians, so cross walks are essential. I have really appreciated the cross walks with pedestrian lights as well; more of those in high traffic areas would be GREAT.	10/25/2022 11:10 AM
395	As car traffic continues to increase, it's important to have a safe space where bikes/people can safely enjoy the outdoor space without having to worry about traffic and being hit.	10/25/2022 10:58 AM

396	Many of the trails have trees over grown on them and roots coming up through them. Both of those make it hard to walk and to ride.	10/25/2022 10:41 AM
397	The stores and the neighborhoods are built too far away from each other to make this community accessible by anything other than a personal car.	10/25/2022 10:34 AM
398	Biking and walking to schools should be safely enabled and supported	10/25/2022 10:29 AM
399	.	10/25/2022 10:26 AM
400	More connected trails would make riding bikes easier for kids and recreational use.	10/25/2022 10:22 AM
401	We have areas with no sidewalks or bike lanes (dangerous). There are also sidewalks that are damaged and heaving creating hazards for people.	10/25/2022 10:22 AM
402	I would like more information on the interconnectivity of the trail systems.	10/25/2022 10:19 AM
403	My children ride their bikes homes from school everyday. My 6th grader is riding from Highland Elementary south on 6000W all the way down to almost 9600N. There are no bike lanes and very limited sidewalks along this route. She would be much safer if either of these existed. Also she stops, gets off her bike, and crosses the road at 9860N/Canal, where there is a crosswalk; one day she said she almost got hit. So I would say safer crosswalks. One other concern I have about crosswalks is with the Murdock Canal Trail crosswalk on 6000W, located between 10100N and 10150 N. There is a stop signs for the bikes to stop, but the bikes rarely stop. This has scared me many times as I am driving. There have been many times when I have had to slam on my brakes because bikes just ride through the crosswalk with out slowing down or looking. I even naturally slow down my car when I come to that crosswalk. The hardest is driving North on 6000W. It is hard to see either direction on the trail for bikers because the trail is covered by a tree on the east side and a fence on the west side. I don't think bikers realize this and it just makes for a hazard of a biker being hit. I propose that maybe pillars be put on both sides of the road, so bikers are forced to slow down and maybe even have to get off their bikes to go through the pillars. Thanks for your help and time!	10/25/2022 10:17 AM
404	Crosswalks are a safe way to cross obviously. I assist LPPD with crosswalk duty when they need it. One of the things I've noticed is that some of crosswalks have poor visibility with trees blocking the crosswalk signage. That and some enforcement of right of way would be nice.	10/25/2022 10:16 AM
405	My children and I would love to walk to our friends house across the Street but everyone is always speeding and there is no cross walks or stop sign and no side walk to the left of our street.	10/25/2022 10:14 AM
406	There are still many sections of the city without sidewalks. I know that the city asks developers of land to do curb and gutter, but the older homes and areas should just be done by the city to give us the access needed. With these sections of no sidewalk it makes the city look unfinished.	10/25/2022 10:12 AM
407	Bike lanes have a lot of gravel and debris that forces riders to use the car lanes. This is dangerous and impedes car traffic. I propose sweeping the bike lanes periodically.	10/25/2022 10:03 AM
408	The places needing sidewalks are very close to traffic and dangerous	10/25/2022 10:02 AM
409	We use a trail regularly (ranch Dr) to go to the elementary school. It has large cracks that really need filled. My stroller tires and my kids bike tire get stuck in some of the larger ones.	10/25/2022 9:47 AM
410	Because so many people love using the trails and having more of them would just allow more people to use them. And also cause less traffic between pedestrians and bikers.	10/25/2022 9:45 AM
411	Wish the Murdock Canal trails were the same width.	10/25/2022 9:44 AM
412	beautiful parks & trails & trees/well maintained sidewalks & facilities is the reason we moved to Highland.	10/25/2022 9:42 AM
413	We have loved the trails that we have used! I would like to know more about the trails that are available.	10/25/2022 9:40 AM
414	I would prioritize trail/crosswalk safety. Local sidewalks and the MCT are fantastic resources. I don't use local community 'trails' that are overgrown and under-maintained (I have to patch a bike tires anytime a family member rides local trails). More MCT-like trails would be optimal but obviously the options are limited.	10/25/2022 9:36 AM

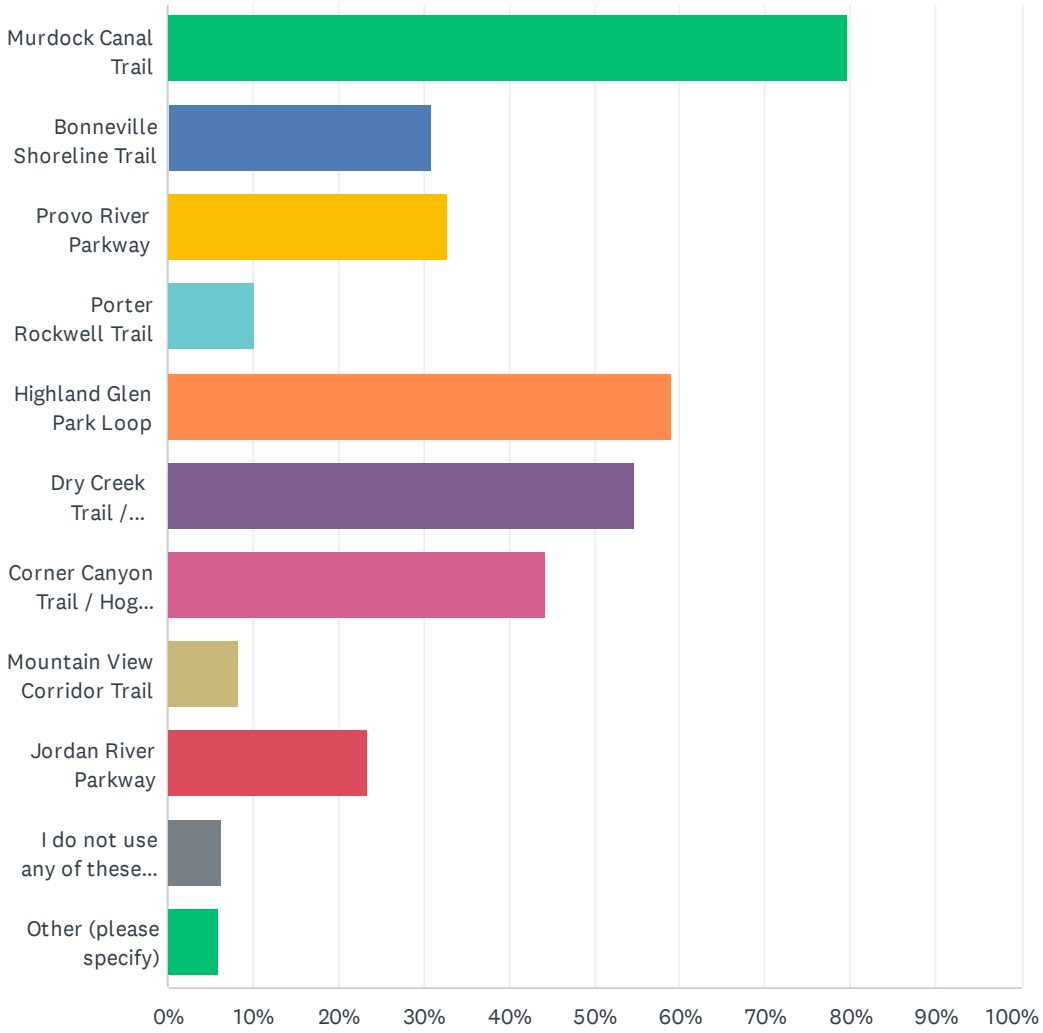
415	I use A LOT of the trails. Some of them are so overgrown with goatheads, you can't bike on them. So, just some maintenance would go a long way.	10/25/2022 9:33 AM
416	There is so much demand for trails for mountain biking that the trail systems are overwhelmed at times. More trails would help alleviate the issue.	10/25/2022 9:31 AM
417	See explanation in number four.	10/25/2022 9:29 AM
418	There’s no sidewalks going to 10400 S 6000 W. Also would love safer and better access for kids to walk or bike to the Junior High.	10/25/2022 9:14 AM
419	Road crossings on the Murdock Canal Trail need improved signage. I almost daily have cars not yield to me in the crossings. Some of the trail is getting cracks and bumps - don't let it fall into disrepair like the Jordan River Trail!	10/25/2022 9:14 AM
420	There are many places in the area where I have no choice but to run or bike in the street. This is especially frightening around blind corners. I have had many close calls with cats almost hitting me while running in Highland and Alpine.	10/25/2022 9:14 AM
421	A lot of the walking trails have weeds and stickers that hurt the dogs and get stuck in shoes	10/25/2022 9:12 AM
422	More trails = more people in the great outdoors	10/25/2022 9:04 AM
423	I don't feel safe on some roads without proper sidewalks and cross walks. Especially with my kids using them daily as well.	10/25/2022 8:55 AM
424	I love exploring. Main use of trails for me is running / hiking. The things that prevent me from getting out most is summertime heat and wintertime cold. Not anything you can do about those. It might be nice to have a local trail map though… I’m sure there are trails I have never been on.	10/25/2022 8:33 AM
425	Trails, sidewalks, and bike lanes are not always connected to destinations	10/25/2022 7:46 AM
426	Highland has raised fees and taxes far beyond the rate of inflation in recent years and I refuse to stand by and allow them to increase it more without a fight.	10/25/2022 6:43 AM
427	You pay taxes to keep it up and it still looks like trash. Signs would help make it more clear for rules and and reminders . The more trails, sidewalls, the more people get out and move.	10/25/2022 5:59 AM
428	I live off of grove and people fly down grove drive. It would be nice if at the minimum there was more speed limit control. There are also a few hard to see corners. I wish people would go the speed limit.	10/25/2022 5:39 AM
429	Safety safety safety!	10/24/2022 11:38 PM
430	It is difficult to take walks in the part of Highland where we live because much of the sidewalk that should be there is not. I also limit some use of trails because of weather or just lack of accessibility based on where I live	10/24/2022 11:09 PM
431	My house is by two major roads Alpine Hwy and US 92 and n 6000 w. Using Alpine Hwy and N 6000 W makes me nervous when running because these roads do not have Sidewalks and Us 92 has a lot of traffic and few traffic lights. Makes me uncomfortable crossing on that road to try to get to the Murdock trail or other trails.	10/24/2022 10:26 PM
432	There are not any paved trails in our part of Alpine. I don't think there are many in Alpine at all. I'm not sure what you mean by "facilities"? I don't believe Alpine has any facilities, besides outdoor parks.	10/24/2022 10:25 PM
433	Walking up the hill on 600 East there’s no sidewalk. Kids are walking to and from Alpine elementary almost getting hit. Would be nice to have signs on trails .	10/24/2022 10:23 PM
434	When walking and/or running I would appreciate more sidewalks and more street lights. I also wish there were better connections to businesses and facilities. SR 92 is so busy.	10/24/2022 10:18 PM
435	I love what we've already got and would appreciate more. I love it when all of the trails connect.	10/24/2022 10:14 PM
436	I think it's more of the other bikers on the road don't actually use the bike lane.	10/24/2022 10:02 PM
437	There is not safe access from Alpine to Highland unless you are in a car.	10/24/2022 10:01 PM
438	More options to explore	10/24/2022 9:57 PM

439	I mainly care about crosswalks. We moved from lehi a year ago and the biggest shock moving to Highland is the lack of crosswalks. I have 5 small children and to access biking and running trails (as well as schools) we have to cross a road. It wouldn't be that big of deal but speed limits are not obeyed or enforced in the city of Highland so this road that the speed limit is 25- ppl are often doing 45 to 50. And we have to cross it without a cross walk- there is no cross walk nearby either or we would go the extra distance to be safer. It's definitely been the biggest complaint about moving to Highland.	10/24/2022 9:55 PM
440	Some trails are in need of repair. All of the bike trails are well used.	10/24/2022 9:45 PM
441	And I will continue so that all the poop that dogs put on my lawn from the trail is picked up	10/24/2022 9:44 PM
442	It is challenging for students to get to all schools safely. Trails start and stop instead of being connected. There aren't well marked bike lanes. I would like more lights at road crossings.	10/24/2022 9:13 PM
443	Safety	10/24/2022 8:49 PM
444	Some sidewalks are in bad shape. And trails make walking so much more delightful.	10/24/2022 8:44 PM
445	I live on Timpanogos Highway, and there is no sidewalk from my house to the corner of Timpanogos and Alpine Highway. My daughter is the one in the family who likes to walk and run and bike, and I don't feel safe having her walk along the five lane highway with no sidewalk.	10/24/2022 8:44 PM
446	Some of the highest traffic routes don't have any shoulder, specifically on 6000 w. Protected trails that cross major roads the best. I occasionally get harrased by drivers in cars, so anything that limits my exposure to cars while biking would be much appreciates.	10/24/2022 8:33 PM
447	The paths at burgess park need to be fixed up…	10/24/2022 8:32 PM
448	It would be really awesome if there were wider bike lanes so that you feel safer and feel more comfortable riding on the roads. I think it would be so awesome and fun to have more trails to hike and bike on.	10/24/2022 8:31 PM
449	I won't go on some streets because it out too dangerous without a sidewalk.	10/24/2022 8:27 PM
450	Too many big cracks in trails	10/24/2022 8:22 PM
451	Trails do not connect	10/24/2022 8:22 PM
452	The Bonneville shoreline trail needs to safely cross the mouth of the canyon and get through the wilderness area near Alpine. The Highland City Center trail needs to connect to the Murdoch.	10/24/2022 8:17 PM
453	Bike lanes protected by more than just a painted line. Bikes have their own protected crosswalk light	10/24/2022 8:10 PM
454	More dedicated bike trails. I love cycling and mtn biking getting to and from one trail to the other. Would like more places to ride.	10/24/2022 8:07 PM
455	5800 w better entrance to the trail	10/24/2022 8:04 PM
456	More trails and more wildlife access corridors and open space. The Dry Creek system is a great place to start.	10/24/2022 7:42 PM
457	Doesnt feel safe riding bikes on streets. And walking to and from places there aren't always sidewalks and very few crossings. Trails are tricky to walk or bike on. Not enough room to pass comfortably so if you're walking you have to jump out of the way quickly. If you're biking you have to slow or stop to pass those walking.	10/24/2022 7:40 PM
458	I'd like to be able to get to Lehi from the North side of Timp Hwy.	10/24/2022 7:34 PM
459	I cycle on the Murdoch trail often. It is wonderful, and nice and wide, but can be crowded. Signage or lane markings might be nice to encourage people to keep pets, children and cyclists safer. Love the wider walking path in Lambert! I'd love to see more pedestrian only paths.	10/24/2022 7:26 PM
460	😀	10/24/2022 7:15 PM
461	We need more sidewalks. I noticed you replaced the roads but have you thought about the people Walking on the gravel. Sidewalks!!	10/24/2022 7:14 PM

462	Lots of the highland city trail system that are paved are in a state of disrepair.	10/24/2022 7:13 PM
463	As a mother of small children I like to ride my bike with attached bike trailer. Since they are so little, I don't use bike lanes, I use sidewalks. The lack of contiguous sidewalks hinders my goals. Additionally, sidewalks that just end in curbs are difficult for bikes/strollers - it needs a ramp to the street. My biggest worry, by far, is the lack of contiguous sidewalks on my child's route to school. Even routes marked by the state as the "safe route to school" is not actually safe	10/24/2022 6:01 PM
464	There are no sidewalks connecting my neighborhood to the Murdock Canal Trail on 6000 W. The street is dangerous and fall of thorns that pop all of our tires. The lack of sidewalks for kids walking home from freedom Elementary school is also dangerous and appalling.	10/24/2022 5:47 PM
465	I would like more dirt trails because it is easier on my body when running	10/24/2022 5:35 PM
466	It could help others and myself	10/24/2022 5:32 PM
467	Safe cross walks. We have had MANY close calls where alpine residents don't stop won't stop for pedestrians. Not even at crosswalks	10/24/2022 5:30 PM
468	I love walking on the trails that I know about. Education about what trails are being added is very helpful. Signage in the Lamber and/or Three Falls area would improve the area so I could tell where I am when walking. In 3 Falls, there is no cell coverage in many areas so I feel lost most of the time.	10/24/2022 5:17 PM
469	The Alpine trail I use near Timberline and Westfield really needs to be better taken care of.	10/24/2022 2:43 PM
470	Need shoulders with bike lanes on 6000 W (especially near SR92) and 4800 W to connect better between Highland and Alpine. It is dangerous to bike there now.	10/24/2022 2:23 PM
471	It would be nice to be more aware of the types of trails that are around in the cities that aren’t up in the hills.	10/24/2022 2:10 PM
472	There are areas where there are no sidewalks and heavy traffic (400 W) cars park on the shoulder which makes you have to walk in the road. I have seen that many of the road bikers have become bullies. They disregard many of the traffic laws and feel entitled to block traffic. I even saw a biker pass on the left coming down 400 w because the vehicle was going slower. The vehicle was turning left and the biker almost got hit. They use trails that are not designated for them and when confronted they are loud and rude.	10/24/2022 1:59 PM
473	Cars are scary and I wish they were further away from me while I ride	10/24/2022 1:41 PM
474	The sidewalks are dangerous in Alpine. So many tripping hazards.	10/24/2022 1:00 PM
475	Burgess orchard sidewalks are overgrown and the non paved areas are uneven and hazardous to walk on. Also, the neighbors do not see to care that their trees and bushes are blocking sidewalks.	10/24/2022 12:22 PM
476	During the school year the sidewalks and roads are not very safe for any pedestrian. Everyday at pickup time the intersection on main st and 100 south is an accident waiting to happen. The crossing guards don’t keep the flow of traffic in mind at all when walking kids, and that in turn makes drivers frustrated and more likely to drive like a jerk. There needs to be lights or something put in. Maybe the school should have two release times since it is the bottle neck of the problem. Maybe some of the park could be used as parking	10/24/2022 11:41 AM

Q6 Which regional trail systems do you use in the area? Check all that apply.

Answered: 727 Skipped: 10



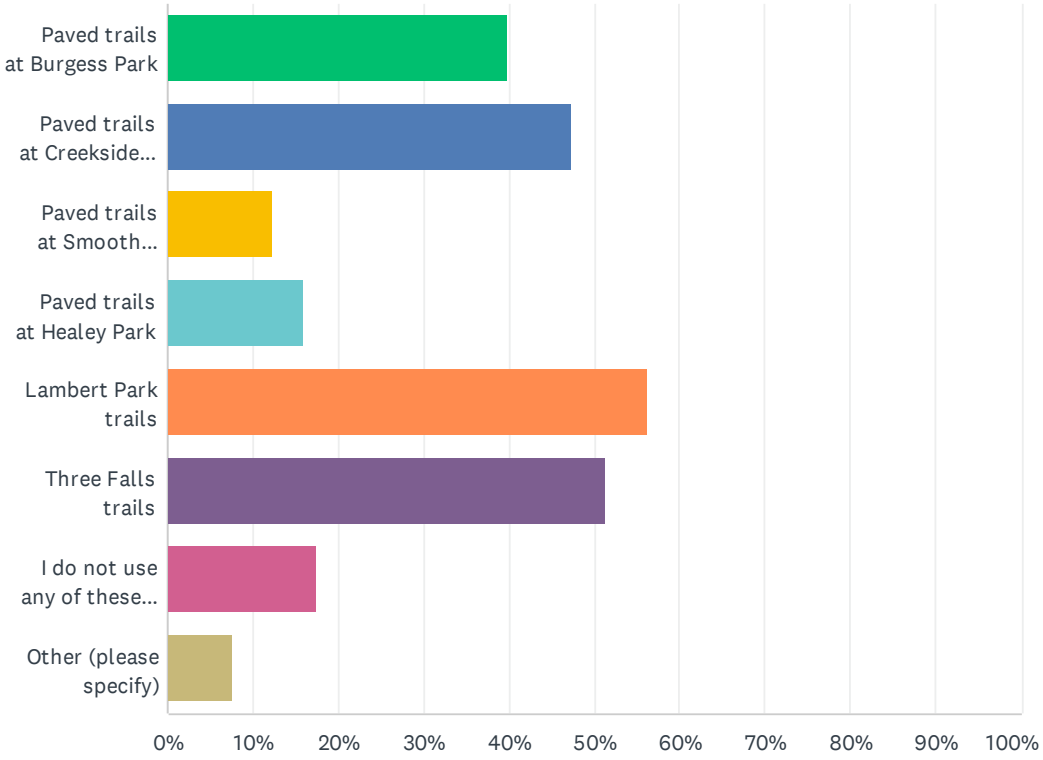
ANSWER CHOICES	RESPONSES	
Murdock Canal Trail	79.78%	580
Bonneville Shoreline Trail	30.81%	224
Provo River Parkway	32.87%	239
Porter Rockwell Trail	10.18%	74
Highland Glen Park Loop	59.01%	429
Dry Creek Trail / Horsetail Falls Trail	54.88%	399
Corner Canyon Trail / Hog Hollow Trail	44.29%	322
Mountain View Corridor Trail	8.39%	61
Jordan River Parkway	23.38%	170
I do not use any of these trails	6.33%	46
Other (please specify)	5.91%	43
Total Respondents: 727		

#	OTHER (PLEASE SPECIFY)	DATE
1	While I have not regularly been able to access all the trails and utilize them due to health issues, my family members have. Too, I love to travel around the area, and observe the beauty, and the many who appreciate it.	11/30/2022 4:25 PM
2	Want to use more but need more paved access to get through some areas that are designed for able bodied people only	11/27/2022 11:36 AM
3	Lambert park, forbidden, bodily harm, three falls, etc (maybe these are considered part of the bonneville shoreline)	11/26/2022 1:53 PM
4	Highland Hollows	11/26/2022 8:43 AM
5	Other Highland trails (you know, the old, lifted, narrow one that wind thru neighborhoods).	11/25/2022 11:23 AM
6	Bike Lane along N. Co. Blvd.	11/25/2022 9:51 AM
7	Lambert Park trails	11/19/2022 3:41 PM
8	All over, including AF Canyon, Valley Vista, Eagle Mountain, Provo Canyon, Payson Canyon, Big and Little Cottonwood Canyons, Some Heber/Park City	11/18/2022 11:13 AM
9	P	11/14/2022 10:02 PM
10	I have, on occasion, used all of these trails, but the bulk of my walking and exercise takes place around the neighborhood where there are no designated walking trials.	11/11/2022 2:01 PM
11	Valley Vista Trails in Pleasant Grove, Lambert Park in Alpine	11/9/2022 6:44 PM
12	Lambert Park	11/8/2022 10:00 AM
13	Lambert	11/7/2022 8:12 PM
14	Lambert	11/7/2022 8:02 PM
15	Mostly roadways	11/7/2022 6:55 AM
16	Lambert park	11/6/2022 9:30 PM
17	I really don’t know what they’re called	11/6/2022 6:01 PM
18	Lambert park trails	11/5/2022 2:09 PM

19	Lambert park trails. Fort Canyon trails.	11/5/2022 8:55 AM
20	Lambert park	11/4/2022 11:12 AM
21	Trails by arboretum	11/3/2022 2:01 PM
22	Porter Rockwell Trail	11/3/2022 1:01 PM
23	Trails around the cedar hills golf course, and trails north of sr-92 by at canyon up into lambert park	11/2/2022 6:35 PM
24	Neighborhood walking trails in Highland	11/2/2022 4:15 PM
25	Alpine trails / Lambert Park and Three Falls trails	11/2/2022 1:00 PM
26	Windsor Meadows neighborhood trails	11/1/2022 4:52 PM
27	Dry creek trail	10/31/2022 5:42 PM
28	cedar hills and highland trails	10/29/2022 7:25 AM
29	Three Falls trail	10/28/2022 8:24 PM
30	Wild Rose trail	10/27/2022 9:39 AM
31	I don’t know the name of the trail I use, it’s the one along Caddie Ln.	10/26/2022 11:34 PM
32	Beacon Hills park	10/26/2022 10:53 PM
33	too hard to get to the trails	10/26/2022 4:55 PM
34	Highland city neighborhood trails.	10/25/2022 10:18 PM
35	walking on neighborhood sidewalk	10/25/2022 5:32 PM
36	Highland city neighborhood trails	10/25/2022 2:00 PM
37	Park City trail systems (multiple)	10/25/2022 12:30 PM
38	No names posted on the four trails I use…?	10/25/2022 11:34 AM
39	Wimbledon Estates trails	10/25/2022 10:41 AM
40	I use the one closest to my home and have yet to venture farther. I don’t know its name.	10/25/2022 10:19 AM
41	Town center trail	10/25/2022 9:40 AM
42	Highland city trails in neighborhoods	10/25/2022 9:12 AM
43	Almost all of the Highland trails	10/25/2022 7:46 AM

Q7 Which local trail systems do you use in the area? Check all that apply.

Answered: 690 Skipped: 47



ANSWER CHOICES	RESPONSES	
Paved trails at Burgess Park	39.86%	275
Paved trails at Creekside Park	47.39%	327
Paved trails at Smooth Canyon Park	12.46%	86
Paved trails at Healey Park	16.09%	111
Lambert Park trails	56.23%	388
Three Falls trails	51.45%	355
I do not use any of these trails	17.39%	120
Other (please specify)	7.68%	53
Total Respondents: 690		

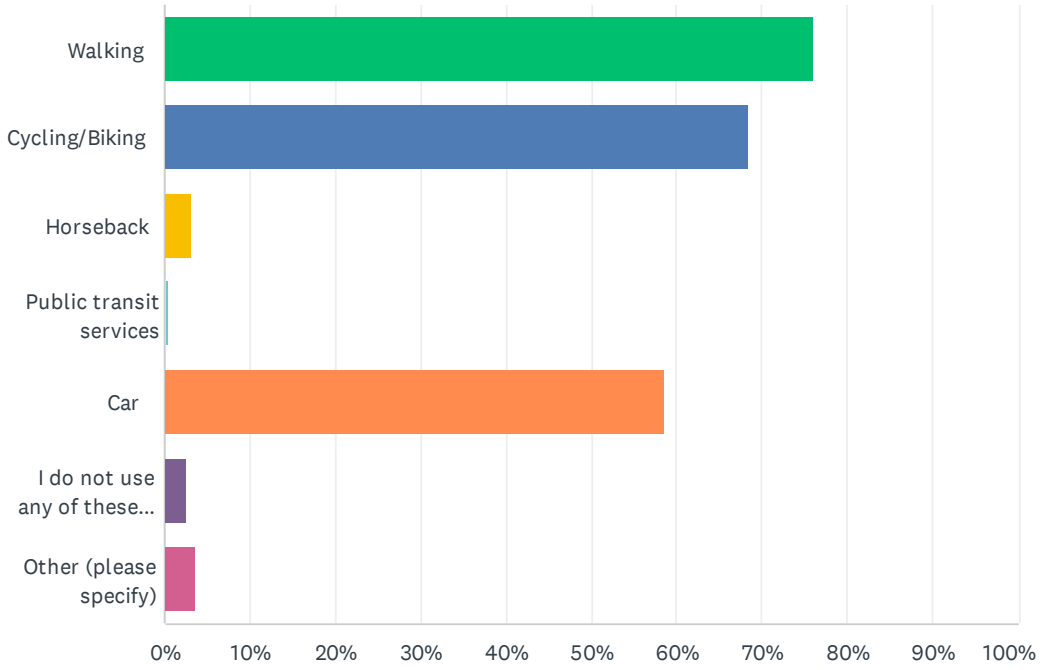
#	OTHER (PLEASE SPECIFY)	DATE
1	We would love to use more of the trails towards alpine/three falls but do not have a safe way to access them.	11/30/2022 11:19 PM
2	I do not know all the names of the trails I use.	11/29/2022 2:58 AM
3	Hog Hollow	11/28/2022 3:19 PM

4	Mitchell Hollow trails	11/28/2022 9:20 AM
5	Lambert and three falls are so difficult mostly have to give up when arriving	11/27/2022 11:36 AM
6	I see that they are included here.	11/26/2022 1:53 PM
7	Highland Hollows (Lehi?)	11/26/2022 8:43 AM
8	Neighborhood trails connecting highland and alpine	11/25/2022 11:33 AM
9	The trail near Highland Town Center that goes west to 6000 west and beyond.	11/25/2022 11:23 AM
10	Hogs Hollow TH, School House TH, Dry Creek TH	11/25/2022 9:56 AM
11	Cedar Hills trails	11/25/2022 8:53 AM
12	AF Canyon Ditch trail and Windsor Meadows Park trails	11/25/2022 7:57 AM
13	I've used a lot of the Highland trails ... but I don't know the park names.	11/17/2022 10:43 AM
14	Same answer as number 6	11/11/2022 2:01 PM
15	We also hike regularly in the AF canyon	11/8/2022 12:14 PM
16	Peterson Park although the trail that continues to the north east is not maintained	11/8/2022 7:34 AM
17	MTB trails	11/6/2022 5:28 PM
18	Paved American fork canyon ditch trail	11/5/2022 3:23 PM
19	Dry Creek Dry Canyon, Horse Tail Falls	11/3/2022 7:46 PM
20	At least I don't think so..	11/3/2022 7:05 PM
21	Hogs and Corner canyon	11/3/2022 11:31 AM
22	Hogs	11/2/2022 10:37 PM
23	I do not know the names, I just walk them.	11/2/2022 10:25 PM
24	Cedar Hills trails, Beacon Hills, Hog Hollow	11/2/2022 8:18 PM
25	unsure the name, but the paved trails from west Highland to city center	11/2/2022 6:39 PM
26	Trails around the cedar hills golf course, and trails north of sr-92 by at canyon up into lambert park	11/2/2022 6:35 PM
27	Cannaberry trails	11/2/2022 4:15 PM
28	Highland Hills & Bull River/Dry Creek	11/2/2022 1:22 PM
29	Trail from town center meadows to Highland elementary.	11/1/2022 11:46 AM
30	Bull River	11/1/2022 2:41 AM
31	Trails around Highland City Center	10/31/2022 1:36 PM
32	Cedar Hills Parkway Trail	10/28/2022 3:35 PM
33	Trails above the Ridge at Alpine	10/27/2022 4:00 PM
34	Wild Rose trail	10/27/2022 9:39 AM
35	I don’t know the name of the trail I use, it’s the one along Caddie Ln.	10/26/2022 11:34 PM
36	Highland Hollows Trails Park	10/26/2022 7:28 PM
37	Creekside park	10/26/2022 10:24 AM
38	Not sure what is is called	10/26/2022 10:04 AM
39	I use the Highland trail between the city building and highland elementary regularly	10/25/2022 5:04 PM
40	Trails in Dry Creek neighborhood	10/25/2022 4:29 PM
41	Creekside Park	10/25/2022 2:36 PM

42	Hamongogs/Schoolhouse Springs, Valley Vista, Highland Hollows, Redford Run/dirt trails above Smooth Canyon Park, Forbidden/Bodily Harm area, Sensei, Cedar Hills paved trail, paved trail at Rachel McTier Park, Trails on Star Hill, Paved trail near Ridge Dr,	10/25/2022 1:54 PM
43	Trails into American Fork Canyon	10/25/2022 11:51 AM
44	Paved trails around Ridgeline Elementary	10/25/2022 10:19 AM
45	Paved trails through Highland at some Highland parks	10/25/2022 10:17 AM
46	Highland city trails	10/25/2022 10:02 AM
47	We use more neighborhood trails rather than park trails	10/25/2022 9:47 AM
48	The one by my house	10/24/2022 9:44 PM
49	High Bench Cansl trail	10/24/2022 8:44 PM
50	corner canyon, valley vista, etc.	10/24/2022 8:31 PM
51	Brandon’s Trail to Hog Hollow in Twin Bridges, Alpine City Trails, Ft Creek Trail	10/24/2022 8:31 PM
52	Windsor park area trails	10/24/2022 8:04 PM
53	All kinds of unpacked unofficial trails through neighborhoods	10/24/2022 5:46 PM

Q8 How do you access local and regional trail systems? Check all that apply.

Answered: 731 Skipped: 6



ANSWER CHOICES	RESPONSES	
Walking	76.20%	557
Cycling/Biking	68.54%	501
Horseback	3.28%	24
Public transit services	0.41%	3
Car	58.55%	428
I do not use any of these trails	2.46%	18
Other (please specify)	3.69%	27
Total Respondents: 731		

#	OTHER (PLEASE SPECIFY)	DATE
1	We usually have to transport bikes rather than riding due to unsafe connections to trail systems and parks	11/30/2022 11:19 PM
2	Running	11/28/2022 8:15 PM
3	Running	11/28/2022 9:20 AM
4	Wheelchair. Acessiable four wheeler. E bike.	11/27/2022 11:36 AM
5	Running!	11/26/2022 1:53 PM

6	Trail Running	11/25/2022 8:53 AM
7	Running	11/17/2022 7:03 PM
8	Running	11/8/2022 3:02 PM
9	Running	11/5/2022 2:30 PM
10	Running	11/5/2022 2:20 PM
11	Segway	11/4/2022 5:49 PM
12	Rollerblading	11/4/2022 12:16 PM
13	Drive to park trail	11/3/2022 7:04 PM
14	Atv	11/3/2022 1:35 PM
15	Running	11/2/2022 7:02 PM
16	Running	11/1/2022 9:27 PM
17	Wheelchair	10/31/2022 1:31 PM
18	Baby stroller	10/29/2022 4:14 PM
19	one wheel	10/28/2022 8:37 PM
20	On occasion I will drive to the trail, but I should be able to walk	10/26/2022 4:55 PM
21	Running	10/25/2022 4:29 PM
22	Run	10/25/2022 4:29 PM
23	Running	10/25/2022 2:00 PM
24	Trails into American Fork Canyon	10/25/2022 11:51 AM
25	Running	10/25/2022 9:14 AM
26	Golf cart	10/24/2022 10:23 PM
27	Class 1 e-bikes & Onewheels	10/24/2022 11:29 AM

Q9 If you regularly bike or walk in your community, please describe which routes you usually take.

Answered: 381 Skipped: 356

#	RESPONSES	DATE
1	Mostly Murdock Canal Trail	12/1/2022 10:07 PM
2	We have to ride along main street towards alpine to access corner canyon. Alternatively, we also have to use main street then cross SR92 in order to access highland glen park or murdock canal. There is no separate path off of these streets that make it safe to travel along these roads. Would love either a bridge or tunnel under SR92 near 5300 to connect to businesses and trail systems.	11/30/2022 11:19 PM
3	We love to walk, bike and hike and would do significantly more if we could link up with other trail systems in a safe manor. We live in Highland and our kids would love to bike and walk to school but there is no safe route for them to do so.	11/30/2022 10:46 PM
4	Murdock trail	11/30/2022 5:47 PM
5	I love to walk the trail behind our home when I am able (still, a stunning natural setting that leads from Highland to Alpine and also up amd over the Mountain to Draper). I also love to see the many who traverse there, and enjoy the scenic beauty that serves to strengthen body and fill the soul. My dream is that this and other trails and open space in the area may somehow be preserved for countless souls to appreciate and utilize.	11/30/2022 4:25 PM
6	Around Bull River	11/30/2022 1:59 PM
7	Well I take the main roads alot since highland doesn't have trails that go anywhere. Too many dead end trails	11/30/2022 11:28 AM
8	Out of my neighborhood on sidewalk. Down alpine highway on sidewalk, to Murdock trail.	11/30/2022 10:40 AM
9	Murdock canal trail and highland city paved trails. We frequently drive to trailheads at Lambert Park, Hogs Hollow and Dry Creek for hiking and mountain biking.	11/30/2022 9:13 AM
10	Canal Blvd	11/29/2022 2:58 AM
11	To Freedom Elementary, Lehi junior and Skyridge	11/28/2022 10:29 PM
12	MCT from highland area to go west as far as draper, and East/South as far as Provo canyon.	11/28/2022 8:11 PM
13	Roads and any way to access it	11/28/2022 7:21 PM
14	Walking: through the neighborhoods south of Freedom Elementary, including the Murdock trail, and Wimbleton Park trail. Biking: Murdock trail	11/28/2022 5:47 PM
15	Lehi to Murdock canal.	11/28/2022 5:07 PM
16	6800 W	11/28/2022 5:03 PM
17	Would be nice to have a sidewalk to fort canyon (three falls) — it’s a narrow road which makes getting up there on foot tough	11/28/2022 4:17 PM
18	Hog Hollow to Corner Canyon to Three Falls to Lambert Park	11/28/2022 3:19 PM
19	Why is running not an option in this survey? I see a lot of runners on the trails.	11/28/2022 9:20 AM
20	When walking or biking I often use the Highland or murdock trails.	11/27/2022 9:51 PM
21	Many	11/27/2022 11:36 AM
22	The road from Alpine to the high school. It is narrow and is only meant for cars. It is exceedingly dangerous for bikes. No wonder NO high school kids ride their bikes to the high school. Because of idiots in city governments.	11/26/2022 9:09 PM

23	Canterbury and Murdock trails.	11/26/2022 4:00 PM
24	Main St, Alpine Hwy, Heritage Hills/E. Alpine Blvd	11/26/2022 3:57 PM
25	Roads combined with the Murdock canal trail system.	11/26/2022 1:53 PM
26	Murdock canal trail but would like better connection with Jordan parkway and better connection with hog hollow area	11/26/2022 10:13 AM
27	Murdock through Mitchell hollow	11/26/2022 8:43 AM
28	Murdock	11/26/2022 8:26 AM
29	We bike and walk down Westfield road to 6000 West. 6000 West is lacking sidewalks in places. It is also narrow. Crossing SR92 is dangerous, it's our best route to the Murdock Canal trail.	11/26/2022 12:31 AM
30	Neighborhood roads to connect to the Murdock trail or off road trails. 100 E mostly	11/25/2022 8:31 PM
31	Westfield Rd down toward burgess park Grove st Alpine rd Murdock trail off 6000 going west and east	11/25/2022 7:13 PM
32	Roads and Murdock trail	11/25/2022 4:52 PM
33	South on Alpine Highway from the Pebblewood subdivision to the entrance to the Murdock trail. From there to 6000 west and then either North or South on the sidewalks, then home.	11/25/2022 3:59 PM
34	Murdock canal and Highland Glen park	11/25/2022 2:21 PM
35	Walking 3 to 4 days a week through neighborhood to Murdoch Canal Trail connecting to Highland Glen Park Trails, connecting to Highland Trails, Connecting to Cedar Hills Trails, back to Murdoch Canal Trail then back home through neighborhood. 5.3 mile loop.	11/25/2022 1:17 PM
36	I generally ride on the streets high on the east bench of Alpine and up 3 Falls - once a week I ride to murdock trail and all the way to Bridal Veil Falls.	11/25/2022 12:33 PM
37	Murdoch canal to any where it connects.	11/25/2022 12:24 PM
38	6400 W or Timp highway to Murdock Trail	11/25/2022 11:44 AM
39	Our family uses e-biked, e-scooters and, good old, human powered road bikes. We use all of the trails selected in my answers above. I road bike along Timp Hwy, to points west and east and to access the Murdock Canal trail (which connects me to Jordan River and Provo Canyon trails). As a 60+ yr old cyclist, I prefer the safety of trails but cycle on surface streets as well.	11/25/2022 11:23 AM
40	Traveling North and South we try to weave through neighborhoods rather than use alpine highway, 6000 or 4800. Of course north and South we either cross Timp highway at the lights at 6000 or alpine highway East and West we use a lot of the Murdock canal and side streets to avoid traffic. My son has physical disabilities and we use a trailer that attaches to my bike. We do not like to be close to trafffic for safety reasons.	11/25/2022 11:16 AM
41	We usually bike, walk or drive to Lambert park, depending on the area we are accessing. Or we walk to trails/parks near our neighborhood.	11/25/2022 11:05 AM
42	400 w. In highland, burgess park	11/25/2022 10:38 AM
43	I usually just try to stick to back roads or highland trails when I can.	11/25/2022 10:10 AM
44	American Fork/Cedar Hills, Highland Glen	11/25/2022 9:58 AM
45	dirt trails - Lambert, Dry Creek, Hogs Hollow, Lambert, School House TH, Draper Trails	11/25/2022 9:56 AM
46	4800 W Mountainview Circle. Highland to Highland Glen then along Mordock to Lehi Trail and back.	11/25/2022 9:51 AM
47	Fort canyon to three falls	11/25/2022 9:49 AM
48	Timpanogos Highway and neighborhood sidewalks and streets in between Highland and Alpine.	11/25/2022 9:19 AM
49	Hog Hollow to access Draper trails. On road to Lambert Park from 5100 W. Up Healy blvd.	11/25/2022 9:12 AM
50	6000 West to the Murdock Canal Trail or Alpine Highway to the Highland Glen Park Trail. Murdock Canal Trail to the Provo River Parkway.	11/25/2022 9:11 AM

51	Cedar Hills and Highland trails	11/25/2022 8:53 AM
52	I walk a planned 1 mile route from my house.	11/25/2022 8:25 AM
53	I drive to the trailheads, but I would rather bike or walk from northern Alpine.	11/25/2022 8:11 AM
54	mostly murdock canal trail and up to highland glen and around by smiths.	11/25/2022 8:07 AM
55	We regularly use AF Canyon Ditch trail and sometimes the trails in Windsor Meadows Park. I also regularly bike at Lambert Park.	11/25/2022 7:57 AM
56	Alpine highway is my main point of access.	11/25/2022 7:39 AM
57	Corner Canyon, Murdoch, Jordan river and Provo river	11/25/2022 7:37 AM
58	I ride hog hollow, corner canyon, 3Falls, and Lambert Park every day when weather and trail conditions permit. I also use murdock canal trail / provo canal trail to access more opportunities for recreation and commuting to work.	11/21/2022 7:36 PM
59	Home to schools, parks and trails	11/21/2022 3:58 PM
60	I drive to the trails because it’s not safe on the road. Either 6000 west or out towards the high school.	11/20/2022 3:38 PM
61	I take Redford Run to Lambert Park. I did take a trail, which was unmarked, from after the Alpine Roundabout, the road that heads to Burgess park crosses a bridge..at the bridge there is a trail next to the bridge that took me all the way to Hogs Hollow and into the Highland city trail system.	11/19/2022 3:41 PM
62	Murdock canal trail	11/18/2022 11:28 PM
63	Winter time I'll ride Art Dye, Murdock out to Highland Glen to AF mouth of canyon or out to Valley Vista, sometimes to Provo and then back (on mountain bike since I don't own a road bike). I would love trail development in town as well as in the mountains. In town areas that could handle being ridden when frozen or when more wet conditions exist would be amazing.	11/18/2022 11:13 AM
64	We bike so many different routes. Basically any route between American Fork and Alpine.	11/18/2022 9:55 AM
65	Grove drive, Box Elder drive, Heritage Hills Drive, Alpine Blvd, Main Street, WestField Rd, 11800 N, Highland Blvd, Suncrest Dr.	11/17/2022 7:03 PM
66	I just walk on the sidewalks where available and on the shoulders where they are not available. 6000 W, West Field Road, Bull River Road.	11/17/2022 2:15 PM
67	I use roads and the Jordan River Trail, along with the connection to the Murdock Canal Trail to get to work sometimes. I often bike on the Murdock Canal Trail beginning in Orem and going into Highland.	11/17/2022 10:43 AM
68	Peterson park to creekside	11/15/2022 7:38 PM
69	it varies on the time of the year, but I usually would walk from Main St to whatever direction, depends on how much time I have, the season and the time of the day	11/15/2022 6:38 PM
70	Lambert, city trails, canal	11/15/2022 3:09 PM
71	High Bench road, main Street, canyon crest, bald mountain,	11/15/2022 6:58 AM
72	Public streets to get to trails	11/12/2022 2:57 PM
73	From pfeifferhorn I have to cross an empty lot to connect to Highland and then go through Brandon's trail to then connect to Hog Hollow. Before the fence was put up I could connect directly from Pfeifferhorn to the Hog Hollow trail system.	11/12/2022 9:08 AM
74	From my home to asphalt oval in park on Allegheny Way in the south end of Alpine	11/11/2022 7:51 PM
75	I walk almost every day around Alpine, and I don't have any "usual" routes. I try to vary my daily walking as much as possible, so I end up going around different blocks and neighborhoods every day. Because of the problems with overgrown/unusable sidewalks, I end up having to walk in the street very frequently, so I try to avoid the busy streets as much as possible.	11/11/2022 2:01 PM
76	Alpine to Macy’s.	11/11/2022 11:35 AM

77	Highway 92 to mouth of A.F. Canyon, then hop on Cedar Hills Parkway (hoping for a better transition there). Follow to Murdock Canal Trail. Alternative is to follow 4800 W. into Alpine, take Ridge Rd. up to Alpine Blvd., various routes to 11800 N., to Suncrest Dr.	11/11/2022 8:21 AM
78	I walk on 9600 N to get to connecting streets and bike 9600 to get to work (not in the winter though).	11/11/2022 7:52 AM
79	city streets and existing sidewalks	11/10/2022 12:34 PM
80	If I'm biking or running to a trail, I begin at Highland Glen Park, or at the trail crossings on Alpine Highway.	11/9/2022 6:44 PM
81	Creekside park	11/9/2022 6:02 PM
82	I will walk within my neighborhood, so that I don't have to venture out on busier roads where there isn't a guarantee of sidewalks. For biking on trails, I find a parking area near where I want to access the trail.	11/9/2022 4:57 PM
83	Lambert Park loops, Three Falls starting at parking lot and ending in Lambert Park, bike rides down to Murdock Trail (which is dangerous riding to get there).	11/9/2022 10:45 AM
84	Depends on trail but I leave from my home walking or we drive our bikes to Murdock trail	11/8/2022 5:51 PM
85	Cycling or walking from my home on Canterbury Ln.	11/8/2022 5:47 PM
86	Mountain bike in Three Falls and horseback in Lambert Park	11/8/2022 3:13 PM
87	I often take Alpine Highway to Highland Glenn park and then to the Murdock Canal trail when I bike. When I run, I will usually drive to a spot on the Murdock trail and then run my desired distance.	11/8/2022 3:02 PM
88	I walk/run and ride my bike on various streets in my neighborhood, near Canyon Crest and Healey. I also occasionally ride my bike along various streets in Alpine to explore the area.	11/8/2022 12:14 PM
89	Village way to trail between country manor and bald mountain north to Lambert	11/8/2022 10:40 AM
90	All of Lambert Park.	11/8/2022 7:47 AM
91	Yes, through Peterson Park and Lambert park from the west or south	11/8/2022 7:34 AM
92	I walk daily and usually select Burgess Park, Lambert Park, Hog Hollow trail, Three falls trails or Dry Creek trails. And sometimes a combination of the above.	11/8/2022 7:27 AM
93	Moyle Dr into lambert and other areas	11/8/2022 3:03 AM
94	Roads - Lambert Park	11/8/2022 12:25 AM
95	Lambert loops. Grove to Lambert.	11/7/2022 8:12 PM
96	I will bike up Grove drive to the three Heritage hills trail head.	11/7/2022 7:33 PM
97	Walking around my neighborhood	11/7/2022 6:43 PM
98	Alpine Highway and Westfield road.	11/7/2022 4:48 PM
99	Local surface streets and sidewalks.	11/7/2022 4:42 PM
100	On the roads/in town of Alpine: Loop around the new Three Falls development, Up 300 North to the East, through the Cove to the trailhead of Horsetail Falls	11/7/2022 4:39 PM
101	I walk along 400 West, Treeline Drive, Matterhorn Dr, Pfeifferhorn Dr, Westfield Road, in Alpine. I also walk in Creekside Park and Burgess Park.	11/7/2022 4:33 PM
102	We live by Burgess Park, so we mainly use the walking trail there and to get to and from the schools. We also walk to creekside park and legacy park, but crossing main street is scary as a pedestrian.	11/7/2022 3:38 PM
103	I take main street to 3 falls, and 200 North to Hog Hollow.	11/7/2022 3:37 PM
104	I usually walk/run/ride down Bristol Court to get to Creekside park. And, I usually take Canterbury Lane to Alpine Blvd to get to Lambert park from my house.	11/7/2022 3:31 PM
105	Varies, a 3-4 mile loop beginning and ending at our house.	11/7/2022 3:14 PM

106	Many routes	11/7/2022 11:07 AM
107	All roads in Alpine and Murdoch Trail	11/7/2022 11:01 AM
108	Highland Glen park and Highland Trails Three Falls (I wish public access were easier like it was a year ago) Drive to Lambert Park and take all the trails there Park at Legacy Park in Alpine and then run up to Lambert and do the trails Bike down the Murdock and do the mountain biking trails at Valley Vista	11/7/2022 10:00 AM
109	Westfield to Travers 3200 N to 300 W	11/7/2022 6:55 AM
110	Murdock canal trail from highland into cedar hills or highland into Lehi	11/7/2022 4:18 AM
111	I use the Highland trails often when walking. When biking I have to use 6400 West to access the Murdock trial. This road is unsafe for hiking and walking. No consistent sidewalk or hike lanes and cars often driving too fast	11/6/2022 9:45 PM
112	The boundaries of the Deerfield Ward.	11/6/2022 7:08 PM
113	Main Street to the different access points.	11/6/2022 5:40 PM
114	Creekside park loop	11/6/2022 5:28 PM
115	Walking burgess. Mtb lambert	11/6/2022 12:38 PM
116	Corner canyon and Traverse.	11/6/2022 12:28 PM
117	Murdock canal trail to Provo River trail. Timp Hwy trail to Murdock to JRP trail	11/6/2022 10:20 AM
118	Creekside park loop 3 falls trails Lambert park	11/6/2022 7:14 AM
119	Down Grove Drive then over to Main Street and out of town.	11/5/2022 7:45 PM
120	I would usually bike, walk, or run taking the Murdock Canal Trail MOST often.	11/5/2022 7:28 PM
121	I like to trail run, so I usually go to Lambert Park first and continue on to Three Falls or Horsetail falls. No sidewalks, so it's always a little scary, but not a ton of traffic.	11/5/2022 3:39 PM
122	I like the American for ditch trail because it connects to the City buildings and library. Unfortunately it stops just before the alpine highway on one end and stops short of connecting to the Murdock canal and Mitchell Hollow on the other so it ends up going nowhere. It would be a fun trail to take family bike rides if it connected on both sides.	11/5/2022 3:23 PM
123	All listed above	11/5/2022 2:51 PM
124	Fort canyon to High Bench rd to Murdock trail	11/5/2022 2:30 PM
125	I mostly run. I take different routes, mostly from my home, and most often use the trails around highland and Cedar Hills up into the foothills below Mahogany Mountain. I also go into the canyons and trail run a lot there.	11/5/2022 2:20 PM
126	Trail behind Healy church that goes behind a bunch of houses	11/5/2022 2:09 PM
127	we ride the shoulder of 4800 W. or 5300 W. to get into Highland and access the murdock. i've almost been hit on a number of occasions by swerving motorists who are on their phones.	11/5/2022 1:34 PM
128	Hog hollow	11/5/2022 11:49 AM
129	Hog hollow and canyon corner	11/5/2022 11:48 AM
130	The whole length of Grove drive, using heritage hills drive to go East/West. Also Canyon crest, 4800 west heading South.	11/5/2022 11:43 AM
131	Grove Dr, Alpine Blvd, Main St.	11/5/2022 10:55 AM
132	Regular neighborhood walks	11/5/2022 10:52 AM
133	Lone Peak to Bald Mountain to Lambert Park. If I am going to other areas, then I use the roads to access trails in Highland and Cedar Hills.	11/5/2022 9:23 AM
134	Streets	11/5/2022 8:55 AM
135	School House Springs trail or the trail starting in the Ridge	11/4/2022 10:47 PM

136	BST to Lambert and over the Three Falls	11/4/2022 9:06 PM
137	Street roads to the trail systems	11/4/2022 7:02 PM
138	Road running early morning.	11/4/2022 6:32 PM
139	Healy to north county blv.	11/4/2022 6:26 PM
140	I use Lambert park and access by the south parking lot. Ride bike on road down Alpine Blvd. I also commute to work on bike lane of Alpine highway.	11/4/2022 6:11 PM
141	Usually those closest to my house.	11/4/2022 5:48 PM
142	I have to ride my car in Alpine as it is too dangerous to ride on city streets.	11/4/2022 5:18 PM
143	I usually take main roads in the most direct manner possible to access the closest trail entrance.	11/4/2022 4:51 PM
144	Alpine Blvd, Cemetery, Moyle Park	11/4/2022 4:22 PM
145	Neighborhood sidewalks.	11/4/2022 4:03 PM
146	I bike/hike from my home to the Lambert Trail system which is only 2 blocks away. I also bike from my home to the Murdock Trail system which is 2 miles away and requires that I bike along a busy road without a dedicated bike lane and cross a treacherous intersection.	11/4/2022 4:01 PM
147	through neighborhoods	11/4/2022 2:25 PM
148	Murdock canal, highland glen, cedar hills trails, bonneville shoreline	11/4/2022 1:49 PM
149	Main roads	11/4/2022 1:32 PM
150	Murdoch canal connecting to highland glen and then to cedar hills trails	11/4/2022 12:45 PM
151	I walk and bike regularly on Murdock canal trail and walk/bike to parks using sidewalks and roads.	11/4/2022 12:41 PM
152	I usually bike along sidewalks near my home	11/4/2022 12:39 PM
153	Sidewalks to bus stops and parks.	11/4/2022 11:12 AM
154	Loop from main, fort canyon, alpine Blvd, 200 n	11/4/2022 9:38 AM
155	Mixture of trails and sidewalks	11/4/2022 7:58 AM
156	Murdock canal trail is by my house and connects to most places I want to get to that are close to me	11/3/2022 11:56 PM
157	Alpine Highway to the Murdoch	11/3/2022 9:05 PM
158	600 East has no sidewalks getting to Creekside. That big hill can be scary with no sidewalks. I drive to horsetail area and Lambert area. I also bike to Lambert up by village way on occasion. I walk to Healy, creekside or Burgess	11/3/2022 8:10 PM
159	Up Past Village away Church	11/3/2022 8:06 PM
160	I run and bike all over the communities of Alpine, Cedar Hills, Highland, Draper and Suncrest	11/3/2022 7:46 PM
161	In good weather, my husband rides his bike to work- uses murdock trail. We use the wimbleton neighborhood trails nearly daily to access the murdock trails for exercise and to get to and from school.	11/3/2022 7:05 PM
162	Creekside Park trail	11/3/2022 7:04 PM
163	Judy’s trail, High Bench in Lambert Park Rodeo in Lambert Park Murdock canal trail	11/3/2022 4:15 PM
164	From my house at 5319 west 10400 north to the highland glen park and Murdock canal trails. From the Murdock canal trail up 6000 west to the cemetery.	11/3/2022 3:41 PM
165	Walk at creekside, Judy’s, heeley park and Redford trails. Horse ride in lambert from Moyle drive. Bike all over lambert.	11/3/2022 2:54 PM
166	I either drive up to Preston to access Redford Run or I park at the Lambert Parking lot and	11/3/2022 1:39 PM

	access trails there. I park in the public parking of Three Falls and hike there.	
167	Streets to lambert park (new trails and spring to rodeo and middle to ruin) Drive to three falls trailhead and ride up to bodily harm, alpine slide and east breezy to peak view to heritage hills connector	11/3/2022 1:14 PM
168	We walk daily along canyon crest to Creekside, Burgess, Healey, or the doughnut shop on Fridays. 2-3x a week we run/bike along canyon crest to lone peak high school to either hop on the Murdock Canal trail or we turn at the light and head up the canyon.	11/3/2022 1:11 PM
169	Bike to and from lambert park.sometimes use Redford run but most of the time use the roads. I will drive to three falls and bike home. This summer I have driven to and from Suncrest trailheads often as well as the trailheads in Pleasant Grove. My family will bike around glen park and use the Murdoch Trail every once in a while. Winter hiking up horse tail falls.	11/3/2022 1:05 PM
170	High Bench road 100 South Alpine Blvd Heritage Hills Fort Canyon Grove Drive Main St 200 North Hog Hollow road Westfield Road 4800 West! (this feels most dangerous for bikes)	11/3/2022 1:01 PM
171	I access trails from my house. I use River Circle to Creekside and fan out from there going to Lambert, Hog Hollow, Three Falls, and Murdock trail.	11/3/2022 12:59 PM
172	Hogs access to all corner canyon. Sometimes Sensi at the point of mountain. Suncrest as well as Lambert	11/3/2022 11:31 AM
173	Alpine highway to Corner Canyon trail system or Murdock trail to Valley Vista trails	11/3/2022 11:24 AM
174	All of them	11/3/2022 10:11 AM
175	Usually bike in hogs hollow and lambert	11/3/2022 9:42 AM
176	I use all of the mountain bike trails and many of the paved trails: hogs, corner canyon, vertigo, longview, lambert park, valley vista, maple hollow, murdoch canal, three falls, fort canyon, longview, highland glen, mountain view, jordan river, dry creek, etc, more	11/3/2022 9:34 AM
177	Murdock canal trail all over	11/3/2022 8:26 AM
178	To get in Murdock canal trail I have to ride on the public roads to get there, the others I drive to the trail head.	11/3/2022 7:31 AM
179	Town Center/Main City area	11/2/2022 10:25 PM
180	Hiking, running horsetail.	11/2/2022 10:24 PM
181	The Murdock canal trail and the paved trails through Canterbury neighborhood.	11/2/2022 10:03 PM
182	Highland Glen park, lambert park, alpine highway, Murdock canal, and creek side park.	11/2/2022 9:54 PM
183	Highland City Library to Hogs Hollow, Lambert Park, Dry Creek, Corner Canyon, Murdock Canal.	11/2/2022 9:50 PM
184	We use the Canterbury trails and Murdock trail most frequently.	11/2/2022 9:41 PM
185	I drive to the trail heads and run, bike or hike dirt trails	11/2/2022 9:29 PM
186	Grove drive, canyon crest Rd to long drive and sycamore ln up to hog hollow trails, 100 South to Alpine Blvd up to Lambert	11/2/2022 8:53 PM
187	Road bikeAlpine to Murdock trail. Drive to parking lots for mountain biking.	11/2/2022 8:42 PM
188	We ride and hike the Hog Hollow/Corner canyon trail system several times a week, all year long. We also use the connector from Three Falls to Lambert Park regularly.	11/2/2022 8:39 PM
189	Sidewalks where available but if not then roadways	11/2/2022 8:36 PM
190	Sidewalk areas and trails in southeast area mostly.	11/2/2022 8:34 PM
191	Murdock Canal Trail to Jordan River Trail, Murdock Canal Trail to Provo a river trail, surface roads to Corner Canyon, Lambert Park, and Beacon Hills	11/2/2022 8:18 PM
192	Highland trails & Murdock Canal	11/2/2022 8:12 PM
193	Leave from my neighborhood trail system to Murdock Canal trail at Mitchell Hollow. Walk up and down trails by the new mini lake by Smiths. I like the up and down exercise. While it was	11/2/2022 8:03 PM

	closed for construction I went from Mitchell Hollow to Alpine Highway and back.	
194	Murdock trail or streets in Highland and Alpine	11/2/2022 7:02 PM
195	MTB trails near Hig hollow & Lambert Park, Murdock Canal trail, Highland City paved trails	11/2/2022 6:48 PM
196	I use hogs hollow and lambert park a lot	11/2/2022 6:39 PM
197	West Highland to city center area. Murdock canal trail south to Provo River or north to Porter Rockwell	11/2/2022 6:39 PM
198	I vary routes through most of the trails	11/2/2022 6:35 PM
199	We ride on the Murdock canal as much as we can and then we take whichever connection we need to ride lambert, 3 falls, hogs, valley vista etc.	11/2/2022 6:23 PM
200	I walk through the arboretum and then through the roundabout almost daily on my way to burgess park, then up center st or 100 S and around creekside, and then home.	11/2/2022 5:02 PM
201	Aside from the ones names in previous questions? I would say I would love to allow my kids to walk and ride bikes to many more places, but it simply isn't safe for them to travel on SR-92 without a sidewalk or protected path. My son (age 14) had to ride his bike to west Highland quite a bit this past summer and I worried every day that he would not survive because we just don't have safe paths for bikers/walkers.	11/2/2022 4:41 PM
202	All major trail systems in the valley.	11/2/2022 4:37 PM
203	Around the Canterbury neighborhoods, Mitchell Hollow park, and down the gully bu the new reservoir.	11/2/2022 4:19 PM
204	I trade off walking on different trails, through the neighborhoods Murdoch Canal etc.	11/2/2022 4:15 PM
205	We usually drive to a Murdock Trailhead to unload our bikes and use that trail. If we are walking the Highland trail that goes by the Cedar Hills Golf course, we can walk to it on sidewalks. I won't ride my bike from home even though it's not too far because I'd have to use the bike lanes on N. County Blvd and I don't trust the drivers on the roads.	11/2/2022 2:05 PM
206	For exercise I walk on sidewalks in my neighborhood or walk Brandon's trail. I bike neighborhood streets to get to Hog Hollow.	11/2/2022 2:05 PM
207	Trails and sidewalks in NW Highland and North Alpine near Westfield	11/2/2022 1:24 PM
208	Highland Hills, Burgess, Bull River/ Dry Creek	11/2/2022 1:22 PM
209	I live on 6000 west so I have to go down that road to get anywhere. It’s fairly dangerous to cross as speeding is an issue.	11/2/2022 12:14 PM
210	Our family regularly walks and runs along the trail that runs from 6400 West to Town Center Park. We occasionally use the Murdock Canal trail near Mitchell Hollow.	11/2/2022 10:47 AM
211	Highland trails Murdock trail	11/2/2022 9:55 AM
212	Backyard	11/1/2022 10:24 PM
213	Around my neighborhood trails; The trail that goes from the mouth of the canyon next to the golf course and SR-92 to Highland Glen Park by Lone Peak High School; Sometimes on the sidewalks along SR-92	11/1/2022 9:27 PM
214	Grove to fort canyon, Grove to Moyle and up to Lambert, Grove to Corner canyon	11/1/2022 9:13 PM
215	We cross alpine hwy on 11200N and it needs a crosswalk and for the trees and shrubs in the center lane to be removed since they obstruct the view of pedestrians.	11/1/2022 8:54 PM
216	All of them	11/1/2022 7:55 PM
217	Through neighborhoods to Mitchell hollow park to the Murdock trail or 9600 n to 6000w to Murdock trail or 9600 n to 5300 w to canal rd to Murdock trail.	11/1/2022 7:52 PM
218	Windsor Meadows neighborhood trails to the Murdock Canal Trail	11/1/2022 4:52 PM
219	I take back roads from my area (9770 N) to Mitchell Hollow to access the Murdock Trail (& often to Provo River trail).	11/1/2022 4:49 PM

220	murdock canal trails and other local to me neighborhood trails	11/1/2022 2:19 PM
221	Westfield road. Still trying to find trails nearby that are longer than just connecting neighborhoods.	11/1/2022 2:17 PM
222	Usually 6,000 West up to the corner canyon trail system.	11/1/2022 9:40 AM
223	9600 N, 6000 W, Murdock Canal Trail	11/1/2022 7:36 AM
224	My kids bike to school through the neighborhoods	11/1/2022 7:21 AM
225	Depends on who I have with me (ability and needs) and the time I have. If it is just me I like routes that are long and access to bathrooms once and awhile along the way.	11/1/2022 4:36 AM
226	Murdock trail, Bull River, Three falls	11/1/2022 2:41 AM
227	Highland glen, Murdock, Jordan river	11/1/2022 2:14 AM
228	see 5 above	10/31/2022 11:39 PM
229	Murdock canal	10/31/2022 9:43 PM
230	Walking from my house to Murdock canal trail	10/31/2022 9:36 PM
231	Along ridge drive, red pine drive, Main Street, Parkway	10/31/2022 9:25 PM
232	Highland city trails to schools with children. Highland city trails to get to Murdoch trail and from there to other regional trails	10/31/2022 8:23 PM
233	I usually take Highland Blvd to Timpanogos Hwy to Thanksgiving Way.	10/31/2022 7:56 PM
234	The main highland trail that leads to the city buildings if I am walking with kids. If I am biking, I bike from my house up beacon hill to the hog hollow trail	10/31/2022 5:53 PM
235	I take 6523 bull river road, turn right onto 6000 west, then go to Highland Elementary	10/31/2022 5:42 PM
236	Scenic drive to oak hill to high bench in alpine	10/31/2022 4:30 PM
237	My children ride High Bench to Creekside to get to school. They also use High Bench to get to Lambert.	10/31/2022 4:20 PM
238	Redford to Lambert	10/31/2022 3:46 PM
239	Sidewalks near my home, Murdock canal trail, highland city trail system	10/31/2022 1:31 PM
240	I usually take neighborhood sidewalks through the mountain ridge area to get to the Murdock canal trail.	10/31/2022 12:53 PM
241	Various. I rotate daily	10/31/2022 11:52 AM
242	Walk down alpine highway to the highland glen loop	10/31/2022 11:43 AM
243	I walk through the country club and around neighborhoods mostly.	10/31/2022 11:21 AM
244	Murdock	10/31/2022 11:11 AM
245	Murdock canal trail	10/31/2022 11:06 AM
246	A vary my routes.	10/31/2022 11:03 AM
247	Canterbury park, Murdoch canal trail to Provo river trail	10/31/2022 10:56 AM
248	The bulk of my time is on the Murdock canal trail	10/31/2022 10:53 AM
249	Murdock trail	10/31/2022 10:45 AM
250	East side of north county blvd between Ridge Dr and American Heritage School	10/31/2022 8:32 AM
251	I just walk wherever I’m going but it’d be nice to hop on a bus	10/30/2022 9:39 PM
252	All over the alpine city area and sometimes into highland and lehi.	10/30/2022 4:12 PM
253	From Highland Elementary to Mountain Ridge Jr High. Also, Highland Elementary to Norton Performance. My kids also bike to Fizz often!	10/30/2022 4:06 PM

254	I usually travel down Main Street in Alpine to Murdock Canal Trail if I am going to work (in Thanksgiving Point) due to the dedicated bike lane. I run all over Alpine and Highland for exercise.	10/30/2022 3:57 PM
255	Bonneville Shoreline Trail from Highland to Alpine. Trail thought the golf course. Smooth Canyon park and Healey park.	10/30/2022 6:40 AM
256	I walk out of my community and go out onto Alpine Highway and 6000 W. - both of which lack continuous sidewalk. I have to go this way in order to reach any of the other trails. I'd love to trust my kids to get to the other trails, but I want them to be on sidewalks.	10/29/2022 12:33 PM
257	I go up and down the Murdoch Trail, sometimes going south into the Provo River area, sometimes going north into Draper.	10/29/2022 6:57 AM
258	Murdock canal trail near Canterbury and Canterbury trials	10/28/2022 7:16 PM
259	Cedar Hills Parkway from Heritage park through the Cedar Hills golf course to the canyon or under the road to Highland Glen often connecting to Murdock Canal going either direction. These are the ones I use the most	10/28/2022 3:35 PM
260	I use North County Blvd to Highland Glen pond	10/28/2022 2:58 PM
261	Multiple usually around the trail that goes through the middle of Highland or trails around the Murdock canal trail	10/28/2022 2:54 PM
262	Murdock Canal, Glen Park, 6000 W, 5300 W, 92	10/28/2022 2:49 PM
263	drive truck/car up to Hog Hollow. Ride horses & trail run. drive car to other trails. then run/bike/walk. it would be so much better if we could walk to the trailheads/paths	10/28/2022 10:48 AM
264	Usually public road from North Alpine to the Murdoch Canal trail and other trails in the area.	10/28/2022 10:39 AM
265	Sidewalk by my house to Murdock trail	10/27/2022 11:23 PM
266	Hog Hollow trails are frequently used. I prefer to walk on them over the street to get to neighbors and friends houses.	10/27/2022 10:09 PM
267	Murdock canal is near our home; so that is the one we use the most. When we want more area, we head to Lambert Park or other areas in Alpine. I also hike down in the area behind Smith's that is near the Murdock canal trail. I also walk on and bike on Highland's trail system and ride my bike to the library.	10/27/2022 9:38 PM
268	Trails above the Ridge at Alpine	10/27/2022 4:00 PM
269	I take the Wild Rose trail to the Murdock Canal trail or the Wild Rose trail down to the Highland Glen Trail or the Wild Rose trail up and over to the Highland Glen trail to the mouth of the canyon and sometimes along the sidewalk to the top of Canyon Road	10/27/2022 9:39 AM
270	Murdock Canal 10400 N. Alpine Hwy 6000 W. Westfield Rd. Canyon Rd. AF Canyon (SR-92)	10/27/2022 7:11 AM
271	5750W to 10770N to 5600W to trail through Town Center Meadows Park to Town Ctr to 10700N to trail to 6000W to 10800N to 5750W. It’s almost exactly 2 miles and is the route I almost always take.	10/27/2022 5:36 AM
272	Down Beacon Hills to around Timberline or Westfield schools.	10/26/2022 10:53 PM
273	Murdock Can	10/26/2022 8:21 PM
274	I generally bike or walk between the city center trails south and west over to Lehi.	10/26/2022 7:50 PM
275	Walking and biking up and down Murdock trail, neighborhood sidewalks to school and parks in the areas surrounding Mitchell Hollow Park, Spring Creek Park, and Freedom Elementary. Biking from Murdock trail south to Canterbury South Circle park (this one is a HUGE concern biking with young kids). Biking from Murdock Trail/6000 W to Highland Library.	10/26/2022 7:28 PM
276	I walk my neighborhood because leaving my neighborhood with children isn't safe with car traffic.	10/26/2022 6:39 PM
277	Neighborhood trails in North Canterbury, to parks, church houses, schools, and connecting routes to Mitchell hollow and the library	10/26/2022 5:44 PM
278	around the local neighborhood. I would like to expand, but as stated above all the roads are too	10/26/2022 4:55 PM

	busy to cross.	
279	loop around Allegheny Way, Sunset, etc. Also up Healey Blvd.	10/26/2022 4:30 PM
280	From 6000 / SR92 to top of Suncrest, to Timp Cave, to I-15 on Murdock behind Smith's	10/26/2022 12:59 PM
281	Many different options buy all center around the options between Smith's on the Lehi border and downtown alpine.	10/26/2022 12:55 PM
282	Westfield Road	10/26/2022 11:36 AM
283	I prefer Creekside Park. It is well maintained even in the winter months.	10/26/2022 10:24 AM
284	The smoothest!	10/26/2022 8:14 AM
285	I live west of Main Street in alpine, so always walk to Burgess Park. Since drivers don't stop at crosswalks in order for me to get across Alpine main, I never walk to Creekside.	10/26/2022 7:47 AM
286	I mostly use Murdock because it is the most extensive	10/26/2022 7:44 AM
287	Snake through neighborhood streets to get to the Murdock trail.	10/26/2022 6:49 AM
288	Hog Hollow and trails close to it into Corner Canyon	10/26/2022 12:12 AM
289	I enjoy cycling down Main Street in Alpine all the way to the Murdoch Canal trail, then taking that trail to the Harmons shopping center and back. It's a great trail.	10/25/2022 10:39 PM
290	Area between 6000 W and 5600 W around Hwy 92	10/25/2022 9:16 PM
291	Trail above Beacon Hills park and Hog Hollow Trail.	10/25/2022 7:50 PM
292	4800 w to highland glen and alpine hihighway bike lanes to murdock.	10/25/2022 7:30 PM
293	Creekside park daily	10/25/2022 7:05 PM
294	Murdock Canal Trail	10/25/2022 6:13 PM
295	10400 South, 6800 West, 9600 South, 6000 West, Alpine Highway, Murdock Canal	10/25/2022 5:41 PM
296	6000 W to Murdock, Alpine Hwy to Murdock, and various Highland trails.	10/25/2022 4:32 PM
297	All over	10/25/2022 4:29 PM
298	Murdock canal trail and nearby roads. In American fork canyon and hills in Alpine.	10/25/2022 4:20 PM
299	I road bike on pretty much on all the through roads of Highland/Alpine. When I mountain bike I ride up beacan hills road and head to the Angel's gate parking lot to ride or I go to Westfield and up piperhorn and access dirt that way coming to the bottom of Hogs from the East. When I access Lambert mtn biking I ride on westfield and then left at the 4 way in alpine and keep going up.	10/25/2022 4:05 PM
300	All over lambert, three falls from the neighborhoods below, Dry Creek TH.	10/25/2022 3:54 PM
301	Hogs Hollow	10/25/2022 2:52 PM
302	Country Corner to Cedar Hills Trails. Loop 4800 W - Canyon Crest Rd. - Alpine Hiway. Country Corner - 4800 W - Healey/Smooth Canyon Parks. Country Corner - AF Canyon.	10/25/2022 2:36 PM
303	Trails in highland glen park to Murdock canal trail to PG and back. I also run on the various trails in Highland.	10/25/2022 2:34 PM
304	All the trails indicated above. On the road I am typically on Main Street, Grove Drive, Westfield Road and 200 North, Canyon Crest Rd. (this is the scariest), 4800 W, Alpine Blvd, High Bench Rd., Fort Canyon Rd. International Way, and Hog Hollow Rd.	10/25/2022 1:54 PM
305	Drive to the Murdock Canal	10/25/2022 1:26 PM
306	Closest to me or drive to hogs or lambert.	10/25/2022 1:22 PM
307	6000W, 92, surface streets to the Meadows for shopping, Alpine Highway,	10/25/2022 1:12 PM
308	Mitchell Hollow park & Murdock Canal trail	10/25/2022 1:08 PM
309	I typically use the Murdock Canal trail for cycling and the Highland City trail that runs along	10/25/2022 12:58 PM

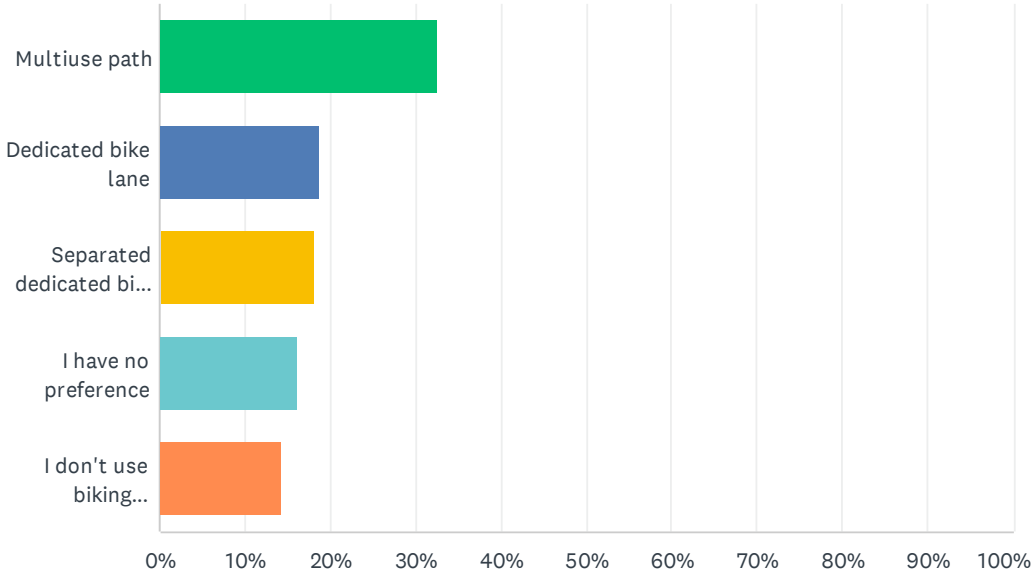
	Highland Blvd and near Ridgeline Elementary and the neighboring streets.	
310	Walk around Beacon Hills and Twin Bridges subdivisions, east along Westfield and into Alpine Burgess Park. Hike up Hog Hollow into Draper Corner Canyon trail system.	10/25/2022 12:40 PM
311	Corner Canyon (South) and Traverse Mountain trail system. Leave driveway and head north on Highland Blvd to Corner Canyon trail system. Drive to Traverse Mountain. Connect to 3 falls via Draper system	10/25/2022 12:30 PM
312	Murdock Canal trail; Horsetail Falls; Three Falls	10/25/2022 12:17 PM
313	Beacon Hill community	10/25/2022 12:04 PM
314	I live close to the Bonneville Shoreline Trail, I walk that to Healey Park, Smith Canyon Park, and Lambert Park. I also just hike along it. I drive to go to Highland Glen Park usually although I have biked on the Murdock Canal trail to it a few times. I have only driven to Creekside Park. Sometimes we take bikes and go as a family, other times we walk and feed the ducks	10/25/2022 11:51 AM
315	I ride on pretty much all the main roads (SR92, 5300 W, Highland Blvd, 4800 W, 6000 W, 10400 N, 1200 E, Canal Blvd) and Trails (Murdock Canal, AF Canyon Ditch Trail past Highland City Buildings) in Highland every month, especially in the summer. I also use the Murdock Canal significantly.	10/25/2022 11:37 AM
316	I cross over the Alpine highway or take the Alpine highway to the Murdock canal trail	10/25/2022 11:19 AM
317	I usually bike on Murdock Canal trail, or Highland trails to the library. I would bike more through the city if I felt safe bringing my kids along, but it's treacherous without bike lanes and cross walks, so we usually limit ourselves to trails.	10/25/2022 11:10 AM
318	High Bench Road in Alpine	10/25/2022 11:03 AM
319	I access the Murdock canal trail at Mitchell Hollow and walk out west a mile or two and back.	10/25/2022 10:59 AM
320	Regularly use the paved trail systems to road bike to avoid being with vehicle traffic, so I can be safer and avoid getting ran over.	10/25/2022 10:58 AM
321	Murdock canal trail or jordan river parkway. But I have to drive there to access the trails.	10/25/2022 10:34 AM
322	Highland Pkwy to Smiths Trail behind smiths to bridge to McDonald’s Trail past cabellas to hang gliding park	10/25/2022 10:29 AM
323	.	10/25/2022 10:26 AM
324	Murdock Canal trail mostly, but if others were available, I'd use them also. I also use Lambert Park regularly.	10/25/2022 10:22 AM
325	Murdock trail	10/25/2022 10:22 AM
326	My three children bike home from school. I have one child at Highland Elementary school and she heads south on 6000W towards Canterbury Park Cir. which is near 9600S. Another child bikes home from Mountain Ridge Junior High. He takes different routes, but sometimes uses the Murdock Canal Trail. My last child bikes home from Lone Peak High School and goes through Highland Glen Park and then ties into the Murdock Canal Trail and then heads south on 6000W until 9600 N.	10/25/2022 10:17 AM
327	I bike Alpine hwy to Canal blvd where I connect with Murdock canal trail and go either east or west. I ride 10400 N to 6000 W or 6400 W to connect to Murdock trail to ride west bound.	10/25/2022 10:16 AM
328	I have to dangerously cross my street (north canyon) 4800 before it is safe.	10/25/2022 10:14 AM
329	Walk on the trails around Town Center Park	10/25/2022 10:12 AM
330	Around Wimbleton trail	10/25/2022 10:02 AM
331	We walk around beacon hill area a lot. The trails are disjointed though. We use a combo of sidewalks and trails. One of the missing sections is right next to our house so we are anxiously waiting its completion.	10/25/2022 9:47 AM
332	I frequently ride the Bonneville Shoreline trail to Valle Vista. I also frequently ride Lambert, hogs Hollow, and three falls.	10/25/2022 9:45 AM
333	From Canterbury to Highland Glen Park.	10/25/2022 9:44 AM

334	from alpine country club neighborhood to highland glen park and back. highland glen park could use renovations. specifically the trails, the playgrounds, and beautification of the lake and beach.	10/25/2022 9:42 AM
335	I often take the path along the golf course that goes behind LPHS and around the pond. We sometimes go farther and use the Murdock Canal path in either direction. The golf course portion of the trail is a little sketchy because we have 2 friends that have been hit by golf balls! So we try to use that path less now. We also like the paths that connect to Cedar Hills (Harvey Park).	10/25/2022 9:40 AM
336	Local sidewalks + MCT.	10/25/2022 9:36 AM
337	I spend a lot of time on the Murdock Canal trail and it's offshoots. I walk/bike to the mouth of the canyon and spend a lot of time mountain biking in the local mountain bike trails.	10/25/2022 9:33 AM
338	I ride all over corner canyon and lambert.	10/25/2022 9:31 AM
339	MCT, Provo River Trail, Jordan River Trail	10/25/2022 9:14 AM
340	All around Highland, especially in the Murdock Canal Trail and Alpine Highway, Westfield Road, Highland Blvd.	10/25/2022 9:14 AM
341	Bike to work from Alpine to Lehi	10/25/2022 9:04 AM
342	sidewalks and dirt trails	10/25/2022 8:55 AM
343	I usually walk out my back door, hop on dry creek trail and explore up into alpine and draper areas.	10/25/2022 8:33 AM
344	Most Highland trails, and often Alpine as well.	10/25/2022 7:46 AM
345	I usually wind through any neighborhood to get to lambert or Creekside because grove is too busy and people speed.	10/25/2022 5:39 AM
346	Alpine main, to north county blvd and up AF Canyon. Hogs hollow and three falls	10/24/2022 11:38 PM
347	Moyle drive to Lambert west lot. Neighborhood trails to burgess. All trails in lambert park. Lambert park to forbidden to corner canyon. Hog hollow to corner canyon. All trails in corner canyon.	10/24/2022 11:05 PM
348	I drive to highland glen park ideally I would ride my bike or run to highland glen to get on the Murdock but road I have to cross are super scary.	10/24/2022 10:26 PM
349	From Oak Hill, I go up to Redford Run, take that north to Lambert, go north through Lambert, connect to Forbidden, then traverse the Three Falls trails over to Draper and Corner Canyon.	10/24/2022 10:25 PM
350	Murdock canal trail from Mitchell hollow park down to lehi or clear to 800 north in Orem	10/24/2022 10:21 PM
351	Are usually walk in my neighborhood in Highland and from my neighborhood in Highland up through Alpine at the traffic circle and back.	10/24/2022 10:18 PM
352	My house to Lambert or Three Falls or Hog Hollow or Murdock Canal Trail. I ride to them using as many trails as possible but I need to use roads too. If I'm running late, I'll drive my car to the trailhead. But I try to ride to the trailheads as much as possible.	10/24/2022 10:14 PM
353	Wild rose trail, streets, river trail that goes to Harvey park, Murdock trail	10/24/2022 9:57 PM
354	Highland Glen Park then onto Murdock Canal Trail is our main one. But we also bike the other trails every other week.	10/24/2022 9:45 PM
355	I mostly walk or bike in my neighborhood since I’m not near paths or bike lanes to go other places.	10/24/2022 9:13 PM
356	Westfield road	10/24/2022 9:12 PM
357	Local trails, sidewalks	10/24/2022 8:44 PM
358	We typically just stay on the roads in our immediate neighborhood. All the roads around us are too busy to leave the neighborhood.	10/24/2022 8:44 PM
359	When mountain biking I often take routes on road to different trailheads, such as Angel's gate, Highland hollow, Lambert Park and Valley Vista. When with kids we often head to a park such	10/24/2022 8:33 PM

	as highland glen via paved trails. On a road bike I commonly use the MCT to connect to provo canyon. SR92 gets me to AF canyon. Occasionally I connect to Draper via Suncrest or around via Porter Rockwell and the new connections in Lehi.	
360	Canyon crest rd and westfield rd for waking. Hog hollow and lambert for biking	10/24/2022 8:32 PM
361	I always ride down Suncrest to get to the murdock. I ride many different routes all throughout the trails.	10/24/2022 8:31 PM
362	Mainly ride a mountain bike. Will ride from Highland to Beacon Hill Park. Up through the trees north of Beacon Hill to Hog Hollow. Up Hog Hollow to Corner Canyon trail system. Will also ride truogh Angel's Landing trail head.	10/24/2022 8:18 PM
363	Highland trails Park to 4800 trail to canyon trail to Murdoch trail.	10/24/2022 8:17 PM
364	All of Murdock from highland Glen to i15 and from i15 to 800N in Orem as well as up into Provo canyon through Vivian park and up into south fork	10/24/2022 8:10 PM
365	100 E to canal to access the Murdock then got east or west to Provo or Lehi. 100 E to alpine for horsetail falls & hog hollow	10/24/2022 8:07 PM
366	Murdock trail and Windsor park area trails	10/24/2022 8:04 PM
367	Walk to Dry Creek	10/24/2022 7:42 PM
368	I like to go from cedar hills to Walmart/restaurants etc in that area	10/24/2022 7:15 PM
369	All trail systems.	10/24/2022 7:13 PM
370	My house (@canterbury park circle) to: Legacy elementary via 9600N and 70W (AF) Highland library via 6000W, Murdoch trail, Windsor Meadows neighborhood and 5600w (avoiding busy streets because of lack of contiguous sidewalks) Local church via 6000w, Murdoch trail, and Windsor Meadows neighborhood (church is on 104000N) Various casual walking routes in surrounding neighborhoods for walking the dog	10/24/2022 6:01 PM
371	I live on 6000 W. so I go down that street all the time	10/24/2022 5:47 PM
372	Bonneville trail / Murdock	10/24/2022 5:35 PM
373	All	10/24/2022 5:30 PM
374	Public roads to trails or drive to parking lots.	10/24/2022 5:19 PM
375	Roundtrip loop from Allegheny to Creekside via Ridge Dr & Alpine Hwy Lambert (Judy Loop, New Ziggy Loop, Spring Loop)	10/24/2022 5:17 PM
376	I usually drive to Lambert Park (south entrance) and park in the church parking lot. I don’t like to drive into the Lambert lot - the blind corner makes me nervous.	10/24/2022 2:50 PM
377	I bike on almost all of the residential streets of Alpine multiple times per week. I used to also bike to the Murdock canal trail heads in Highland but the shoulders / bike lanes on 6000 W and 4800 W are too narrow / non-existent and I had too many close calls so I now have to drive to the trail heads and bike from there. Please put in wide bike lanes for the entire length on both sides of those streets!	10/24/2022 2:23 PM
378	Hike on Bonneville shoreline trail, three falls, horsetail walk/run on roads throughout alpine/highland Horseback ride horsetail, Bonneville shoreline, and Bridle Up Hope	10/24/2022 1:59 PM
379	I usually get to the nearest trail possible to escape the cars of death. this doesent apply here but the Jordan river trail with its huge gaps is horrid on a road bicycle, it really needs rework	10/24/2022 1:41 PM
380	I hike 5 miles a day all over Alpine.	10/24/2022 1:00 PM
381	The ones near my house haha! By the way, #10 must be a joke as bicylceists would follow rules if their life depended on it.	10/24/2022 12:22 PM

Q10 What type of biking facilities do you prefer?

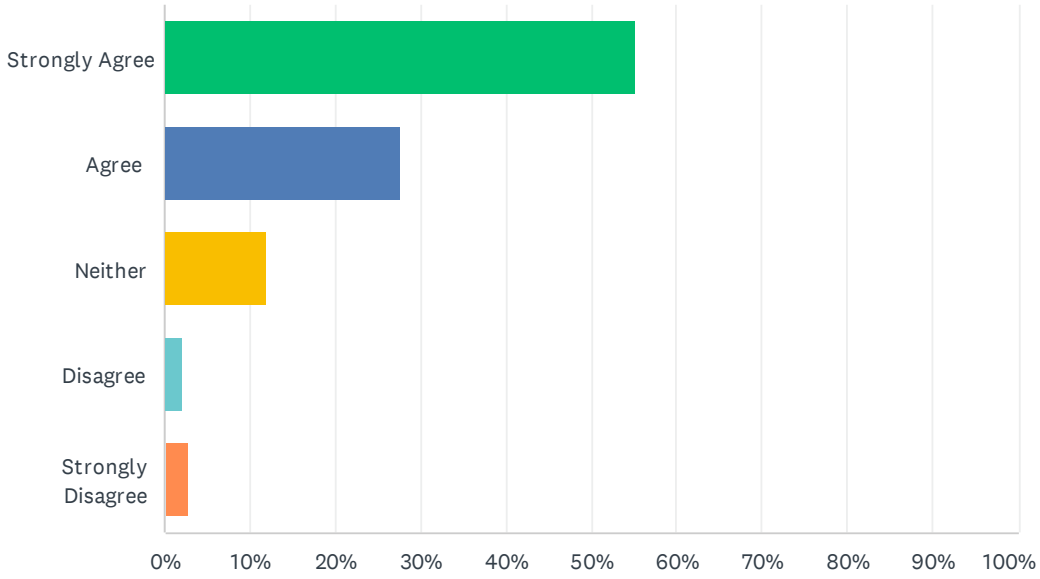
Answered: 707 Skipped: 30



ANSWER CHOICES	RESPONSES	
Multiuse path	32.67%	231
Dedicated bike lane	18.81%	133
Separated dedicated bike lane	18.10%	128
I have no preference	16.12%	114
I don't use biking facilites	14.29%	101
TOTAL		707

Q11 Creating a safe and inclusive connection between Alpine and Highland is important.

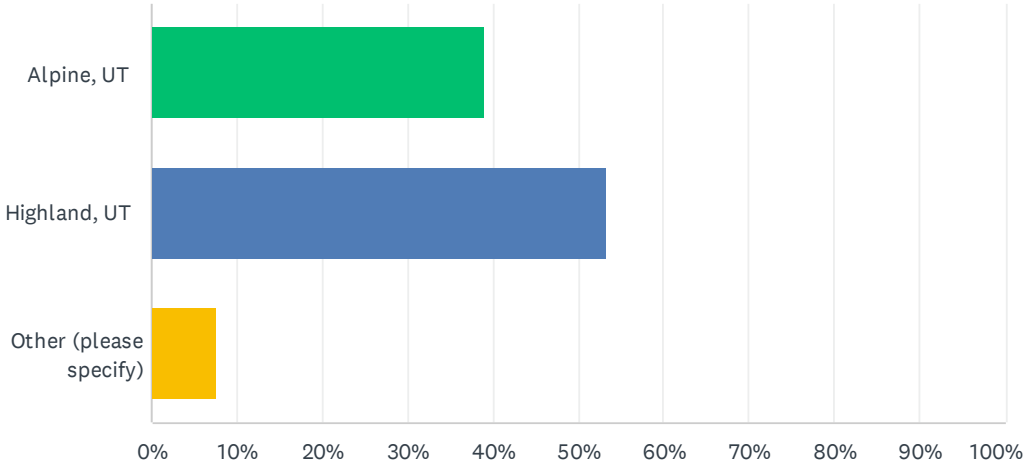
Answered: 734 Skipped: 3



ANSWER CHOICES	RESPONSES	
Strongly Agree	55.31%	406
Agree	27.79%	204
Neither	11.85%	87
Disagree	2.18%	16
Strongly Disagree	2.86%	21
TOTAL		734

Q12 What city do you live in?

Answered: 728 Skipped: 9



ANSWER CHOICES	RESPONSES	
Alpine, UT	39.01%	284
Highland, UT	53.30%	388
Other (please specify)	7.69%	56
TOTAL		728

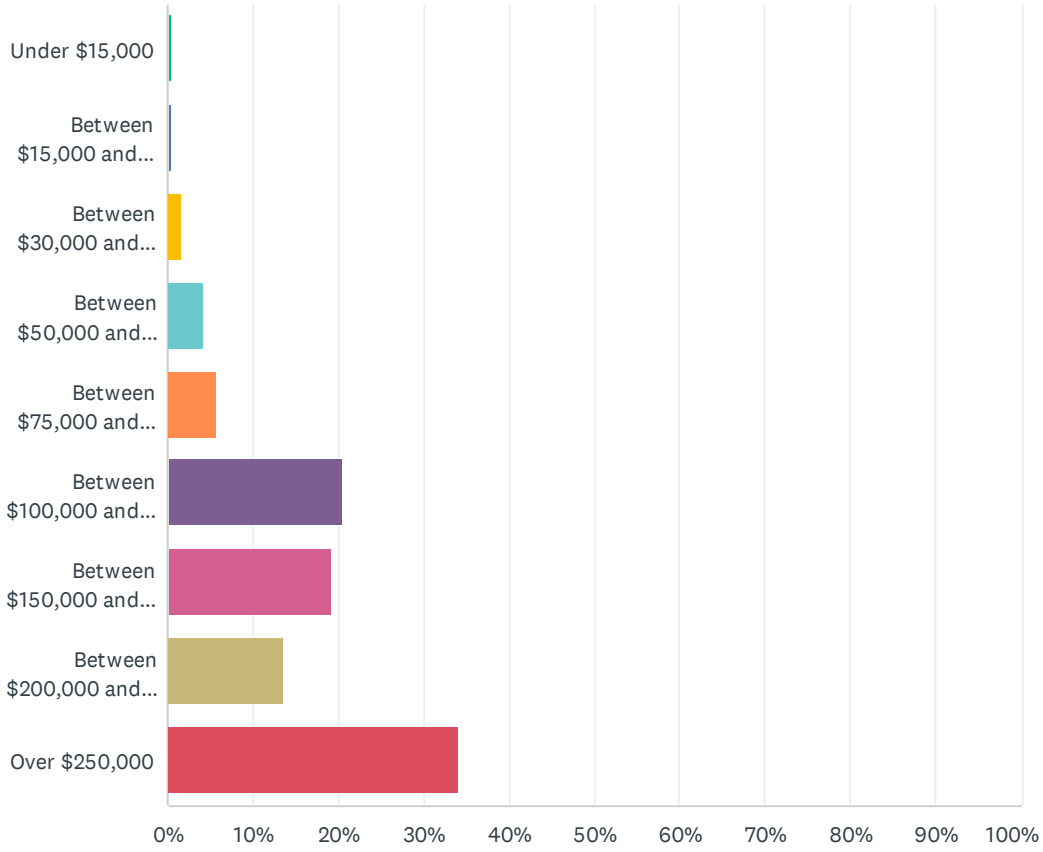
#	OTHER (PLEASE SPECIFY)	DATE
1	Lehi	11/30/2022 11:09 AM
2	Lehi	11/29/2022 2:58 AM
3	Lehi	11/28/2022 10:29 PM
4	Lehi - part of neighborhood is Highland	11/28/2022 9:41 PM
5	Lehi, but right next to Highland/Lehi border On the Lehi side	11/28/2022 8:11 PM
6	Lehi	11/28/2022 5:07 PM
7	American Fork (juuuuuuust outside of Highland)	11/26/2022 1:53 PM
8	Pleasant Grove	11/26/2022 10:13 AM
9	Lindon, UT	11/25/2022 5:06 PM
10	American Fork	11/25/2022 2:21 PM
11	American Fork (Technically, however right on the border of Highland, Cedar Hills and Pleasant Grove).	11/25/2022 1:17 PM
12	American Fork	11/25/2022 12:24 PM
13	American Fork	11/25/2022 9:58 AM
14	Draper	11/25/2022 9:27 AM
15	Cedar Hills	11/25/2022 8:53 AM

16	Spanish fork	11/18/2022 11:28 PM
17	Riverton	11/18/2022 10:09 PM
18	Orem	11/18/2022 11:42 AM
19	American Fork	11/18/2022 11:13 AM
20	American Fork	11/18/2022 9:55 AM
21	Cottonwood Heights	11/18/2022 9:23 AM
22	Currently in Saratoga Springs, my parents are still in Highland and I still bike there often.	11/17/2022 10:43 AM
23	After the "closed door debacle" of the debate around N4800W - earlier this Spring - and the desire of the Alpine Mayor and City Counsel to simply roll-over it's citizens; and throw in a 5 lane road on N4800W (up to the roundabout) - I have little to no confidence that what is being proposed - is being done in good faith and representative of the desires of all of the residents of the city. We are standing by (with attorneys at the ready) for the Mayor and City Counsel to attempt to resurrect this idea. The actions of earlier this Spring - significantly reduced the credibility of city leadership.	11/9/2022 1:03 PM
24	Cedar Hills	11/9/2022 10:28 AM
25	American Fork	11/4/2022 4:13 PM
26	Cedar hills	11/4/2022 12:45 PM
27	Pleasant grove	11/4/2022 12:15 PM
28	Cedar Hills	11/3/2022 9:42 AM
29	Cedar Hills	11/3/2022 7:31 AM
30	Suncredt Draper	11/3/2022 4:39 AM
31	SunCrest, kids go to school in Alpine & Lone Peak	11/2/2022 8:08 PM
32	Cedar Hills	11/2/2022 6:35 PM
33	Cedar Hills	11/2/2022 6:23 PM
34	This is not necessary	11/1/2022 8:54 PM
35	Lehi ut	11/1/2022 8:47 AM
36	Lehi	11/1/2022 4:36 AM
37	American Fork, near Highland border	10/31/2022 1:31 PM
38	AF but my kids go to school in highland	10/31/2022 12:20 PM
39	Lehi (right by highland)	10/31/2022 11:13 AM
40	American Fork (right on the border of Highland)	10/31/2022 11:03 AM
41	Cedar hills	10/29/2022 4:14 PM
42	cedar hills	10/29/2022 7:25 AM
43	Lehi	10/29/2022 6:57 AM
44	Cedar Hills, UT	10/28/2022 4:25 PM
45	Cedar Hills	10/28/2022 3:35 PM
46	Lehi	10/26/2022 8:21 PM
47	Draper, UT county	10/25/2022 10:58 AM
48	Lehi	10/25/2022 10:34 AM
49	American Fork	10/25/2022 10:25 AM
50	Cedar Hills	10/25/2022 9:45 AM

51	Draper (Suncrest)	10/25/2022 9:31 AM
52	Saratoga Springs	10/25/2022 9:28 AM
53	I lived in Alpine and moved to Highland	10/25/2022 6:43 AM
54	Draper, UT (suncrest)	10/24/2022 8:31 PM
55	Cedar hills	10/24/2022 7:15 PM
56	Lehi,UT	10/24/2022 1:41 PM

Q13 Which of the following BEST describes your total annual household income in 2021 before taxes?

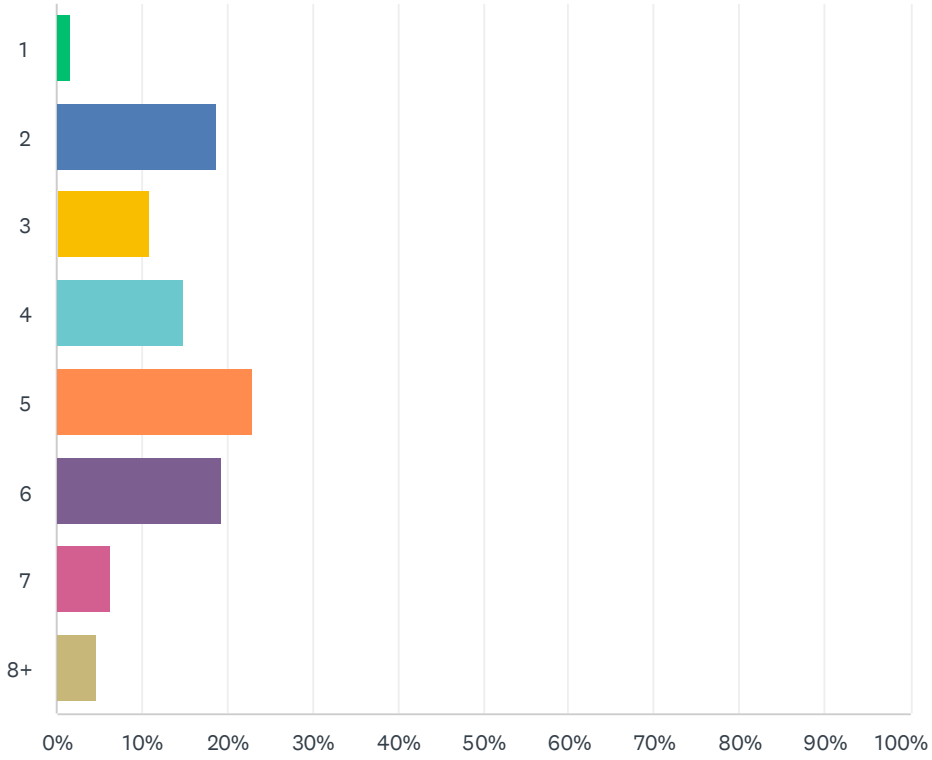
Answered: 667 Skipped: 70



ANSWER CHOICES	RESPONSES	
Under $15,000	0.45%	3
Between $15,000 and $29,999	0.45%	3
Between $30,000 and $49,999	1.65%	11
Between $50,000 and $74,999	4.35%	29
Between $75,000 and $99,999	5.70%	38
Between $100,000 and $149,000	20.54%	137
Between $150,000 and $199,000	19.19%	128
Between $200,000 and $249,000	13.64%	91
Over $250,000	34.03%	227
TOTAL		667

Q14 Including you, how many people are in your household?

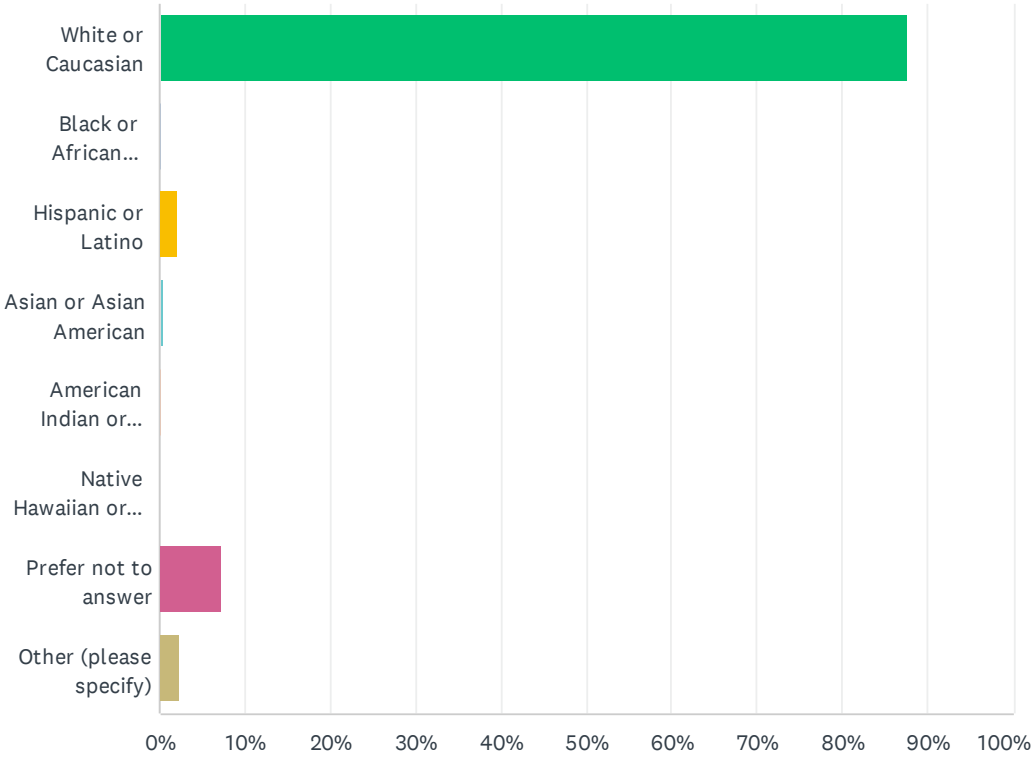
Answered: 723 Skipped: 14



ANSWER CHOICES	RESPONSES	
1	1.80%	13
2	18.81%	136
3	10.93%	79
4	14.94%	108
5	22.96%	166
6	19.36%	140
7	6.50%	47
8+	4.70%	34
TOTAL		723

Q15 What is your race/ethnicity?

Answered: 709 Skipped: 28



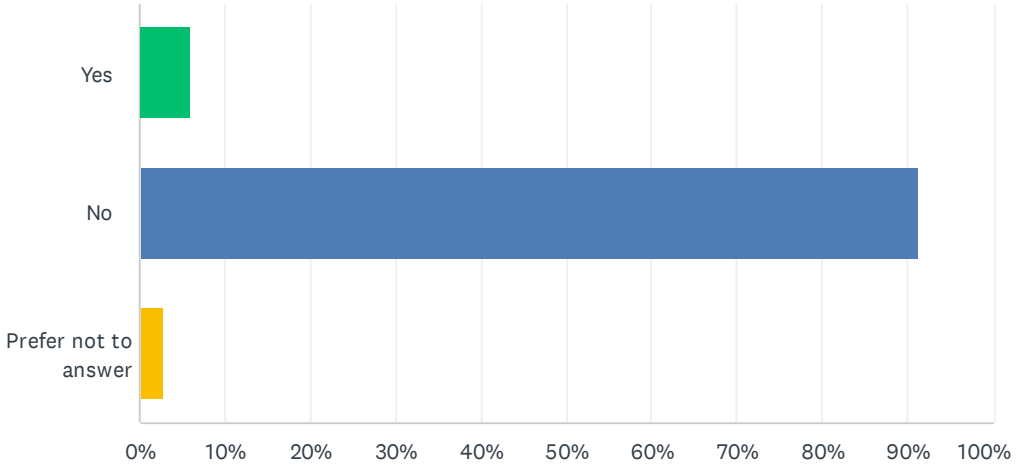
ANSWER CHOICES	RESPONSES	
White or Caucasian	87.59%	621
Black or African American	0.14%	1
Hispanic or Latino	2.12%	15
Asian or Asian American	0.42%	3
American Indian or Alaska Native	0.14%	1
Native Hawaiian or other Pacific Islander	0.00%	0
Prefer not to answer	7.19%	51
Other (please specify)	2.40%	17
TOTAL		709

#	OTHER (PLEASE SPECIFY)	DATE
1	Not applicalbe to this survey	11/28/2022 8:15 PM
2	Mixed race white/latino	11/25/2022 2:21 PM
3	White / Hispanic	11/7/2022 3:37 PM
4	How is that relevant ?	11/7/2022 12:31 PM

5	Not relevant	11/6/2022 2:03 PM
6	What difference does this make we all walk	11/5/2022 8:55 AM
7	Māori and Caucasian	11/4/2022 8:40 PM
8	Multiracial	11/4/2022 12:16 PM
9	None of your damn business	11/3/2022 8:18 PM
10	This is not necessary	11/1/2022 8:54 PM
11	Native American	10/31/2022 9:18 PM
12	mixed	10/25/2022 12:30 PM
13	Doesn’t matter	10/25/2022 11:26 AM
14	Armenian	10/25/2022 10:26 AM
15	Biricial	10/25/2022 10:19 AM
16	We have a mix in our house. I am Caucasian. My children are mixed black and Caucasian.	10/24/2022 8:44 PM
17	American. Stop being racist.	10/24/2022 12:22 PM

Q16 Do you have a disability?

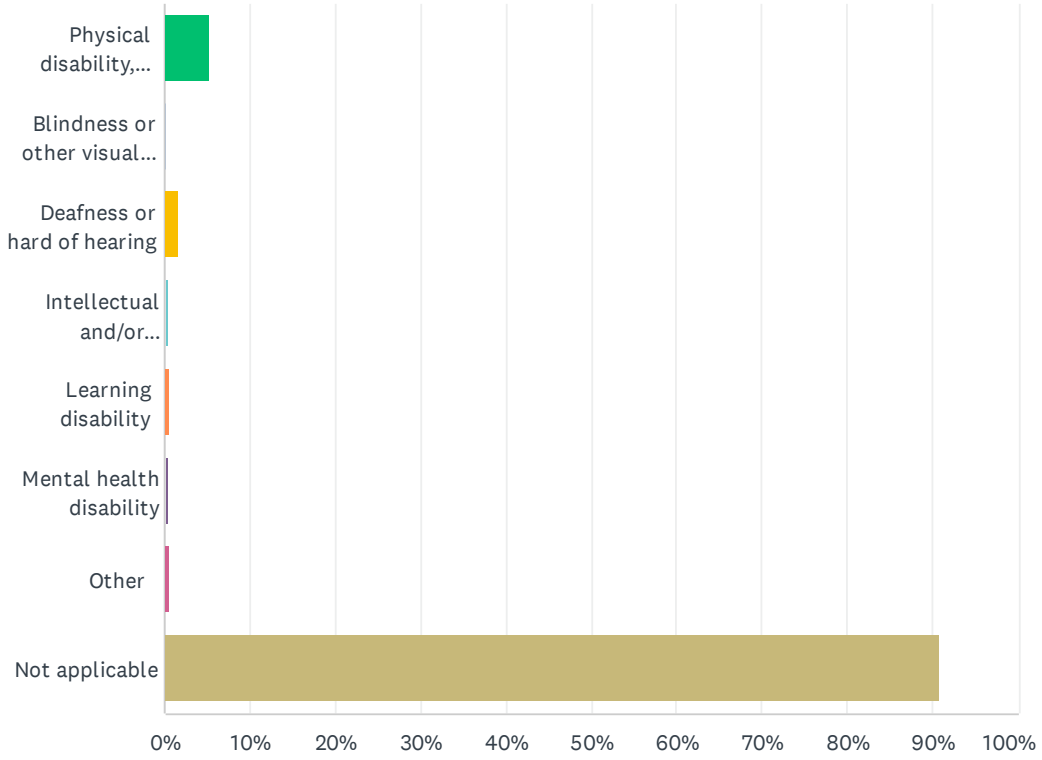
Answered: 719 Skipped: 18



ANSWER CHOICES	RESPONSES	
Yes	5.98%	43
No	91.24%	656
Prefer not to answer	2.78%	20
TOTAL		719

Q17 What is your primary type of disability?

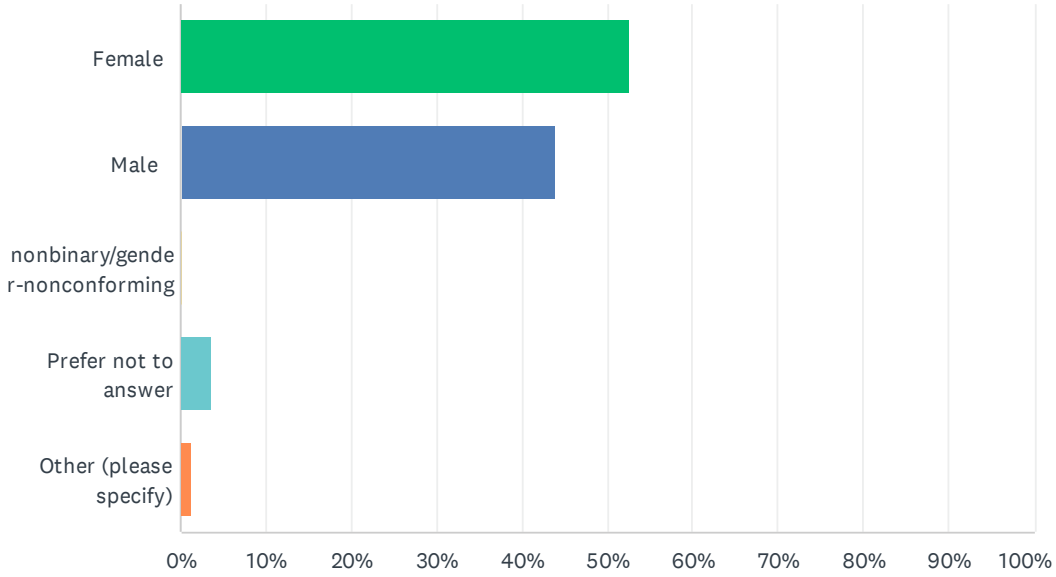
Answered: 486 Skipped: 251



ANSWER CHOICES	RESPONSES	
Physical disability, including mobility impairments	5.35%	26
Blindness or other visual impairment	0.21%	1
Deafness or hard of hearing	1.65%	8
Intellectual and/or developmental disability	0.41%	2
Learning disability	0.62%	3
Mental health disability	0.41%	2
Other	0.62%	3
Not applicable	90.74%	441
TOTAL		486

Q18 What is your gender? Select all that apply.

Answered: 710 Skipped: 27

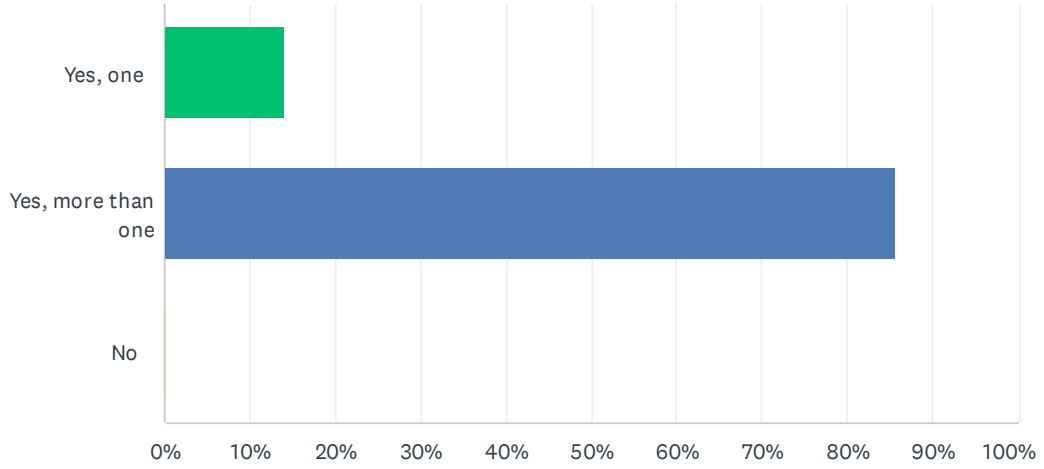


ANSWER CHOICES	RESPONSES	
Female	52.68%	374
Male	43.94%	312
nonbinary/gender-nonconforming	0.14%	1
Prefer not to answer	3.52%	25
Other (please specify)	1.27%	9
Total Respondents: 710		

#	OTHER (PLEASE SPECIFY)	DATE
1	Do we have gender specific trails?	11/28/2022 8:15 PM
2	There are only two genders. Male and female	11/3/2022 8:18 PM
3	Who did the questions for this survey?	11/3/2022 2:01 PM
4	Who is writing this survey?	11/2/2022 4:41 PM
5	There's only male and female	10/31/2022 11:52 AM
6	Several of the Demographics questions are impertinent and inappropriate: income, race and new genders are not relevant factors.	10/26/2022 11:36 AM
7	Doesn't matter	10/25/2022 11:26 AM
8	"nonbinary/gender-nonconforming" isn't a gender. Learned this in kindergarten. ;-)	10/25/2022 10:16 AM
9	Seriously can't you just say women, men, other.	10/24/2022 9:44 PM

Q19 Do you have regular access to a vehicle at home?

Answered: 723 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes, one	14.11%	102
Yes, more than one	85.75%	620
No	0.14%	1
TOTAL		723

APPENDIX B

EXISTING CONDITIONS

WALKING AND BIKING CONNECTIONS

ALPINE & HIGHLAND

EXISTING CONDITIONS MEMO

NOVEMBER 2022

Horrocks.

STUDY OVERVIEW

The cities of Alpine and Highland are collaborating on a study to better understand walking, biking, and trail connection needs in their communities. Both cities have put an emphasis on urban pathways, connections to soft surface trails, and improving transportation connectivity within and between jurisdictions. This study will analyze existing data, engage with the public, and provide recommendations to create a nonmotorized transportation network. This first effort, collecting and analyzing existing conditions, is one step towards understand walking and biking needs and identifying gaps in the system and will help inform future projects.

Existing Conditions for Alpine and Highland

Reviewing existing conditions is an essential part of the planning process. This includes understanding how people travel or want to travel, existing land uses, roads, general demographics, walking and biking facilities, and pedestrian and bicyclist safety concerns and hotspots. This information, supplemented with findings from public engagement, guides the development of context-sensitive and connected walking and biking projects and policy recommendations.

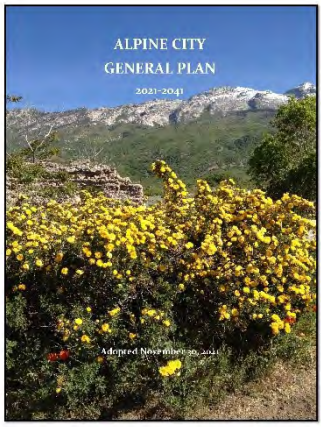
Key findings from this evaluation include:

- Trails, trailheads, and paved pathways are a community asset, and well utilized
- Both cities are lacking connected sidewalk networks, and connected on-street bicycle facilities
- There are significant opportunities, particularly with state-owned roads to reimagine right of way for on-street or street-adjacent walking and biking facilities
- The populations of Highland and some adjacent communities like Lehi and American Fork are growing rapidly, putting strain on the existing nonmotorized network with high utilization rates
- Connections between cities, to trail amenities, and to schools is a critical need

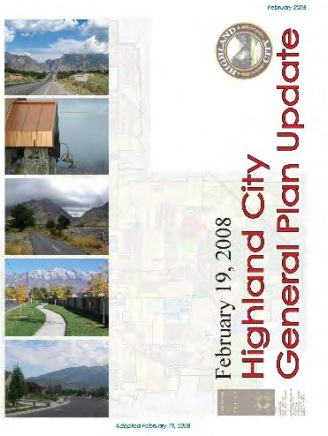
Existing Local Plans

The Alpine City General Plan and the Highland City General Plan were reviewed for the Existing Conditions Memo. These documents focus on land use, transportation, and parks and recreation.

The Alpine City General Plan was prepared and adopted in 2021 to help direct future planning decisions. This plan provided guidelines and standards for creating a strong, positive civic image and high quality of life in Alpine. The Plan's goal for future land use is to maintain and promote a historic small town with a rural atmosphere that embraces agricultural uses, open spaces, and mountainous surroundings. The goal for the future transportation network is to create and maintain a multimodal transportation system that is pedestrian friendly, safe, and efficient through the following policies:



- Promoting safe and efficient traffic circulation by following the Street Master Plan. Pedestrian safety shall be a key focus of the traffic circulation plan.
- Connecting neighborhoods and open spaces in the City with appropriate trails, sidewalks and bike lanes that support alternate forms of local transportation and recreation.
- Creating and promoting an Active Transportation Plan for Alpine City.



Another top goal of the plan is to maintain a sustainable network of high-quality parks, trails and open space within the community through different policies, such as working closely with neighboring municipalities and the appropriate entities to coordinate the trails between cities and plan future connections.

In 2022, Alpine adopted their Trail Master Plan Map that includes public and private planned trails around the city, trails along its borders with Lehi and Draper, and trails planned by Utah County. The Trail Master Plan Map also shows that Alpine has planned for two new parking locations adjacent to trials, and a new trailhead, which will include parking and restrooms.

The Highland City General Plan Update was adopted in 2008 to help identify future land uses, transportation and traffic ideas, and other elements that make up the community. Future land use goals of the General Plan include ensuring commercial and mixed use developments are well designed and fit in with the existing community, promoting walking and biking, and preserving critical open spaces and trail corridors through the following policies:

- Encouraging pedestrian-friendly development and design within and near community destinations.
- Encouraging the preservation of critical open space and trail corridors where possible.

While primarily a land use plan, this update also includes a significant transportation goal to provide a safe and pedestrian-friendly local street system by planning and constructing streets to accommodate all users, including vehicles, pedestrians, and bicyclists and provide maximum safety for all. Community design aims to create appropriate corridor treatments along major roadways leading into the community.

The General Plan also promotes the desire for welcoming walking and biking facilities through its parks and recreation goal of assuring access for residents to off-street, shared use paved trails.

Walking and Biking Connections

A network of roads, sidewalks, and paths can provide access for multiple modes of travel. However, uncomfortable conditions, gaps in the network, and barriers can deter people from walking and biking. Welcoming facilities incorporate principles that encourage multimodal use. These include:

Safety
People are separated from vehicles and points of conflict are limited

Comfort
A qualitative component of safety, it identifies how people feel on the facility

Connectivity
The greater walking and biking network is accessible, links to destinations, and lacks gaps or barriers

Directness
Routes minimize out-of-the-way travel and optimize the shortest distance

Attractiveness
The environment is welcoming for diverse users of all ages and abilities

Cohesion
Facilities are within a walkable distance and intersecting routes are at reasonable intervals

Unbroken Flow
Long crossings are limited and transitions between facilities include intuitive wayfinding

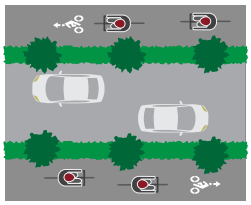
Sources: FHWA and League of American Bicyclists

Understanding Traffic Stress for Nonmotorized Travel

Level of Traffic Stress (LTS) is a way to rate how stressful, or uncomfortable a walking or biking facility feels. The rating system is based on the numbers 1-4, where 1 is most comfortable and 4 is the least comfortable.

Factors that contribute to low-comfort, high-stress facilities include traffic volumes and speeds, narrow or no bike lanes, truck traffic, noise, emissions, and unclear signage and signalization. An example of a low-comfort facility is a road with a 40 mile per hour speed limit that has a bike lane designated on a narrow shoulder. On roads with heavy traffic and high speeds, greater separation is needed to maintain a level of traffic stress that is acceptable to the majority of people walking and biking.

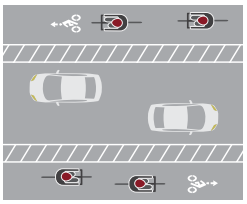
LTS 1
All ages feel safe



Recommended for 60% of riders "interested but concerned"

Protected separation from vehicles
Comfortable for children and seniors

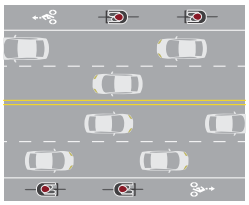
LTS 2
Attention required



Recommended for 60% of riders "interested but concerned"

Wide bike lanes with buffers or barriers
Lower speeds and lower levels of traffic

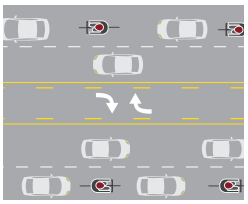
LTS 3
Confident Riders



Recommended for 7% of riders identified as "enthused and confident"

Bike facilities with minimal separation
Moderate to high traffic volumes
Multiple lanes in either direction

LTS 3
Fearless of Traffic



Recommended for only 1% of riders identified as "strong and fearless"

High speeds and heavy traffic
Multiple travel lanes
Long, unprotected intersections
Minimal or no bike facilities

COMFORT, SAFETY and PARTICIPATION

Elements that make up Level of Traffic Stress include the following:

- **Separation from traffic**
- **Number of travel lanes**
- **Width of travel lanes**
- **Speed of traffic**
- **Number of vehicles**
- **Presences of bike lanes**
- **Width of bike lanes**
- **Presences of separated barrier**

Figure 1 - Level of traffic stress

High-comfort, low-stress facilities are associated with roads that have low vehicle volumes and speeds and the walking and biking facilities are physically separated from traffic. High-comfort, low-stress facilities are intended to be welcoming for people of all ages and abilities, from children on bikes to seniors walking. An example of a high-comfort facility is a shared-use path that has landscaping or a physical barrier to separate it from traffic, another example is a grade separated bike lane that raises the height of the bike lane to the level of the curb. Figure 1 shows the general conditions for each level of traffic stress.

Travel Behavior

According to the American Community Survey 2016-2020, the average travel time to work for Alpine residents is 31.8 minutes. For Highland residents, travel time is less, at an average of 22 minutes. For the state of Utah, the average travel time is 21.4 minutes, and nationally it is 26.9.

In both cities, the majority of the population drove alone to work. In Alpine, 70% of the adult working population drove alone, and in Highland the percentage was higher at 76%. As seen in Figures 2 and 3, more people work from home in Alpine than in Highland, which may account for the higher percent of people driving to work alone in Highland.

In Alpine, less than 1% of workers walked to work, and in Highland, less than 2% walked to work. The use of public transit to access jobs in both cities was less than 1 percent. In general, for cities to have a significant number of people walking, biking, or taking transit to work population and population density has to be much higher than that of Alpine or Highland.

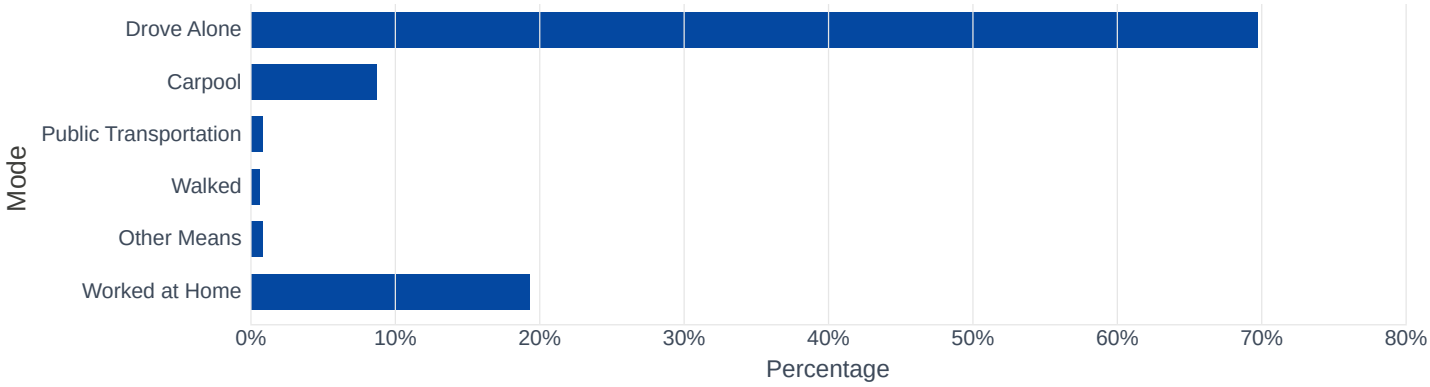


Figure 2 - Alpine's means of transportation to work

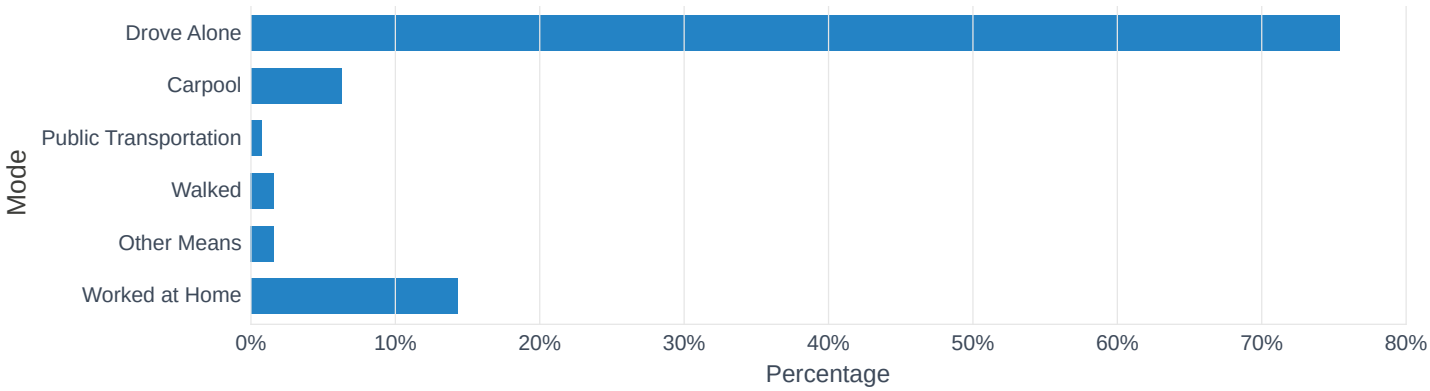


Figure 3 - Highland's means of transportation to work

Transit

Transit service in the study area is limited to the Utah Transit Authority (UTA) Route 807 which runs along Timpanogos Highway and North County Boulevard. It is a local route with a 30-minute frequency at peak times of day. According to UTA's 2022 Ridership dataset, 97 people board this route on an average weekday. No additional transit service or routes are planned for the future at this time.

Existing Walking and Biking Facilities

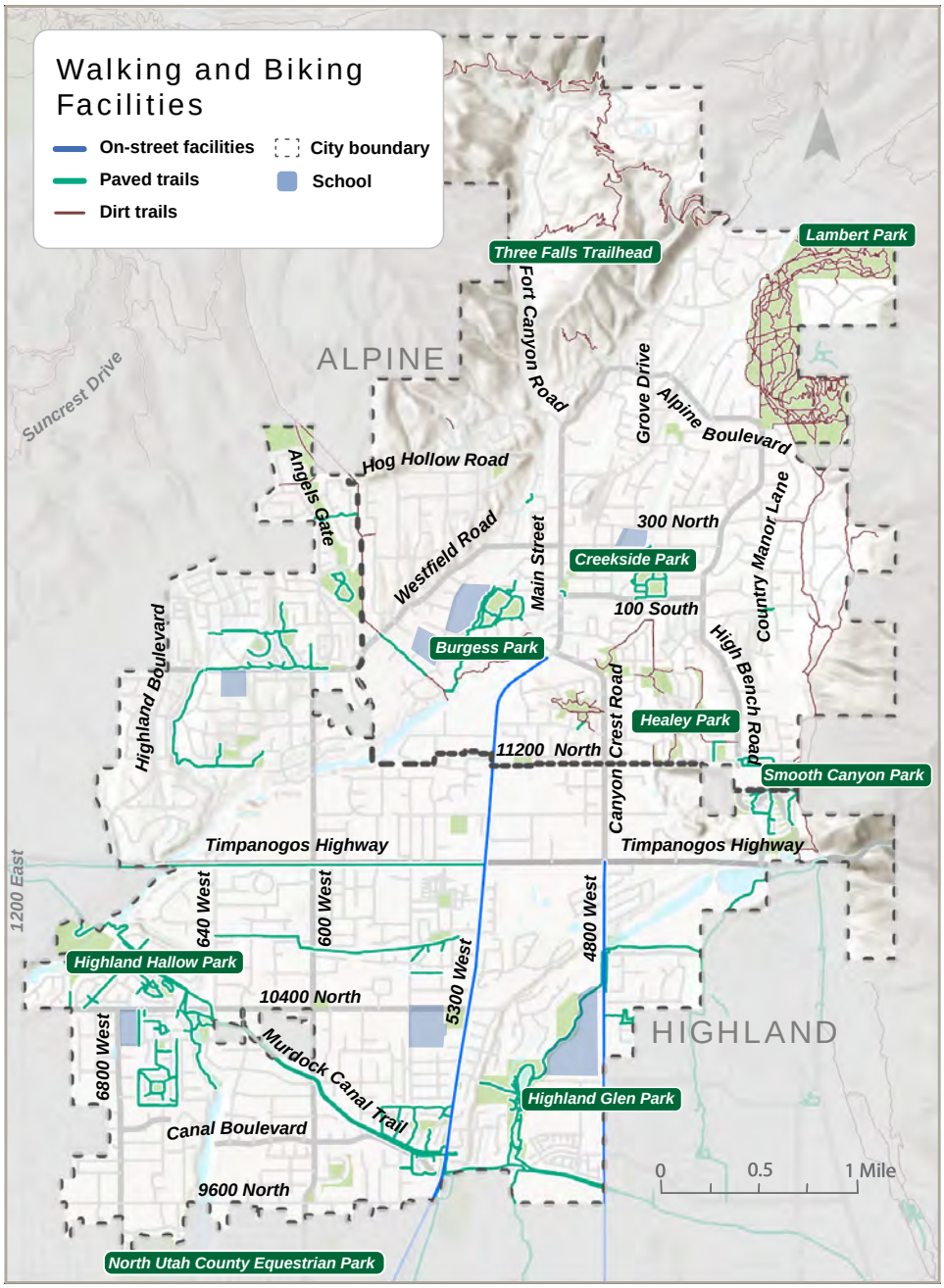


Figure 4 - Existing walking and biking facilities

The most utilized walking and biking facility is the Murdock Canal Trail, which connects Orem to Lehi along the paved, shared use path. There are other paved, shared use paths most of which are oriented around community parks, such as Creekside and Burgess Park in Alpine and Highland Glen Park in Highland. Both cities have wide roads and available shoulder width on a majority their streets that could be ideal for designated bike lanes. Currently, only two streets provide designated bike lanes, one on 5300 West and one on 4800 South. At higher elevation on the north side of Alpine, there are many interconnected dirt trails, some of which offer connections to Draper and the Corner Canyon area. Figure 4 shows the existing shared use paths, bike lanes, and dirt trails.

Existing sidewalks vary from road to road and neighborhood to neighborhood. Many neighborhoods have continuous sidewalks, while other roads have gaps in sidewalks or no sidewalks exist. With new construction of homes and subdivisions, sidewalks are being installed in some locations in a leapfrog fashion, where they end abruptly and may not be present again until farther down the road.

Figure 5 - Sidewalk on 6000 West - Image Source: Google Maps

An example of this is on 6000 West in Highland as shown in Figure 5.

Murdock Canal Trail

The Murdock Canal Trail has a high volume of people using it throughout the year. Trail counters exist in each city that the trail traverses. The trail counter in Highland is located where the trail crosses Canterbury Drive just to the east of Dry Creek. The trail counter does not distinguish between a bicyclist or a pedestrian, either is collected as one person. Over the last quarter of the year 2022, from July through September, 49,532 people were counted at this location. The highest number was on August 6th, when 960 people were counted. Figure 6 below, shows monthly total counts since 2013. There was a dramatic increase in the number of people using the Murdock Canal Trail for most of 2020 due to the Covid-19 pandemic.

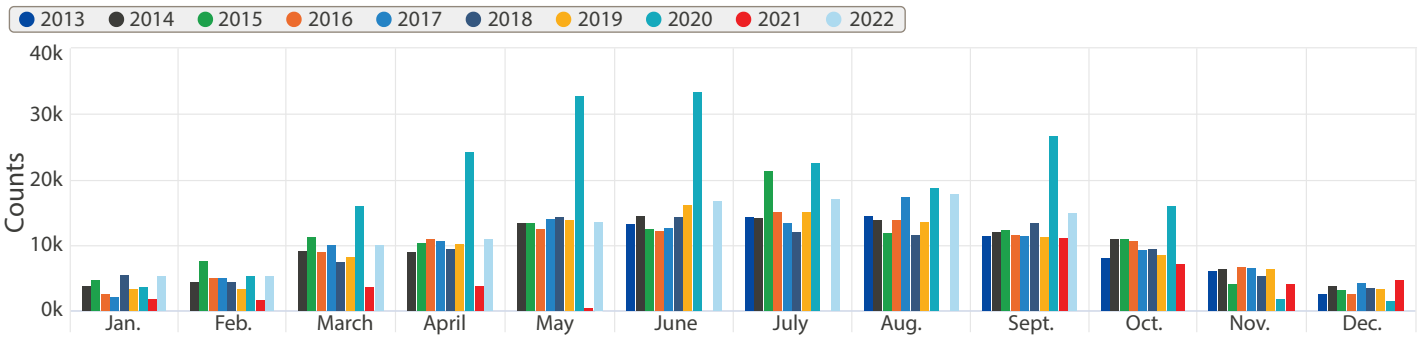


Figure 6 - Monthly trail counts by year

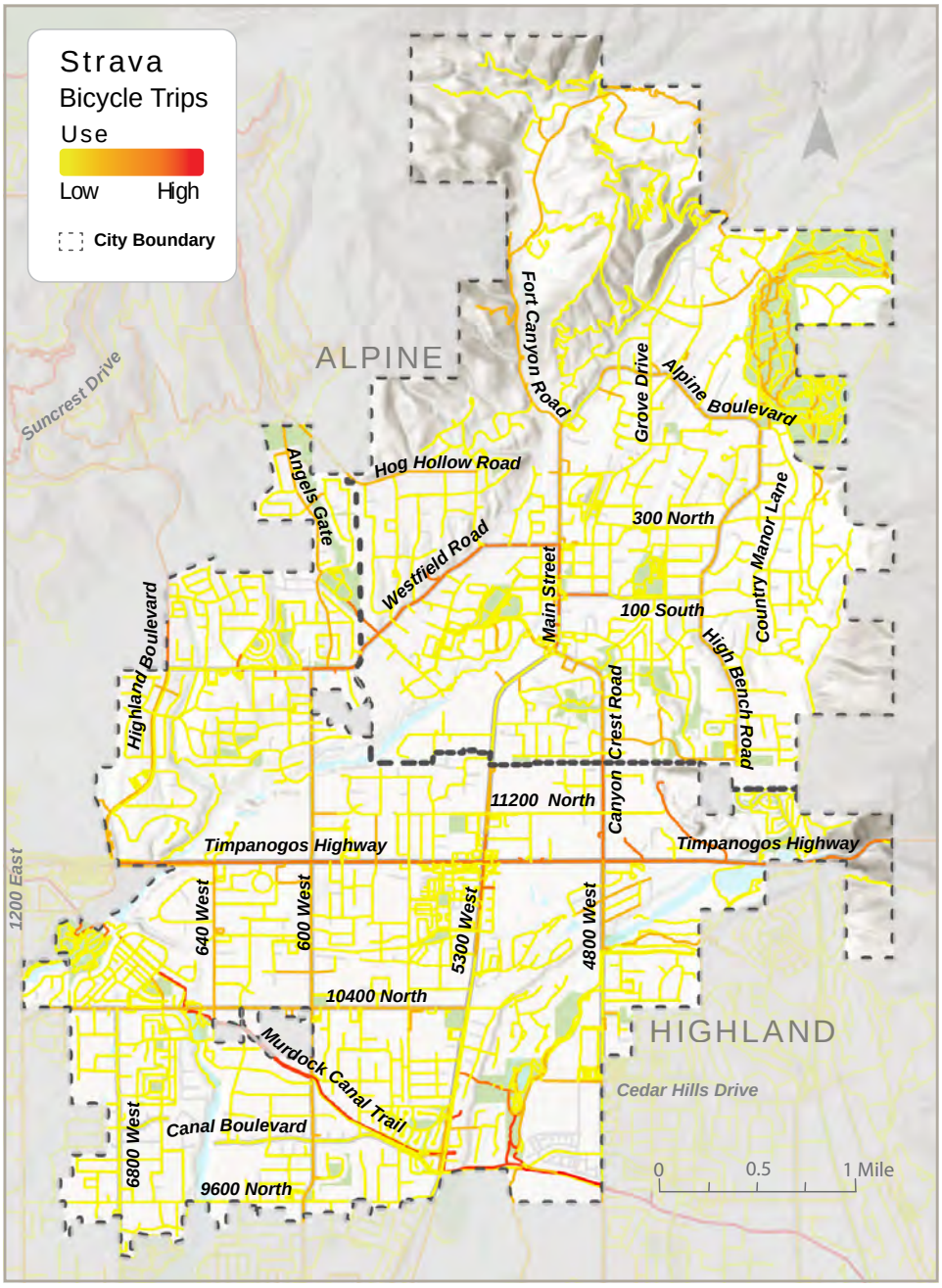


Figure 7 - Strava bicycle activity in 2021

Strava Data to Inform on Travel Patterns

Strava is a GPS-based mobile app people use to record their time and distance while walking, biking, running, and exercising. It is primarily used for fitness-based recreation and therefore only captures a small percentage of pedestrian and bicycle trips. Strava data lacks depth and diversity in trip purpose, as it doesn't adequately report out on commute trips or utilitarian trips like running errands on foot or by bike. What Strava data does inform on, is what routes people are most likely to select. These routes are often based on their level of comfort, accessibility, and what they can connect people to. Figure 7 shows Strava bicycle trips (including ebikes) in the study area during 2021.

The most popular route is along the Murdock Canal Trail, where over 30,000 individual bike rides have been recorded along the stretch in Highland. SR-92 in Highland and Westfield Road in Alpine are also top locations for recorded Strava rides, ranging between 10,000 to 15,000 at different locations. While these locations see high volumes of bicyclists, they do not provide designated bicycle facilities. As Figure 7 shows, there is some level of Strava bicycle activity on almost all of the roads and trails in each community.

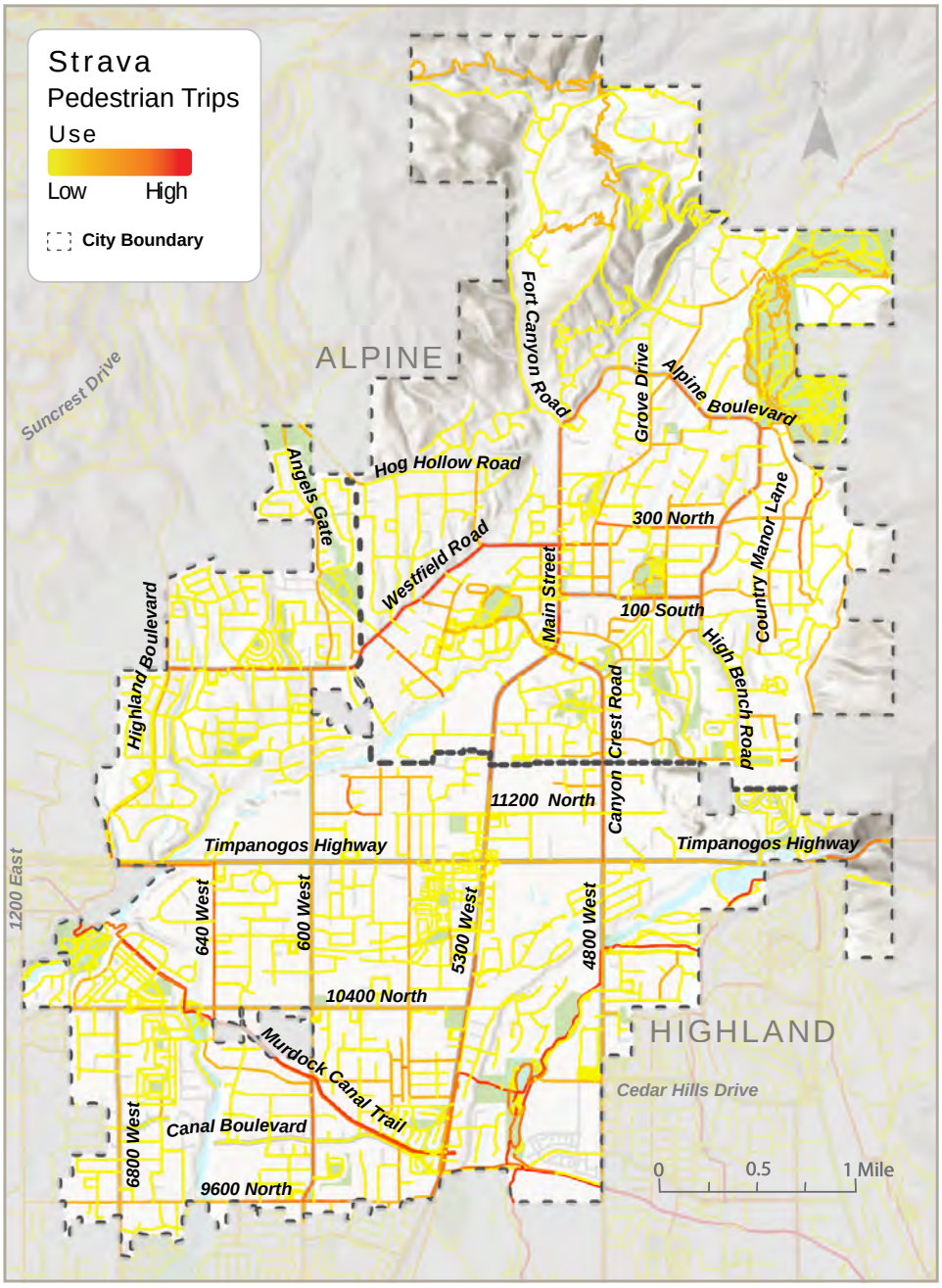


Figure 8 - Strava pedestrian activity in 2021

Figure 8 shows Strava pedestrian activity in Alpine and Highland for the year 2021. The largest number of trips for pedestrians (10,380) occurred along the Murdock Canal trail. Westfield Road in Alpine and the paved trail by Caddie Lane in Highland have the second highest recorded number of trips. With just under 5,000 trips recorded at each location, Strava pedestrian activity is about 50% less than on the Murdock Canal Trail. Sidewalks exist on most of Westfield Road. These sidewalks vary in width and become narrow at certain locations. As observed in various other places in these communities, people will often choose to walk in the shoulders on the street if they desire to travel side by side, as seen in Figure 9.

Figure 9 - Pedestrians walking on Westfield Road – Image source: Google Maps

Safety for Pedestrians and Bicyclists

Roadway safety data was looked at using the same database that the Utah Department of Transportation (UDOT) maintains and utilizes, called Numetric. Reported crashes from 2017 to midyear of 2022 were reviewed for Alpine and Highland. Pedestrian-and bicycle-related crashes were the main focus, but additional vehicle crashes that were associated with speed, distracted driving, and located at intersections were also reviewed. Crashes that were fatal or resulted in serious injury were also selected.

Injury to pedestrians and bicyclists tell a piece of the story, but locations with high incidents of motor vehicle accidents may be intentionally avoided by people when they are not driving. Identifying locations that have high numbers of crashes allow for resources to be specifically targeted to address these hotspots. Dangerous areas are barriers to providing a cohesive and connected walking and biking network and retrofitting these roads and adjacent areas with traffic calming treatments and comfortable off-street facilities will improve safety and increase walking and biking access.

Figures 11– 15 show the location of crashes by category. On these maps, roads with speed limits that are 40 miles per hour and above are shown in red and speed limits 30-35 miles per hour are shown in orange. Most crashes occurred on these roads, including the most severe bicycle involved crashes, which are all located along SR-92.

In total there were 1,105 crashes in both communities between 2017 and midyear 2020. Of these crashes, 15 were bicycle-related, including 1 fatality and 3 serious injuries. In addition to the fatality, one-fifth of all bicycle-related crashes involved a serious injury. 11 of the 15 crashes (73%) occurred at intersections. The fatality was on SR-92, related to distracted driving, and did not occur at an intersection.

There were 13 pedestrian related crashes over this period of time. Similar to bicycle-related crashes, 69% (9 crashes) occurred at intersections. Serious injuries resulted in 2 of these crashes. These 2 crashes occurred in more residential locations, on streets with posted speed limits below 35 miles per hour. Figure 10 visually conveys the severity of crashes and the number of intersection related crashes for pedestrians and bicyclists.

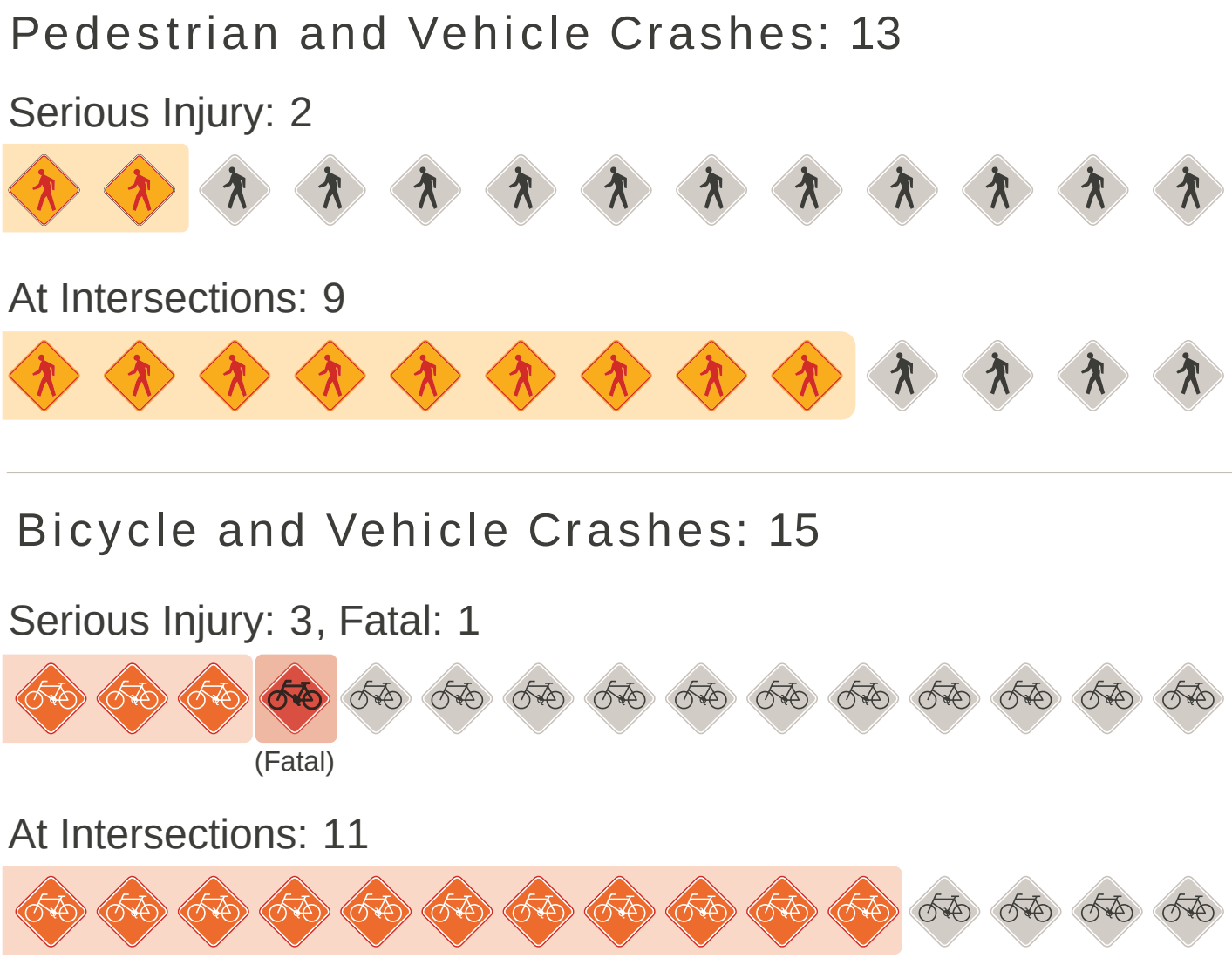


Figure 10 - Serious injury and intersection crashes

Figure 11 shows the location of bicycle-and pedestrian related crashes and Figure 15 shows the crashes by severity of injury.

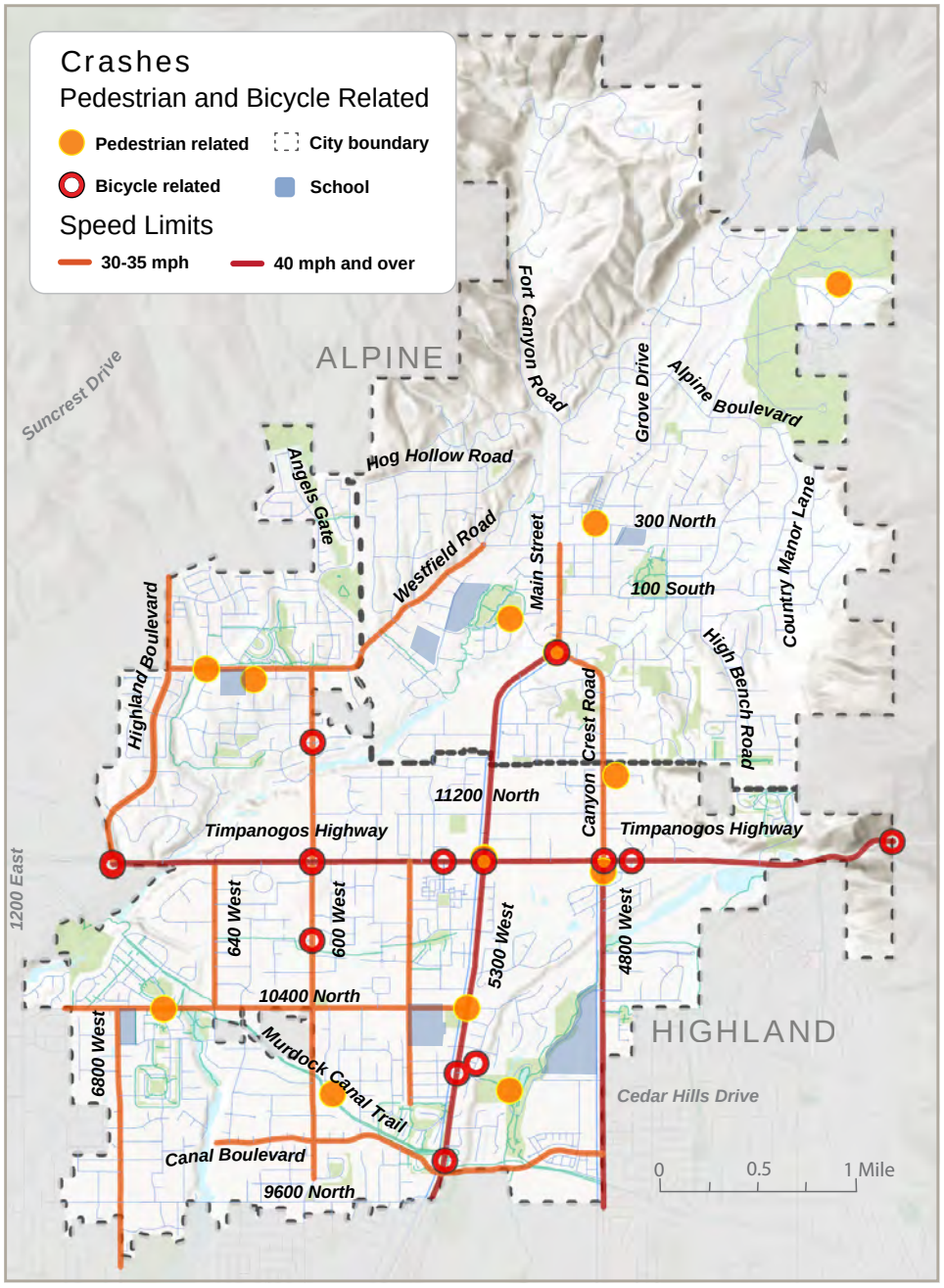


Figure 11 - Pedestrian and bicycle related crashes

As shown in Figure 12, intersection crashes made up the majority of accidents involving pedestrians and bicyclists, as well as the majority of total vehicle crashes for both communities. Out of the 1,105 crashes, 640 were reported as intersection related, which amounts to 58% of all crashes.

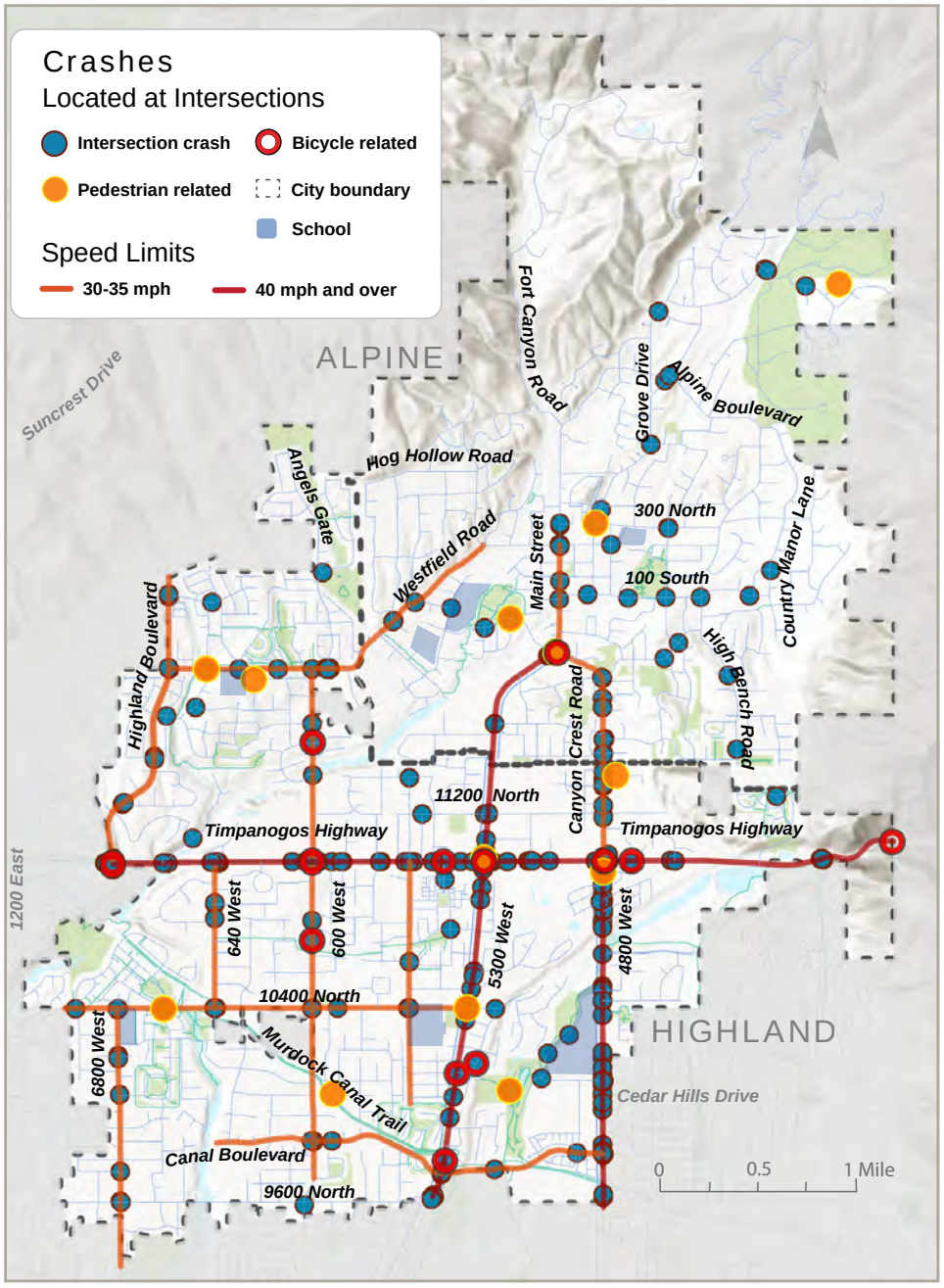


Figure 12 - Crashes located at intersections

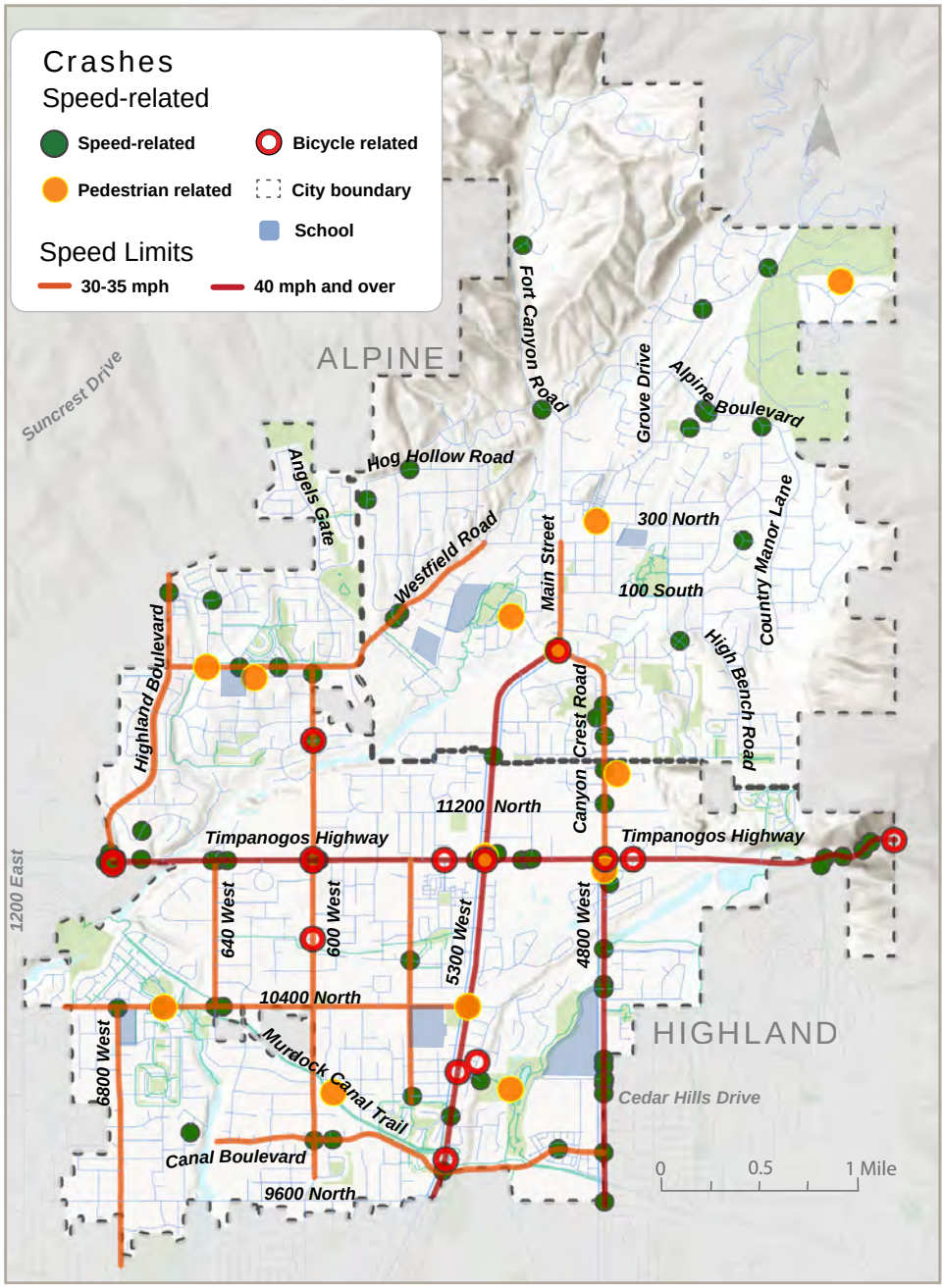


Figure 13 - Speed-related crashes

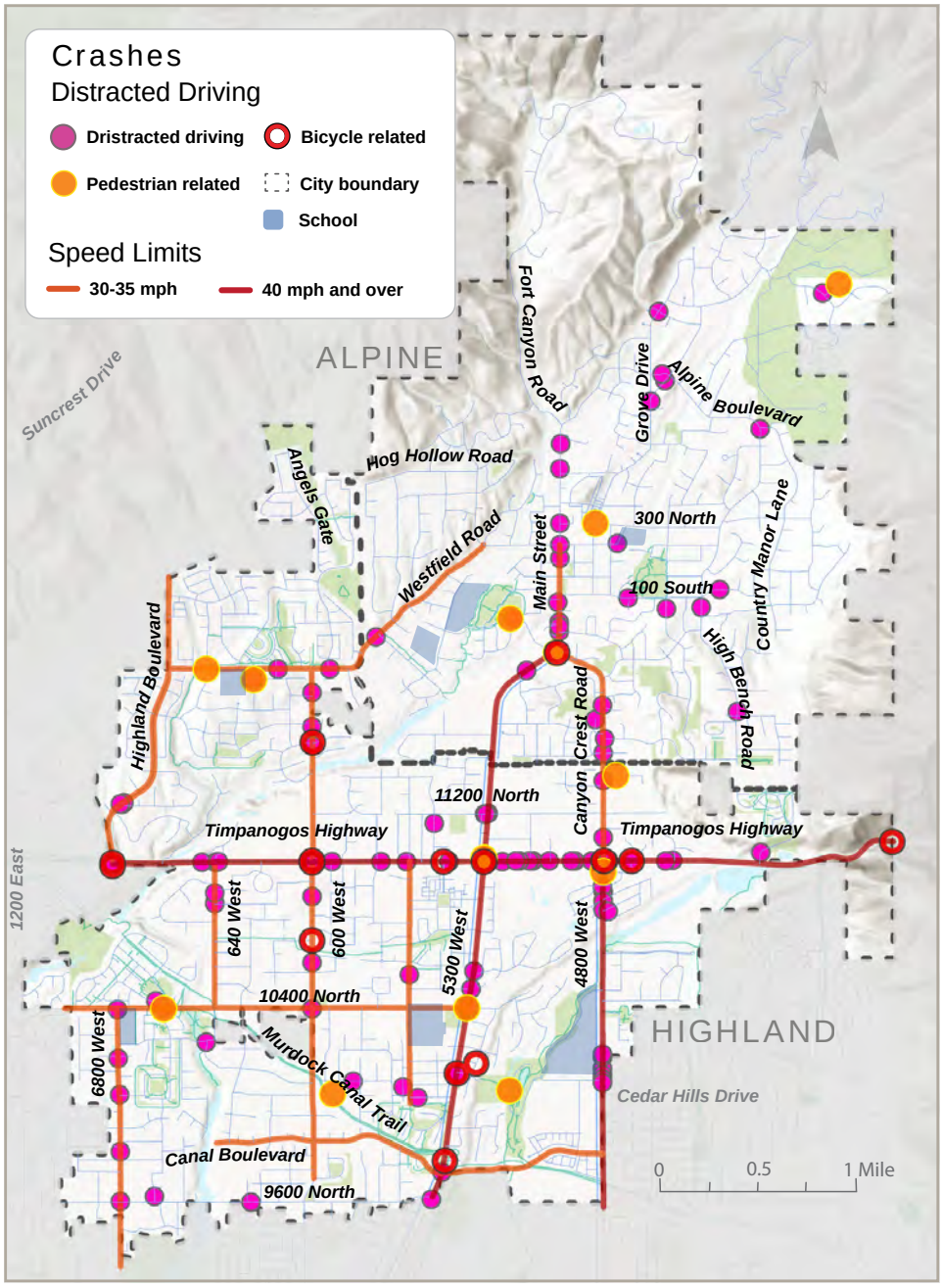


Figure 14 - Distracted driving crashes

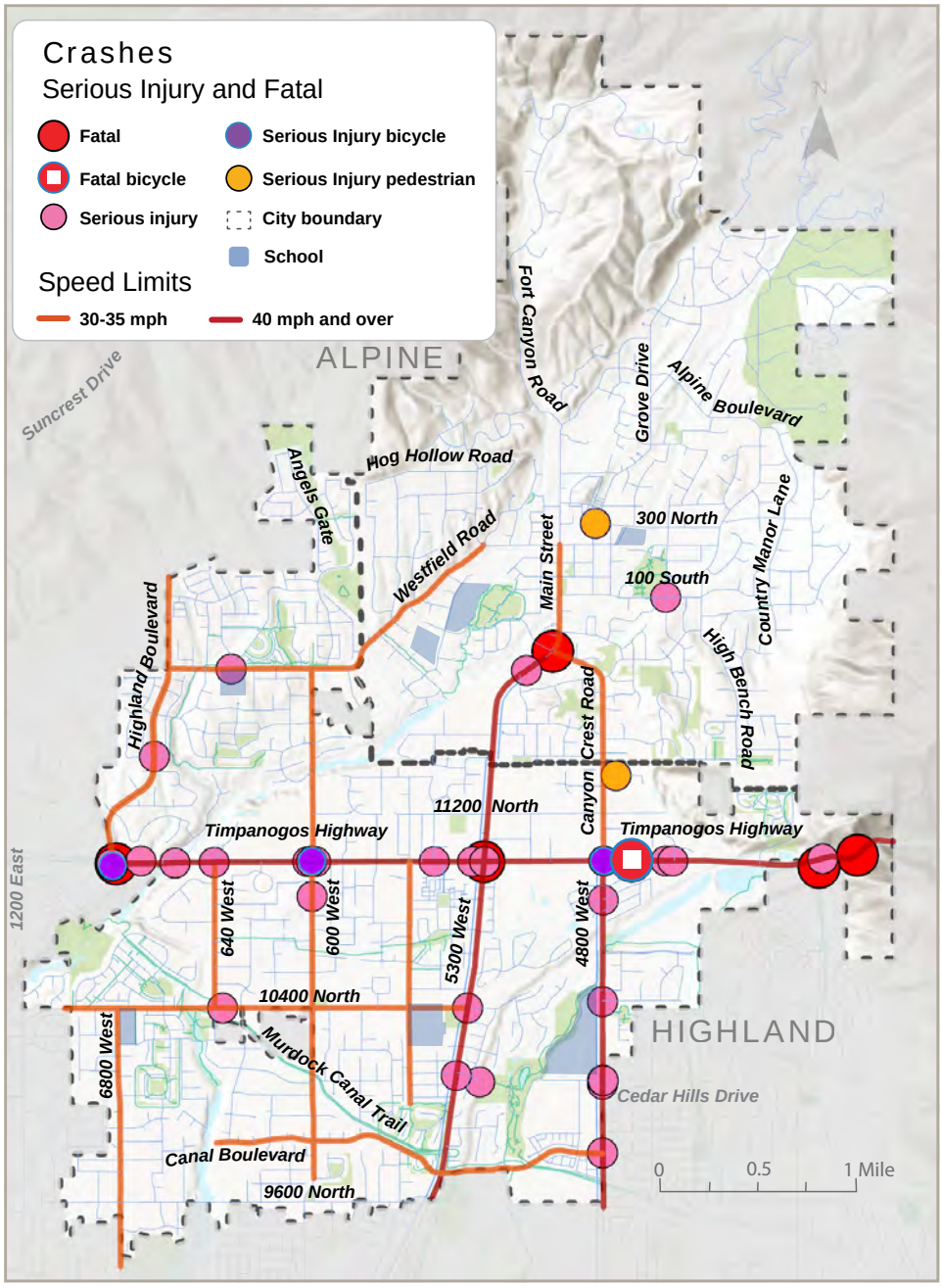


Figure 15 - Crashes involving fatal or serious injuries

Table 1 summarizes this crash data in Alpine and Highland. The total number of crashes for each category is provided in the "Total Count" column. The other columns tally how many crashes in each category also involved the other data reviewed. Table 2 shows only the total crashes by category and the total serious injury and fatal crashes.

Table 1 - Summary table of crashes

	Total Count	Intersection Involved	Speed involved	Distracted Driving Involved	Serious Injury Involved	Fatality Involved
Bicycle	15	11	0	1	3	1
Pedestrian	13	9	0	2	2	0
Intersection	640	X	50	67	24	2
Speed	97	50	X	4	5	2
Distracted	137	67	4	X	5	1

Table 2 - Crash totals by category for Alpine and Highland

Total Count	Intersection Involved	Speed involved	Distracted Driving Involved	Serious Injury Involved	Fatality Involved	Bicycle Involved	Pedestrian Involved
1105	640	97	137	43	6	15	13

Demographics

According to the most current US Census data, Highland's 2021 population was 19,611 and Alpine's was 10,359 (a 47% difference from Highland). Figure 16 shows population over time for Alpine and Highland, and Figure 17 shows population over time for the two cities, as well as the neighboring cities of Lehi, American Fork, Cedar Hills, and Draper.

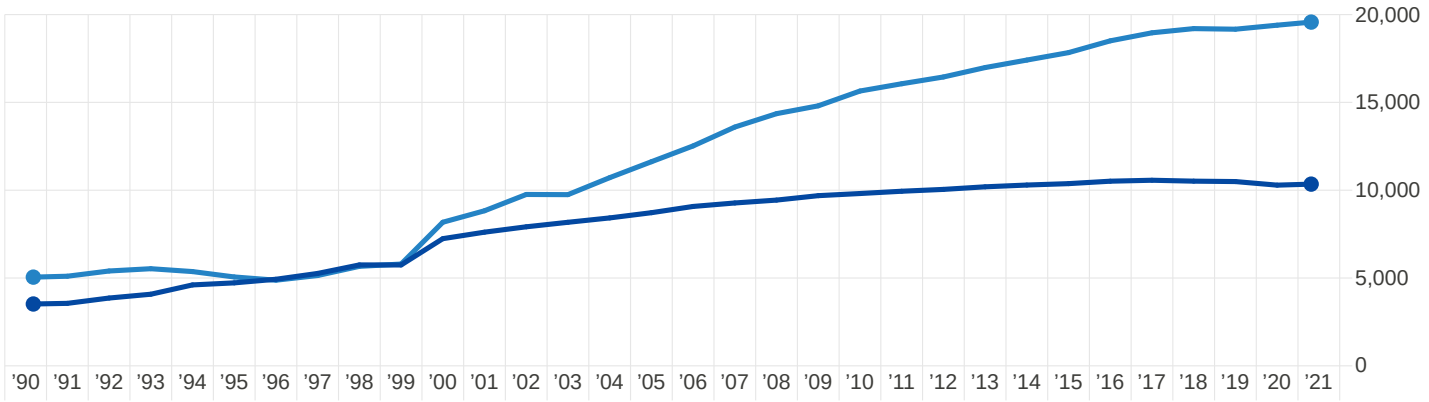


Figure 16 - Population in Alpine and Highland

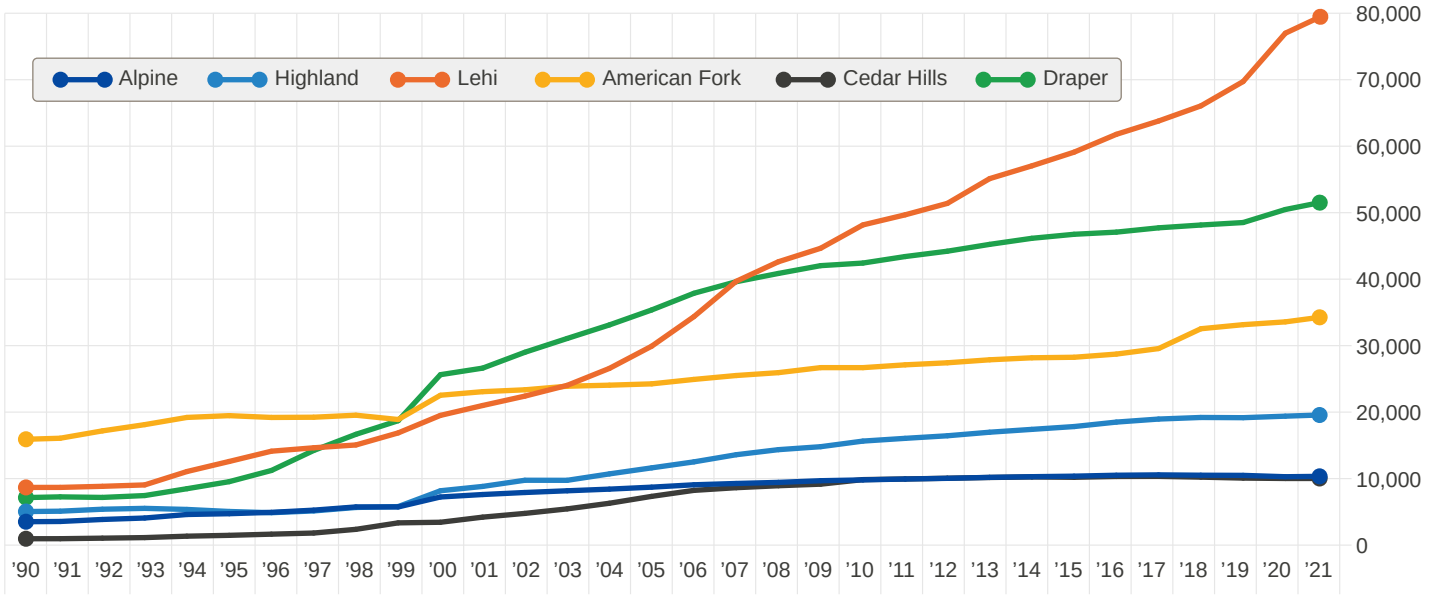


Figure 17 - Population including neighboring cities

Population is also measured by percent change. Between 2010 and 2021 Alpine experienced a 7% change in population while Highland had a 32% change. In general, as the region's population increases, natural and manmade destinations will be shared among more people. Demand for walking and biking connections to other municipalities may increase as the region develops. For example, Lehi has experienced a 79% increase in population since 2010. The city is accommodating this population boom with recreational, economic, and entertainment destinations, which may be reached from Alpine and Highland by walking or biking. Figures 18 and 19 show the percent change in population from 2010 through 2021.

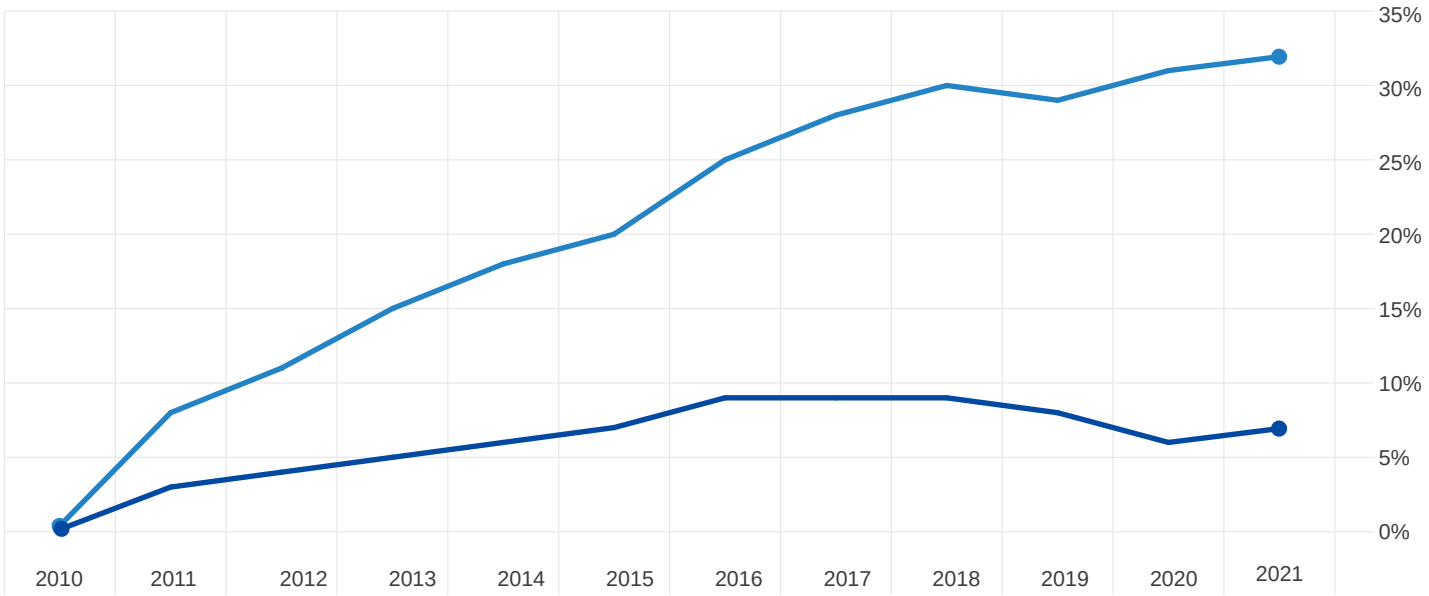


Figure 18 - Percent change in population for Alpine and Highland

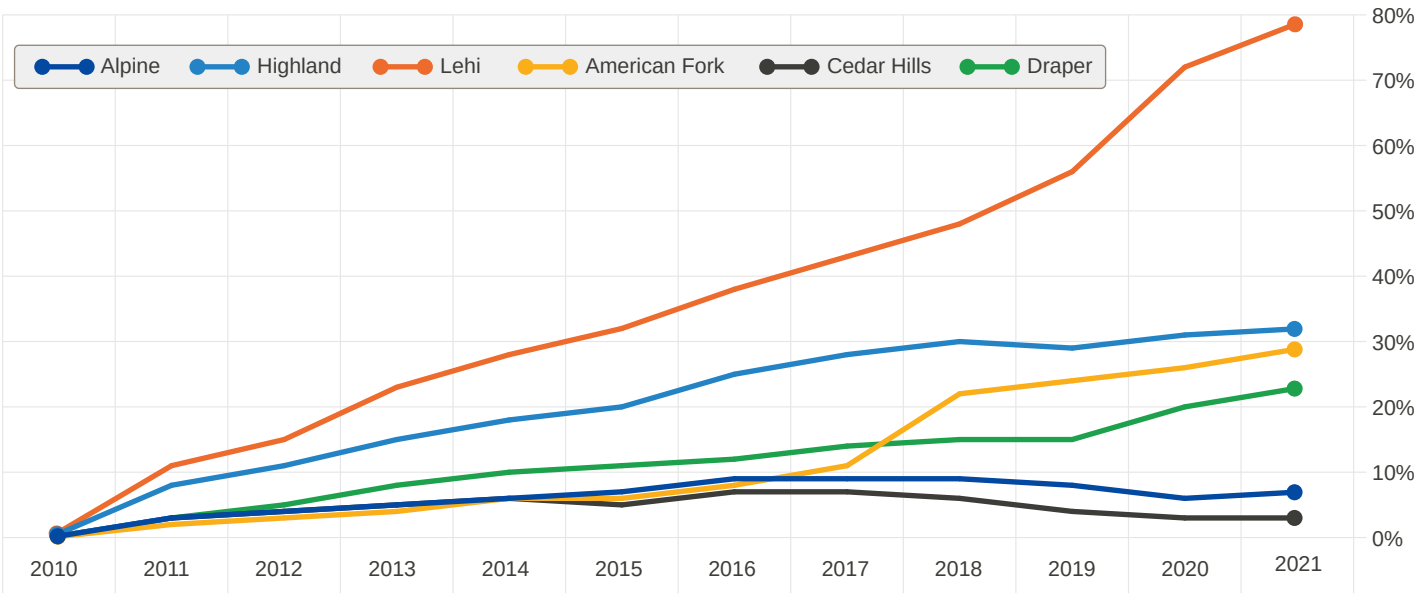


Figure 19 - Percent change in population including neighboring cities

Highland has a very low median age of 23.9 and Alpine's median age is 34.1, which is four years younger than the national median age of 38.1. Utah has the lowest median age in the nation at 31.1. Age demographics are important to understand as they help dictate facility design for a variety of different needs and comfort levels.

In both cities, the percentage of people between the ages of 18 and 64 is approximately 55%, but Highland's population under 18 is large, at 42% and the population 65 and over is small, at 4%. In Alpine, 33% of the population is under 18, and 13% of the population is 65 and over. Highland also has a larger average number of persons per household at 4.2, compared to 3.7 persons per household in Alpine (the state of Utah is 3.07 persons per household and the national average is 2.6). Figures 20 and 21 show a comparison of percentage of population by age group for each city.

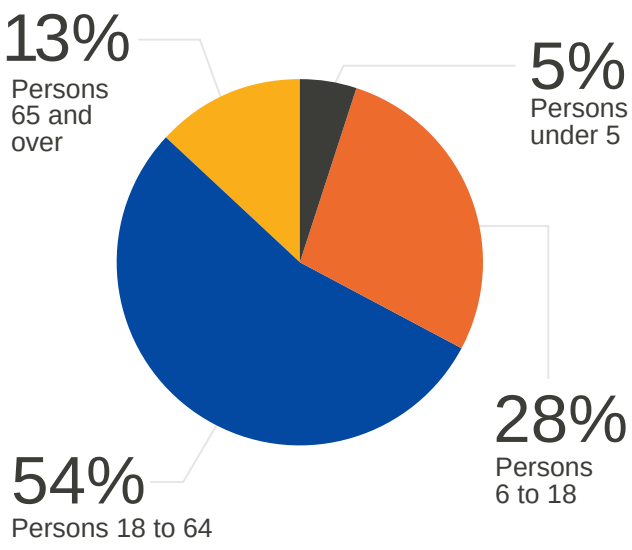


Figure 20 - Alpine's population by age group

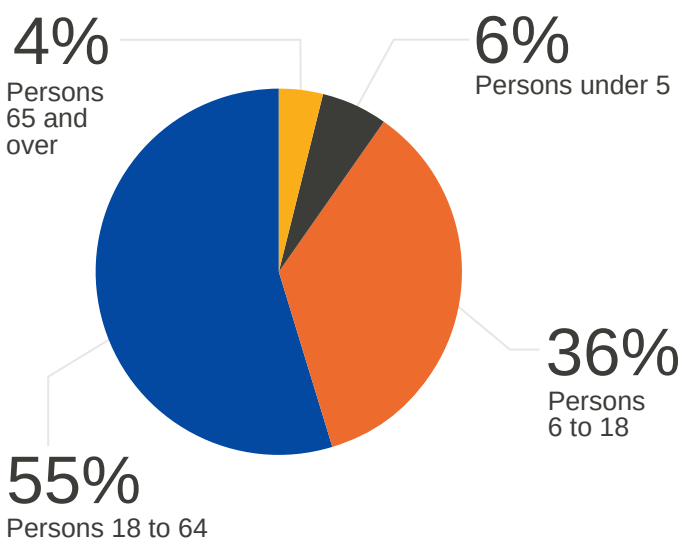


Figure 21 - Highland's population by age group

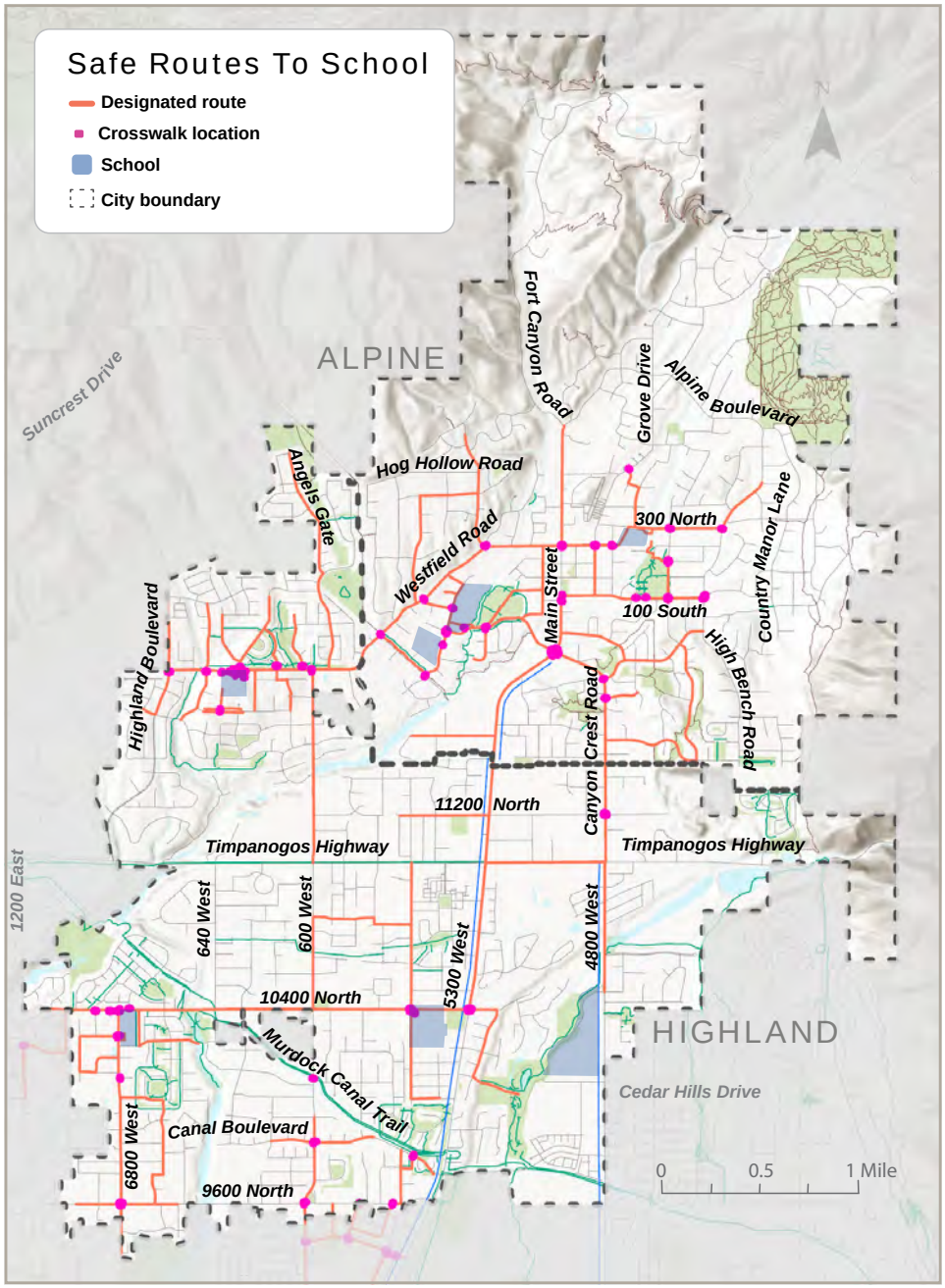


Figure 22 - Safe routes to school

Safe Routes to School

Safe Routes to School is a federal program that promotes walking and biking to school through infrastructure improvements, enforcement, and education. Utah requires all elementary, middle, and junior high schools to develop a safe routes to school plan. The goal is to provide safe and connected facilities like sidewalks and crosswalks to get children to and from school and also assist with creating community outreach and awareness. Figure 21 shows the Safe Routes to School in Alpine and Highland. There are many designated routes, however even some designated routes lack sufficient sidewalks or connections.

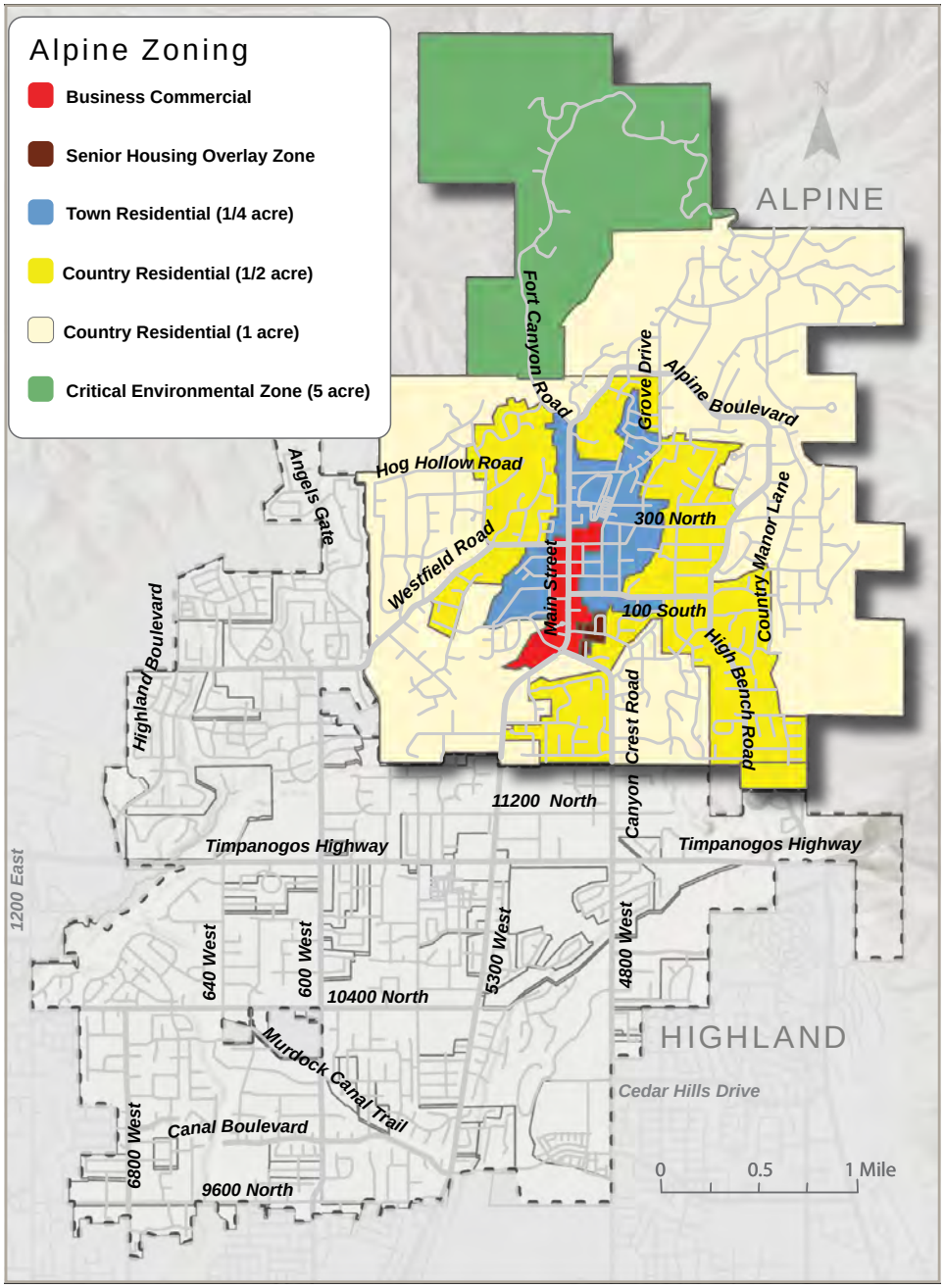


Figure 23 - Current zoning in Alpine

Land Use to Inform Connectivity

Alpine is predominantly zoned low density residential. The residential zoning code allows for permitted and conditional uses that include parks and recreation. The business commercial district is located along Main Street which, is surrounded by the most dense residential zoned area at ¼ acre per unit. The density for each home decreases the farther it is from the commercial district (from a ½ acre to 1 acre per residence). The northern part of Alpine is designated as a Critical Environmental Zone. This land allows for conditional use permits to be issued for single family homes upon approval. Figure 22 shows the current Alpine Zoning Map.

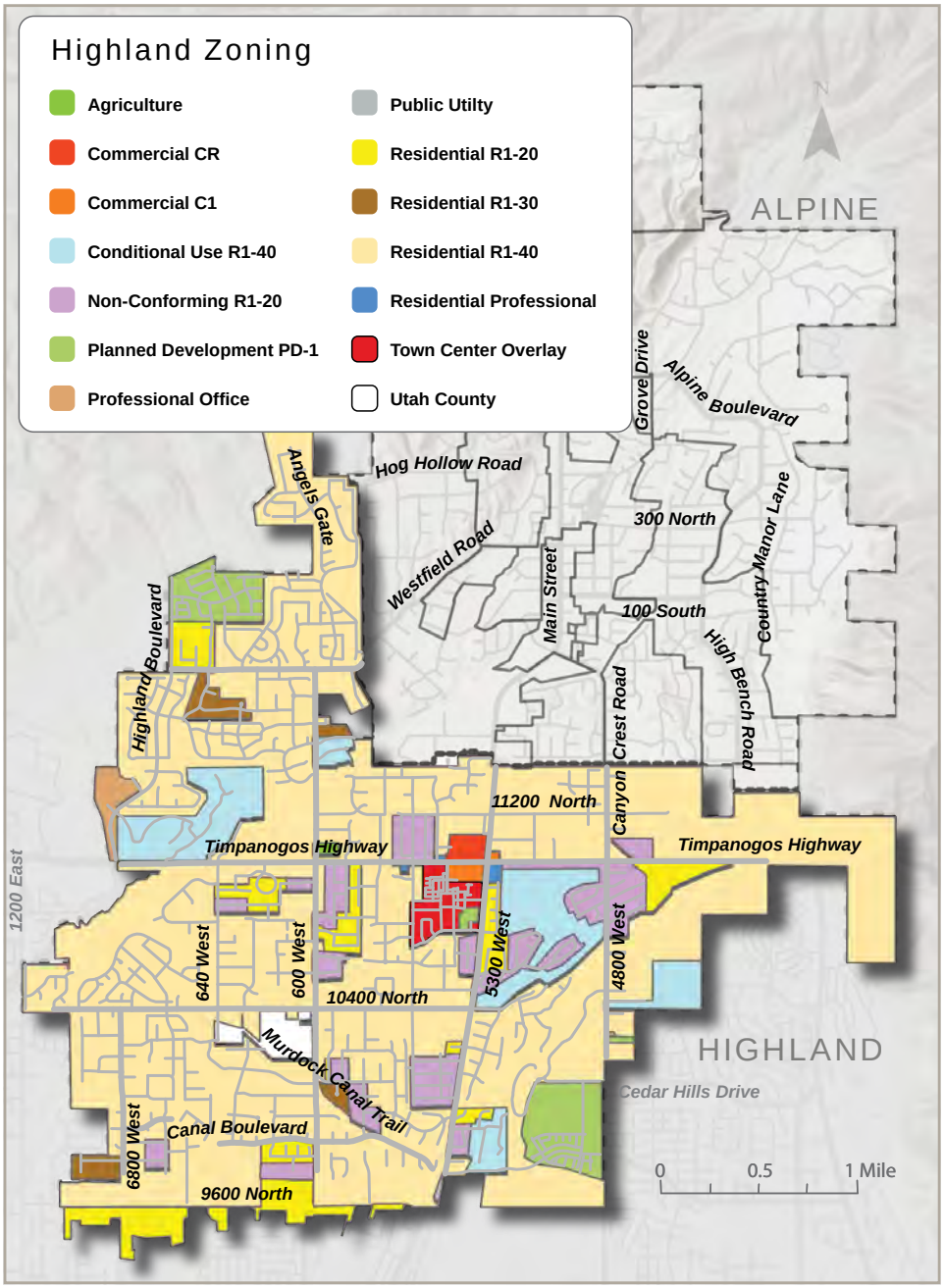


Figure 24 - Current zoning in highland

Like Alpine, Highland is mostly zoned for low-density residential. The majority of the residential zoning is R1-40, which allows for two-car garages, large lots, and well-spaced buildings. The town center and commercial area is located on the south side of SR-92 between 5600 West and 5300 West. Figure 23 shows the current Highland Zoning Map.

Table 3 - Land area in square miles

	Alpine	Highland
Land in Square Miles	7.4	8.5
Population per Square Mile		
2010	1,287.7	1,821.6
2020	1,288.6	2,222.9
Percent Change	0%	22%

Land Area

The total amount of land area for Alpine and Highland is very similar. Alpine is 7.4 square miles and Highland is 8.5 square miles. The border shared between the two cities is approximately four miles in length. Between 2010 and 2020 population per square mile increased by 22%in Highland. Alpine experienced no increase in population per square mile. This is shown in Table 3.

Conclusion

Collecting data points and pieces of information about Alpine and Highland help to tell the overall story of mobility. By understanding what exists today and what the needs are, a more informed plan can be developed. Using this information coupled with public feedback, a cohesive approach to improving walking and biking connectivity will be realized.

Both cities support land uses that favor low-density residential. This type of built environment can provide opportunities for safe connections in existing neighborhoods and the incorporation of future walking and biking facilities as Alpine and Highland continue to develop.

There are several designated Safe Routes to School across Alpine and Highland. These routes can be integrated into the improvements and expansion of walking and biking facilities. Several of these routes are located on or across roads that have high vehicle volumes and speeds and a high number of crashes. SR-92 and other roads that experience high traffic speeds create safety risks for pedestrians and bicyclists, especially where these roads intersect. The majority of crashes, including those that involve a pedestrian or a bicyclist, occur at intersections.

While people of all ages and abilities should be included when planning and designing walking and biking facilities, the high percentage of population under 18 years old and the above average number of people per household should be taken into considered when creating a connected network in Alpine and Highland.

The Murdock Canal trail is an asset for both communities that provides walking and biking access to neighboring cities. It can serve as a core part of a connected, comfortable, and accessible walking and biking network for Alpine and Highland. Several other paved, shared-use paths exist in Alpine and Highland. However, these paths do not seamlessly connect to nearby facilities or a regional network. Multiple paved trail projects are being funded, and as these become implemented they create opportunities to further connect a cohesive walking and biking network among the two cities. As the network expands, it should include comfortable on street facilities in addition to shared use paths. Many roads have available right-of-way to incorporate facilities like protected bike lanes, but only two currently exist.

APPENDIX C

PLANNING LEVEL COST ESTIMATES

MAIN STREET

Buffered Bike Lane

Estimate Item	Segment	Length	Each	Unit	Unit Cost	Cost
Remove Pavement Markings	Canyon Crest Rd to Red Pine Dr.	505	4	ft	$ 1.00	$ 2,020.00
	Red Pine Dr. to 200 North	2,325	4	ft	$ 1.00	$ 9,300.00
Subtotal						$ 1,320.00
Remove Pavement Messaging	Canyon Crest Rd to Red Pine Dr.		0	each	$ 95.00	$ -
	Red Pine Dr. to 200 North		3	each	$ 95.00	$ 285.00
Subtotal						$ 285.00
Pavement Striping - solid white lines + yellow lines	Canyon Crest Rd to Red Pine Dr.	505	8	ft	$ 1.50	$ 6,060.00
	Red Pine Dr. to 200 North	2,325	6	ft	$ 1.50	$ 20,925.00
Pavement Striping - diagonal white lines	Canyon Crest Rd to Red Pine Dr.	3	101	ft	$ 1.50	$ 454.50
	Red Pine Dr. to 200 North	3	465	ft	$ 1.50	$ 2,092.50
Subtotal						$ 29,532.00
Pavement Messaging	Canyon Crest Rd to Red Pine Dr.		2	each	$ 150.00	$ 300.00
	Red Pine Dr. to 200 North		10	each	$ 150.00	$ 1,500.00
Subtotal						$ 1,800.00
Roadway Excavation	Canyon Crest Rd to Red Pine Dr.		0	cu yd	$ 12.00	$ -
	Red Pine Dr. to 200 North		0	cu yd	$ 12.00	$ -
Subtotal						$ -
Roadway Base Course -8"	Canyon Crest Rd to Red Pine Dr.	0		cu yd	$ 35.00	$ -
	Red Pine Dr. to 200 North	0		cu yd	$ 35.00	$ -
Subtotal						$ -

Roadway HMA -4"	Canyon Crest Rd to Red Pine Dr.	0		152lbs/ cubic ft	$ 110.00	$ -
	Red Pine Dr. to 200 North	0		152lbs/ cubic ft	$ 110.00	$ -
Subtotal						$ -
Subtotal before Contingencies						$ 42,937.00
Contingencies						
landscaping (5%)		5%				$2,146.85
drainage, erosion & sediment control (20%)		20%				$8,587.40
mobilization (10%)		10%				$4,293.70
traffic control (5%)		5%				$2,146.85
utility adjustment (5%)		5%				$2,146.85
Total						$ 62,258.65
price per mile						$ 115,293.80

MAIN STREET

Curb Separated Bike Lane

Estimate Item	Segment	Length	Each	Unit	Unit Cost	Cost
Remove Pavement Markings	Canyon Crest Rd to Red Pine Dr.	505	4	ft	$ 1.00	$ 2,020.00
	Red Pine Dr. to 200 North	2,325	4	ft	$ 1.00	$ 9,300.00
Subtotal						$ 11,320.00
Remove Pavement Messaging	Canyon Crest Rd to Red Pine Dr.		0	each	$ 95.00	$ -
	Red Pine Dr. to 200 North		3	each	$ 95.00	$ 285.00
Subtotal						$ 285.00

Pavement Striping - solid white lines	Canyon Crest Rd to Red Pine Dr.	505	6	ft	$ 1.50	$ 4,545.00
	Red Pine Dr. to 200 North	2,325	4	ft	$ 1.50	$ 13,950.00
Concrete curb type B5 (taller curb)	Canyon Crest Rd to Red Pine Dr.	505		ft	$ 22.00	$ 11,110.00
	Red Pine Dr. to 200 North	2,325		ft	$ 22.00	$ 51,150.00
Subtotal						$ 80,755.00
Pavement Messaging	Canyon Crest Rd to Red Pine Dr.		2	each	$ 150.00	$ 300.00
	Red Pine Dr. to 200 North		10	each	$ 150.00	$ 1,500.00
Subtotal						$ 1,800.00
Roadway Excavation	Canyon Crest Rd to Red Pine Dr.		0	cu yd	$ 12.00	$ -
	Red Pine Dr. to 200 North		0	cu yd	$ 12.00	$ -
Subtotal						$ -
Roadway Base Course -8"	Canyon Crest Rd to Red Pine Dr.	0		cu yd	$ 35.00	$ -
	Red Pine Dr. to 200 North	0		cu yd	$ 35.00	$ -
Subtotal						$ -
Roadway HMA -4"	Canyon Crest Rd to Red Pine Dr.	0		152lbs/ cubic ft	$ 110.00	$ -
	Red Pine Dr. to 200 North	0		152lbs/ cubic ft	$ 110.00	$ -
Subtotal						$ -
Subtotal before Contingencies						$ 94,160.00
Contingencies						
landscaping (5%)		5%				$4,708.00
drainage, erosion & sediment control (20%)		20%				$18,832.00
mobilization (10%)		10%				$9,416.00
traffic control (5%)		5%				$4,708.00

utility adjustment (5%)		5%				$4,708.00
Total						$ 136,532.00
price per mile						$ 252,837.04

200 NORTH

Buffered Bike Lane

Estimate Item	Segment	Length	Each	Unit	Unit Cost	Cost
Remove Pavement Markings	Westfield Rd to Main St	2,055	4	ft	$ 1.00	$ 8,220.00
	Main St to North 300 East St	847	4	ft	$ 1.00	$ 3,388.00
Subtotal						$ 11,608.00
Remove Pavement Messaging	Westfield Rd to Main St		0	each	$ 95.00	$ -
	Main St to North 300 East St		0	each	$ 95.00	$ -
Subtotal						$ -
Pavement Striping - solid white lines + yellow lines	Westfield Rd to Main St	2,055	6	ft	$ 1.50	$ 18,495.00
	Main St to North 300 East St	1,342	6	ft	$ 1.50	$ 12,078.00
Pavement Striping - diagonal white lines	Westfield Rd to Main St	3	411	ft	$ 1.50	$ 1,849.50
	Main St to North 300 East St	3	268.4	ft	$ 1.50	$ 1,207.80
Subtotal						$ 33,630.30
Pavement Messaging	Westfield Rd to Main St		4	each	$ 150.00	$ 600.00
	Main St to North 300 East St		4	each	$ 150.00	$ 600.00
Subtotal						$ 1,200.00
Roadway Excavation	Westfield Rd to Main St		0	cu yd	$ 12.00	$ -
	Main St to North 300 East St		0	cu yd	$ 12.00	$ -
Subtotal						$ -

Subtotal before Contingencies						$ 46,438.30
Contingencies						
landscaping (5%)		5%				$2,321.92
drainage, erosion & sediment control (20%)		20%				$9,287.66
mobilization (10%)		10%				$4,643.83
traffic control (5%)		5%				$2,321.92
utility adjustment (5%)		5%				$2,321.92
Total						$ 67,335.54
Price per mile						$ 102,023.54

200 NORTH						
Curb Separated Bike Lane						
Estimate Item	**Segment**	**Length**	**Each**	**Unit**	**Unit Cost**	**Cost**
Remove Pavement Markings	Westfield Rd to Main St	2,055	4	ft	$ 1.00	$ 8,220.00
	Main St to North 300 East St	847	4	ft	$ 1.00	$ 3,388.00
						$ 11,608.00
Remove Pavement Messaging	Westfield Rd to Main St		0	each	$ 95.00	$ -
	Main St to North 300 East St		0	each	$ 95.00	$ -
Subtotal						$ -
Pavement Striping - solid white lines	Westfield Rd to Main St	2,055	4	ft	$ 1.50	$ 12,330.00
	Main St to North 300 East St	1,342	4	ft	$ 1.50	$ 8,052.00

Concrete curb type B5 (taller curb)	Westfield Rd to Main St	2,055		ft	$ 22.00	$ 45,210.00
	Main St to North 300 East St	1,342		ft	$ 22.00	$ 29,524.00
Subtotal						$ 95,116.00
Pavement Messaging	Westfield Rd to Main St		4	each	$ 150.00	$ 600.00
	Main St to North 300 East St		4	each	$ 150.00	$ 600.00
Subtotal						$ 1,200.00
Roadway Excavation	Westfield Rd to Main St	0		cu yd	$ 12.00	$ -
	Main St to North 300 East St	0		cu yd	$ 12.00	$ -
Subtotal						$ -
Roadway Base Course -8"	Westfield Rd to Main St	0		cu yd	$ 35.00	$ -
	Main St to North 300 East St	0		cu yd	$ 35.00	$ -
Subtotal						$ -
Roadway HMA -4"	Westfield Rd to Main St	0		152lbs / cubic ft	$ 110.00	$ -
	Main St to North 300 East St	0		152lbs / cubic ft	$ 110.00	$ -
Subtotal						$ -
Subtotal before Contingencies						$ 107,924.00
Contingencies						
landscaping (5%)		5%				$5,396.20
drainage, erosion & sediment control (20%)		20%				$21,584.80
mobilization (10%)		10%				$10,792.40
traffic control (5%)		5%				$5,396.20
utility adjustment (5%)		5%				$5,396.20
Total						$ 156,489.80
Price per mile						$ 237,105.76

5300 WEST SHARED USE PATH								
Estimate Item	**Segment**	**Length**	**Width**	**Depth**	**Each**	**Unit**	**Unit Cost**	**Cost**
Remove Concrete Driveway	West 9600 North to 10400 North	4	4		1	sq yd	$ 12.00	$192.00
	10400 North to SR-92	0	0		0	sq yd	$ 12.00	$0.00
	SR-92 to Canyon Crest Rd	4	6.67		18	sq yd	$12.00	$5,762.88
Subtotal								$5,954.88
Concrete Flatwork-6 inch thick (driveway replacement)	West 9600 North to 10400 North	12	12		1	sq ft	$ 13.00	$1,872.00
	10400 North to SR-92	0	0		0	sq ft	$ 13.00	$0.00
	SR-92 to Canyon Crest Rd	12	20		18	sq ft	$ 13.00	$56,160.00
Subtotal								$58,032.00
Remove Concrete Sidewalk	West 9600 North to 10400 North	1,282	1.67			sq yd	$ 12.00	$ 25,691.28
	10400 North to SR-92	1,243	1.67			sq yd	$ 12.00	$ 24,909.72
	SR-92 to Canyon Crest Rd	1,420	1.67			sq yd	$ 12.00	$ 28,456.80
Subtotal								$ 79,057.80
Trail Pavement section-12 ft wide 2.5" HMA	West 9600 North to 10400 North	3,846	12	0.208		152lbs / cubic ft	$ 110.00	$ 80,381.40
	10400 North to SR-92	3,729	12	0.208		152lbs / cubic ft	$ 110.00	$ 77,936.10
	SR-92 to Canyon Crest Rd	6,066	12	0.208		152lbs / cubic ft	$ 110.00	$ 126,779.40
Subtotal								$ 285,096.90
Pedestrian Ramps	West 9600 North to 10400 North				16		$3,500.00	$56,000.00

	10400 North to SR-92				7		$3,500.00	$24,500.00
	SR-92 to Canyon Crest Rd				7		$3,500.00	$24,500.00
Subtotal								$105,000.00
6" base course	West 9600 North to 10400 North	1,282	4	0.167		cu yd	$ 35.00	$ 29,919.32
	10400 North to SR-92	1,243	4	0.167		cu yd	$ 35.00	$ 29,009.13
	SR-92 to Canyon Crest Rd	2,022	4	0.167		cu yd	$ 35.00	$ 47,189.44
Subtotal								$ 106,117.89
Landscaping Replacement	West 9600 North to 10400 North	3,846	5			sq ft	$2.00	$ 38,460.00
	10400 North to SR-92	3,729	5			sq ft	$2.00	$ 37,290.00
	SR-92 to Canyon Crest Rd	6,066	5			sq ft	$2.00	$ 60,660.00
Subtotal								$ 136,410.00
New Trail-Excavation	West 9600 North to 10400 North	1,282	4	0.708		cu yd	$12.00	$ 43,588.00
	10400 North to SR-92	1,243	4	0.708		cu yd	$12.00	$ 42,262.00
	SR-92 to Canyon Crest Rd	2,022	4	0.708		cu yd	$12.00	$ 68,748.00
Subtotal								$ 154,598.00
Tree Removal	West 9600 North to 10400 North				47	Each	$600.00	$ 28,200.00
	10400 North to SR-92				11	Each	$600.00	$ 6,600.00
	SR-92 to Canyon Crest Rd				0	Each	$600.00	$
Subtotal								$ 34,800.00

Subtotal before Contingencies								$965,067.47
Contingencies		**Percent of Total**						
landscaping (5%)		5%						$48,253.37
drainage, erosion & sediment control (20%)		20%						$193,013.49
mobilization (10%)		10%						$96,506.75
traffic control (5%)		5%						$48,253.37
utility adjustment (5%)		5%						$48,253.37
Total								$1,399,347.83

6000 West								
Shared Use Path and Bike Lane								
Estimate Item	**Segment**	**Length**	**Width**	**Depth**	**Each**	**Unit**	**Unit Cost**	**Cost**
Remove Concrete Driveway	West 9600 North to West 10400 North	3	7		24	sq yd	$ 12.00	$6,048.00
	West 10400 North to SR-92					sq yd	$ 12.00	$0.00
Subtotal								$6,048.00
Concrete Flatwork-6 inch thick (driveway replacement)	West 9600 North to West 10400 North	9	21		24	sq ft	$ 13.00	$58,968.00
	West 10400 North to SR-92					sq ft	$ 13.00	$0.00
Subtotal								$58,968.00
Remove Concrete Sidewalk	West 9600 North to West 10400 North	1,051	1.67			sq yd	$ 12.00	$ 21,062.04
	West 10400 North to SR-92	1,082	1.67			sq yd	$ 12.00	$ 21,683.28
Subtotal								$ 42,745.32
Trail Pavement section-12 ft wide 2.5" HMA	West 9600 North to West 10400 North	5,150	12	0.208		152lbs/ cubic ft	$ 110.00	$ 107,635.00

	West 10400 North to SR-92	3,738	12	0.208		152lbs/ cubic ft	$ 110.00	$ 78,124.20
Subtotal								$ 185,759.20
Pedestrian Ramps	West 9600 North to West 10400 North				7		$3,500.00	$24,500.00
	West 10400 North to SR-92				9		$3,500.00	$31,500.00
Subtotal								$56,000.00
6" base course	West 9600 North to West 10400 North	1,716	4	0.167		cu yd	$ 35.00	$ 40,048.01
	West 10400 North to SR-92	1,246	4	0.167		cu yd	$ 35.00	29,079.15
Subtotal								$ 69,127.16
Landscaping Replacement	West 9600 North to West 10400 North	5,150	5			sq ft	$ 2.00	$ 51,500.00
	West 10400 North to SR-92	3,738	5			sq ft	$ 2.00	$ 37,380.00
Subtotal								$ 88,880.00
New Trail-Excavation	West 9600 North to West 10400 North	1,716	4	0.236		cu yd	$ 12.00	$ 19,448.00
	West 10400 North to SR-92	1,246	4	0.236		cu yd	$ 12.00	$ 14,121.33
Subtotal								$ 33,569.33
Tree Removal	West 9600 North to West 10400 North				13	Each	$600.00	$ 7,800.00
	West 10400 North to SR-92				12	Each	$ 600.00	$ 7,200.00
Subtotal								$ 15,000.00
Subtotal before Contingencies								$556,097.01
Contingencies		**Percent of Total**						
landscaping (5%)		5%						$27,804.85
drainage, erosion & sediment control (20%)		20%						$111,219.40
mobilization (10%)		10%						$55,609.70

traffic control (5%)		5%						$27,804.85
utility adjustment (5%)		5%						$27,804.85
Total								$806,340.66

6000 West								
Buffered Bike Lane								
Estimate Item	**Segment**	**Length**	**Width**	**Depth**	**Each**	**Unit**	**Unit Cost**	**Cost**
Remove Pavement Markings	West 9600 North to 9921 North	1,902			2	ft	$ 1.00	$ 3,804.00
	9921 North to West 9960 North	305			2	ft	$ 1.00	$ 610.00
	West 9960 North to 10010 North	300			2	ft	$ 1.00	$ 600.00
	10010 North to West 10100 North	836			2	ft	$ 1.00	$ 1,672.00
	West 10100 North to 10200 North	544			2	ft	$ 1.00	$ 1,088.00
	10200 North to 10268 North	488			2	ft	$ 1.00	$ 976.00
	10268 North to West 10400 North	760			2	ft	$ 1.00	$ 1,520.00
	West 10400 North to 10485 North	334			2	ft	$ 1.00	$ 668.00

	10485 North to West 10550 North	622			2	ft	$ 1.00	$ 1,244.00
	West 10500 North to SR-92	2,930			2	ft	$ 1.00	$ 5,860.00
	SR-92 to 11200 North	1,230			2	ft	$ 1.00	$ 2,460.00
	11200 North to 11299 North	500			2	ft	$ 1.00	$ 1,000.00
	11299 North to 11366 North	495			2	ft	$ 1.00	$ 990.00
	11366 North to West Bull River Rd	952			2	ft	$ 1.00	$ 1,904.00
	West Bull River Rd to West Gable Ridge Ct	290			2	ft	$ 1.00	$ 580.00
	West Gable Ridge Ct to 11605 North	488			2	ft	$1.00	$ 976.00
	11605 North to Westfield Rd	1,177			2	ft	$ 1.00	$ 2,354.00
Subtotal								$ 28,306.00
Remove Pavement Messaging	West 9600 North to 9921 North				0	each	$ 95.00	$ -
	9921 North to West 9960 North				0	each	$ 95.00	$
	West 9960 North to				0	each	$ 95.00	$ -

	10010 North							
	10010 North to West 10100 North				0	each	$ 95.00	$ -
	West 10100 North to 10200 North				0	each	$ 95.00	$ -
	10200 North to 10268 North				0	each	$ 95.00	$ -
	10268 North to West 10400 North				0	each	$ 95.00	$ -
	West 10400 North to 10485 North				0	each	$ 95.00	$ -
	10485 North to West 10550 North				0	each	$ 95.00	$ -
	West 10500 North to SR-92				0	each	$ 95.00	$ -
	SR-92 to 11200 North				0	each	$ 95.00	$ -
	11200 North to 11299 North				0	each	$ 95.00	$ -
	11299 North to 11366 North				0	each	$ 95.00	$ -
	11366 North to West Bull River Rd				0	each	$ 95.00	$ -
	West Bull River Rd				0	each	$ 95.00	$ -

	to West Gable Ridge Ct							
	West Gable Ridge Ct to 11605 North				0	each	$ 95.00	$ -
	11605 North to Westfield Rd				0	each	$ 95.00	$ -
Subtotal								$ -
Pavement Striping - solid white lines	West 9600 North to 9921 North	1,902			6	ft	$ 1.50	$ 17,118.00
	9921 North to West 9960 North	305			6	ft	$ 1.50	$ 2,745.00
	West 9960 North to 10010 North	300			6	ft	$ 1.50	$ 2,700.00
	10010 North to West 10100 North	836			6	ft	$ 1.50	$ 7,524.00
	West 10100 North to 10200 North	544			6	ft	$ 1.50	$ 4,896.00
	10200 North to 10268 North	488			6	ft	$ 1.50	$ 4,392.00
	10268 North to West 10400 North	760			6	ft	$ 1.50	$ 6840.00
	West 10400 North to 10485 North	334			6	ft	$ 1.50	$ 3,006.00

	10485 North to West 10550 North	622			6	ft	$ 1.50	$ 5,598.00
	West 10500 North to SR-92	2,930			6	ft	$ 1.50	$ 26,370.00
	SR-92 to 11200 North	1,230			6	ft	$ 1.50	$ 11,070.00
	11200 North to 11299 North	500			6	ft	$ 1.50	$ 4,500.00
	11299 North to 11366 North	495			6	ft	$ 1.50	$ 4,455.00
	11366 North to West Bull River Rd	952			6	ft	$ 1.50	$ 8,568.00
	West Bull River Rd to West Gable Ridge Ct	290			6	ft	$ 1.50	$ 2,610.00
	West Gable Ridge Ct to 11605 North	488			6	ft	$ 1.50	$ 4,392.00
	11605 North to Westfield Rd	1,177			6	ft	$ 1.50	$ 10,593.00
Subtotal								$ 127,377.00
Pavement Striping - diagonal white lines	West 9600 North to 9921 North	3			380.4	ft	$ 1.50	$ 1,711.80
	9921 North to West 9960 North	3			61	ft	$ 1.50	$ 274.50
	West 9960 North to	3			60	ft	$ 1.50	$ 270.00

	10010 North							
	10010 North to West 10100 North	3			167.2	ft	$ 1.50	$ 752.40
	West 10100 North to 10200 North	3			108.8	ft	$ 1.50	$ 489.60
	10200 North to 10268 North	3			97.6	ft	$ 1.50	$ 439.20
	10268 North to West 10400 North	3			152	ft	$ 1.50	$ 684.00
	West 10400 North to 10485 North	3			66.8	ft	$ 1.50	$ 300.60
	10485 North to West 10550 North	3			124.4	ft	$ 1.50	$ 559.80
	West 10500 North to SR-92	3			586	ft	$ 1.50	$ 2,637.00
	SR-92 to 11200 North	3			246	ft	$ 1.50	$ 1,107.00
	11200 North to 11299 North	3			100	ft	$ 1.50	$ 450.00
	11299 North to 11366 North	3			99	ft	$ 1.50	$ 445.50
	11366 North to West Bull River Rd	3			190.4	ft	$ 1.50	$ 856.80
	West Bull River Rd	3			58	ft	$ 1.50	$ 261.00

	to West Gable Ridge Ct							
	West Gable Ridge Ct to 11605 North	3			97.6	ft	$ 1.50	$ 439.20
	11605 North to Westfield Rd	3			235.4	ft	$ 1.50	$ 1,059.30
Subtotal								$ 12,737.70
Pavement Messaging	West 9600 North to 9921 North				7	each	$ 150.00	$ 1,050.00
	9921 North to West 9960 North				1	each	$ 150.00	$ 150.00
	West 9960 North to 10010 North				1	each	$ 150.00	$ 150.00
	10010 North to West 10100 North				2	each	$ 150.00	$ 300.00
	West 10100 North to 10200 North				1	each	$ 150.00	$ 150.00
	10200 North to 10268 North				0	each	$ 150.00	$ -
	10268 North to West 10400 North				1	each	$ 150.00	$ 150.00
	West 10400 North to 10485 North				1	each	$ 150.00	$ 150.00

	10485 North to West 10550 North				1	each	$ 150.00	$ 150.00
	West 10500 North to SR-92				5	each	$ 150.00	$ 750.00
	SR-92 to 11200 North				2	each	$ 150.00	$ 300.00
	11200 North to 11299 North				1	each	$ 150.00	$ 150.00
	11299 North to 11366 North				0	each	$ 150.00	$ -
	11366 North to West Bull River Rd				1	each	$ 150.00	$ 150.00
	West Bull River Rd to West Gable Ridge Ct				0	each	$ 150.00	$ -
	West Gable Ridge Ct to 11605 North				2	each	$ 150.00	$ 300.00
	11605 North to Westfield Rd				2	each	$ 150.00	$300.00
Subtotal								$ 4,200.00
Roadway Excavation	West 9600 North to 9921 North	0	0	0		cu yd	$ 12.00	$ -
	9921 North to West 9960 North	102	6.67	0.33		cu yd	$ 12.00	$ 2,720.00
	West 9960 North to	100	3.33	0.33		cu yd	$ 12.00	$ 1,333.33

	10010 North							
	10010 North to West 10100 North	278	6.67	0.33		cu yd	$ 12.00	$ 7,413.33
	West 10100 North to 10200 North	182	3.33	0.33		cu yd	$ 12.00	$ 2,426.67
	10200 North to 10268 North	163	6.67	0.33		cu yd	$ 12.00	$ 4,346.67
	10268 North to West 10400 North	253	3.33	0.33		cu yd	$ 12.00	$3,373.33
	West 10400 North to 10485 North	112	6.67	0.33		cu yd	$ 12.00	$ 2,986.67
	10485 North to West 10550 North	21	3.33	0.33		cu yd	$ 12.00	$ 280.00
	West 10500 North to SR-92	0	0.00	0.00		cu yd	$ 12.00	$ -
	SR-92 to 11200 North	410	3.33	0.33		cu yd	$ 12.00	$ 5,466.67
	11200 North to 11299 North	167	6.67	0.33		cu yd	$ 12.00	$ 4,453.33
	11299 North to 11366 North	165	3.33	0.33		cu yd	$ 12.00	$ 2,200.00
	11366 North to West Bull River Rd	0	0.00	0.00		cu yd	$ 12.00	$ -
	West Bull River Rd	96	3.33	0.33		cu yd	$ 12.00	$ 1,280.00

	to West Gable Ridge Ct							
	West Gable Ridge Ct to 11605 North	0	0.00	0.00		cu yd	$ 12.00	$ -
	11605 North to Westfield Rd	392	3.33	0.33		cu yd	$ 12.00	$ 5,226.67
Subtotal								$ 43,506.67
Roadway Base Course -8"	West 9600 North to 9921 North	0	0	0		cu yd	$ 35.00	$ -
	9921 North to West 9960 North	102	6.67	0.22		cu yd	$ 35.00	$ 5,288.89
	West 9960 North to 10010 North	100	3.33	0.22		cu yd	$ 35.00	$ 2,592.59
	10010 North to West 10100 North	278	6.67	0.22		cu yd	$ 35.00	$ 14,414.81
	West 10100 North to 10200 North	182	3.33	0.22		cu yd	$ 35.00	$ 4,718.52
	10200 North to 10268 North	163	6.67	0.22		cu yd	$ 35.00	$ 8,451.85
	10268 North to West 10400 North	253	3.33	0.22		cu yd	$ 35.00	$ 6,559.26
	West 10400 North to 10485 North	112	6.67	0.22		cu yd	$ 35.00	$ 5,807.41

	10485 North to West 10550 North	21	3.33	0.22		cu yd	$ 35.00	$ 544.44
	West 10500 North to SR-92	0	0.00	0.22		cu yd	$ 35.00	$ -
	SR-92 to 11200 North	410	3.33	0.22		cu yd	$ 35.00	$ 10,629.63
	11200 North to 11299 North	167	6.67	0.22		cu yd	$ 35.00	$ 8,659.26
	11299 North to 11366 North	165	3.33	0.22		cu yd	$ 35.00	$ 4,277.78
	11366 North to West Bull River Rd	0	0.00	0.22		cu yd	$ 35.00	$ -
	West Bull River Rd to West Gable Ridge Ct	96	3.33	0.22		cu yd	$ 35.00	$ 2,488.89
	West Gable Ridge Ct to 11605 North	0	0.00	0.22		cu yd	$ 35.00	$ -
	11605 North to Westfield Rd	392	3.33	0.22		cu yd	$ 35.00	$ 10,162.96
Subtotal								$ 84,596.30
Roadway HMA -4"	West 9600 North to 9921 North	0	0	0		152lbs/ cubic ft	$ 110.00	$
	9921 North to West 9960 North	305	6.67	0.33		152lbs/ cubic ft	$ 110.00	$ 5,666.22
	West 9960 North to	300	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 2,786.67

	10010 North							
	10010 North to West 10100 North	836	6.67	0.33		152lbs/ cubic ft	$ 110.00	$ 15,531.02
	West 10100 North to 10200 North	544	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 5,053.16
	10200 North to 10268 North	488	6.67	0.33		152lbs/ cubic ft	$ 110.00	$ 9,065.96
	10268 North to West 10400 North	760	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 7,059.56
	West 10400 North to 10485 North	334	6.67	0.33		152lbs/ cubic ft	$ 110.00	$ 6,204.98
	10485 North to West 10550 North	622	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 5,777.69
	West 10500 North to SR-92	2,930	0.00	0.33		152lbs/ cubic ft	$ 110.00	$
	SR-92 to 11200 North	1,230	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 11,425.33
	11200 North to 11299 North	500	6.67	0.33		152lbs/ cubic ft	$ 110.00	$ 9,288.89
	11299 North to 11366 North	495	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 4,598.00
	11366 North to West Bull River Rd	952	0.00	0.33		152lbs/ cubic ft	$ 110.00	$ -
	West Bull River Rd	290	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 2,693.78

	to West Gable Ridge Ct							
	West Gable Ridge Ct to 11605 North	488	0.00	0.33		152lbs/ cubic ft	$ 110.00	$
	11605 North to Westfield Rd	1,177	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 10,933.02
Subtotal								$ 96,084.27
Subtotal before Contingencies								$ 96,807.93
Contingencies		**Percent of Total**						
landscaping (5%)		5%						$19,840.40
drainage, erosion & sediment control (20%)		20%						$79,361.59
mobilization (10%)		10%						$39,680.79
traffic control (5%)		5%						$19,840.40
utility adjustment (5%)		5%						$19,840.40
Total								$ 575,371.50
Buffered Price per mile (two sides)							$ 575,371.50	

6000 West

Curb Separated Bike Lane

Estimate Item	Segment	Length	Width	Depth	Each	Unit	Unit Cost	Cost
Remove Pavement Markings	West 9600 North to 9921 North	1,902			2	ft	$ 1.00	$ 3,804.00
	9921 North to West 9960 North	305			2	ft	$ 1.00	$ 610.00
	West 9960	300			2	ft	$ 1.00	$ 600.00

	North to 10010 North							
	10010 North to West 10100 North	836			2	ft	$ 1.00	$ 1,672.00
	West 10100 North to 10200 North	544			2	ft	$ 1.00	$ 1,088.00
	10200 North to 10268 North	488			2	ft	$ 1.00	$ 976.00
	10268 North to West 10400 North	760			2	ft	$ 1.00	$ 1,520.00
	West 10400 North to 10485 North	334			2	ft	$ 1.00	$ 668.00
	10485 North to West 10550 North	622			2	ft	$ 1.00	$ 1,244.00
	West 10500 North to SR-92	2,930			2	ft	$ 1.00	$ 5,860.00
	SR-92 to 11200 North	1,230			2	ft	$ 1.00	$ 2,460.00
	11200 North to 11299 North	500			2	ft	$ 1.00	$ 1,000.00
	11299 North to 11366 North	495			2	ft	$ 1.00	$ 990.00
	11366 North to West Bull River Rd	952			2	ft	$ 1.00	$ 1,904.00

	West Bull River Rd to West Gable Ridge Ct	290			2	ft	$ 1.00	$ 580.00
	West Gable Ridge Ct to 11605 North	488			2	ft	$ 1.00	$ 976.00
	11605 North to Westfield Rd	1,177			2	ft	$ 1.00	$ 2,354.00
Subtotal								$ 28,306.00
Remove Pavement Messaging	West 9600 North to 9921 North				1	each	$ 95.00	$ 95.00
	9921 North to West 9960 North				0	each	$ 95.00	$ -
	West 9960 North to 10010 North				0	each	$ 95.00	$ -
	10010 North to West 10100 North				0	each	$ 95.00	$ -
	West 10100 North to 10200 North				0	each	$ 95.00	$ -
	10200 North to 10268 North				0	each	$ 95.00	$ -
	10268 North to West 10400 North				0	each	$ 95.00	$ -
	West 10400 North to				0	each	$ 95.00	$ -

	10485 North							
	10485 North to West 10550 North				0	each	$ 95.00	$ -
	West 10500 North to SR-92				2	each	$ 95.00	$ 190.00
	SR-92 to 11200 North				0	each	$ 95.00	$ -
	11200 North to 11299 North				0	each	$ 95.00	$ -
	11299 North to 11366 North				0	each	$ 95.00	$ -
	11366 North to West Bull River Rd				0	each	$ 95.00	$ -
	West Bull River Rd to West Gable Ridge Ct				0	each	$ 95.00	$ -
	West Gable Ridge Ct to 11605 North				0	each	$ 95.00	$ -
	11605 North to Westfield Rd				0	each	$ 95.00	$ -
Subtotal								$ 285.00
Pavement Striping - solid white lines	West 9600 North to 9921 North	1,902			4	ft	$ 1.50	$ 11,412.00
	9921 North to West 9960 North	305			4	ft	$ 1.50	$ 1,830.00

	West 9960 North to 10010 North	300			4	ft	$ 1.50	$ 1,800.00
	10010 North to West 10100 North	836			4	ft	$ 1.50	$ 5,016.00
	West 10100 North to 10200 North	544			4	ft	$ 1.50	$ 3,264.00
	10200 North to 10268 North	488			4	ft	$ 1.50	$ 2,928.00
	10268 North to West 10400 North	760			4	ft	$ 1.50	$ 4,560.00
	West 10400 North to 10485 North	334			4	ft	$ 1.50	$ 2,004.00
	10485 North to West 10550 North	622			4	ft	$ 1.50	$ 3,732.00
	West 10500 North to SR-92	2,930			4	ft	$ 1.50	$ 17,580.00
	SR-92 to 11200 North	1,230			4	ft	$ 1.50	$ 7,380.00
	11200 North to 11299 North	500			4	ft	$ 1.50	$ 3,000.00
	11299 North to 11366 North	495			4	ft	$ 1.50	$ 2,970.00
	11366 North to	952			4	ft	$ 1.50	$ 5,712.00

	West Bull River Rd							
	West Bull River Rd to West Gable Ridge Ct	290			4	ft	$ 1.50	$ 1,740.00
	West Gable Ridge Ct to 11605 North	488			4	ft	$ 1.50	$ 2,928.00
	11605 North to Westfield Rd	1,177			4	ft	$ 1.50	$ 7,062.00
Subtotal								$ 84,918.00
Concrete curb type B5 (taller curb)	West 9600 North to 9921 North	1,902			2	ft	$ 22.00	$ 83,688.00
	9921 North to West 9960 North	305			2	ft	$ 22.00	$ 13,420.00
	West 9960 North to 10010 North	300			2	ft	$ 22.00	$ 13,200.00
	10010 North to West 10100 North	836			2	ft	$ 22.00	$ 36,784.00
	West 10100 North to 10200 North	544			2	ft	$ 22.00	$ 23,936.00
	10200 North to 10268 North	488			2	ft	$ 22.00	$ 21,472.00
	10268 North to West 10400 North	760			2	ft	$ 22.00	$ 33,440.00

	West 10400 North to 10485 North	334			2	ft	$ 22.00	$ 14,696.00
	10485 North to West 10550 North	622			2	ft	$ 22.00	$ 27,368.00
	West 10500 North to SR-92	2,930			2	ft	$ 22.00	$ 128,920.00
	SR-92 to 11200 North	1,230			2	ft	$ 22.00	$ 54,120.00
	11200 North to 11299 North	500			2	ft	$ 22.00	$ 22,000.00
	11299 North to 11366 North	495			2	ft	$ 22.00	$ 21,780.00
	11366 North to West Bull River Rd	952			2	ft	$ 22.00	$ 41,888.00
	West Bull River Rd to West Gable Ridge Ct	290			2	ft	$ 22.00	$ 12,760.00
	West Gable Ridge Ct to 11605 North	488			2	ft	$ 22.00	$ 21,472.00
	11605 North to Westfield Rd	1,177			2	ft	$ 22.00	$ 51,788.00
Subtotal								$ 622,732.00
Concrete flatwork (median)	West 9600 North to 9921 North	1,902	1.3333 33333			sq ft	$13.00	$ 32,968.00
	9921 North to West	305	1.3333 33333			sq ft	$ 13.00	$ 5,286.67

	9960 North							
	West 9960 North to 10010 North	300	1.3333 33333			sq ft	$ 13.00	$ 5,200.00
	10010 North to West 10100 North	836	1.3333 33333			sq ft	$ 13.00	$ 14,490.67
	West 10100 North to 10200 North	544	1.3333 33333			sq ft	$ 13.00	$ 9,429.33
	10200 North to 10268 North	488	1.3333 33333			sq ft	$ 13.00	$ 8,458.67
	10268 North to West 10400 North	760	1.3333 33333			sq ft	$ 13.00	$ 13,173.33
	West 10400 North to 10485 North	334	1.3333 33333			sq ft	$ 13.00	$ 5,789.33
	10485 North to West 10550 North	622	1.3333 33333			sq ft	$ 13.00	$ 10,781.33
	West 10500 North to SR-92	2,930	1.3333 33333			sq ft	$ 13.00	$ 50,786.67
	SR-92 to 11200 North	1,230	1.3333 33333			sq ft	$ 13.00	$ 21,320.00
	11200 North to 11299 North	500	1.3333 33333			sq ft	$ 13.00	$ 8,666.67
	11299 North to 11366 North	495	1.3333 33333			sq ft	$ 13.00	$ 8,580.00

	11366 North to West Bull River Rd	952	1.3333 33333			sq ft	$ 13.00	$ 16,501.33
	West Bull River Rd to West Gable Ridge Ct	290	1.3333 33333			sq ft	$ 13.00	$ 5,026.67
	West Gable Ridge Ct to 11605 North	488	1.3333 33333			sq ft	$ 13.00	$ 8,458.67
	11605 North to Westfield Rd	1,177	1.3333 33333			sq ft	$ 13.00	$ 20,401.33
Subtotal								$ 245,318.67
Pavement Messaging	West 9600 North to 9921 North				7	each	$ 150.00	$ 1,050.00
	9921 North to West 9960 North				1	each	$ 150.00	$ 150.00
	West 9960 North to 10010 North				1	each	$ 150.00	$ 150.00
	10010 North to West 10100 North				2	each	$ 150.00	$ 300.00
	West 10100 North to 10200 North				1	each	$ 150.00	$ 150.00
	10200 North to 10268 North				0	each	$ 150.00	$ -
	10268 North to West				1	each	$ 150.00	$ 150.00

	10400 North							
	West 10400 North to 10485 North				1	each	$ 150.00	$ 150.00
	10485 North to West 10550 North				1	each	$ 150.00	$ 150.00
	West 10500 North to SR-92				5	each	$ 150.00	$ 750.00
	SR-92 to 11200 North				2	each	$ 150.00	$ 300.00
	11200 North to 11299 North				1	each	$ 150.00	$ 150.00
	11299 North to 11366 North				0	each	$ 150.00	$ -
	11366 North to West Bull River Rd				1	each	$ 150.00	$ 150.00
	West Bull River Rd to West Gable Ridge Ct				0	each	$ 150.00	$ -
	West Gable Ridge Ct to 11605 North				2	each	$ 150.00	$ 300.00
	11605 North to Westfield Rd				2	each	$ 150.00	$ 300.00
Subtotal								$ 4,200.00
Roadway Excavation	West 9600 North to 9921 North	0	0	0		cu yd	$ 12.00	$ -

	9921 North to West 9960 North	102	6.667	0.333		cu yd	$	12.00	$ 2,720.00
	West 9960 North to 10010 North	100	3.333	0.333		cu yd	$	12.00	$ 1,333.33
	10010 North to West 10100 North	278	6.667	0.333		cu yd	$	12.00	$ 7,413.33
	West 10100 North to 10200 North	182	3.333	0.333		cu yd	$	12.00	$ 2,426.67
	10200 North to 10268 North	163	6.667	0.333		cu yd	$	12.00	$ 4,346.67
	10268 North to West 10400 North	253	3.333	0.333		cu yd	$	12.00	$ 3,373.33
	West 10400 North to 10485 North	112	6.667	0.333		cu yd	$	12.00	$ 2,986.67
	10485 North to West 10550 North	21	3.333	0.333		cu yd	$	12.00	$ 280.00
	West 10500 North to SR-92	0	0.000	0.000		cu yd	$	12.00	$ -
	SR-92 to 11200 North	410	3.333	0.333		cu yd	$	12.00	$ 5,466.67
	11200 North to 11299 North	167	6.667	0.333		cu yd	$	12.00	$ 4,453.33
	11299 North to	165	3.333	0.333		cu yd	$	12.00	$ 2,200.00

	11366 North							
	11366 North to West Bull River Rd	0	0.000	0.000		cu yd	$ 12.00	$ -
	West Bull River Rd to West Gable Ridge Ct	96	3.333	0.333		cu yd	$ 12.00	$ 1,280.00
	West Gable Ridge Ct to 11605 North	0	0.000	0.000		cu yd	$ 12.00	$ -
	11605 North to Westfield Rd	392	3.333	0.333		cu yd	$ 12.00	$ 5,226.67
Subtotal								$ 43,506.67
Roadway Base Course -8"	West 9600 North to 9921 North	0	0	0		cu yd	$ 35.00	$ -
	9921 North to West 9960 North	102	6.67	0.22		cu yd	$ 35.00	$ 5,288.89
	West 9960 North to 10010 North	100	3.33	0.22		cu yd	$ 35.00	$ 2,592.59
	10010 North to West 10100 North	278	6.67	0.22		cu yd	$ 35.00	$ 14,414.81
	West 10100 North to 10200 North	182	3.33	0.22		cu yd	$ 35.00	$ 4,718.52
	10200 North to 10268 North	163	6.67	0.22		cu yd	$ 35.00	$ 8,451.85
	10268 North to	253	3.33	0.22		cu yd	$ 35.00	$ 6,559.26

	West 10400 North							
	West 10400 North to 10485 North	112	6.67	0.22		cu yd	$ 35.00	$ 5,807.41
	10485 North to West 10550 North	21	3.33	0.22		cu yd	$ 35.00	$ 544.44
	West 10500 North to SR-92	0	0.00	0.22		cu yd	$ 35.00	$ -
	SR-92 to 11200 North	410	3.33	0.22		cu yd	$ 35.00	$ 10,629.63
	11200 North to 11299 North	167	6.67	0.22		cu yd	$ 35.00	$ 8,659.26
	11299 North to 11366 North	165	3.33	0.22		cu yd	$ 35.00	$ 4,277.78
	11366 North to West Bull River Rd	0	0.00	0.22		cu yd	$ 35.00	$ -
	West Bull River Rd to West Gable Ridge Ct	96	3.33	0.22		cu yd	$ 35.00	$ 2,488.89
	West Gable Ridge Ct to 11605 North	0	0.00	0.22		cu yd	$ 35.00	$ -
	11605 North to Westfield Rd	392	3.33	0.22		cu yd	$ 35.00	$ 10,162.96
Subtotal								$ 84,596.30
Roadway HMA -4"	West 9600 North to 9921 North	0	0	0		152lbs/ cubic ft	$ 110.00	$ -

	9921 North to West 9960 North	102	6.67	0.33		152lbs/ cubic ft	$ 110.00	$ 1,894.93
	West 9960 North to 10010 North	100	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 928.89
	10010 North to West 10100 North	278	6.67	0.33		152lbs/ cubic ft	$ 110.00	$ 5,164.62
	West 10100 North to 10200 North	182	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 1,690.58
	10200 North to 10268 North	163	6.67	0.33		152lbs/ cubic ft	$ 110.00	$ 3,028.18
	10268 North to West 10400 North	253	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 2,350.09
	West 10400 North to 10485 North	112	6.67	0.33		152lbs/ cubic ft	$ 110.00	$ 2,080.71
	10485 North to West 10550 North	21	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 195.07
	West 10500 North to SR-92	0	0.00	0.33		152lbs/ cubic ft	$ 110.00	$ -
	SR-92 to 11200 North	410	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 3,808.44
	11200 North to 11299 North	167	6.67	0.33		152lbs/ cubic ft	$ 110.00	$ 3,102.49

	11299 North to 11366 North	165	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 1,532.67
	11366 North to West Bull River Rd	0	0.00	0.33		152lbs/ cubic ft	$ 110.00	$ -
	West Bull River Rd to West Gable Ridge Ct	96	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 891.73
	West Gable Ridge Ct to 11605 North	0	0.00	0.33		152lbs/ cubic ft	$ 110.00	$ -
	11605 North to Westfield Rd	392	3.33	0.33		152lbs/ cubic ft	$ 110.00	$ 3,641.24
Subtotal								$ 30,309.64
Subtotal before Contingencies								$ 1,144,172.27
Contingencies		**Percent of Total**						
landscaping (5%)		5%						$19,840.40
drainage, erosion & sediment control (20%)		20%						$79,361.59
mobilization (10%)		10%						$39,680.79
traffic control (5%)		5%						$19,840.40
utility adjustment (5%)		5%						$19,840.40
Total					$ 1,322,735.84			
curb separated price per mile							$ 1,322,735.84	

11800 North

Shared Use Path								
Estimate Item	**Segment**	**Length**	**Width**	**Depth**	**Each**	**Unit**	**Unit Cost**	**Cost**
Remove Concrete Driveway	Highland Blvd to North 6000 West	8	10		2	sq yd	$ 12.00	$1,920.00
	North 6000 West to Ranch Dr	3	5		4	sq yd	$ 12.00	$720.00
	Ranch Dr to 200 North	4	6		7	sq yd	$ 12.00	$2,016.00
Subtotal								$4,656.00
Concrete Flatwork-6 inch thick (driveway replacement)	Highland Blvd to North 6000 West	24	30		2	sq ft	$ 13.00	$18,720.00
	North 6000 West to Ranch Dr	9	15		4	sq ft	$ 13.00	$7,020.00
	Ranch Dr to 200 North	12	18		7	sq ft	$ 13.00	$19,656.00
Subtotal								$45,396.00
Remove Concrete Sidewalk	Highland Blvd to North 6000 West	1,175	1.67			sq yd	$ 12.00	$ 23,547.00
	North 6000 West to Ranch Dr	507	1.67			sq yd	$ 12.00	$ 10,160.28
	Ranch Dr to 200 North	1,193	1.67			sq yd	$ 12.00	$ 23,907.72
Subtotal								$57,615.00
Trail Pavement section-12 ft wide 2.5" HMA	Highland Blvd to North 6000 West	3,525	12	0.208		152lbs/ cubic ft	$ 110.00	$ 73,671.32
	North 6000 West to Ranch Dr	2,151	12	0.208		152lbs/ cubic ft	$ 110.00	$ 44,955.18

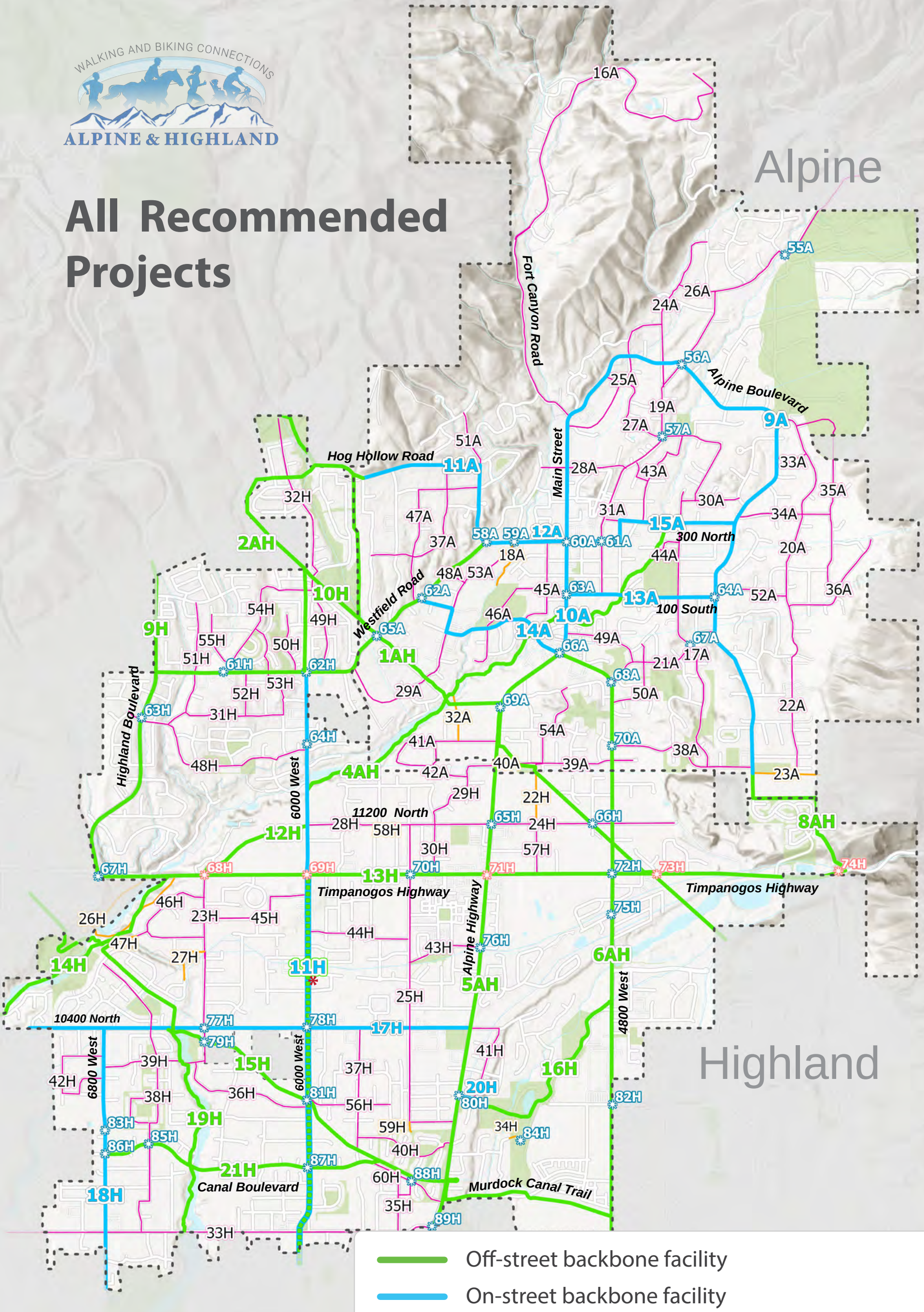
	Ranch Dr to 200 North	3,579	12	0.208		152lbs/ cubic ft	$ 110.00	$ 74,799.90
Subtotal								$ 193,426.41
Pedestrian Ramps	Highland Blvd to North 6000 West				15	Each	$3,500.00	$52,500.00
	North 6000 West to Ranch Dr				3	Each	$3,500.00	$10,500.00
	Ranch Dr to 200 North				10	Each	$3,500.00	$35,000.00
Subtotal								$98,000.00
6" base course	Highland Blvd to North 6000 West	1,175	4	0.167		cu yd	$ 35.00	$ 27,422.15
	North 6000 West to Ranch Dr	717	4	0.167		cu yd	$ 35.00	$ 16,733.35
	Ranch Dr to 200 North	1,193	4	0.167		cu yd	$ 35.00	$ 27,842.23
Subtotal								$ 71,997.73
Landscaping replacement	Highland Blvd to North 6000 West	3,525	5			sq ft	$ 2.00	$ 35,250.00
	North 6000 West to Ranch Dr	2,151	5			sq ft	$ 2.00	$ 21,510.00
	Ranch Dr to 200 North	3,579	5			sq ft	$ 2.00	$ 35,790.00
Subtotal								$ 92,550.00
New Trail-Excavation	Highland Blvd to North 6000 West	1,175	4	0.236		cu yd	$ 12.00	$ 13,316.67
	North 6000	717	4	0.236		cu yd	$ 12.00	$ 8,126.00

	West to Ranch Dr							
	Ranch Dr to 200 North	1,193	4	0.236		cu yd	$ 12.00	$ 13,520.67
Subtotal								$ 34,963.33
Tree removal	Highland Blvd to North 6000 West				28	Each	$600.00	$ 16,800.00
	North 6000 West to Ranch Dr				10	Each	$600.00	$ 6,000.00
	Ranch Dr to 200 North				12	Each	$600.00	$ 7,200.00
Subtotal								$ 30,000.00
Subtotal before Contingencies								$628,604.47
Contingencies		**Percentage of Total**						
landscaping (5%)		5%						$31,430.22
drainage, erosion & sediment control (20%)		20%						$125,720.89
mobilization (10%)		10%						$62,860.45
traffic control (5%)		5%						$31,430.22
utility adjustment (5%)		5%						$31,430.22
Total			$911,476.48					
Price per mile			$479,724.46					

WALKING AND BIKING CONNECTIONS

ALPINE & HIGHLAND

All Recommended Projects



WALKING AND BIKING CONNECTIONS

ALPINE & HIGHLAND

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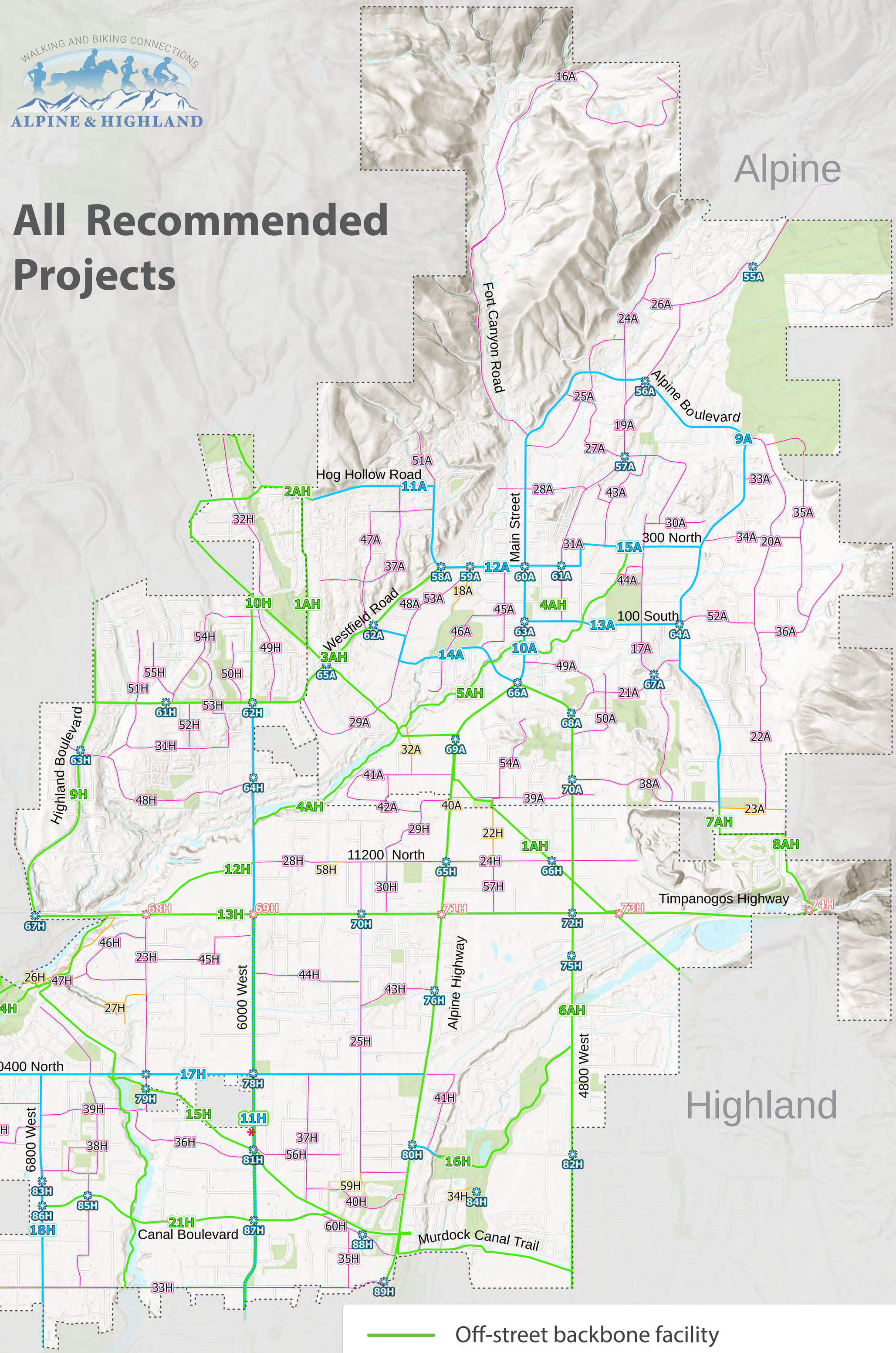


AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #5

DATE: August 1, 2023

TO: Honorable Mayor and Members of the City Council

FROM: Andy Spencer, City Engineer & Public Works Director

SUBJECT: **ACTION:** Well #2 pump replacement

TYPE: **GENERAL CITY MANAGEMENT**

PURPOSE:
The City Council will consider funding the purchase of a new pump for well #2 from Rhino Pumps as well as the rewinding of the associated motor by Sidewinders, LLC.

STAFF RECOMMENDATION:
Staff recommends authorizing funds from within the water department budget for work on necessary repairs to well #2.

BACKGROUND:
Well #2 is a valuable resource in providing drinking water to the residents of Highland City. Recently, we experienced a failure of the pump within this well resulting in it being taken out of service. We are currently relying solely on 2 of our other wells to supply all the culinary needs of our residents. This places additional stress on them, making it expedient that we repair Well #2 as soon as possible.

Staff has received a bid for a new pump from Rhino Pumps for $63,748.05. Sidewinders, LLC will also service the existing motor for $6,000.00. Staff requests funding approval up to $80,000 for the reconstruction work of well #2.

FISCAL IMPACT:
Funding for this expense will be taken from Water System Repairs GL 55-40-41 within the FY24 budget.

MOTION TO APPROVE:
I move that the City Council approve the repair costs associated with Well #2 including a new pump and motor service in an amount up to $80,000.

ATTACHMENTS:
1. Rhino Pump Quote

453 W. 700 S.
Pleasant Grove, UT 84062
Phone (801) 321-8242
sales@rhinopumps.com

RHINOPUMPS

Revised **Quote**

Customer ID	Quote Date	Quote Number
0711	7/26/2023	FQ1251
Attn	**cc**	**Job Number**
		F1155

Customer Information

Highland City
5400 Civic Center Dr.
Highland, UT 84003

Ship To Information

Highland City
5400 Civic Center Dr.
Highland, UT 84003

Quote By:	Bryan Martinez
PO #:	
RFQ #:	
Salesperson:	Bryan Martinez
Phone:	(801) 420-0547 x
Fax:	
Terms:	Net 30

Quote Information

Required Work:
Highland Well #2
-Pulling Well Pump & Inspect
-Well Video
-Well Gyroscopic Survey
-New American Marsh Bowl Assembly (12KC-9 Stage)
-Replace 40' of Oil Tube & Shaft
-Replace worn Oil Tube Bearings
-Replace 200' of 1" PVC Flush Threaded Sounder Pipe
-Replace Oil Tube Centering Spiders
-Add Stainless Steel Cone Strainer
-Installation & Start-Up

Comments:
Revised after Gyroscope Survey - Install Pump 20' less than original.

-This Quote Replaces Quote FQ1244.

Labor		Unit Price	Ext Price
	Pump Pulling		13,076.92
	Teardown & Inspection		923.08
	Well Video Mobilization		769.23
	Pump Installation		14,615.38
		Total for Labor :	**30,923.11**

Material		Unit Price	Ext Price
1	Bowl Assembly	19,253.85	19,253.85
1	3" Oil Tube x 1-11/16" Shaft x 40'	2,615.38	2,615.38

Subtotal :	**63,748.05**
Tax :	**0.00**
Total for Quote FQ1251 :	**63,748.05**

Lead Time

SIGNATURE: _____ DATE: _____

PO# (IF NOT ALREADY ISSUED):

Ship Via:

Our Tax ID: 46-3826223 Your Tax ID:

Taxable Material Taxable Labor Sales Tax Code 1: No Sales Tax on Sales

453 W. 700 S.
Pleasant Grove, UT 84062
Phone (801) 321-8242
sales@rhinopumps.com
RHINOPUMPS

Revised **Quote**

Customer ID	Quote Date	Quote Number
0711	7/26/2023	FQ1251
Attn	**cc**	**Job Number**
		F1155

Customer Information

Highland City
5400 Civic Center Dr.
Highland, UT 84003

Ship To Information

Highland City
5400 Civic Center Dr.
Highland, UT 84003

Quote By:	Bryan Martinez
PO #:	
RFQ #:	
Salesperson:	Bryan Martinez
Phone:	(801) 420-0547 x
Fax:	
Terms:	Net 30

1	3" x 1-11/16" Oil Tube Bearing (8)	1,353.85	1,353.85
1	1-11/16" line shaft coupling (8)	246.15	246.15
1	BWS 8 x 3 (20)	769.23	769.23
1	Cone Strainer	769.23	769.23
1	1" S40 Sounder Pipe x 220'	1,073.60	1,073.60
	Total for Material :		**28,181.29**

Other

		Unit Price	Ext Price
600	Well Video Depth / Per Foot	2.31	1,386.00
	Total for Other :		**1,386.00**

Outside Services

		Unit Price	Ext Price
1	Well Gyroscope Survey	3,257.65	3,257.65
	Total for Outside Services :		**3,257.65**

Quotes Do Not Include Sales Tax or Freight, Unless Otherwise Noted.
We Are not Responsible For Items Left Over 60 Days.
Quote is valid for 30 days.

Lead Time

Subtotal :	**63,748.05**
Tax :	**0.00**
Total for Quote FQ1251 :	**63,748.05**

SIGNATURE: _____ DATE: _____

PO# (IF NOT ALREADY ISSUED):

Ship Via:

Our Tax ID: 46-3826223 Your Tax ID:

Taxable Material Taxable Labor Sales Tax Code 1: No Sales Tax on Sales

AGENDA NEXT

CITY COUNCIL AGENDA REPORT ITEM #6

DATE: August 1, 2023

TO: Honorable Mayor and Members of the City Council

FROM: Andy Spencer, City Engineer/Public Works Director

SUBJECT: **ACTION:** Authorization for purchase of temporary speed tables.

TYPE: **GENERAL CITY MANAGEMENT**

PURPOSE:

The City Council will hold a public meeting to consider the purchase of temporary speed tables. The Council will take appropriate action.

STAFF RECOMMENDATION:

Staff recommends the Council authorize the purchase of two (2) sets of 14' (fourteen foot) temporary speed tables to be placed in prospective locations on roads being considered for traffic calming.

PRIOR COUNCIL DIRECTION:

The Council has funded the creation of the traffic calming and pedestrian safety manual and program. The consideration regarding temporary speed tables originated from discussions regarding that program.

BACKGROUND:

As a part of the ongoing traffic calming and pedestrian safety discussions, the Council has indicated a desire to purchase temporary speed tables to allow neighborhoods and those driving the prospective locations to experience the speed tables before permanent installations are considered. As a specific funding allocation has not yet been set aside for traffic calming, the purchase of these speed tables will be taken from the major road maintenance account. This will reduce the funds available for roadway maintenance in FY2024.

At this point, staff has only received a bid from Safety Supply & Sign Co. Staff is actively trying to obtain bids from additional manufacturers. To not cause any more delay on this item, staff is asking Council to approve an up-to amount with no specified company. Staff will ultimately select the lowest qualified bidder for the purchase.

FISCAL IMPACT:

The cost of this purchase is $35,844. Funding for this expense will be taken from GL 41-40-71, Major Road Maintenance. There are sufficient funds within the FY2024 budget.

MOTION TO APPROVE:

I move that the City Council approve the purchase of temporary speed tables in the amount of $35,844.

ATTACHMENTS:

1. Quote for speed tables
2. Pictures of speed table

Quote

Order No.:	**Q01411**
Order Date:	7/20/2023
Delivery Date:	
Expiration Date:	8/19/2023
Customer ID:	01028

Safety Supply & Sign Company, Inc.
3200 South Redwood Road
West Valley City, UT, 84119
Phone: (801) 973-2266
Web: https://safetysupplyandsign.com

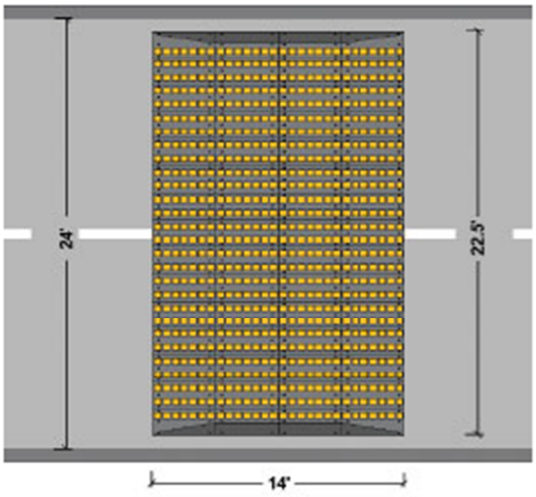
BILL TO:	**SHIP TO:**
Highland City Attn: Public Works 5400 W Civic Center Dr #1 Highland UT 84003-3856	Highland City Attn: Public Works 5400 W Civic Center Dr #1 Highland UT 84003-3856

CUSTOMER P.O. NO.	**TERMS**	**CONTACT**
	Net 30 Days	Tat Thompson
FOB POINT	**SHIPPING TERMS**	**SHIP VIA**

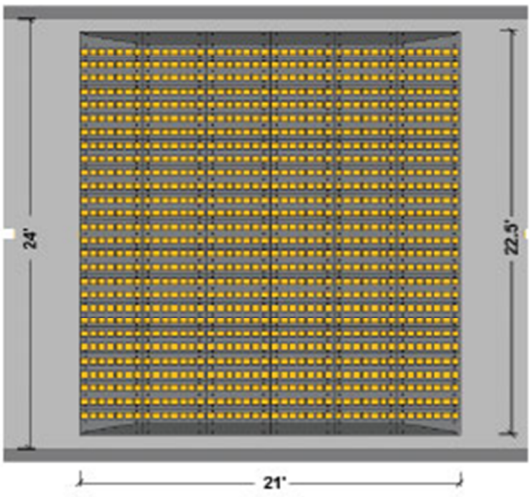
NO.	ITEM	QTY.	UOM	PRICE	EXTENDED PRICE
1	QT: 14' SPEED TABLE	1.00	EA	17,922.0000	17,922.00
2	QT: 21' SPEED TABLE	1.00	EA	19,716.0000	19,716.00

Total Weight (LBS):	0	**Sales Total:**	37,638.00
Total Volume (LBS):	0	**Freight &**	0.00
		Less Discount:	0.00
		Tax Total:	0.00
		Total (USD):	37,638.00

14 Foot Dimensions



21 Foot Dimensions



AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #7a

DATE: August 1, 2023
TO: Honorable Mayor and Members of the City Council
FROM: Kellie Smith, Planner & GIS Analyst
SUBJECT: **PUBLIC HEARING/ACTION:** Final Plat – Williams View & Vacation of Right-of-Way
TYPE: **LAND USE (ADMINISTRATIVE)**

PURPOSE:
The City Council will consider a request by Chris Howden for final plat approval of a 14-lot subdivision in the R-1-40 Zone located at approximately 11240 N 6000 W. Staff is also requesting the City Council hold a public hearing to consider a vacation of right-of-way for approximately square feet along 6000 W associated with this final plat. The City Council will take appropriate action.

STAFF RECOMMENDATION:
Staff recommends the City Council accept the findings, and **APPROVE** the proposed final plat and right-of-way vacation along 6000 W with the following stipulations:

1. The recorded plat shall be in substantial conformance with the final plat received July 26, 2023, except as modified by these stipulations.
2. The final plat and final civil engineering plans shall be reviewed and approved by the City Engineer prior to recordation.
3. All required public improvements shall be installed as required by the City Engineer and shown on the approved construction plans.
4. Staff will coordinate with the developer for a reimbursement agreement associated with the construction of the Lehi Irrigation ditch per the Lehi Irrigation Company Tail Water Agreement.

PRIOR COUNCIL DIRECTION:
The City Council approved the preliminary plat associated with the proposed final plat on May 2, 2023 with the following stipulations:

1. The final plat shall be in substantial conformance with the preliminary plat received April 5, 2023.
2. All public improvements shall be installed as required by the City Engineer.
3. The civil construction plans shall meet all requirements as determined by the City Engineer.
4. The developer shall coordinate with TSSD and receive approval of any reroute of the TSSD sewer line. If the reroute of the sewer line is not approved, the final plat must provide a TSSD sewer line easement over the existing line as approved by TSSD.

5. Staff will coordinate with the developer regarding the construction of the Lehi Irrigation ditch per the Lehi Irrigation Company Tail Water Agreement.
6. If the vacation of right-of-way along 6000 W is approved by the City Council, the jog in property lines behind lots 6 and 7 will be adjusted to be directly adjacent to the sidewalk. This will be adjusted prior to the plat recording.

BACKGROUND:

The property is approximately 13.59 acres and is zoned R-1-40. The square footage allows for a 14-lot subdivision in the R-1-40 Zone.

SUMMARY OF THE REQUEST:

1. The applicant is requesting final plat approval of fourteen (14) single-family residential lots located at approximately 11240 N 6000 W.
2. The R-1-40 Zone allows for up to 25% of the lots in the subdivision to be less than 30,000 square feet, with a minimum of 20,000 square feet. The proposed subdivision meets this requirement and shows three (3) lots less than 30,000 square feet.
3. Road and utility access to the site will be from 6000 W and 11200 N. The City Council directed staff to not require that 11200 N be widened. The final plat conforms with that direction.
4. As part of the development, an existing TSSD line is being relocated to be in the road, and connect back to the existing TSSD line through 'Parcel A'. The applicant has been working with TSSD to receive feedback and approvals related to this relocation.
5. Parcel A (1,497 square feet) will be owned and maintained by the Applicant. The parcel is a 30' utility easement dedicated to Highland City as well as a 30' sewer easement in favor of TSSD.
6. A theme wall will be built along 6000 W as required by the Development Code. This theme wall will also act as a retaining wall on the north side of the subdivision, consistent with what was approved with the preliminary plat.
7. The applicant has agreed to work with Staff to complete the Lehi Irrigation ditch project along 6000 W with the construction of this development. A reimbursement agreement between the applicant, Highland City, Lehi Irrigation, and Patterson Development will come to the City Council for review and approval at a future City Council meeting. A stipulation has been added to the staff recommendation to address this.
8. There is a jog in the property lines along 6000 W of approximately 190 square feet. Staff is proposing that this area be vacated and added to the backs of lots 6 and 7 to line up the back property lines with the sidewalk to be constructed along 6000 W. A stipulation has been added that if the City Council approves the vacation of right-of-way, the final plat will be adjusted to be directly adjacent to the sidewalk before recordation.

CITIZEN PARTICIPATION:

Section 10-9a-208 requires that a sign be posted 10 days before the public hearing on or near the public street in a manner that is calculated to alert the public. This sign was posted on July 20th, 2023. The public hearing notice was also posted on the state and city websites on July 20th, 2023. No comments have been received.

STAFF REVIEW/FINDINGS:

For Final Plat

With the proposed stipulations, the final plat meets the following findings:

- The final plat is in substantial conformance with the preliminary plat approved by the City Council on May 2, 2023.
- The final plat is compliant with R-1-40 Zoning requirements.
- The proposed subdivision meets the applicable requirements in Article 5-8 General Requirements of All Subdivisions in the Development Code.

For Vacation of Right-of-Way

The proposed right-of-way vacation along 6000 W meets the following findings required by Section 10-9a-609.5:

- Good cause exists for the vacation.
- Neither the public interest nor any person will be materially injured by the proposed vacation.

FISCAL IMPACT:

This action will not have a financial impact on this fiscal year's budget expenditures.

MOTION TO APPROVE:

I move that the City Council accept the findings and **APPROVE** the final plat for the Williams View subdivision subject to the six (6) stipulations recommended by Staff and **APPROVE** the proposed ordinance vacating approximately 190 square feet of right-of-way along 6000 W.

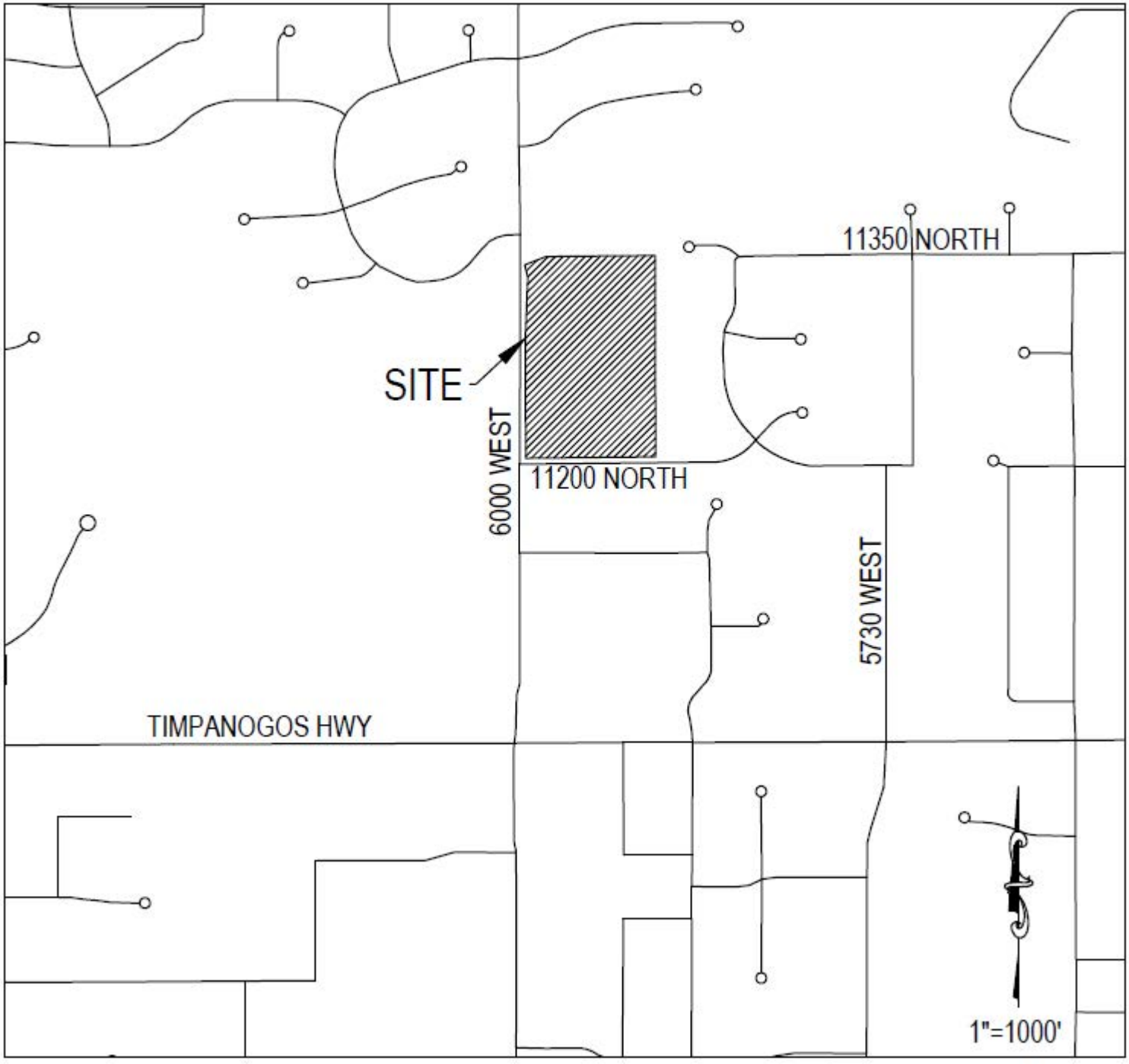
ALTERNATIVE MOTION:

I move that the City Council accept the findings associated with the final plat and **APPROVE** the final plat for the Williams View subdivision subject to the first five (5) stipulations recommended by Staff and **DENY** the proposed ordinance vacating approximately 190 square feet of right-of-way along 6000 W.

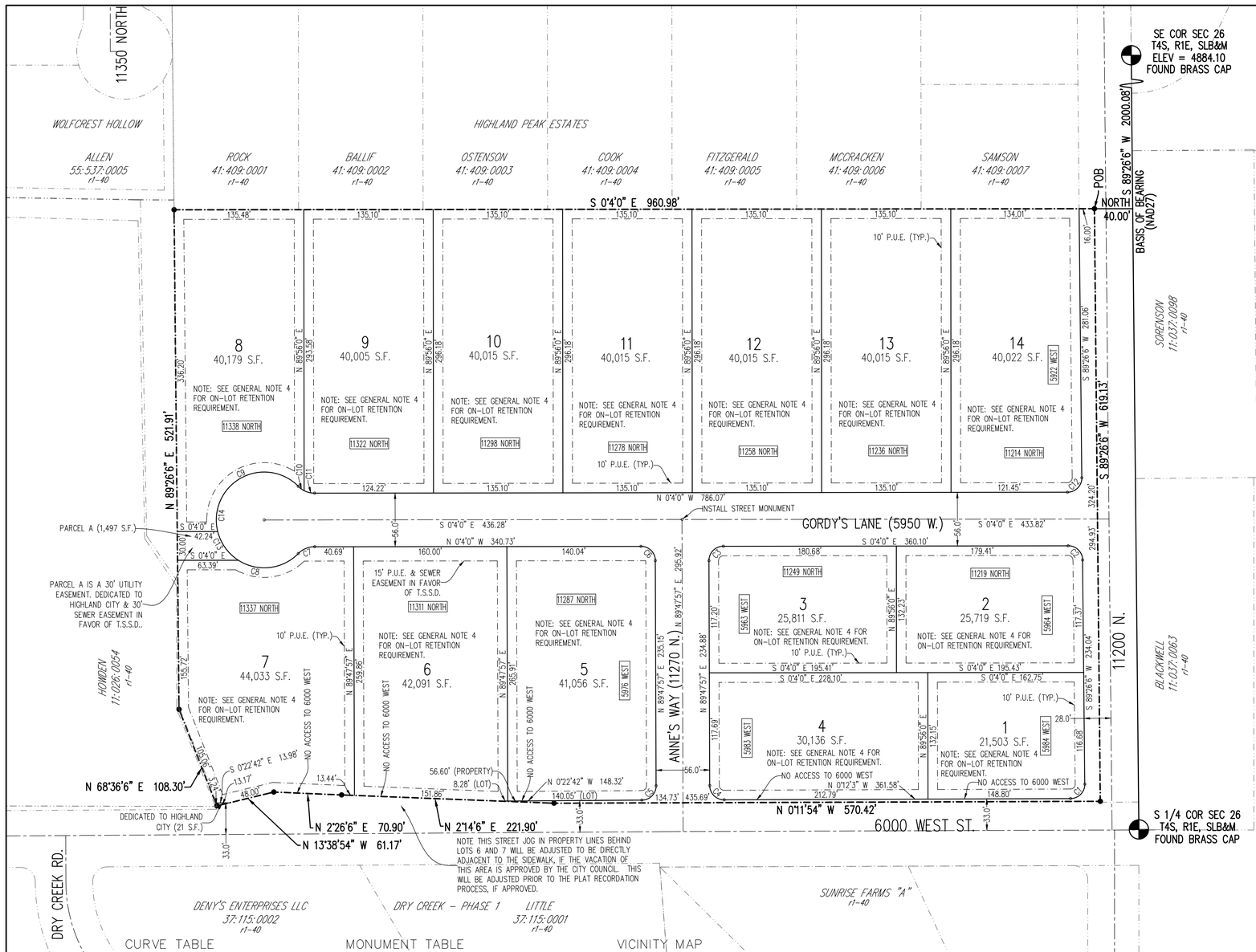
ATTACHMENTS:

1. Vicinity Map
2. Proposed Final Plat
3. Site Plan
4. Ordinance – Right-of-Way Vacation (Exhibit A will include the legal description for the area proposed to be vacated. This description will be written pending the City Council's decision)

ATTACHMENT #1:



ATTACHMENT #2:



CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING
C1	15.00	23.66	90°21'51"	21.28	N 45°22'59" W
C2	15.00	23.43	89°30'6"	21.12	N 44°41'3" E
C3	15.00	23.60	90°8'3"	21.24	N 45°8'2" W
C4	15.00	23.56	90°0'0"	21.21	S 44°47'57" W
C5	15.00	23.52	89°49'21"	21.18	S 45°17'23" E
C6	15.00	23.53	89°51'57"	21.19	N 44°51'58" E
C7	24.00	19.00	45°21'21"	18.51	N 22°44'40" W
C8	50.00	68.26	78°12'56"	63.08	N 6°18'53" W
C9	50.00	130.24	149°14'32"	96.42	S 29°19'55" E
C10	24.00	7.71	18°24'33"	7.68	S 36°5'4" W
C11	24.00	11.29	26°56'48"	11.18	S 13°24'24" W
C12	15.00	23.69	90°29'54"	21.31	S 45°18'57" E
C13	50.00	37.75	43°15'13"	36.86	N 54°25'12" E
C14	50.00	236.24	270°42'41"	70.27	S 89°56'0" W

MONUMENT TABLE

A	N:	
	E:	
B	N:	
	E:	
C	N:	
	E:	
D	N:	
	E:	
E	N:	
	E:	
F	N:	
	E:	
G	N:	
	E:	
H	N:	
	E:	
I	N:	
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K	N:	
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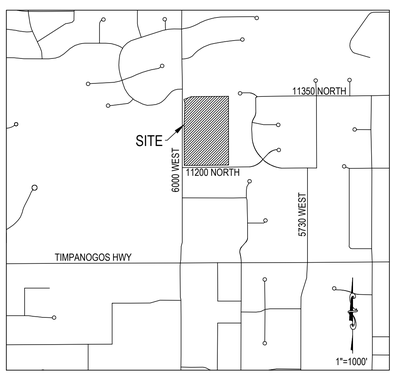
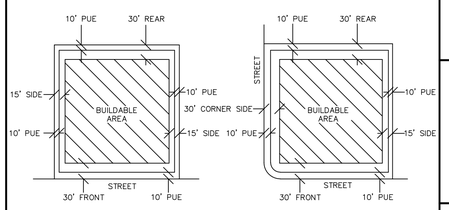
VICINITY MAP



TYPICAL BUILDING SETBACKS

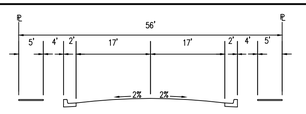


GENERAL NOTES

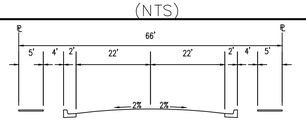
1. TOTAL PROPERTY=13.59 ACRES
   ALLOWABLE LOTS=14.8
2. PROPERTY ZONING = R1-40
3. Flood Zone Classification
   FEMA FIRM PANEL 49049C0166F EFFECTIVE JUNE 19, 2020. (SOUTH PORTION)
   ZONE X - OUTSIDE 0.2% ANNUAL CHANCE FLOODPLAIN
   FEMA FIRM PANEL 49049C0158F EFFECTIVE JUNE 19, 2020. (NORTH PORTION)
   ZONE X - OUTSIDE 0.2% ANNUAL CHANCE FLOODPLAIN
4. ALL LOTS WILL BE REQUIRED TO PROVIDE A DEDICATED ON-LOT RETENTION BASIN OR SUMP SYSTEM WITH AN ACCOMPANYING LOT GRADING PLAN AS PART OF THE BUILDING PERMIT REVIEW PROCESS. GRADING PLAN IS TO DEMONSTRATE THAT ALL LOT DRAINAGE IS RETAINED ON THE LOT AND THAT NO DRAINAGE IS PERMITTED TO DRAIN ONTO AN ADJACENT LOT. BUILDING PERMIT WILL NOT BE ALLOWED UNTIL THIS HAS BEEN PROVIDED AND APPROVED BY THE CITY.

SITE DATA TABLE

PROPERTY ZONING:	R1-40
GROSS/NET PROPERTY AREA:	591,968 SF
TOTAL BUILDABLE AREA:	591,968 SF
LOT AREA:	512,110 SF
RIGHT-OF-WAY AREA:	79,850 SF
MIN. LOT AREA:	25,719 SF
AVG. LOT AREA:	36,579 SF
TOTAL NUMBER OF LOTS:	14



STANDARD SUBDIVISION STREET (NTS)



STANDARD SUBDIVISION STREET (6000 WEST) (NTS)

SURVEYOR'S CERTIFICATE

I, AARON D. THOMAS, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 6418780 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS, AND EASEMENTS AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT

BOUNDARY DESCRIPTION

Beginning at a point located South 89°26'06" West along section line 2000.08 feet and North 40.00 feet from the Southeast Corner of Section 26, Township 4 South, Range 1 East of the Salt Lake Base and Meridian; thence South 89°26'06" West 619.13 feet; thence North 0°11'54" West 570.42 feet; thence North 2°14'06" East 221.90 feet; thence North 2°26'06" East 70.90 feet; thence North 13°38'54" West 61.17 feet; thence North 68°36'06" East 108.30 feet; thence North 89°26'06" East 521.91 feet; thence South 0°04'00" East along Highland Peak Estates a distance of 960.98 feet to the point of beginning.

Area = 13.590 Acres

DATE

SURVEYOR (SEE SEAL BELOW)

OWNERS' DEDICATION

WE, ALL OF THE UNDERSIGNED OWNERS OF ALL THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, BLOCKS, STREETS AND EASEMENTS AND DO HEREBY DEDICATE THE STREETS AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC, THE PUBLIC UTILITY EASEMENTS TO ALL PROVIDERS, PUBLIC OR PRIVATE, AND THE IRRIGATION EASEMENTS TO ALL LOT OWNERS, AND THEIR SUCCESSORS AND ASSIGNS IN PERPETUITY.

IN WITNESS HEREOF WE HAVE SET OUR HANDS THIS _____ DAY OF _____, A.D. 20 _____

ACKNOWLEDGEMENT

STATE OF UTAH } S.S.
COUNTY OF UTAH }

ON THE ____ DAY OF _____, A.D. 20___ PERSONALLY APPEARED BEFORE ME THE SIGNERS OF THE FOREGOING DEDICATION WHO DULY ACKNOWLEDGE TO ME THAT THEY DID EXECUTE THE SAME.

MY COMMISSION EXPIRES _____

NOTARY PUBLIC (SEE SEAL BELOW)

ACCEPTANCE BY LEGISLATIVE BODY

THE DEPARTMENT OF PUBLIC WORKS AND ENGINEERING OF HIGHLAND CITY, COUNTY OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS ____ DAY OF _____, A.D. 20____

APPROVED BY MAYOR _____

APPROVED _____ ATTEST _____

CITY ENGINEER (SEE SEAL BELOW) CLERK-RECORDER (SEE SEAL BELOW)

HIGHLAND CITY ATTORNEY

APPROVED AS TO FORM THIS ____ DAY OF _____, 20____

HIGHLAND CITY ATTORNEY

PLANNING COMMISSION APPROVAL

APPROVED THIS ____ DAY OF _____, 20____

PLANNING COMMISSION CHAIR

COMMUNITY DEVELOPMENT DIRECTOR

CONDITIONS OF APPROVAL

There are conditions of approval attached to this subdivision which are indicated on this plat. These conditions have also been recorded with this subdivision. Potential buyers are requested to read these conditions carefully and obtain a copy of these conditions and restrictions prior to purchasing or contracting to purchase any lots within this subdivision. These conditions are binding and have been imposed by the legislative body of Highland City. A copy of these conditions may be obtained through the Utah County Recorder's office or the Highland City Recorder's office. In addition, Highland City has approved binding zoning laws through a legally binging Development Code. It is the responsibility of the buyer to do their due diligence in obtaining all accurate information and/or regulations that may directly or indirectly affect the use of property prior to purchasing or contracting to purchase any property anywhere. Conditions of approval conveyed on this property by the legislative body of Highland City, which are in addition to the Development Code, are as follows:

1. 70% of the front yard landscaping shall be installed by the homeowner within one year after receiving a certificate of occupancy.
2. Landscaping and construction materials of any type are not permitted upon or within the street, curb & gutter, park strip or sidewalk (street right-of-way) with the exception of the parkstrip which requires 75% to be landscaped.
3. A fence that abuts open space or has a trail has additional restrictions of size and opacity. Fences along open space or a trail must comply with Highland City Ordinance. All fences require a fence permit prior to installation. In addition, retaining walls are regulated by ordinance and require a retaining wall permit prior to construction.
4. Highland City Ordinances restrict height of foundation above curb. It is the responsibility of the buyer to contact the city prior to purchasing any lot. This restriction applies to all lots in this subdivision.

WILLIAMS VIEW

PLAT "A"

LOCATED IN THE SOUTHEAST 1/4 OF SECTION 26, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE & MERIDIAN

NAD 83
SCALE: 1" = 60 FEET

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY ENGINEER SEAL	CLERK-RECORDER SEAL

Surveyor:
AZTEC ENGINEERING
732 N. 780 W. AMERICAN FORK, UT. 84003
aztecengineering@gmail.com

Developer: Chris Howden
Address: 11366 North 6000 West
Highland, UT 84003
Phone: 801-319-4330

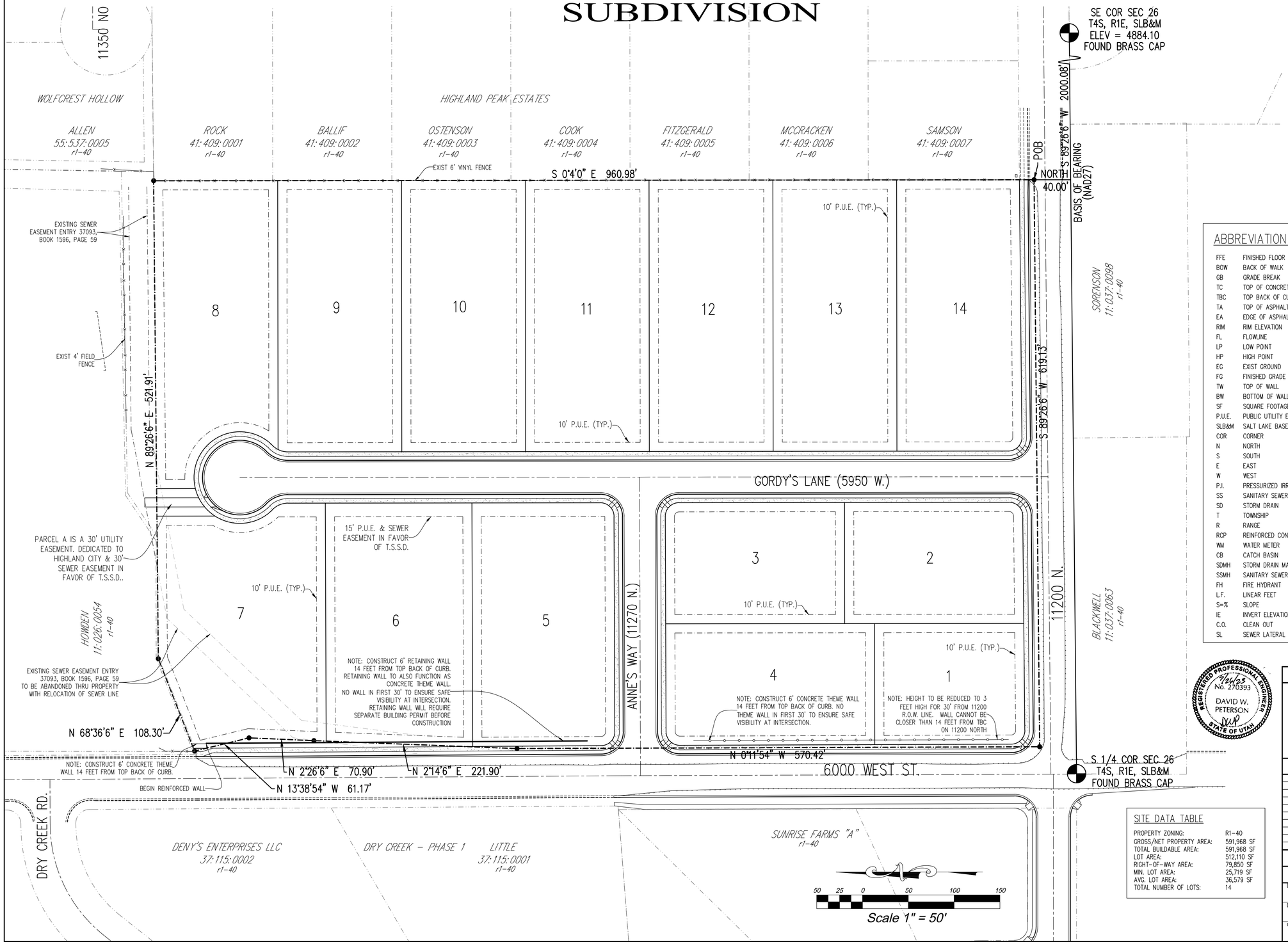
EXCEL ENGINEERING
David W. Peterson, P.E., License #270393
12 West 100 North, Suite 201C, American Fork, UT 84003
P: (801) 756-4504; david@excelcivil.com

Date: 06/27/23

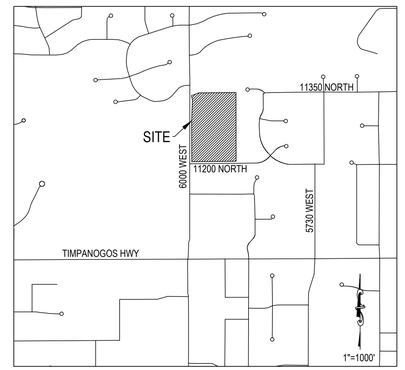
ATTACHMENT #3:

WILLIAMS VIEW

SUBDIVISION



VICINITY MAP



ABBREVIATION TABLE

FFE	FINISHED FLOOR ELEV.
BOW	BACK OF WALK
GB	GRADE BREAK
TC	TOP OF CONCRETE
TBC	TOP BACK OF CURB
TA	TOP OF ASPHALT
EA	EDGE OF ASPHALT
RIM	RIM ELEVATION
FL	FLOWLINE
LP	LOW POINT
HP	HIGH POINT
EG	EXIST GROUND
FG	FINISHED GRADE
TW	TOP OF WALL
BW	BOTTOM OF WALL
SF	SQUARE FOOTAGE
P.U.E.	PUBLIC UTILITY EASEMENT
SLB&M	SALT LAKE BASE & MERIDIAN
COR	CORNER
N	NORTH
S	SOUTH
E	EAST
W	WEST
P.I.	PRESSURIZED IRRIGATION
SS	SANITARY SEWER
SD	STORM DRAIN
T	TOWNSHIP
R	RANGE
RCP	REINFORCED CONCRETE PIPE
WM	WATER METER
CB	CATCH BASIN
SDMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
FH	FIRE HYDRANT
L.F.	LINEAR FEET
S=%	SLOPE
IE	INVERT ELEVATION
C.O.	CLEAN OUT
SL	SEWER LATERAL

GENERAL NOTE:

1. ALL DEVELOPMENTS SHALL BE MAINTAINED IN CONFORMANCE WITH THE APPROVED SITE PLAN AND LANDSCAPE PLAN. ANY CHANGES THERETO SHALL REQUIRE APPROVAL OF HIGHLAND CITY.
2. THIS PROJECT IS SUBJECT TO THE CURRENT HIGHLAND CITY ENGINEERING REQUIREMENTS (MAG SUPPLEMENTAL REGULATIONS), GENERAL PLAN, DEVELOPMENT CODE AND ANY APPLICABLE SPECIFIC PLANS.

NOTES TO CONTRACTOR

1. CONTRACTOR TO FIELD VERIFY ALL EXISTING CURB & GUTTER, STORM DRAIN, & SEWER ELEVATIONS OR INVERTS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER WHEN ELEVATIONS OR INVERTS DO NOT MATCH PLANS.
2. THE LOCATION OF EXISTING UNDERGROUND UTILITIES IS SHOWN IN APPROXIMATE LOCATIONS. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK. HE AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UNDERGROUND UTILITIES, WHETHER OR NOT SUCH FACILITIES ARE SHOWN ON THESE PLANS.

CIVIL SHEET INDEX

C1	COVER SHEET & SITE PLAN
C2	DEMOLITION PLAN
U1	OVERALL UTILITY PLAN
G1	OVERALL GRADING & DRAINAGE PLAN
PP1	11200 NORTH PLAN & PROFILE
PP2	6000 WEST PLAN & PROFILE
PP3	6000 WEST PLAN & PROFILE
PP4	ANNE'S WAY PLAN & PROFILE
PP5	GORDY'S LANE PLAN & PROFILE
PP6	GORDY'S LANE PLAN & PROFILE
SWP1	EROSION CONTROL PLAN
SWP2	BMP DETAILS
D1	CITY DETAILS
D2	CITY DETAILS
D3	CITY DETAILS
D4	DETAILS
L1	LANDSCAPE PLAN

SITE DATA TABLE

PROPERTY ZONING:	R1-40
GROSS/NET PROPERTY AREA:	591,968 SF
TOTAL BUILDABLE AREA:	591,968 SF
LOT AREA:	512,110 SF
RIGHT-OF-WAY AREA:	79,850 SF
MIN. LOT AREA:	25,719 SF
AVG. LOT AREA:	36,579 SF
TOTAL NUMBER OF LOTS:	14

REGISTERED PROFESSIONAL ENGINEER — No. 270393 — DAVID W. PETERSON — STATE OF UTAH

BENCH MARK

SOUTHEAST CORNER, SECTION 26, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN
FOUND BRASS CAP
ELEVATION = 4884.10

Developer/Property Owner: Chris Howden
Address: 11366 North 6000 West
Highland, UT 84003
Phone: 801-319-4330

EXCEL ENGINEERING
David W. Peterson, P.E., License #270393
12 West 100 North, Suite 201C, American Fork, UT 84003
P: (801) 756-4504; david@excelcivil.com

REVISIONS

Rev.	Date	Description
1	07/26/23	REVISED AS PER CITY COMMENTS

WILLIAMS VIEW

HIGHLAND UTAH

Drawn by: D.W.P.	COVER SHEET & SITE PLAN	Scale: 1"=50'
Designed by: D.W.P.		Date: 06/27/23
Checked by: D.W.P.		C1

ATTACHMENT #4

AN ORDINANCE OF THE HIGHLAND CITY COUNCIL VACATING A PORTION OF THE 6000 WEST RIGHT OF WAY ADJACENT TO 11240 N 6000 W OR PARCEL 11:026:0088

WHEREAS, all due and proper notices of public hearings and public meetings on this Ordinance held before the Highland City Council (the "City Council") were given in the time, form, substance and manner provided by Utah Code Section 10-9a-609; and

WHEREAS, the City Council held a public hearing on this Ordinance on August 1, 2023.

WHEREAS, the City Council finds that good cause exists for the vacation; and neither the public interest nor any person will be materially injured by the vacation.

NOW, THEREFORE, BE IT ORDAINED BY THE Highland City Council as follows:

SECTION 1. That a portion of 6000 W is hereby closed to the public pursuant to law and the dedication thereof is hereby vacated as set forth in Exhibit A.

SECTION 2. That the Mayor, the City Administrator, the City Recorder and the City Attorney are hereby authorized and directed to execute all documents and take all steps necessary to carry out the purpose of this Ordinance.

SECTION 3. This Ordinance shall take effect immediately upon its first posting or publication.

SECTION 4. If any provision of this Ordinance is for any reason held by any court of competent jurisdiction to be unenforceable, such provision or portion hereof shall be deemed separate, distinct, and independent of all other provision and such holding shall not affect the validity of the remaining portions of this Ordinance.

PASSED AND ADOPTED by the Highland City Council, August 1, 2023

HIGHLAND CITY, UTAH

_____

Kurt Ostler Highland
City Mayor

ATTEST:

Stephannie Cottle
Highland City Recorder

COUNCIL MEMBER	YES	NO
Timothy A. Ball	☐	☐
Brittney P. Bills	☐	☐
Sarah D. Petersen	☐	☐
Kim Rodela	☐	☐
Scott L. Smith	☐	☐

AGENDA NEXT

CITY COUNCIL AGENDA REPORT ITEM #7b

DATE: August 1, 2023

TO: Honorable Mayor and Members of the City Council

FROM: Kellie Smith, Planner & GIS Analyst

SUBJECT: **ACTION:** Maintenance Agreements – Canterbury North & Highland Hollow

TYPE: **LAND USE (LEGISLATIVE)**

PURPOSE:

The City Council will hold a public meeting to consider four (4) requests by Robert and Tracy Furness, Grant and Brenda Kimball, Richard and Rhonda Miller, and Patrick and Emily Spens to enter into open space maintenance agreements with the City for property adjacent to their lots in the Canterbury North and Highland Hollow subdivisions. The Council will take appropriate action.

STAFF RECOMMENDATION:

Staff recommends the City Council determine if the proposed maintenance plans are consistent with the intent of Council policy regarding open space maintenance agreements. The Council should also provide appropriate direction if additional restrictions are to be addressed in the Open Space Maintenance Agreements. After these items are determined, Staff recommends the City Council authorize Staff to execute open space maintenance agreements with Robert and Tracy Furness, Grant and Brenda Kimball, Richard and Rhonda Miller, and Patrick and Emily Spens subject to the following stipulation:

1. All improvements shall be consistent with the proposed maintenance plan submitted with the application.

PRIOR COUNCIL DIRECTION:

On July 19, 2022, the City Council approved a resolution that adopted the Highland City Encroachment Policy and Maintenance Agreement that detailed the approval process and requirements for maintenance agreements.

On April 18, 2023, during a discussion item, the Council gave staff direction relating to encroachments in the Canterbury North subdivision. Specific properties were determined to be allowed to enter into maintenance agreements with the City, whereas others, the Council determined that certain encroachments needed to be removed. Council directed staff to proceed with sending out letters to the property owners that had encroached with instructions on how to bring the encroachment into compliance (maintenance agreement for those the Council said should be allowed to enter into a maintenance agreement, or removing the encroachment with an improvement plan approved by staff).

BACKGROUND:

Any property owner or resident who desires to improve, beautify, landscape, maintain, or otherwise encroach upon public property for the benefit of Highland residents as a whole must apply for a Maintenance Agreement. The applicant will be required to show and explain how the proposed encroachment benefits the City, rather than just benefitting the applicant.

Maintenance Agreements may be approved by the City Council based on property circumstances and City needs. The Council may condition Maintenance Agreements on payment of application fees, increased water charges, limitations on allowable uses, and other terms and conditions as the City Council finds are appropriate. No person shall have any right to obtain or enter into a Maintenance Agreement, and the City Council shall have the right, in its sole discretion, to approve or deny a Maintenance Agreement. This Agreement must be recorded with the Utah County Recorder.

Maintenance Agreements will not grant any person any property right or interest in the public property, nor will the Agreements allow any person to exclude any member of the public from the public property.

Maintenance Agreements approved by the City Council after adoption of this policy shall have a term of 5 years. Such Agreements may be renewed for additional 5-year terms by city staff upon application by the property owner or resident on the same terms and conditions as the previously authorized Maintenance Agreement, plus any new terms or conditions that are generally required for all Maintenance Agreements, so long as the property owner or resident has complied with all terms and conditions of the Agreement. City staff may refer any request for renewal to the City Council for review and approval.

The Maintenance Agreement Policy adopted by the City Council on July 19, 2022 allows for the following improvements:

- The maximum irrigatable space cannot be more than 2,500 square feet. Anything over 2,500 square feet must be improved and maintained without requiring irrigation or sprinklers. Grass and sprinkler systems may only cover up to 2,500 square feet of the Property, and any sprinkler or irrigation system may require a heightened water bill as a consequence of their extra water usage.
- Grass, small vegetation, flowers and bushes, provided they are not planted in a manner that "fences" off the space from other users.
- Desert landscaping
- Small gardens
- Trees where they will not obstruct, interfere with or encroach upon Property's unique characteristics, utilities, easements or encumbrances.

SUMMARY OF THE REQUEST:

<u>Robert and Tracy Furness – 10512 Iverson Lane</u>

1. The applicant is requesting approval of an open space maintenance agreement for approximately 2,500 square feet.

2. The plan consists of approximately 900 square feet of grass, and the remaining property consists of desert landscape with various trees and shrubs.

Grant and Brenda Kimball – 10501 N Canterbury Drive

1. The applicant is requesting approval of an open space maintenance agreement for approximately 10,300 square feet.
2. The applicant is a new owner of the property and plans to remove the existing grape arbor, 2 stone benches, clutter and debris, and clippings that were left by the previous property owner. The applicant will leave and continue to water the trees which consist of Dogwood, Chokecherry, Willow, Pine, Aspen, and Maple.

Richard and Rhonda Miller – 6812 W Marie Jonsson Circle

1. The applicant is requesting approval of an open space maintenance agreement for approximately 1,020 square feet.
2. The plan consists of two trees, small bushes and flowers, and small gravel.

Patrick and Emily Spens – 7029 W Iverson Circle

1. The applicant is requesting approval of an open space maintenance agreement for approximately 315 square feet.
2. The plan consists of small rock ground coverage.

STAFF REVIEW/FINDINGS

- The proposed maintenance plans are consistent with the restrictions defined in the Highland City Maintenance Agreement adopted by resolution on July 19th, 2022.

FISCAL IMPACT:

This action will not have a financial impact on this fiscal year's budget expenditure.

1st MOTION TO APPROVE (Furness Application):

I move that City Council authorize staff to execute an open space maintenance agreement with Robert and Tracy Furness subject to the following stipulation:

1. All improvements shall be consistent with the proposed maintenance plan submitted with the application dated July 19, 2023.

2nd MOTION TO APPROVE (Kimball Application):

I move that City Council authorize staff to execute an open space maintenance agreement with Grant and Brenda Kimball subject to the following stipulation:

1. All improvements shall be consistent with the proposed maintenance plan submitted with the application dated July 17, 2023.

3rd MOTION TO APPROVE (Miller Application):

I move that City Council authorize staff to execute an open space maintenance agreement with Richard and Rhonda Miller subject to the following stipulation:

1. All improvements shall be consistent with the proposed maintenance plan submitted with the application dated July 13, 2023.

4th MOTION TO APPROVE (Spens Application):

I move that City Council authorize staff to execute an open space maintenance agreement with Patrick and Emily Spens subject to the following stipulation:

1. All improvements shall be consistent with the proposed maintenance plan submitted with the application dated July 16, 2023.

MOTION TO DENY:

I move that City Council deny the open space maintenance plan.

ATTACHMENTS:

1. Vicinity Map
2. Narrative and Plan
    a. Robert and Tracy Furness – 10512 Iverson Lane
    b. Grant and Brenda Kimball – 10501 N Canterbury Drive
    c. Richard and Rhonda Miller – 6812 W Marie Jonsson Circle
    d. Patrick and Emily Spens – 7029 W Iverson Circle
3. Highland City Encroachment Policy adopted July 19th, 2022

ATTACHMENT #1:

ATTACHMENT #2a:

Robert and Tracy Furness
10512 Iverson Lane
Highland, UT 84003
Cell: 801-602-0898
Email: robcfurness@gmail.com

Re: Property Maintenance Agreement Application

Dear Highland City,

Thank you for giving us the opportunity to apply for a maintenance agreement. We think this is a very amenable resolution option and appreciate the thoughtfulness that went into this decision.

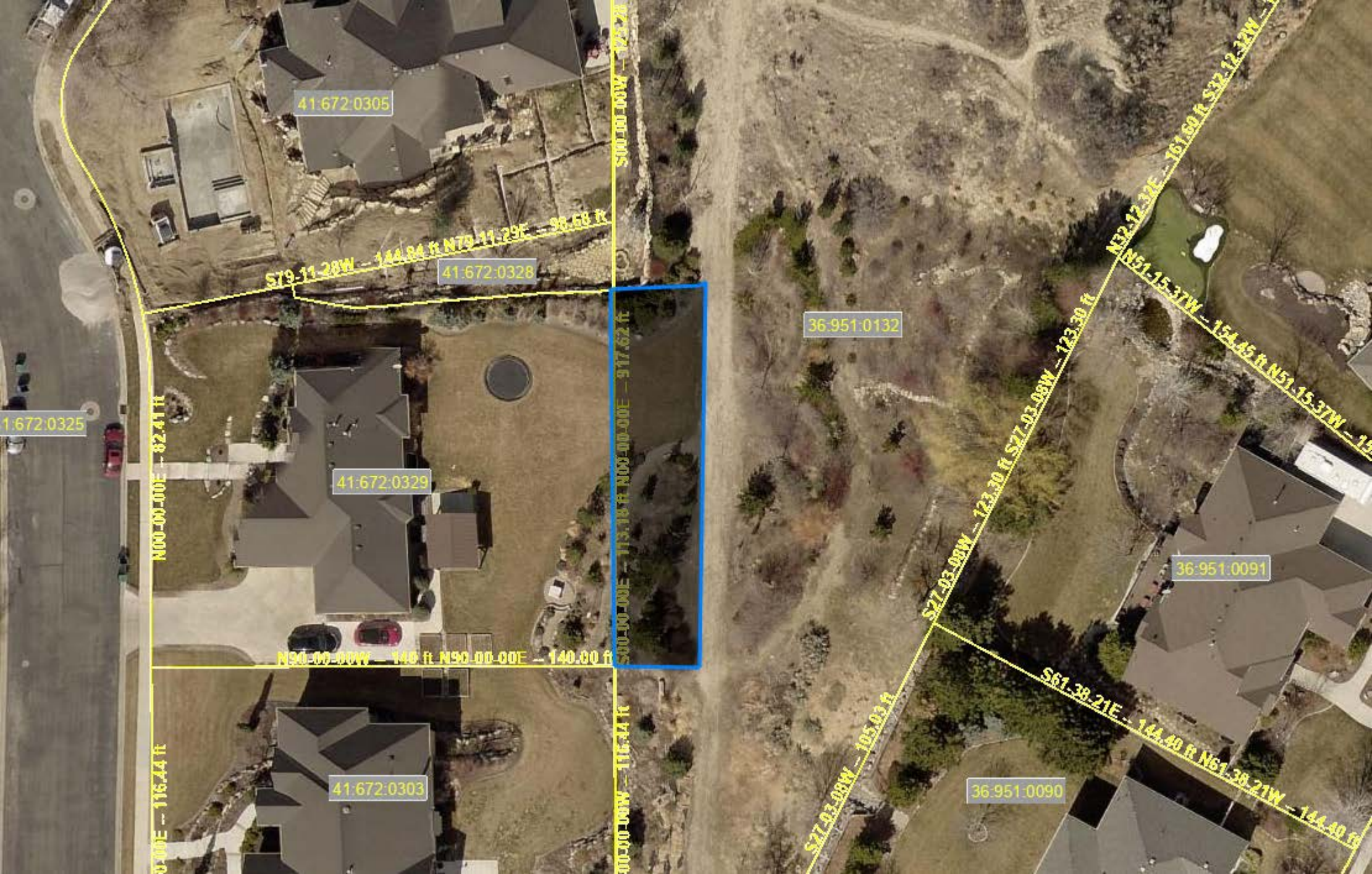
As the second owner of this home, we did not landscape the yard and were not aware that the landscaping was encroaching on city property when we purchased the home 6 years ago.

We would like to request approval for a maintenance agreement. The current encroachment area in question appears to comply with the guidelines in the letter. The space is roughly 2500 sq ft and consists of about 30% grass, 10% desert landscape with the remaining portion consisting of various trees and shrubs. We have been maintaining this area consistently over the years by keeping it free from weeds and regularly pruning the trees and shrubs. We will continue to maintain this area to keep it looking good. We do not have any plans to add any additional landscaping to this area.

Thank you again for your consideration.

Thanks,

Robert and Tracy Furness


41:672:0305
41:672:0328
41:672:0329
41:672:0303
36:951:0132
36:951:0091
36:951:0090
S79-11-28W -- 144.84 ft
N00-00-00E -- 82.41 ft
N90-00-00W -- 140 ft
N90-00-00E -- 140.00 ft
S00-00-00W -- 117.62 ft
N00-00-00E -- 115.18 ft
N00-00-00E -- 116.44 ft
S27-03-08W -- 123.30 ft
N32-12-32E -- 161.60 ft
N51-15-37W -- 154.45 ft
S27-03-08W -- 105.03 ft
S61-38-21E -- 144.40 ft

Maintenance Agreement and Improvement Plant Application with Highland City

Property Owners: Grant and Brenda Kimball
Address: 10501 N Canterbury Drive, Highland, 84003
Phone: 801-369-5432
Email: grntkmbll@gmail.com
Subdivision: Canterbury (9465-107)

Narrative: The open space area behind our home has several improvements from the previous owner including a grape arbor, multiple non-native trees, a sprinkler system (the sprinklers have been removed and the sprinkler lines have been capped off.), stone pathways leading from our back fence down to the Loan Peak Trail, a stone bench, and multiple stone trails.

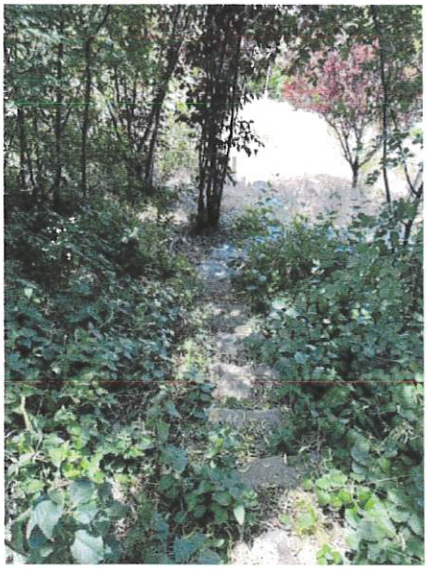
MAINTENANCE PLAN:

- Remove the grape arbor (unless you don't mind us leaving it there)
- Remove any clutter and trash
- Continue to water trees which consist of Dogwood, Chokecherry, Willow, Pine, Aspen, Maple
- Plant native seeds and wildflowers as provided by Granite Seed in Lehi.
- Remove any trash and clippings

Note: The sprinkler system is still serviceable if we uncap the lines and put the sprinklers back on. With your permission we would love to do that to make it easier to water the new plants, grasses and flower seeds as needed. Our sprinkler system allows us to manage the specific area separately from the system in our own yard, so we can set it up for as much or as little watering as needed to make sure the new plants get properly started and maintained. (We would also like to have the system available in case a fire came up the hill but we understand if that won't work.)

Suggestions:

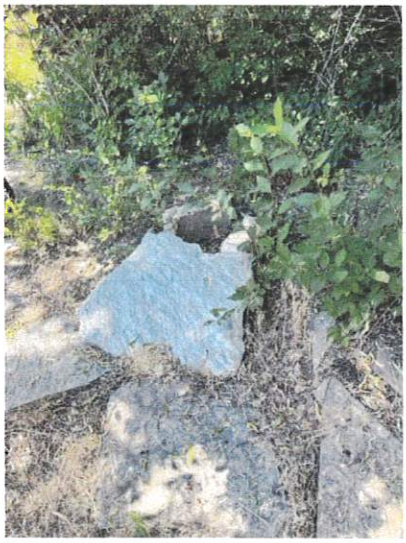
Keep the Stone slab path from our back gate down to the Side Trail which leads down to the Loan Peak Trail.



Remove Grape Arbor

Use hose to irrigate trees

Remove both stone benches



There are many stone slabs all over the area for paths. Anyone can walk on these paths and we think they add to the area and are very unobtrusive.

Area M-1 is eligible for a Ma

ATTACHMENT #2c:

Dear Highland City,

This is our submission of the Maintenance Agreement Application for our property at:

6812 W. Marie Jonsson Circle
Highland, Utah, 84003

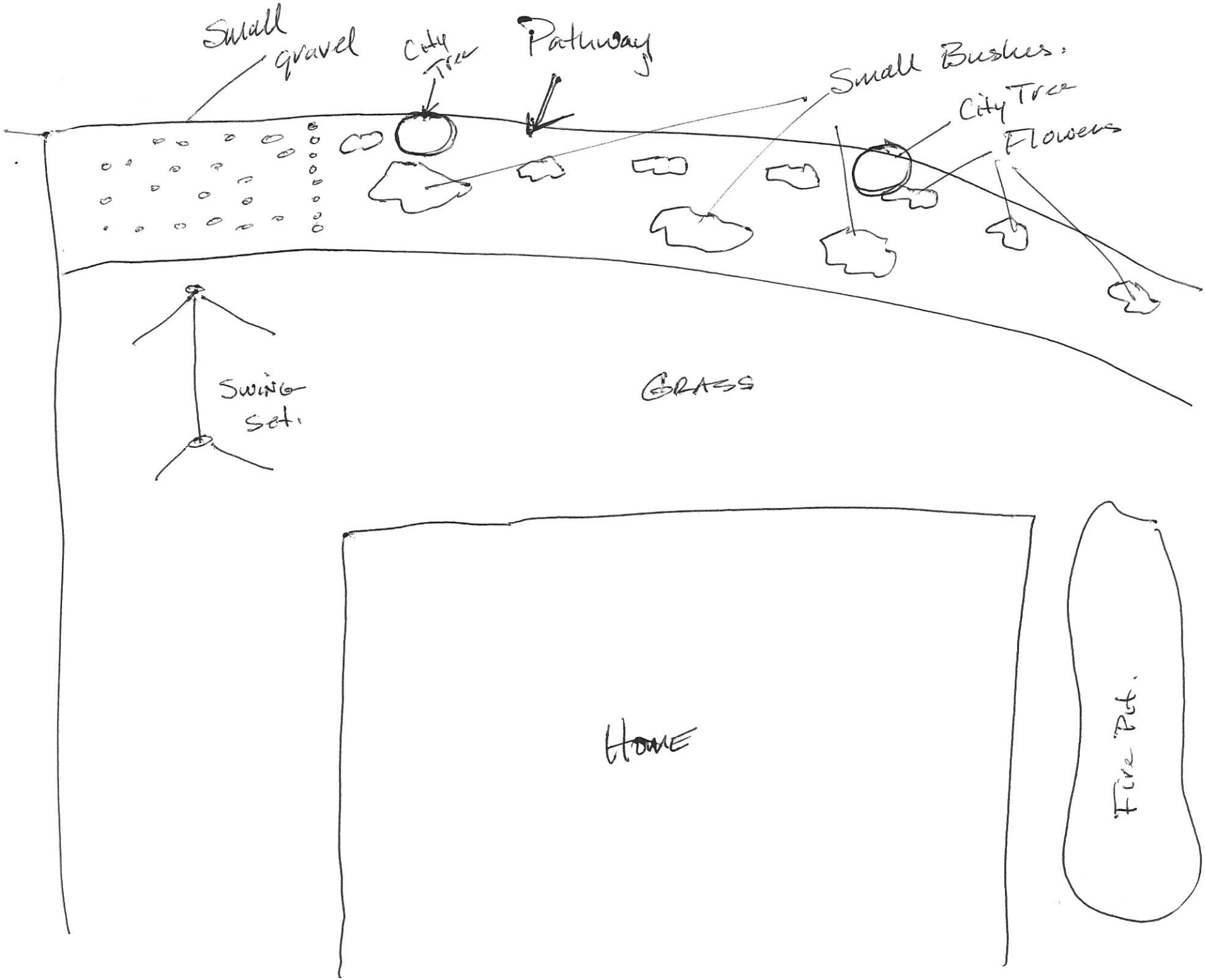
We have been Highland residents at this residence since 2004. We are submitting this application to continue our maintenance and upkeep of the area adjacent to the pathway. When we first moved to Highland in 2004, the pathways were not maintained well and were overtaken by weeds and debris. So, we planted small scrubs and put down small gravel to make it more appealing and clean.

We have been taking care of the area along the path adjacent to our property and we don't have any structures or areas that violate the city's agreement. We have maintained the area by keeping it clear of weeds, trash, and debris.

We have planted small scrubs along the path and placed small gravel for beautification. We will continue to maintain the path area by keeping it clean and not allowing any bushes to obstruct the pathway.

Thanks for your consideration.

Signed, Richard & Rhonda Miller


Small gravel
City Tree
Pathway
Small Bushes
City Tree
Flowers
Swing Set
GRASS
HOME
Fire Pit

ATTACHMENT 2d:

Narrative

this request for a maintenance agreement is to use desert landscaping of small rocks in the space along side of property and trail that was noted.

Improvement plan

the small rock desert landscaping will be maintained and kept ~~clean of~~ in good condition

Map of area is ~~included~~ below

The property outlined in red below is eligible for a Maintenance Agreement

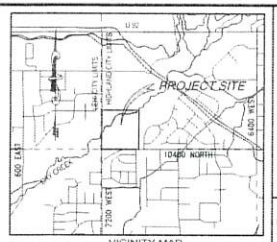
HIGHLAND HOLLOW PHASE 1 SUBDIVISION

LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 34, TOWNSHIP 4 SOUTH, RANGE 1 EAST, S.L.B.&M.

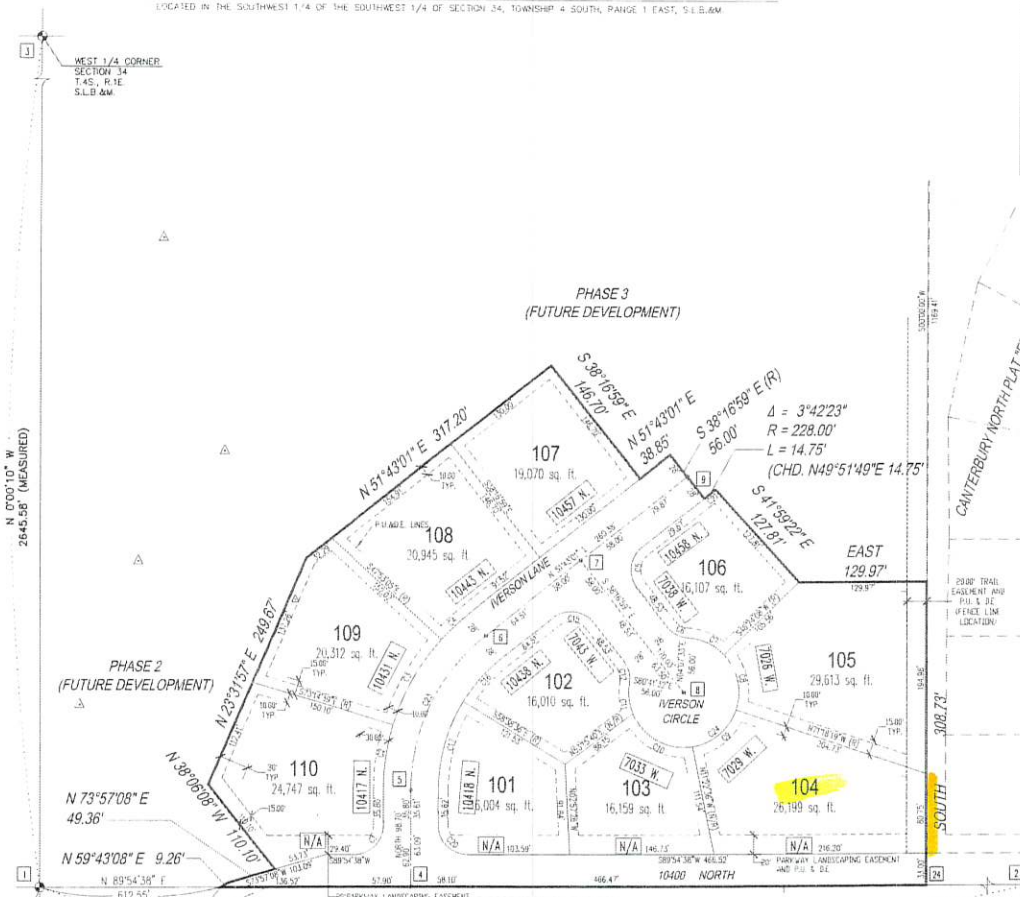
60 0 60 120

SCALE: 1" = 60'

STATE PLANE COORDINATES PHASE 1			
NO	NORTHING	EASTING	DESCRIPTION
1	2231802.0530	471941.5540	SW 34
2	2231803.3760	472749.5290	soc 34
3	2232668.1960	471941.4140	wqc 34
4	2231802.4561	472187.4459	MON
5	2231832.6330	472187.4434	MON
6	2231880.5729	472210.6265	MON
7	2231903.5940	472239.9279	MON
8	2231962.8385	472272.0269	MON
9	2231929.5349	472272.9825	MON
24	2231802.7160	472347.2914	MON



VICINITY MAP
SCALE: N.T.S.



GENERAL NOTES

1. A 5/8" REBAR & CAP WILL BE SET AT ALL PROPERTY CORNERS.
2. EACH LOT SHALL HAVE A 10' PUBLIC UTILITIES AND DRAINAGE EASEMENT (PU&DE) ALONG THE FRONT, REAR AND SIDE LOT LINES (UNLESS OTHERWISE SHOWN).
3. SETBACKS:
   a. FRONT YARD = 30' ADJACENT TO ALL STREETS
   b. SIDE YARDS = ALTERNATING 10 FEET & 15 FEET OR AS SHOWN.
   c. REAR YARD = 30' (EXCEPT WHERE ADJACENT TO THE 100' CONSERVATION EASEMENT WHERE NO BUILDINGS OR CONSTRUCTION WILL BE PERMITTED)
4. N/A
5. RETAINING WALLS ARE REGULATED BY HIGHLAND CITY AND IN ANY CIRCUMSTANCE ARE NOT PERMITTED WITHIN THE 10' PUBLIC UTILITY EASEMENT ARBAND EACH PROPERTY LINE. IN ADDITION, RETAINING WALLS MAY ONLY BE 4' IN THE FRONT YARD SETBACK (30' FROM PROPERTY LINE, 39' FROM CURB) BUT MAY BE INCREASED TO 8' IN THE REAR YARD IF A PLAN IS STAMPED BY AN ENGINEER. RETAINING WALLS REQUIRE A PERMIT UNLESS INSTALLED BY THE DEVELOPER AS PART OF THIS SUBDIVISION. ANY RETAINING SHALL EITHER BE APPROVED BY THE CITY ENGINEER AND ISTALLED BY THE DEVELOPER OR INCLUDED WITH A GRADING PLAN PROVIDED BY THE HOMEOWNER/BUILDER'S ENGINEER TO BE APPROVED BY THE CITY ENGINEER WITH EACH BUILDING PERMIT. THIS PLAN SHALL BE STRICTLY ADHERED TO WITH THE CONSTRUCTION OF EACH HOME.
6. EACH LOT IN THIS DEVELOPMENT SHALL BE REQUIRED TO SUBMIT A SURFACE DRAINAGE PLAN AT BUILDING PERMIT STAGE TO BE APPROVED BY THE HOMEOWNER OR BUILDERS GEOTECHNICAL ENGINEER PRIOR TO CONSTRUCTION OF A HOME. NO RUNOFF FROM A LOT WILL BE ALLOWED TO ENTER AN ADJACENT LOT UNLESS PRIOR IMPROVEMENTS HAVE BEEN PROVIDED AT THE DEVELOPMENT STAGE.
7. A GEOTECH ENGINEER SHALL BE PRESENT AT THE TIME OF FOUNDATION EXCAVATION ON THOSE LOTS SHOWN ON PLAT AS HAVING SPRING WATER ISSUES TO RESOLVE THE PRESENCE OF POTENTIAL UNDERGROUND WATER.
8. FENCE LINE LOCATION FOR THE BACK OF LOTS 104, 105, 301 & 302 SHALL BE LOATED TO THE TRAIL EASEMENT LINE SHOWN ON THIS PLAT.
9. MAXIMUM ELEVATION TO TOP OF FOUNDATION AT THE CENTER OF THE HOME SHALL NOT EXCEED 42" ABOVE THE TBC ELEVATION AT A POINT PERPENDICULAR TO THE CENTER OF THE HOME.
10. N/A
11. MONUMENTS INSTALLED ALONG THE 100' CONSERVATION EASEMENT MARKING THE LOT LINE OR LOT CORNER LOCATIONS SHALL BE MAINTAINED IN THEIR ORIGINAL CONDITION. ANY MONUMENTS REMOVED OR DESTROYED SHALL BE REPLACED AT THE HOMEOWNERS EXPENSE.
12. FOR LOTS 101, 103, 104, AND 110, BUILDINGS, STRUCTURES OR ANY PRIVATE PROPERTY MAY NOT BE LOCATED WITHIN THE PARKWAY DETAIL. IN ADDITION, ANY FENCING MAY ONLY BE PLACED A MINIMUM OF 29 FEET FROM THE CURB. FENCING SHALL BE SIMILAR AND CONSISTENT ALONG THESE LOTS.
13. N/A
14. HOMEOWNERS/BUILDERS OF EACH LOT ARE REQUIRED TO SUBMIT A FOOTING DRAIN PLAN AS PART OF THE BUILDING PERMIT PROCESS. NO BUILDING PERMIT WILL BE ISSUED UNTIL A DRAIN PLAN IS SUBMITTED AND APPROVED BY THE CITY ENGINEER.
15. A GRADING PLAN MUST BE SUBMITTED AS PART OF THE BUILDING PERMIT PROCESS THAT SHOWS THE ELEVATIONS OF EXISTING TOP BACK OF CURB AND ELEVATIONS OF ADJACENT PROPERTIES. NO BUILDING PERMIT WILL BE ISSUED UNTIL THE GRADING PLAN IS SUBMITTED AND APPROVED BY THE CITY ENGINEER.
16. FENCING ORDINANCES DEFINE ADDITIONAL RESTRICTIONS THAT APPLY TO LOTS THAT ARE ADJACENT TO OPEN SPACE OR TRAILS. THESE RESTRICTIONS INCLUDE FENCING HEIGHTS AND FENCING OPACITY (REQUIRED TO BE AT LEAST 50% OPEN ON A PORTION OR MAJORITY OF THE FENCE). HOMEOWNERS OF LOTS 104, 105 AND 110 MAY HAVE A FENCE THAT IS 4 FEET IN HEIGHT IF SOLID; 6 FEET IN HEIGHT IF SOLID WITH AN ADDITION OF 2 FEET IN HEIGHT IF 50% OPEN ON TOP, OR 6 FEET IN HEIGHT IF 50% OPEN.

LEGEND

●	FOUND BRASS CAP
⚠	EXISTING SPRING LOCATION
○	BOUNDARY MARKER REQ'D.
⋇	NEW FIRE HYDRANTS
10	STATE PLANE COORDINATE NO.
(R)	RADIAL BEARING
(N/R)	NON-RADIAL BEARING
N/A	STATE PLANE COORDINATE NO.
	PROPERTY BOUNDARY LINE
	ADJACENT PARCELS
	PU&DE (PUBLIC UTILITIES & DRAINAGE EASEMENT)
	STREET CENTERLINE
	NEW LOT LINES
10436 N.	DENOTES LOT ADDRESS
	LOT BUILDABLE AREA

CURVE TABLE						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD DIR	CHORD
C1	47.08	30.00	89°54'38"	29.95	N44°57'19"E	42.39
C2	66.68	228.00	16°45'21"	33.55	S08°22'40"W	66.44
C3	100.91	228.00	25°21'34"	51.30	S29°36'08"W	100.09
C4	38.21	228.00	9°36'06"	19.15	S46°54'58"W	38.16
C5	47.12	30.00	90°00'00"	30.00	S06°43'01"W	42.43
C6	24.92	30.00	47°35'28"	13.23	S62°04'43"E	24.21
C7	41.32	56.00	42°16'35"	21.65	N64°44'09"W	40.39
C8	60.88	56.00	62°17'33"	33.84	N12°27'05"W	57.93
C9	60.88	56.00	62°17'33"	33.84	N49°50'28"E	57.93
C10	74.56	56.00	76°17'37"	43.98	S60°52'09"E	68.17
C11	31.23	56.00	32°00'01"	16.08	S06°42'32"W	30.90
C12	24.92	30.00	47°35'27"	13.23	N14°29'15"W	24.21
C15	47.12	30.00	90°00'00"	30.00	N83°16'59"W	42.43
C16	61.12	172.00	20°21'37"	30.89	S41°32'12"W	60.80
C17	94.13	172.00	31°21'24"	48.28	S15°40'42"W	92.96
C20	47.17	30.00	90°05'22"	30.05	S45°02'41"E	42.46
C21	14.75	228.00	3°42'23"	7.38	N49°51'49"E	14.75
C23	180.53	200.00	51°43'01"	96.94	S25°51'30"W	174.46
C24	268.96	56.00	275°10'56"	51.15	N51°43'01"E	75.53

12079

Lot Restriction Table															
	General Note No.														
Lot No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
107	X	X	X			X	X	X						X	X
108	X	X	X			X	X	X						X	X
109	X	X	X			X	X	X						X	X
110	X	X	X			X	X	X	X					X	X
106	X	X	X			X	X	X	X					X	X
105	X	X	X			X	X	X	X					X	X
102	X	X	X			X	X	X						X	X
101	X	X	X			X	X	X						X	X
103	X	X	X			X	X	X						X	X
104	X	X	X			X	X	X				X		X	X

SURVEYOR'S CERTIFICATE

I, CRAIG R. YATES, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 5498429 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY BY AUTHORITY OF THE OWNERS, THAT I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS AND STREETS, AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT, AND THAT THE BEARINGS AND DISTANCES SHOWN ARE TRUE AND CORRECT.

PROFESSIONAL LAND SURVEYOR — DATE

BOUNDARY DESCRIPTION

BEGINNING AT A POINT LOCATED NORTH 89°54'38" EAST ALONG THE SECTION LINE 612.55 FEET FROM THE SOUTHWEST CORNER OF SECTION 34, TOWNSHIP 4 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 59°43'08" EAST 9.26 FEET; THENCE NORTH 73°57'08" EAST 49.36 FEET; THENCE NORTH 38°06'08" WEST 110.10 FEET; THENCE NORTH 29°31'57" EAST 249.67 FEET; THENCE NORTH 51°43'01" EAST 317.20 FEET; THENCE SOUTH 38°16'59" EAST 146.70 FEET; THENCE NORTH 51°43'01" EAST 38.85 FEET; THENCE SOUTH 38°16'59" EAST 56.00 FEET TO TO THE BEGINNING OF A CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 228.00 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 3°42'23" 14.75 FEET (LONG CHORD BEARS NORTH 49°51'49" E 14.75 FEET); THENCE SOUTH 41°59'22" EAST 127.87 FEET, THENCE EAST 129.97 FEET TO THE WESTERLY LINE OF CANTERBURY NORTH PLAT "E"; THENCE SOUTH ALONG SAID WESTERLY LINE OF SAID PLAT "E" AND THE EXTENSION THEREOF 308.73 FEET TO THE SOUTH LINE OF SAID SECTION 34; THENCE SOUTH 89°54'38" WEST ALONG SAID SOUTH LINE OF SECTION 34 718.99 FEET TO THE POINT OF BEGINNING.

CONTAINING 10 LOTS ON 6.23 ACRES.

OWNER'S DEDICATION

HIGHLAND HOLLOW PHASE 1 SUBDIVISION

KNOW ALL MEN BY THESE PRESENTS THAT WE ALL OF THE UNDERSIGNED OWNERS OF ALL OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, STREETS AND EASEMENTS AND DO HEREBY DEDICATE THE STREETS AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC.

IN WITNESS HEREOF WE HAVE HEREUNTO SET OUR HANDS THIS ____ DAY OF, _____ A.D. 20__

ACKNOWLEDGMENT

STATE OF _____ } S.S.
COUNTY OF _____ }

ON THE _____ DAY OF _____ A.D., 20____ PERSONALLY APPEARED BEFORE ME THE SIGNERS OF THE FOREGOING DEDICATION WHO DULY ACKNOWLEDGE TO ME THAT THEY DID EXECUTE THE SAME.

MY COMMISSION EXPIRES _____ NOTARY PUBLIC (SEE SEAL BELOW)

NOTARY ADDRESS — PRINTED FULL NAME OF NOTARY

ACCEPTANCE BY CITY COUNCIL

THE CITY COUNCIL OF HIGHLAND CITY, COUNTY OF UTAH, STATE OF UTAH, APPROVES THIS SUBDIVISION AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS ____ DAY OF _____ A.D. 20__

MAYOR

APPROVED _____ ATTEST _____ CLERK-RECORDER

CITY ATTORNEY

APPROVED THIS ____ DAY OF _____ A.D. 20__
BY THE HIGHLAND CITY ATTORNEY

CITY ATTORNEY

CITY ENGINEER

APPROVED THIS ____ DAY OF _____ A.D. 20__
BY THE HIGHLAND CITY ENGINEER

CITY ENGINEER

PLANNING COMMISSION

APPROVED THIS ____ DAY OF _____ A.D. 20__
BY THE HIGHLAND CITY PLANNING COMMISSION.

DIRECTOR-SECRETARY — CHAIRMAN-PLANNING COMMISSION

Utilities Approval

Utilities shall have the right to install, maintain and operate their equipment above and below ground and all other related facilities within the Public Utility Easements identified on this plat map as may be necessary or desirable in providing utility services within and without the lots identified herein, including the right of access to such facilities and the right to require removal of any obstructions including structures, trees and vegetation that may be placed within the Public Utilities Easement. The utility may require the lot owner to remove all structures within the Public Utilities Easement at the owner's expense, or the utility may remove such structures at the owner's expense. At no time shall any permanent structures be placed within the Public Utilities Easement or any other obstructions that interferes with the use of the Public Utilities Easement without the prior written approval of the utilities with facilities in the Public Utilities Easement.

Utah Power _____

Questar Gas _____

Qwest _____

Comcast _____

PLANNING NOTES:

1) Each homeowner is entitled to one tree per lot which will be installed by the city. The tree shall be planted in the parkstrip and be planted within 2 years from the date of the certificate of occupancy). Once planted, maintenance of the tree shall be the responsibility of the homeowner.
2) 70% of the front yard landscaping shall be installed by the homeowner within one year after receiving a certificate of occupancy.
3) Landscaping and construction materials of any type are not permitted upon or within the street, curb & gutter, parkstrip or sidewalk
4) A fence that abuts open space must comply with Highland City Ordinance.

QUESTAR GAS

Questar approves this plat solely for the purpose of confirming that the plat contains public utility easements. Questar may require other easements in order to serve this development. This approval does not constitute abrogation or waiver of any other existing rights, obligations or liabilities provided by law or equity. This approval does not constitute acceptance, approval or acknowledgement of any terms contained in the plat, including those set forth in the owner's dedication and the notes and does not constitute a guarantee of particular terms of natural gas service. For further information please contact Questar's Right of Way Department at 1-800-366-8532.

Approved this ____ day of _____ 20__

QUESTAR GAS COMPANY

By _____

Title _____

HIGHLAND HOLLOW PHASE 1
SUBDIVISION

LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 34, TOWNSHIP 4 SOUTH, RANGE 1 EAST, S.L.B.&M

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CITY ENGINEER SEAL	CLERK-RECORDER SEAL

RESOLUTION NO: R-2022-27

A RESOLUTION ADOPTING THE HIGHLAND CITY ENCROACHMENT POLICY, APPROVING THE MAINTENANCE AGREEMENT TEMPLATE, AND ADOPTING A MAINTENANCE AGREEMENT APPLICATION FEE

WHEREAS, Highland City desires to provide clarity and consistency regarding permitted and prohibited private encroachments on city property;

WHEREAS, Highland City desires to ensure that private use of public property is consistent with City Code restrictions on misuse of public property and the rights of the public to use publicly available city property;

WHEREAS, Highland City desires ensure that its rights to enter, use, and prohibit the private use of public property are maintained while also providing a lawful means by which residents can beautify city property for the benefit of the City and all residents therein;

WHEREAS, the City Council finds that the attached Encroachment Policy and proposed template for a Maintenance Agreement will achieve these goals;

WHEREAS; the City Council desires to establish a reasonable fee to cover the costs to the City of processing and reviewing Maintenance Agreements and related improvement plans;

NOW THEREFORE, BE IT RESOLVED by the Highland City Council as follows:

1. The City Council approves and adopts the Highland City Encroachment Policy, which Policy is attached hereto as Exhibit A.

2. The City Council approves and adopts as a template form the Highland City Maintenance Agreement, which template Agreement is attached hereto as Exhibit B, and may be used as set forth in the Policy.

3. The City Council adopts and imposes a $25.00 application and processing fee, and any applicable recording fees, to be paid in connection with an application for a Maintenance Agreement.

4. This resolution shall take effect immediately upon adoption.

RESOLVED AND PASSED BY THE CITY COUNCIL OF HIGHLAND CITY, UTAH, this 19th day of July, 2022.

Kurt Ostler, Mayor

ATTESTED:

Stephannie Cottle, City Recorder

CORPORATE SEAL HIGHLAND CITY STATE OF UTAH

COUNCIL MEMBER	YES	NO
Timothy A. Ball	☑	☐
Brittney P. Bills	☑	☐
Sarah D. Petersen	☑	☐
Kim Rodela	☑	☐
Scott L. Smith	☑	☐

HIGHLAND CITY ENCROACHMENT POLICY

I. BACKGROUND AND PURPOSE

Highland City has been a sought-after place to live for years, and it is the goal of the Mayor, Council, Planning Commission, and staff to support the continuation of Highland being a great place to live and raise families. Part of the attraction of Highland is its low density and beautiful natural landscapes. In order to attain and preserve these benefits, the City has acquired a large amount of property throughout the City.

The primary purpose of this public land is to benefit all Highland residents. Some of these parcels are small slivers of natural non-manicured open space land that provide spacing in residential neighborhoods; others are multi-acre properties reserved for parks and trails. Some of this land is immediately needed and used for a specific benefit to the residents of Highland, other property is reserved for future needs, while yet other property is kept solely for open space, aesthetic, and buffering purposes. Regardless of the size of the property, the City acquired and preserved those properties in order to protect the Highland way of life.

The Highland City Council, Mayor, and other City staff, officers, and representatives serve as stewards of this public property and must be vigilant in the protection of tax dollars and city property. Highland City officials and staff recognize and appreciate the time, effort, and resources spent by many residents in voluntarily maintaining and beautifying open space areas for the benefit of their neighbors. Unfortunately, there has been an ongoing and increasing issue in Highland related to encroachments by private citizens onto public property for the purpose of benefitting the citizen but not the residents of Highland at large.

These types of encroachments are unlawful and do not benefit the residents of Highland City. These encroachments convert public property—acquired and supported by taxpayer dollars—into a private benefit without recompense to the City and its residents. Encroachments may increase the City's expenses and utility service and maintenance costs, to the detriment of taxpayer dollars and resident fees.

While many residents unintentionally encroached or unknowingly continued an encroachment started by a previous owner, a resident's intention does not change the City's responsibility to its citizens, nor does it change the ownership of the property in question. Under the Utah Constitution, the City is prohibited from giving away taxpayer property. As such, regardless of the timing, past action or inaction, or source of the encroachment, the City has a constitutional obligation to protect City property and to require that unauthorized private encroachments be prohibited and removed.

Great cities are founded on principles of accountability, respect, and a desire to work together to create a beautiful city. The purpose of this policy is to outline how Highland City officers and staff will support these principles by providing procedures for the removal of illegal encroachments and protection of public property. It is the Mayor and City Council's hope that all residents, including those who encroached unknowingly, are willing to help protect City property for all current and future residents of this wonderful city.

II. Permitted and Prohibited Encroachments

1. Definitions and Examples

   a. "Encroachment" refers to circumstances where a person extends their private property or private uses onto public property or when a person modifies public property without authorization. An encroachment is treating public property as private property. Most encroachments involve extensions of residential yards, landscaping, and structures into public parks, open space areas, and trail corridors. The only allowed encroachments are those that received prior written authorization from the City by way of a written agreement.

   b. "Public property" refers to property owned by the City. Property being "public" means that it kept by the City for the benefit and use of the public. It does not mean that members of the public have the right to unilaterally or exclusively modify or use the public property for personal purposes. Public property includes parks, trails, city buildings and yards, roads, sidewalks, park strips, and open space areas and remains public even if it is not accessible to or used by most residents.

   c. Private use of public property is regulated by the City in order to ensure that the property remains useful and beneficial for the public. Just as a resident cannot use their neighbor's yard without their neighbor's permission, neither can a resident use the City's property without the City's permission. The following is a non-exhaustive list of the types of illegal encroachments on City-owned property:

      i. Building accessory structures such as garages and sheds or installing retaining walls and fencing;

      ii. Installing above- and below-ground pools, play structures, trampolines, sports equipment, and other recreational equipment or facilities;

      iii. Installing sprinklers, irrigation lines, sodding, landscaping, grading, curbing, and paving;

      iv. Planting trees, shrubs, hedges, creating gardens or planters, and creating or extending yard-like spaces;

      v. Restricting access to or across public property by other members of the public.

2. Maintenance Agreements

   a. The only encroachments that are permitted are those that are specifically authorized by way of a duly authorized Maintenance Agreement.

   b. Maintenance Agreements – Prior to 2022

      i. Highland City has authorized Maintenance Agreements for many residents to allow those residents to encroach onto certain areas of public property. Those

residents were required to obtain City approval of "Improvement Plans" that detailed the type and extent of the allowed encroachment. These agreements do not give residents any property interest or exclusive right in or to the public property, nor do they allow residents to exclude others members of the public from the property.

ii. Highland City will no longer approve or extend Maintenance Agreements initially approved prior to 2022. All such currently existing Maintenance Agreements in good standing will continue to be honored; however the Agreements will not be renewed or extended except through a new Maintenance Agreement (see below) that contains terms and requirements in accordance with this policy. All existing Maintenance Agreements will be terminated when their term expires. If the resident has not complied with the terms of the Maintenance Agreement or Improvement Plan, then the Agreement will be terminated and revoked.

c. Maintenance Agreements – 2022 and Beyond

i. Any property owner or resident who desires to improve, beautify, landscape, maintain, or otherwise encroach upon public property for the benefit of Highland residents as a whole must apply for a new Maintenance Agreement. This includes any person who previously had a Maintenance Agreement that expired or was terminated. The applicant will be required to show and explain how the proposed encroachment benefits the City, rather than just benefitting the applicant.

ii. Maintenance Agreements may be approved by the City Council based on property circumstances and City needs. The Council may condition Maintenance Agreements on payment of application fees, increased water charges, limitations on allowable uses, and other terms and conditions as the City Council finds are appropriate. No person shall have any right to obtain or enter into a Maintenance Agreement, and the City Council shall have the right, in its sole discretion, to approve or deny a Maintenance Agreement. This Agreement must be recorded with the Utah County Recorder.

iii. Maintenance Agreements will not grant any person any property right or interest in the public property, nor will the Agreements allow any person to exclude any member of the public from the public property.

iv. Maintenance Agreements approved by the City Council after adoption of this policy shall have a term of 5 years. Such Agreements may be renewed for additional 5-year terms by city staff upon application by the property owner or resident on the same terms and conditions as the previously authorized Maintenance Agreement, plus any new terms or conditions that are generally required for all Maintenance Agreements, so long as the property owner or resident has complied with all terms and conditions of the Agreement. City staff may refer any request for renewal to the City Council for review and approval.

v. Any dispute or conflict regarding compliance with the terms and conditions of a Maintenance Agreement, the approval of an improvement plan or remediation plan, the renewal of a Maintenance Agreement, or any other matter regarding Maintenance Agreements shall be referred to the City Council for review and decision.

III. ENCROACHMENT REMOVAL PROCEDURES

1. Voluntary Compliance

The preferred method for rectifying illegal encroachments is voluntary compliance. Highland City encourages all residents to review their property information and boundaries to ensure that they have not encroached on public property. The Utah County Parcel Map, found online at **maps.utahcounty.gov/ParcelMap/ParcelMap.html** is available for residents to check their property boundaries. City staff are available to help people understand their boundaries and to come up with a plan to remove encroachments and restore public property to its original state.

2. City-Enforced Compliance Procedures

a. Notice of Encroachment. The City shall mail a written Notice of Encroachment to the responsible property owner, or to all adjacent owners and residents when the responsible party is not apparent, when the City determines that an encroachment exists. The Notice shall summarize the circumstances and type of encroachment, explain the compliance options and timeframes, contain a copy of this policy, and provide City contact information.

b. Compliance Options

i. Removal and Remediation.

1. Resident shall be required to remove all encroachments and restore property to its original or natural state, unless otherwise authorized by the City Council. The resident must submit and obtain City staff approval of resident's plan for remediating the property within thirty (30) days after receipt of the notice of encroachment or denial of a Maintenance Agreement application.

2. Restoration must be completed within one (1) year after receipt of the notice of encroachment. Resident shall schedule with the City an inspection of the property after completing the remediation plan. Resident may request an extension as part of their plan for remediating the property, which extensions may be granted by the Mayor for good cause.

ii. Maintenance Agreement. Resident applies for a Maintenance Agreement within thirty (30) days after receipt of the notice of encroachment. The Agreement may or may not be approved with or without conditions, based on a review of the property at issue and the resident's proposed encroachment, as set forth in this

policy. If the Maintenance Agreement is denied, the resident must remove the encroachment and restore the property to its original or natural state.

iii. Existing Agreement. Resident provides a written copy of their approved Maintenance Agreement and Improvement Plan authorizing the encroachment. So long as the resident has complied with the approved Agreement and Plan, the encroachment shall be permitted to continue for the remaining term of the Agreement. After the Agreement expires, Resident shall be required to remove the encroachment and remediate the property or apply for a new Maintenance Agreement.

3. No Waiver of Rights

It is each resident's responsibility to understand this policy, review their property, and ensure that their landscaping, sprinklers, sheds, pools, and all other private improvements and features are located entirely on their own property and not on City property. The City's failure to send a written notice regarding an encroachment, or the City's failure to follow-up on a written notice regarding an encroachment, does not waive the City's rights to enforce this policy or governing law. The only authorized encroachments are those that have been approved in writing by agreement with the City. All other encroachments are illegal and constitute a trespass on public property. No resident or other person shall interpret or rely on the City's omission, inaction, or failure to exercise any right as approval of an encroachment or as a waiver of any right that the City may have. The City retains and reserves the right at all times to enforce its property rights and any other rights granted under this policy, City Code, and Utah law.

MAINTENANCE AGREEMENT

RESIDENT

Highland City
5400 W. Civic Center Dr., Ste. 1
Highland, Utah 84003

_____
_____
_____

WHEREAS, Highland City ("City") owns certain property ("Property") that that is adjacent to Resident; and

WHEREAS, Resident desires to improve and maintain Property for the public good; and
WHEREAS, City has determined that it is in the public interest to enter into this Agreement;

THEREFORE, in consideration of the promises, covenants, and conditions contained herein, and other good and valuable consideration, the parties agree as follows:

TERMS

1. PROPERTY. The Property associated with this Agreement is the city owned property adjacent to Resident's property, specifically described and set forth in Exhibit "A". Property's boundaries shall be established by the City.
2. AUTHORIZATION TO IMPROVE AND MAINTAIN PROPERTY. City authorizes Resident to make certain improvements as described herein ("Improvements") and to maintain the Property in a manner that contributes to the beautification of the City. Resident understands that Improvements and maintenance costs are the responsibility of Resident. City shall not be responsible to reimburse, repair, or maintain any Improvements made by Resident, or to indemnify or otherwise compensate Resident for any damage, loss, or injury caused by the City's or the public's use of the Property. Resident understands the purpose of this agreement is to benefit the city as a whole, not to advantage individual homeowners. Resident agrees and acknowledges that the authorization granted herein is sufficient consideration for this Agreement, and that Resident is not entitled to any other consideration or right pursuant to this Agreement.
3. DUTIES OF RESIDENT. Resident is responsible for the care, maintenance, upkeep, repairs, and condition of Property, and agrees to comply with all laws and City Ordinances in maintaining Property. Resident shall not allow any nuisance, hazard, or unsightly debris upon Property.
4. USE OF PROPERTY. This Agreement does NOT convey any easement, interest, lease or property right to Resident. No use shall interfere with Property's primary purpose as open space or other public uses and purposes, as determined by the City. Property should be considered and treated like "common area" for the enjoyment of all Highland citizens. No Highland residents can be barred from using the property, and any attempt by Resident to exclude other residents shall constitute a material breach of this Agreement. Resident's use of Property is non-exclusive. Any uses of Property shall be consistent with a residential character. No commercial uses of the Property are permitted.
5. COVENANT TO RUN WITH THE LAND. This Agreement is intended by the parties to run with the land, and its benefits and obligations, including in particular the obligation to remove improvements after termination of this Agreement, shall inure to and bind the successor-owners of Resident's property. Resident shall record this Agreement with the county recorder's office as against Resident's property to notify future owners and shall pay all fees associated therewith, or Resident shall reimburse the City's cost to record the Agreement against Resident's property, if Resident does not record the Agreement.

6. TERM. The term of this Agreement is for five (5) years from the date Resident pay the applicable fee, the Agreement is approved by the City, the Agreement is executed by both parties, and the Agreement is recorded. The Agreement shall automatically terminate, without notice or recourse, after this initial term, unless Resident or the owner of Resident's property requests that the Agreement be renewed. A request for renewal shall require a processing fee, will be reviewed by the City, and may be approved on the same or different terms, as determined solely by the City.

7. TERMINATION. This Agreement may be terminated at any time for any reason by either party, upon written notice to the other party. Upon termination, Resident or the owner of Resident's property shall be responsible for removing without compensation any and all improvements installed by Resident that the City requests be removed. If Resident or the owner of Resident's property fails to remove any such improvements, Resident agrees, for themselves and their successors in interest, that the City may remove the improvements and charge the costs of doing so to Resident or the owner of Resident's property. If the city initiates the termination of the agreement, Resident or the owner of Resident's property shall remove the encroachment within 30 days or as authorized by the City, or have the City remove the same as set forth above.

8. IMPROVEMENT PLAN. Resident agrees not to install Improvements upon encroached Property until it has submitted an Improvement Plan, paid the processing and application fee set by the City Council, and obtained written approval from the City. The Improvement Plan shall show with reasonable detail the planned Improvements and landscape plan. City has the ability to approve or deny any Improvement at its discretion (for general guidelines, *see* 'Permitted and Prohibited Improvements' below). Improvements must be made within 90 days of approval by the City, unless a longer time is expressly granted. If Resident does not follow the approved Improvement Plan, such is considered a material breach of this Agreement and may cause this Agreement to be terminated by City. Resident shall obtain prior City approval of any desired amendments, additions, or changes to the Improvement Plan according to the process set forth in this Agreement.

9. PERMITTED AND PROHIBITED IMPROVEMENTS. The intent of this Agreement is to encourage private initiative and to incentive Resident efforts to beautify City's open space. Both Resident and City benefit from this mutual cooperation. However, City does not want to foster a sense of entitlement on the part of Resident, who does not own or control the Property. To balance these objectives, City has created guidelines to assist all parties in determining what Improvements are appropriate for public open space when it is maintained by a private party. In that spirit, Resident acknowledges that Improvements are intended for the public good, and should not convey the impression that Property is an extension of Resident's own parcel.

   Subject to City approval of Improvement Plan, the following Improvements are generally consistent with the character described above; however, each Plan will be reviewed on a case-by-case basis:

   A. The maximum irrigatable space cannot be more than 2500 square feet. Anything over 2500 square feet must be improved and maintained without requiring irrigation or sprinklers. Grass and sprinkler systems may only cover up to 2500 square feet of the Property, and any sprinkler or irrigation system may require a heightened water bill as a consequence of their extra water usage

   B. Grass, small vegetation, flowers and bushes, provided they are not be planted in a manner that "fences" off the space from other users.

   C. Desert landscaping

   D. Small gardens

   E. Trees where they will not obstruct, interfere with or encroach upon Property's unique characteristics, utilities, easements or encumbrances

The following items are not consistent with the character described above:

A. Decks

B. Landscape boulders

C. Structures or sheds

D. Swimming pools

E. Curbing

F. Fire pits

G. Storage of personal belongings, tools, equipment, vehicles or trailers

H. Trampolines, children's play structures, swings, or attractive nuisances

I. Any improvement which restricts or limits access to Property

J. Digging other than for sprinkler installation (Resident agrees to not dig unless the Property has been blue staked)

K. Any grading of Property unless approved by City in writing

L. Any Improvement not expressly authorized and approved by City as part of an Improvement Plan

M. Animals or animal enclosures

10. CITY'S RIGHTS UNAFFECTED. Nothing in this Agreement limits the City's or the public's right to and enjoyment of the Property, including access to and right of entry upon Property at any time. City may conduct its own infrastructure and trails maintenance on Property and use Property according to City's needs. City shall not be required to notify Resident prior to entering onto or using the Property.

11. ASSUMPTION OF RISK; HOLD HARMLESS. Resident assumes all responsibility for its use, maintenance, or improvement of Property and agrees to indemnify City for any claims arising out of its use, maintenance or improvement of Property.

12. NOTICES. Any written notice hereunder to Resident shall be deemed to have been given when delivered personally or deposited in the United States mails, postage prepaid, addressed to Resident at its address set forth above or at such other address as may be last known to City.

13. SEVERABILITY. The unenforceability or invalidity of any one or more provisions hereof shall not render any other provisions herein contained unenforceable or invalid and each term, covenant and condition hereof shall be enforced to the fullest extent permitted by law.

14. INTERPRETATION AND ENFORCEMENT. The laws of the State of Utah shall govern the validity, construction, performance and enforcement of this Agreement.

HIGHLAND CITY **Attest:**

_____ _____

CITY ADMINISTRATOR CITY RECORDER

DATE:

RESIDENT

_____

NAME:
DATE:

STATE OF UTAH)
: ss.
COUNTY OF _____)

The foregoing instrument was subscribed and sworn to before me this ___ day of _____ 20____, by _____.

_____

Notary Public

RESIDENT

_____

NAME:
DATE:

STATE OF UTAH)
: ss.
COUNTY OF _____)

The foregoing instrument was subscribed and sworn to before me this ___ day of _____ 20____, `by _____.

_____

Notary Public

AGENDA NEXT

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #7c

DATE: August 1, 2023

TO: Honorable Mayor and Members of the City Council,
Acting as Highland Open Space Special Service District Board

FROM: Tyler Bahr, Finance Director

SUBJECT: **PUBLIC HEARING & RESOLUTION:** FY2024 Budget Amendments

TYPE: **GENERAL CITY MANAGEMENT**

PURPOSE:
The City Council will consider amendments to the FY 2023-2024 budget for the Highland Open Space Special Service District. The Council, acting as Highland Open Space Special Service District Board, will take appropriate action.

STAFF RECOMMENDATION:
Staff recommends that the Board hold a public hearing and approve the resolution adopting adjustments to the FY2023-2024 budget.

PRIOR COUNCIL DIRECTION:
On June 20, 2023, the Board approved the FY2023-2024 budget, including operations related to the Highland Open Space Special Service District (Open Space District). The Board also approved elimination of the open space fee and directed staff to evaluate dissolution of the Open Space District.

BACKGROUND:
With the removal of the open space fee, operations previously funded by the Open Space District can be consolidated within the Parks division of the General Fund. Detail of the recommended budget adjustments are shown on the attached spreadsheet. The attachment shows the current adopted budget (in grey) side by side with the proposed changes in white to indicate where the expenses and revenues from the various line items are being reallocated.

With regard to formally terminating the Open Space District, the City's legal counsel has advised that Under state law, an "active" district (one that has collected funds or provided services within the last 3 years) can only be dissolved by way of a petition signed by at least 33% of owners of property within the district. Utah Code 17B-1-1303(2). Without a petition from owners of property in open space subdivisions, the easiest mechanism to dissolve the City's open space district is to allow it to become an "inactive" district. An "inactive district" is a district that has not provided any service, received taxes or fees, or expended any funds for a period of at least 3 years. Utah Code 17B-1-1301(4). Once a

district becomes inactive (no money or services provided/collected within 3 years), the governing body can dissolve the district by simply adopting a resolution. Accordingly, staff recommends having Highland City formally take over all services and funds that the open space district previously had, so that the district will no longer provide any services or collect or expend any more funds, allowing it to become inactive and eventually be dissolved by resolution.

When the year-end closeout of FY2023 is complete, staff plans to bring a budget adjustment to the Council to transfer the remaining Open Space fund balance from the sale of Open Space property to the Parks Capital fund (or another fund Council directs) per Council's previous direction to be able to spend the funds on all City parks.

FISCAL IMPACT:

The recommended adjustments eliminate a transfer from the General Fund to the Open Space District and consolidate the associated expenses with the Parks division of the General Fund.

MOTION TO APPROVE:

I move that the Board approve the resolution adopting the adjustments to the FY2023-2024 budget.

ATTACHMENTS:

1. Resolution
2. Proposed Open Space Budget Adjustments

Highland City Open Space Special Service District

RESOLUTION NO. 2023-XX

A RESOLUTION APPROVING AND ADOPTING AMENDMENTS TO THE BUDGET FOR THE HIGHLAND CITY OPEN SPACE SPECIAL SERVICE DISTRICT FOR FISCAL YEAR 2023-2024

WHEREAS, the Highland City Open Space Special Service District ("District") is governed by the Highland City Council sitting as the District Board;

WHEREAS, the District Board has adopted a tentative budget for the District for fiscal year 2023-2024;

WHEREAS, the District Board conducted a public hearing on the tentative budget for the District on May 2, 2023, pursuant to all statutorily required notice and meeting requirements;

WHEREAS, the District Board considered the tentative budget and all public comments related thereto;

WHEREAS, the District Board has adopted a final budget for the District for fiscal year 2023-2024;

WHEREAS, the District Board does not propose any fee or tax increase for the District;

WHEREAS, the District Board desires to adopt amendments to the budget for the fiscal year 2023-2024;

NOW THEREFORE, BE IT RESOLVED by the Highland City Council as the District Board as follows:

1. The District Board hereby adopts amendments to the final budget for the Highland City Open Space District for fiscal year 2023-2024 as set forth in the attached Attachment 2.

2. This budget shall be in effect for fiscal year 2023-2024, subject to lawful amendments adopted as allowed and provided for by state law.

3. This resolution shall take effect immediately upon adoption.

RESOLVED AND PASSED BY THE CITY COUNCIL OF HIGHLAND CITY, UTAH, AS THE HIGHLAND CITY OPEN SPACE SPECIAL SERVICE DISTRICT BOARD this 1st day of August, 2023.

_____
Mayor

ATTESTED:

_____
City Recorder

COUNCILMEMBER	YES	NO
Timothy A. Ball	□	□
Brittney P. Bills	□	□
Sarah Petersen	□	□
Kim Rodela	□	□
Scott L. Smith	□	□

Proposed Open Space Budget Adjustments

Attachment 2

FY24 Adopted Budget				Proposed Adjustment					
Account #	Account Name	Type	Adopted Budget	New Account #	New Account Name	Adopted Budget	Proposed Adjustment	Proposed Budget	Notes
20-30-90	Transfer from Cap Project Fund	Revenue	-	20-30-90	Transfer from Cap Project Fund	-	-	-	No change
20-30-91	Transfer from General Fund	Revenue	(740,152)	20-30-91	Transfer from General Fund	(740,152)	740,152	-	Eliminate transfer from General Fund to Open Space
20-32-01	Open Space Fee	Revenue	-	20-32-01	Open Space Fee	-	-	-	No change - Open Space fee discontinued
20-34-10	Sale of Property	Revenue	(10,000)	40-34-76	Sale of Property	-	(10,000)	(10,000)	Redirect revenue from Open Space to Parks Capital
20-36-10	Interest Earnings	Revenue	(10,000)	20-36-10	Interest Earnings	(10,000)	10,000	-	Insignificant interest w/ removal of fee
20-39-90	PY Carryover Budgeted	Revenue	-	20-39-90	PY Carryover Budgeted	-	-	-	No change
20-40-80	Indirect Overhead	Expenditure	-	20-40-80	Indirect Overhead	-	-	-	No change
20-43-11	Salaries/Wages	Expenditure	136,795	10-70-11	Salaries/Wages	135,422	136,795	272,217	Redirect expense from Open Space to Parks (General Fund)
20-43-12	Overtime	Expenditure	6,000	10-70-12	Overtime	9,000	6,000	15,000	Redirect expense from Open Space to Parks (General Fund)
20-43-13	Employee Benefits	Expenditure	71,700	10-70-13	Employee Benefits	72,162	71,700	143,862	Redirect expense from Open Space to Parks (General Fund)
20-43-14	Seasonal Employees	Expenditure	220,000	10-70-14	Seasonal Employees	109,000	220,000	329,000	Redirect expense from Open Space to Parks (General Fund)
20-43-15	Radio Maintenance & Tower Rent	Expenditure	-	10-70-15	Radio Maintenance & Tower Rent	-	-	-	Redirect expense from Open Space to Parks (General Fund)
20-43-16	Mobile Telephones	Expenditure	-	10-70-16	Mobile Telephones	5,000	-	5,000	Redirect expense from Open Space to Parks (General Fund)
20-43-17	Public Works Bldg Utilities	Expenditure	3,500	10-70-17	Public Works Bldg Utilities	3,500	3,500	7,000	Redirect expense from Open Space to Parks (General Fund)
20-43-18	PW Shop Tools & Supplies	Expenditure	2,000	10-71-18	Public Works Shop Tools & Supp	-	2,000	2,000	Redirect expense from Open Space to Parks (General Fund)
20-43-19	Flowers, Mulch, & Tree Replace	Expenditure	3,500	10-71-19	Flowers, Mulch, & Tree Replace	-	3,500	3,500	Redirect expense from Open Space to Parks (General Fund)
20-43-20	Beacon Hills Blvd os Maint	Expenditure	-	20-43-20	Beacon Hills Blvd os Maint	-	-	-	No change
20-43-21	Fertilizer & Weed Killer	Expenditure	90,000	10-70-39	Fertilizer & Weed Killer	39,000	90,000	129,000	Redirect expense from Open Space to Parks (General Fund)
20-43-22	Trail Maintenance	Expenditure	65,000	10-70-38	Trail Maintenance	70,000	65,000	135,000	Redirect expense from Open Space to Parks (General Fund)
20-43-23	Power to Clocks & Lights	Expenditure	7,800	10-70-27	Power for Parks, Clocks, & Tim	5,200	7,800	13,000	Redirect expense from Open Space to Parks (General Fund)
20-43-24	Uniforms & Safety Wear	Expenditure	2,500	10-70-37	Uniforms & Safety Wear	3,500	2,500	6,000	Redirect expense from Open Space to Parks (General Fund)
20-43-25	Office Supplies	Expenditure	-	10-70-36	Office Supplies	500	-	500	No change
20-43-26	Playground Maintenance & Rep.	Expenditure	15,000	10-70-24	Playground Maintenance & Rep.	4,000	15,000	19,000	Redirect expense from Open Space to Parks (General Fund)
20-43-31	Professional & Tech Services	Expenditure	7,500	10-70-31	Park Maintenance Contract	4,500	7,500	12,000	Redirect expense from Open Space to Parks (General Fund)
20-43-36	Utility Billing	Expenditure	8,500	10-73-26	Utility Billing	8,700	8,500	17,200	Redirect expense from Open Space to Parks (General Fund)
20-43-45	Credit Card Fees	Expenditure	4,000	10-73-45	Credit Card Fees	3,500	4,000	7,500	Redirect expense from Open Space to Parks (General Fund)
20-43-61	Fuel & Oil	Expenditure	18,600	10-70-34	Fuel and Oil	15,100	18,600	33,700	Redirect expense from Open Space to Parks (General Fund)
20-43-62	Property Maintenance	Expenditure	-	20-43-62	Property Maintenance	-	-	-	No change
20-43-63	Repair and Maintenance	Expenditure	17,000	10-70-25	Equipment-Supplies & Maint.	9,000	17,000	26,000	Redirect expense from Open Space to Parks (General Fund)
20-43-64	Sprinkler Repair	Expenditure	15,000	10-70-29	Sprinkler Parts & Replacement	15,000	15,000	30,000	Redirect expense from Open Space to Parks (General Fund)
20-43-65	View Point Hillside Trees	Expenditure	-	20-43-65	View Point Hillside Trees	-	-	-	No change
20-43-73	Equipment Replacement	Expenditure	50,000	10-70-74	Equipment Replacement Fund	17,000	50,000	67,000	Redirect expense from Open Space to Parks (General Fund)
20-43-74	Capital Outlay	Expenditure	-	20-43-74	Capital Outlay	-	-	-	No change
20-43-75	Internal Service IT Expense	Expenditure	720	10-73-70	Internal Service IT Expense	380	720	1,100	Redirect expense from Open Space to Parks (General Fund)
20-43-80	Indirect Overhead	Expenditure	12,582	10-73-80	Indirect Overhead	-	12,582	12,582	Redirect expense from Open Space to Parks (General Fund)
20-43-81	Insurance Expense	Expenditure	2,455	10-43-51	Insurance & Surety Bonds	59,376	2,455	61,831	Redirect expense from Open Space to Parks (General Fund)
20-90-90	Transfer to General Fund	Expenditure	-	20-90-90	Transfer to General Fund	-	-	-	No change
20-90-91	Transfer to Other Funds	Expenditure	-	20-90-91	Transfer to Other Funds	-	-	-	No change
10-90-96	Transfer to Open Space Fund	Expenditure	740,152	10-90-96	Transfer to Open Space Fund	740,152	(740,152)	-	Eliminate transfer from General Fund to Open Space

AGENDA

HIGHLAND CITY

CITY COUNCIL AGENDA REPORT
ITEM #7d

DATE: August 1, 2023

TO: Honorable Mayor and Members of the City Council

FROM: Tyler Bahr, Finance Director

SUBJECT: **PUBLIC HEARING & RESOLUTION:** FY2024 Budget Amendments

TYPE: **GENERAL CITY MANAGEMENT**

PURPOSE:

The City Council will consider amendments to the FY 2023-2024 budget. The Council will take appropriate action.

STAFF RECOMMENDATION:

Staff recommends that Council hold a public hearing and approve the resolution adopting adjustments to the FY2023-2024 budget.

PRIOR COUNCIL DIRECTION:

On June 20, 2023, Council approved the FY2023-2024 budget, including operations related to the Highland Open Space Special Service District (Open Space District). The Council also approved elimination of the open space fee and directed staff to evaluate dissolution of the Open Space District.

BACKGROUND:

With the removal of the open space fee, operations previously funded by the Open Space District can be consolidated within the Parks division of the General Fund. Detail of the recommended budget adjustments are shown on the attached spreadsheet. The attachment shows the current adopted budget (in grey) side by side with the proposed changes in white to indicate where the expenses and revenues from the various line items are being reallocated.

With regard to formally terminating the Open Space District, the City's legal counsel has advised that Under state law, an "active" district (one that has collected funds or provided services within the last 3 years) can only be dissolved by way of a petition signed by at least 33% of owners of property within the district. Utah Code 17B-1-1303(2). Without a petition from owners of property in open space subdivisions, the easiest mechanism to dissolve the City's open space district is to allow it to become an "inactive" district. An "inactive district" is a district that has not provided any service, received taxes or fees, or expended any funds for a period of at least 3 years. Utah Code 17B-1-1301(4). Once a district becomes inactive (no money or services provided/collected within 3 years), the governing body can dissolve the district by simply adopting a resolution. Accordingly, staff recommends having Highland City formally take over all services and funds that the open

space district previously had, so that the district will no longer provide any services or collect or expend any more funds, allowing it to become inactive and eventually be dissolved by resolution.

When the year-end closeout of FY2023 is complete, staff plans to bring a budget adjustment to Council to transfer the remaining Open Space fund balance from the sale of Open Space property to the Parks Capital fund (or another fund Council directs) per Council's previous direction to be able to spend the funds on all City parks.

FISCAL IMPACT:

The recommended adjustments eliminate a transfer from the General Fund to the Open Space District and consolidate the associated expenses with the Parks division of the General Fund.

MOTION TO APPROVE:

I move that City Council approve the resolution adopting the adjustments to the FY2023-2024 budget.

ATTACHMENTS:

1. Resolution
2. Proposed Open Space Budget Adjustments

A RESOLUTION OF THE HIGHLAND CITY COUNCIL, HIGHLAND CITY, UTAH, AMENDING THE FISCAL YEAR 2023-2024 CITY BUDGET

WHEREAS, Utah Law allows for the amendment of the budgets of municipalities to reflect changes in revenues and expenditures and to make transfers between departments to meet the best interests of the municipality; and

WHEREAS, Highland City has complied with the notice and public hearing requirements of the Utah Law in considering an amendment of its 2023-2024 fiscal year budgets; and

WHEREAS, the City Council of Highland City has determined that an amendment to its fiscal year 2023-2024 budget is in the best interest of Highland City and its residents and in order for the budget to match the actual revenues and expenditures of the City.

NOW THEREFORE, IT IS HEREBY RESOLVED that the amended Highland City Budget as attached hereto, for the 2023-2024 fiscal year of Highland City, Utah are hereby adopted. In addition, any amount in the General Fund previous year's Fund Balance in excess of thirty-five percent (35%) of the estimated revenues shall be transferred to the Highland City Capital Roads Fund, Capital Park Fund or Capital Building Fund as specified in Utah Code Annotated section 10-6-116.

ADOPTED AND RESOLVED by the City Council of Highland City, Utah, this 1st day of August, 2023.

HIGHLAND CITY, UTAH

_____
Kurt Ostler
Mayor

ATTEST:

_____
Stephannie Cottle
City Recorder

COUNCILMEMBER	YES	NO
Timothy A. Ball	□	□
Brittney P. Bills	□	□
Sarah Petersen	□	□
Kim Rodela	□	□
Scott L. Smith	□	□

Proposed Open Space Budget Adjustments

Attachment 2

FY24 Adopted Budget				Proposed Adjustment					
Account #	Account Name	Type	Adopted Budget	New Account #	New Account Name	Adopted Budget	Proposed Adjustment	Proposed Budget	Notes
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20-32-01	Open Space Fee	Revenue	-	20-32-01	Open Space Fee	-	-	-	No change - Open Space fee discontinued
20-34-10	Sale of Property	Revenue	(10,000)	40-34-76	Sale of Property	-	(10,000)	(10,000)	Redirect revenue from Open Space to Parks Capital
20-36-10	Interest Earnings	Revenue	(10,000)	20-36-10	Interest Earnings	(10,000)	10,000	-	Insignificant interest w/ removal of fee
20-39-90	PY Carryover Budgeted	Revenue	-	20-39-90	PY Carryover Budgeted	-	-	-	No change
20-40-80	Indirect Overhead	Expenditure	-	20-40-80	Indirect Overhead	-	-	-	No change
20-43-11	Salaries/Wages	Expenditure	136,795	10-70-11	Salaries/Wages	135,422	136,795	272,217	Redirect expense from Open Space to Parks (General Fund)
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20-43-17	Public Works Bldg Utilities	Expenditure	3,500	10-70-17	Public Works Bldg Utilities	3,500	3,500	7,000	Redirect expense from Open Space to Parks (General Fund)
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20-43-20	Beacon Hills Blvd os Maint	Expenditure	-	20-43-20	Beacon Hills Blvd os Maint	-	-	-	No change
20-43-21	Fertilizer & Weed Killer	Expenditure	90,000	10-70-39	Fertilizer & Weed Killer	39,000	90,000	129,000	Redirect expense from Open Space to Parks (General Fund)
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20-43-62	Property Maintenance	Expenditure	-	20-43-62	Property Maintenance	-	-	-	No change
20-43-63	Repair and Maintenance	Expenditure	17,000	10-70-25	Equipment-Supplies & Maint.	9,000	17,000	26,000	Redirect expense from Open Space to Parks (General Fund)
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20-43-74	Capital Outlay	Expenditure	-	20-43-74	Capital Outlay	-	-	-	No change
20-43-75	Internal Service IT Expense	Expenditure	720	10-73-70	Internal Service IT Expense	380	720	1,100	Redirect expense from Open Space to Parks (General Fund)
20-43-80	Indirect Overhead	Expenditure	12,582	10-73-80	Indirect Overhead	-	12,582	12,582	Redirect expense from Open Space to Parks (General Fund)
20-43-81	Insurance Expense	Expenditure	2,455	10-43-51	Insurance & Surety Bonds	59,376	2,455	61,831	Redirect expense from Open Space to Parks (General Fund)
20-90-90	Transfer to General Fund	Expenditure	-	20-90-90	Transfer to General Fund	-	-	-	No change
20-90-91	Transfer to Other Funds	Expenditure	-	20-90-91	Transfer to Other Funds	-	-	-	No change
10-90-96	Transfer to Open Space Fund	Expenditure	740,152	10-90-96	Transfer to Open Space Fund	740,152	(740,152)	-	Eliminate transfer from General Fund to Open Space