

# **WORK MEETING**

# Memo

To: Mayor and City Council  
From: Mark K. Anderson  
Date: 01/29/2015  
Re: City Council Agenda Items for February 5, 2015

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**WORK MEETING Begin at 5:30 p.m.**

**Item 1 – Jon Springmeyer, Bonneville Research, Discuss Financing Options for Public Improvements in the Downtown Area:** At the strategic planning session, the Council indicated a willingness to have Bonneville Research make a presentation on ways to finance economic development. Tony Kohler has contacted Jon Springmeyer who has agreed to make a presentation on this topic. (See attached PowerPoint presentation)

**Item 2 – Ryan Starks and Rachel Kahler, Presentation of Heber Valley Tourism and Economic Development 2015 Strategic Plan and Results from the 2014 Cowboy Poetry Gathering:** Ryan Starks has asked to present the Heber Valley Tourism and Economic Development (HVTED) 2015 Strategic Plan to the Council. Additionally, Rachel Kahler will report on the results of the 2014 Cowboy Poetry Gathering. (See attached PowerPoint presentations)

**Item 3 – Shawn Morrow and Amy Tuddenham, Heber Valley Medical Center, Vision for the Future Presentation:** Shawn Morrow, Hospital Administrator, and Amy Tuddenham, Director of Public Relations, have asked to make a short presentation to the Council as part of an annual update to communities that the Heber Valley Medical Center serves. Enclosed is a PowerPoint presentation that they will share with the Council which shares their vision for the growth of the hospital and the services they provide.

**Item 4 – Bart Mumford, Review Phase II Traffic Study Results:** The City has completed the traffic signage study and Bart Mumford will go over the proposed changes with the Council that were identified in the second phase of this project. All recommended changes made in Phase I of the study have been implemented. (See attached study) The changes are not as significant in Phase II, as the newly developed

areas of the City have addressed and installed the needed signage. Maps of the proposed changes are found between page 10 and 11 of the report.

**Item 5 – Discuss Reorganization of the Personnel Policy Committee:** Although this will likely be an unpopular topic with some employees, I think it is time to consider changing the process that initiates recommended changes to the Personnel Policy.

Our current policy reads as follows:

**1.3 Personnel Committee**

*The Personnel Committee, consisting of two members of the legislative body appointed by the Mayor, the City Manager (as a non-voting member), four (4) classified employees and one (1) at-will employee (elected by the full time employees) shall serve as a review committee of the provisions of the Personnel Ordinance and the policies and procedures promulgated thereunder. The four classified employees shall consist of one representative from the Police and Animal Control Departments, one representative from the Public Works and Parks/Cemetery Departments, one representative from the Administrative, Justice Court, Planning, Building and Engineering Departments and one at-large employee. The department representatives shall be elected by persons only in the departments they represent. The at-large employee will be the highest vote getter that is not a department representative and is elected by all employees. The Committee shall make recommendations to the governing body concerning policies and benefits of all City employees. Amendments to these personnel policies may be adopted by the City Council upon recommendation from the Personnel Committee.*

*Any employee can propose an agenda item and related information to the personnel committee chair; and if the employee wants to present to the committee on that agenda item; they must gain the concurrence of at least one of the personnel committee members in order to participate in the presentation.*

With the growth of the City and the fact that our City Recorder has obtained the Professional in Human Resources (PHR) designation, I think it is time to reevaluate the process we use to recommend changes to the Personnel Policy. Observations about the current process are as follows:

- The process should include the City's Human Resource person
- Those involved in the current process do not always have an understanding of personnel law
- Some items that have recently been brought to the Board are not within the scope of authority of the Board – (e.g. allocation of raises – work schedules)
- The current process seems to foster a sense of entitlement in some employees

In discussing this issue with the department heads and Mayor, we think it is time to make a change. In Summit County they have a committee comprised of the Human Resources Director and some Department Heads that are appointed by the County Manager. The committee shares their recommendations (for informational purposes) with the Management Team, but the County Manager makes the final decision. In our case, I would recommend that I be a voting member of the seven member Committee and that the ultimate approval remain with the Council. Enclosed is a draft proposal for consideration. If the Council supports this change, we would bring it back in Resolution form for Council approval.

**Item 6 – Review Proposed Amendments to Section 306 of the C2 & C4 and C3 Design Criteria relating to Building Height:** The Planning Commission is recommending that the design criteria for the C2, C3 and C4 Zones be amended to provide for buildings of greater height. See enclosed staff report from Tony Kohler. As noted in the report, maximum building height would vary from 3 to 5 stories depending on the proximity to residential property. They believe this is an important tool to revitalize/maximize the benefit of our downtown area. Staff wanted the Council to be comfortable with the proposed changes before it is brought forth for adoption by Ordinance.

**Item 7 – Review Proposed Amendment Repealing Chapter 18.87, Apartments, and Remove Apartments as a Permitted Use in the R-3 Residential Zone:** The Planning Commission is recommending that Chapter 18.87, Apartments, of the Heber City Municipal Code be repealed. Although still allowed in some overlay or mixed use zones, Apartments would no longer be a permitted use in the R-3 Zone. See enclosed staff report.

# TAB 1

# ***ECONOMIC DEVELOPMENT***

## **How To Finance Economic Development?**

### ***Economic Development Tools***

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#### **Options to pay for Economic Development:**

- \$ Tax Increment Financing (TIF)**
  - Urban Renewal (RDA) Area - Blight
  - Economic Development Area – Jobs
  - Community Development Area – Voluntary Participation
- \$ General Fund**
- \$ Special Improvement District**

## *What is tax increment?*

- Tax increment is based on the assumption that a revitalized project area will generate more property taxes than were being produced before redevelopment.

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## *What is tax increment?*

- Tax increment comes from the increased assessed value of property, not from an increase in tax rate. Any increases in property value, as assessed because of change of ownership or new construction, will increase tax revenue generated by the property. This increase in tax revenue is the tax increment that goes to the Agency.

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## *Tax Increment Example*

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- A property owner pays \$1,000 on land assessed at \$100,000.
- If, as a result of new construction on the property, the property increases in assessed valuation to \$500,000, the property owner would pay \$5,000 at the same standard tax rate.
- The \$4,000 increase is called “tax increment.”

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## *Tax Increment Example*

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- Redevelopment agencies are entitled to collect this \$4,000 increase in property tax revenues, or tax increment, on the acreage they redeveloped to repay the debt involved in the project, and to reinvest these dollars in redevelopment activities within the project area.

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## ***Tax Increment (TIF)***

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The increase in property taxes within the project area that result from the new investment and resultant increased assessed valuation.

- ✓ Not new taxes
- ✓ Existing (base) property taxes stay the same
- ✓ Taxing Entities vote to defer **new** taxes
- ✓ New tax revenue generated by new assessed valuation

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## ***Tax Increment Options***

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Tax Increment Options to pay for Economic Development:

- Urban Renewal (RDA) Area - Blight
- Economic Development (EDA) Area – Jobs
- Community Development (CDA) Area – Voluntary Participation/Sales Taxes

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## *Urban Renewal (RDA) – \$*

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- Elimination of Blight is Public Purpose
- Areas and/or structures of a community which constitute either physical, social, or economic liabilities requiring redevelopment in the interest of the health, safety, and general welfare of the people of the community.

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## *Urban Renewal (RDA) – \$*

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- Eminent Domain:  
Authority of a government agency to acquire property for public purposes (not to be confused with meaning public buildings and improvements only).
- Also know as condemnation.
- 20% of collected increment must be used for “housing”.

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## *Urban Renewal (RDA) – \$*

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- Requirements:
  - Finding of “Blight”
  - Approval of Budget
  - Plan
  - Taxing Entity Committee (TEC) Super Majority

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## *EDA – \$*

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- Public Purpose - New & Higher Paying Jobs–  
Not shifting
- No Retail
- Primarily used for:
  - Business Parks
  - Industrial Parks
  - Employment Centers

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## EDA – \$

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- Requirements:
  - Benefit Analysis
    - Reasonableness
    - Maximize private investment
    - Would development occur anyway?
    - Associated business activity
  - Budget
  - Plan
  - Taxing Entity Committee (TEC) Super Majority

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## CDA – Voluntary Participation

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- Voluntary Participation with all Taxing Entities
- Participation Term Can Vary Between Entities
  
- Requirements:
  - Budget
  - Plan
  - Interlocal Agreements

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## *CDA – Sales Tax \$*

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- Community Development Areas also allow the municipality to share sales tax increment generated in the project area.
  
- Often used in conjunction with a URA for retail areas where Sales Tax Increment is necessary.

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## Estimated Cost and Time

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While every project is unique, the following is an ESTIMATION of the consultant and legal expense and time necessary to create a URA, EDA, or CDA:

- └ URA: 8-10 months, \$40,000
- └ EDA: 6-8 months, \$32,000
- └ CDA: 4-6 months, \$20,000

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## Bonneville Research

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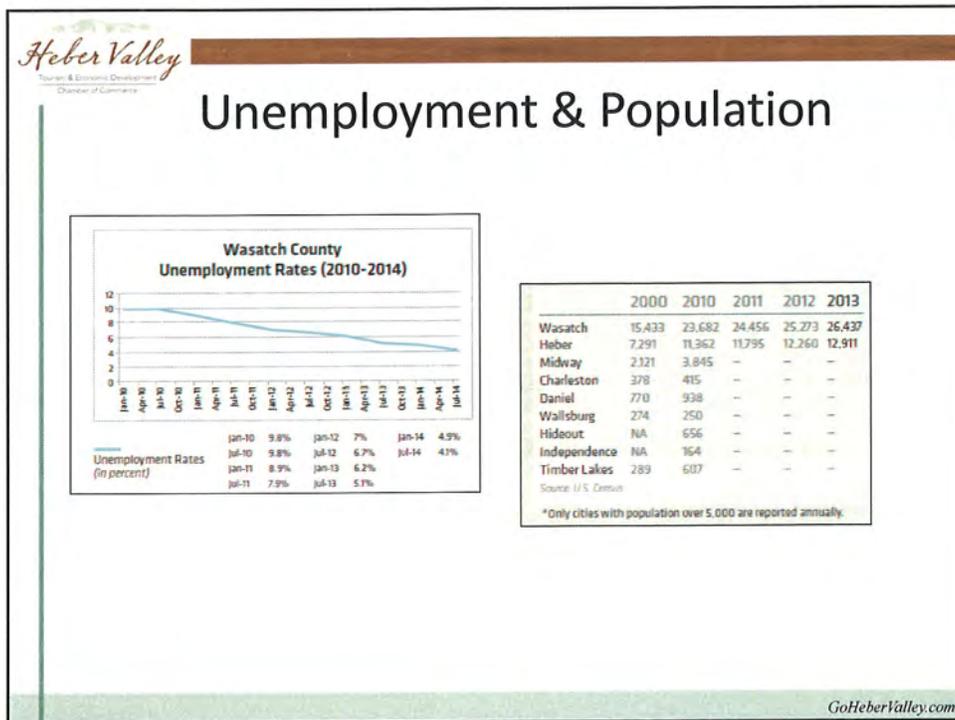
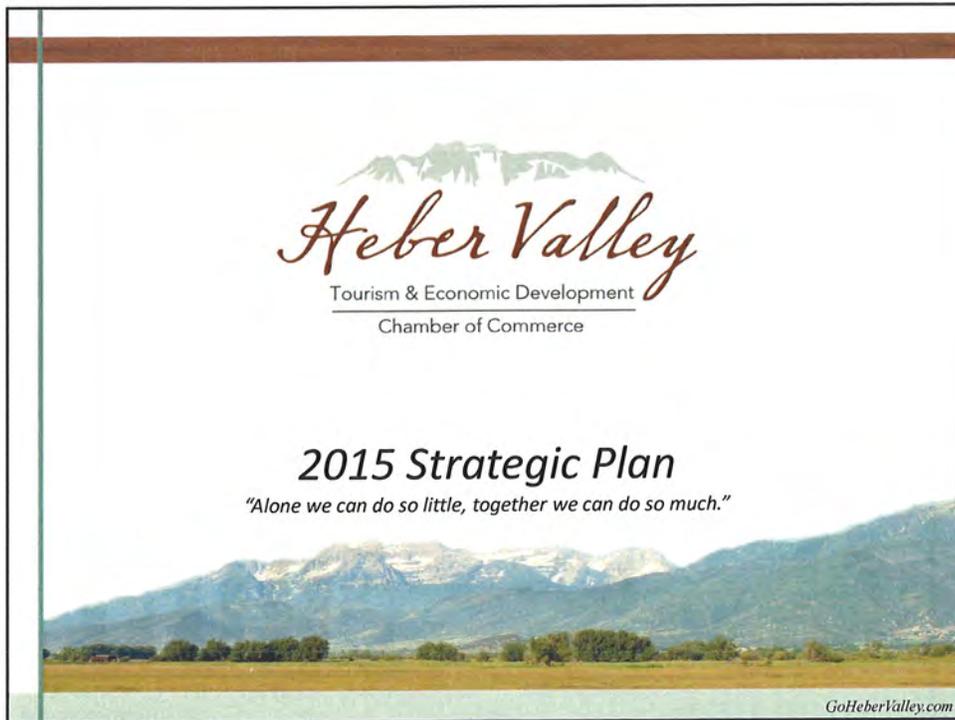
Bonneville Research is a regional consulting firm focused on services to state and local governments including economic analysis for real estate development, public-policy analysis, tourism and economic development. Since its founding in 1976, Bonneville Research has completed assignments throughout the intermountain west yielding unmatched experience in high quality public policy analysis and economic analysis.

- ◆ Market and Financial Feasibility Analysis
- ◆ Economic Development Plans
- Demand Assessment for Public and Cultural Facilities
- Blight Surveys and Benefit Analyses
- Economic and Fiscal Impact

**Jon Springmeyer**  
**801-746-5706**

BONNEVILLE RESEARCH 2016

# TAB 2



**Heber Valley**  
Tourism & Economic Development  
Chamber of Commerce

## Restaurant Tax

**WASATCH COUNTY - Restaurant Tax**  
*Note: Tax deposits are for the tax collected two months prior. Example March deposits are for January's collections.*

	2009	2009 YTD	2010	2010 YTD	2011	2011 YTD	2012	2012 YTD	2013	2013 YTD	2014	2014 YTD	2013/2014	2014/2014	
													% Change	% Change	
JANUARY	14310.43	14,310.43	16,301.05	16,301.05	23,918.05	23,918.05	26,094.46	26,094.46	30,293.65	30,293.65	46,714.62	46,714.62	54.21%	54.21%	
FEBRUARY	21,842.50	36,152.93	35,204.28	51,526.43	42,254.25	49,373.89	49,342.01	45,827.96	17,075.60	47,969.25	34,759.32	39,434.55	36.43%	68.26%	
MARCH	26,724.21	62,877.14	19,891.72	71,427.96	43,844.02	85,227.92	35,588.03	81,436.09	23,536.29	89,556.46	47,944.01	133,018.56	7.68%	29.25%	
APRIL	18,229.27	81,106.41	19,562.40	90,989.56	22,559.05	107,722.02	25,438.98	106,874.02	19,402.46	119,927.91	26,343.29	155,330.87	25.25%	39.07%	
MAY	16,823.82	97,930.23	24,188.26	115,118.52	24,246.94	131,365.46	29,714.52	136,480.00	28,879.91	165,365.82	25,219.23	180,585.05	21.03%	29.24%	
JUNE	25,582.91	123,513.14	48,146.18	163,264.70	44,726.34	178,000.00	56,609.56	194,609.56	64,796.58	209,344.89	49,264.02	238,608.91	-24.79%	11.87%	
JULY	25,408.40	148,921.54	28,802.25	192,066.95	19,676.07	211,743.02	209,841.38	37,648.00	224,968.25	39,731.04	245,675.06	44,372.22	274,622.82	11.34%	11.78%
AUGUST	21,479.22	170,400.76	29,442.47	221,503.43	31,699.54	243,202.97	34,425.94	258,384.91	49,276.52	294,952.78	49,834.96	304,787.74	-7.02%	4.98%	
SEPTEMBER	35,985.45	206,386.21	48,781.30	270,384.21	49,997.02	320,381.23	35,968.25	296,352.48	49,614.77	346,517.55	52,339.05	398,856.60	25.77%	9.28%	
OCTOBER	18,743.58	225,129.79	19,845.44	290,229.65	23,454.96	313,784.21	28,933.00	26,589.00	321,342.44	27,514.27	344,086.82	36,445.42	394,532.24	-4.40%	8.17%
NOVEMBER	14,698.53	239,828.32	21,734.25	311,983.46	24,711.54	336,694.75	31,601.00	368,295.75	28,518.98	396,614.73	38,418.80	435,033.53	0.00%	12.77%	
DECEMBER	22,189.38	262,017.70	32,468.45	344,451.91	38,869.26	373,524.74	56,364.80	424,689.54	41,263.29	425,882.83	41,263.29	467,146.12	0.00%	6.98%	
<b>TOTAL</b>	<b>262,583.81</b>	<b>262,583.81</b>	<b>340,745.79</b>	<b>340,745.79</b>	<b>373,822.74</b>	<b>373,822.74</b>	<b>409,889.24</b>	<b>409,889.24</b>	<b>425,882.83</b>	<b>425,882.83</b>	<b>455,425.66</b>	<b>455,425.66</b>	<b>25.77%</b>	<b>9.28%</b>	

Some taxpayers report monthly and others report quarterly causing inaccuracies in the amounts reported each month.

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Chamber of Commerce

## Transient Room Tax

**WASATCH COUNTY - Transient Room Tax**  
*Note: Tax deposits are for the tax collected two months prior. Example March deposits are for January's collections.*

	2009	2009 YTD	2010	2010 YTD	2011	2011 YTD	2012	2012 YTD	2013	2013 YTD	2014	2014 YTD	2013/2014	2014/2014
													% Change	% Change
JANUARY	41,021	41,021.00	46,876.33	46,876.33	52,841.75	52,841.75	54,716.72	54,716.72	76,707.02	76,707.02	149,750.54	149,750.54	115.07%	115.07%
FEBRUARY	81,393	122,414.00	34,903.05	71,719.38	18,442.57	70,161.92	103,400.00	26,282.98	252,005.05	194,428.81	418,225.45	418,225.45	448.31%	112.31%
MARCH	23,293	145,707.00	105,101.46	176,818.84	101,860.34	178,722.31	177,886.58	205,036.26	468,039.31	219,983.85	638,211.30	638,211.30	6.42%	43.27%
APRIL	21,946	167,653.00	44,982.27	221,635.27	61,452.78	240,188.05	62,144.00	242,332.05	498,278.34	155,364.08	712,752.63	712,752.63	18.00%	42.92%
MAY	10,625	178,278.00	34,798.42	256,433.69	42,004.49	282,238.18	53,620.07	295,858.25	546,009.39	25,029.79	816,882.42	816,882.42	27.44%	38.98%
JUNE	42,369	220,644.00	79,848.08	306,482.16	102,499.64	388,781.80	105,220.22	491,002.02	621,430.89	409,394.28	901,396.30	901,396.30	-11.82%	28.96%
JULY	22,141	242,785.00	79,921.04	326,406.04	61,079.21	347,485.25	71,882.43	514,267.68	39,765.46	754,093.55	121,652.78	875,746.33	16.00%	24.81%
AUGUST	53,621	306,406.00	54,624.02	361,030.26	84,589.54	346,019.80	77,403.60	393,623.40	135,864.29	530,307.74	104,802.42	635,110.16	-15.70%	18.89%
SEPTEMBER	44,710	351,116.00	54,961.01	395,977.81	78,625.44	424,603.25	26,134.72	450,737.97	75,449.02	526,186.99	87,529.16	613,716.15	14.71%	18.79%
OCTOBER	28,143	379,259.00	28,775.97	424,653.78	38,107.84	462,761.09	67,924.90	518,686.00	40,814.99	559,500.99	120,448.45	679,949.44	22.37%	18.34%
NOVEMBER	33,167	412,426.00	39,922.26	452,548.26	122,028.22	574,576.50	140,229.32	718,805.82	42,972.19	761,478.01	122,974.31	884,452.32	11.05%	14.88%
DECEMBER	56,806	469,232.00	51,524.64	524,056.64	103,185.08	627,241.72	89,754.98	717,006.70	150,640.85	868,047.55	148,282.62	1,016,330.17	11.00%	16.30%
<b>TOTAL</b>	<b>416,316.81</b>	<b>416,316.81</b>	<b>562,882.99</b>	<b>562,882.99</b>	<b>1,113,826.64</b>	<b>1,113,826.64</b>	<b>1,215,029.18</b>	<b>1,215,029.18</b>	<b>1,389,909.00</b>	<b>1,389,909.00</b>	<b>1,582,202.62</b>	<b>1,582,202.62</b>	<b>14.34%</b>	<b>19.31%</b>

Some report monthly and others report quarterly causing inaccuracies in the amounts reported each month.

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Tourism & Economic Development  
Chamber of Commerce

## Heber Valley Chamber

- Starting January, 2015, the Heber Valley Chamber will become a membership organization
- Heber Valley Tourism and Economic Development will continue to manage the Chamber and utilize it to support small business development
- The Chamber will continue to have an advisory council to help HVTED staff ensure that we are providing useful services

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Chamber of Commerce

## Vision & Mission

**Vision Statement:**  
Wasatch County will develop a vibrant and sustainable economy and will be recognized as a premier destination to live, work, and play.

**Mission Statement:**  
The mission of Heber Valley Tourism and Economic Development/Chamber of Commerce is to:

1. SUPPORT local business retention and expansion.
2. RECRUIT quality businesses in high-paying industries.
3. INCREASE year-round tourism by promoting area's activities, events, and amenities.

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Chamber of Commerce

## Chamber Committees

1. **Chamber Ambassador Committee:** Promote the mission of the Chamber and encourage local businesses to become members and get involved with the Chamber. The ambassadors will also assist with ribbon cuttings and grand openings
2. **Publicity Committee:** Help promote events, activities, tourism, and other newsworthy developments in Wasatch County
3. **Special Events Committee:** Help plan, organize, and promote any Chamber-sponsored event, including monthly lunches, the economic summit, tree lighting ceremony, golf tournament, etc.
4. **Government Affairs Committee:** Represent the needs of local businesses to public officials (e.g., impact fees, business licenses, etc.)
5. **Main Street Committee:** Focus on the enhancement and beautification of Heber and Midway City's main streets.

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Tourism & Economic Development  
Chamber of Commerce

## 2015 Schedule

Month	Primary Activity	Secondary Activity
January 20	Annual Meeting	Tubing @ Soldier Hollow
February 17	Lunch Speaker	Tourism Roundtable
March 17	Power Networking	Ski Day at Deer Valley
April 21	Lunch Speaker	Main Street Roundtable
May 19	Power Networking	Real Estate & Banking Roundtable
June 16	Lunch Speaker	Chamber Softball Game
July 21	Networking BBQ	Chamber Day @ Farmer's Market
August 18	Lunch Speaker	Chamber Float in Fair Days Parade
September 17	Economic Summit	Golf Tournament
October 20	Power Networking	Community Foundation Giving Day
November 17	Lunch Speaker	Small Business Saturday/Light Tree
December 15	Christmas Party	Chamber Day of Service

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Tourism & Economic Development  
Chamber of Commerce

## Membership Dues

- 1 employee: \$100
- 2-5 employees: \$125
- 6-10 employees: \$200
- 11-30 employees: \$250
- 31-50 employees: \$300
- 51-99 employees: \$400
- 100+ employees: \$500
- Non-profit 501(c)(3): \$100
- Government Organization: \$100
- \*Non-Wasatch County businesses may join for an additional \$50.00

### Chamber Fee Structures

Location	Fee Structure
Vernal	~\$175.00
St. George	~\$275.00
Park City	~\$275.00
Utah Valley	~\$450.00
Heber Valley	~\$125.00

*\*Join online at [gohebervalley.com](http://gohebervalley.com) or complete the print application*

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Tourism & Economic Development  
Chamber of Commerce

# 2015 Marketing Campaign & Outreach Strategy

*GoHeberValley.com*



## Key Objectives

1. Promote overnight visitation to the Heber Valley area
2. Encourage Wasatch County residents to spend their money within the Heber Valley

GoHeberValley.com



## Public Relations

*Building a solid reputation and brand*



- KSL
- ABC 4
- FOX 13
- KUTV
- PCTV



- Hosting local & national bloggers/journalists monthly
- Press Releases on events & news stories
- Quarterly remote broadcasts with TV/radio
- Promoting business & tourism activities
- Build relationships with influential media

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## Trade Shows

*Creating local, national, and international partnerships*



National Tour Association – January, 2015



Wasatch Golf Expo – March, 2015



Go West Summit – February, 2015



Sportsman's Expo – March, 2015



Sportsman's Expo – April, 2015



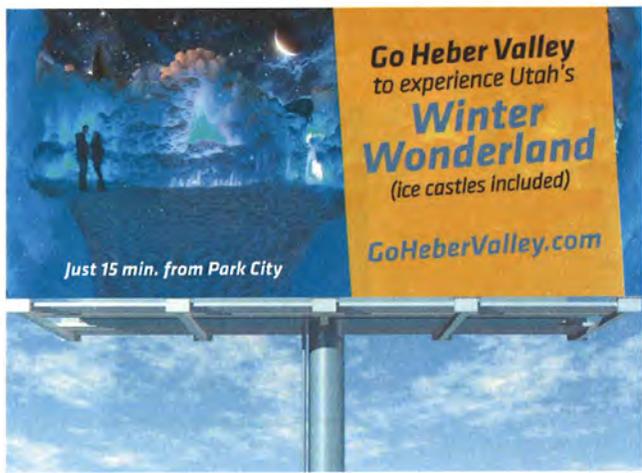
Sportsman's Expo – November, 2015

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*Heber Valley*  
Tourism & Economic Development  
 Chamber of Commerce

## Billboard Campaign

*Generating Heber Valley brand awareness along the Wasatch Front*



15 billboards along the Wasatch Front over a five-month period. The messages include:

- Heber Valley's Winter Wonderland
- Midway's Swiss Alps
- Golf Heber Valley
- Heber Valley Rail Road

*GoHeberValley.com*

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## Digital Advertising

Targeting year-round consumers



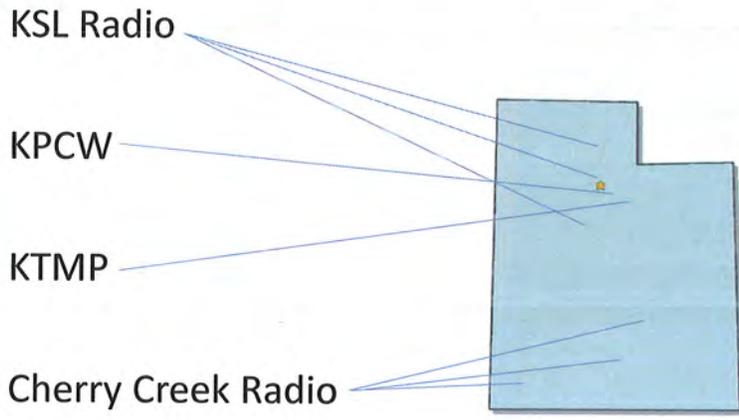
- Trip Advisor banners
- KSL.com banners
- Go-utah.com banners
- Utah.com banners
- Skiutah.com website
- Facebook ads/ giveaways
- Instagram contests
- Pinterest promotions
- Bi-weekly blog giveaways
- Targeted newsletters to 16,140 contacts

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## Radio Advertising

Creating destination and event awareness throughout Utah



KSL Radio

KPCW

KTMP

Cherry Creek Radio

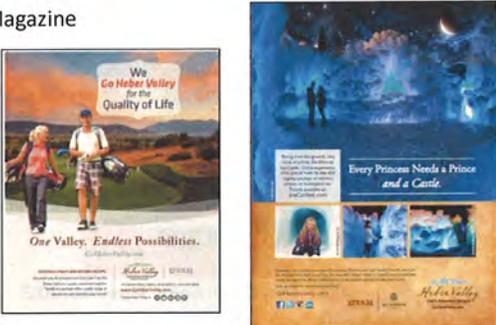
GoHeberValley.com

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## Print Advertising

Targeting specific demographics

- Zion's Bank Community Bank Magazine
- Mountain Express Magazine
- The Heber Valley Guide
- Life in Utah Magazine
- Business in Utah Magazine
- Utah Business Magazine
- Heber Valley Travel Guide
- Ski Utah Magazine
- Utah International Guide
- Utah State Park Brochure




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**Heber Valley**  
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## Television Advertising

Reaching out-of-state audiences

### About Heber Valley

The Heber Valley is one of Utah's most beautiful gems and is home to three state parks, five pristine mountain golf courses, blue-ribbon fishing, a Swiss-themed town, family-friendly events, and so much more.

With only one stoplight between the Heber Valley and the Salt Lake International Airport, access to endless recreation amenities is less than 50 minutes from Salt Lake City and only 15 minutes from Park City.

Come and stay with us and discover your own outdoor adventure!

Creative 30-second promotional videos to be aired on local and regional television channels throughout the summer and fall



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Tourism & Economic Development  
Chamber of Commerce

## Special Events

Attracting local and out-of-state visitors



*Suzanne Miller*  
**TOUR OF UTAH**

Tour of Utah – August, 2015



**PRCA PRORODEO**

PRCA Rodeo – July, 2015



**RAGNAR RELAY SERIES**

Ragnar Relay – June, 2015



**DIRTY DASH**

Dirty Dash – June & September, 2015



**MIDWAY SWISS DAYS**

Midway – September, 2015



*Soldier Hollow Classic*

Swiss Days – September, 2015



**HEBER VALLEY WESTERN MUSIC & COWBOY POETRY GATHERING**

Cowboy Poetry – October, 2015

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## Golf Heber Valley

Driving the Heber Valley golf-scene

**Golf Heber Valley**

Cool temperatures. Unbelievable scenery. This is the Heber Valley — golf experience with five spectacular courses between its bounds. Each course is award-winning and situated against breathtaking backdrops rarely matched by courses elsewhere. Every course in Heber Valley has its own style, its own beauty, but all have beauty and quality in common. Read on to explore each course in detail. [Click each course listing to learn about the summer punch-pass.](#)

Displaying 4 of 5 results

**Crater Springs Golf Course**

700 South Island Blvd. • Heber, UT 84301

Experience the fresh mountain air while enjoying a day surrounded by the stunning Wasatch Mountains, the beautifully maintained greens, and bubbling brooks.

435-457-1000

**Red Ledges Golf Course**

1857 E. Oakley Street • Heber, UT 84301

The award-winning Jack Nicklaus Signature Golf Course at Red Ledges has raised the bar on mountain golf.

877-733-1334

**Soldier Hollow Golf Courses - Gold**

1370 West Soldier Hollow Lane • Midway, UT 84049

The Gold course is a spectacular mountain course with significant elevation changes throughout.

435-654-7440



BOOK A TEE TIME AT SOLDIER HOLLOW



BOOK A TEE TIME AT WASATCH MOUNTAIN



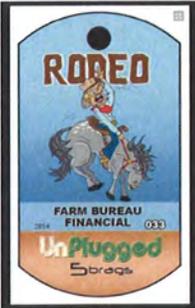
BOOK A TEE TIME AT CRATER SPRINGS

Launch new [GolfHeberValley.com](http://GolfHeberValley.com) website to promote stay and play packages with call center and marketing support

*Heber Valley*  
Tourism & Economic Development  
Chamber of Commerce

# Play Unplugged

*Building the community one child at a time*



**PLAY UNPLUGGED**  
Turn Life On Challenge

*GoHeberValley.com*

*Heber Valley*  
Tourism & Economic Development  
Chamber of Commerce

# Questions?



*GoHeberValley.com*

**HEBER VALLEY**  
**WESTERN MUSIC**  
**& COWBOY POETRY**  
**GATHERING**

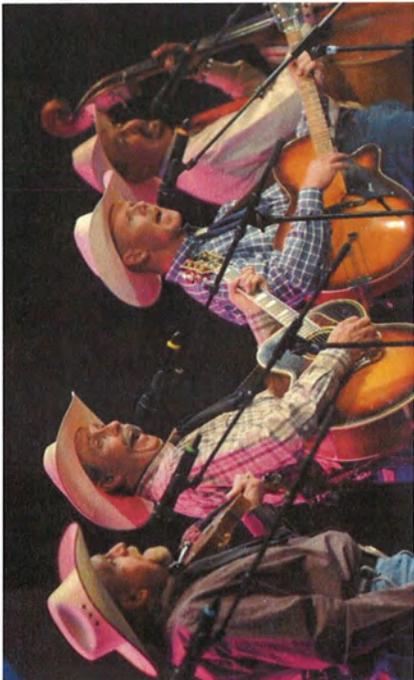
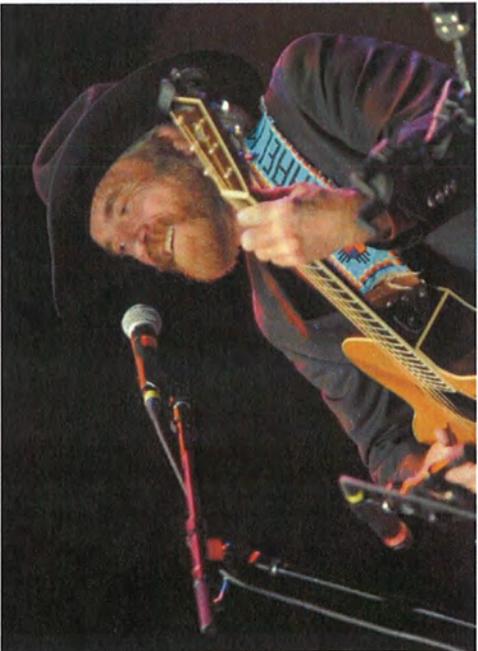


Cowboy Poetry Heber City Council

2014 Results

# Presentation Agenda

- Overview of the 20<sup>th</sup> Anniversary of the Gathering
- Overview of Marketing
- Educational Outreach
- Economic Impact
- Event Financials



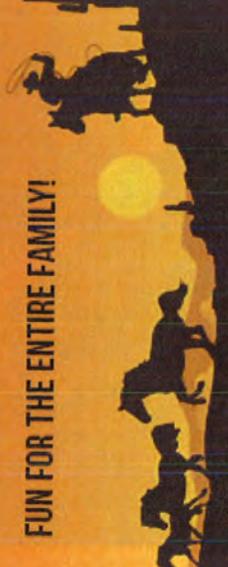
# National Marketing Campaign

20TH ANNUAL  
**HEBER VALLEY**  
**WESTERN MUSIC**  
**& COWBOY POETRY**  
**GATHERING**

**OCT 29 - NOV 2, 2014**

LIVE MUSIC, ENTERTAINMENT & DANCING  
 VIP & COWBOY STEAK DINNER SHOWS  
 BUCKAROO BALL • SHOPPING • GOSPEL HOUR  
 WESTERN THEMED TRAIN RIDES • OPEN MIC  
 WESTERN ART SHOW • HORSE COMPETITIONS

FUN FOR THE ENTIRE FAMILY!



UTAH'S LARGEST CELEBRATION OF THE WESTERN COWBOY  
**TICKETS HVCPCG.COM**  
**435.654.3666**

Presented by:  
**ZIONS BANK**

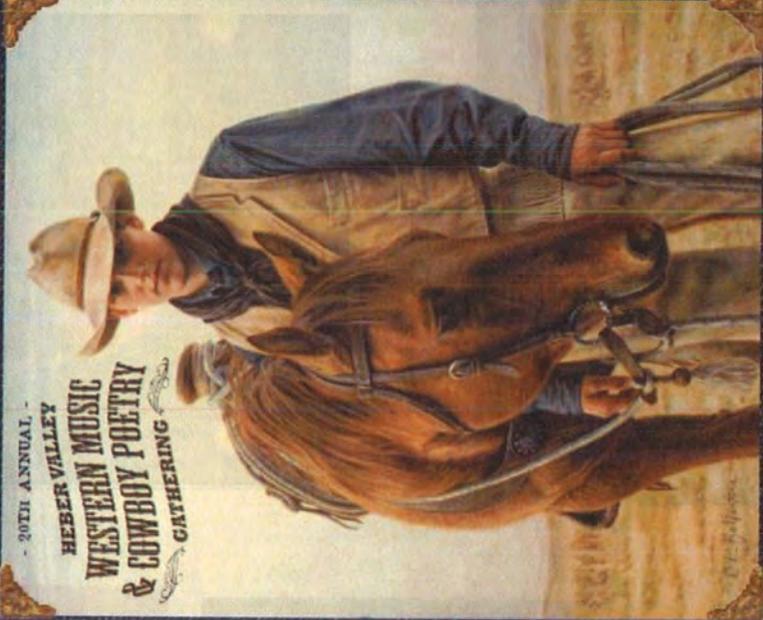
4 DAYS  
 40 ARTISTS  
 9 STAGES  
 30 SHOWS

COWBOY EXPRESS TRAIN  
 DINNER SHOWS  
 BUCKAROO BALL  
 COWBOY CHURCH WORKSHOPS  
 HORSE EVENTS & MORE!

**UTAH**  
LIFE REVEALED

**UTAH'S LARGEST CELEBRATION OF THE AMERICAN WEST**  
 WITH MUSIC, POETRY & ART

OCTOBER 29 - NOVEMBER 2, 2014  
 HEBER CITY, UTAH  
**TICKETS ON SALE NOW! HVCPCG.COM**



20TH ANNUAL  
**HEBER VALLEY**  
**WESTERN MUSIC**  
**& COWBOY POETRY**  
**GATHERING**

Presented by:  
**ZIONS BANK**

4 DAYS  
 40 ARTISTS  
 30 SHOWS

10.29-11.2  
 HEBER CITY, UTAH



TICKETS ON SALE NOW!  
**HVCPCG.COM**

# www.HeberValleyCowboyPoetry.com

1. hvcpq.com	1,367 (24.84%)	66.93%	915 (22.16%)	25.60%
2. deseretnews.com	435 (7.90%)	92.64%	403 (9.76%)	77.70%
3. gohebertvalley.com	431 (7.83%)	56.84%	245 (5.93%)	17.87%
4. semalt.semalt.com	427 (7.76%)	100.00%	427 (10.34%)	100.00%
5. cowboypoetry.com	324 (5.89%)	46.91%	152 (3.68%)	33.33%
6. barjchuckwagon.com	266 (4.83%)	77.07%	205 (4.96%)	18.05%
7. midwaycityut.org	204 (3.74%)	75.49%	154 (3.73%)	62.75%
8. mountainvalleytv.com	203 (3.69%)	90.15%	183 (4.43%)	74.38%
9. ci.heber.ut.us	188 (3.42%)	65.43%	123 (2.98%)	45.21%
10. ksl.com	163 (2.96%)	92.64%	151 (3.66%)	46.63%

81% New Website Visitors

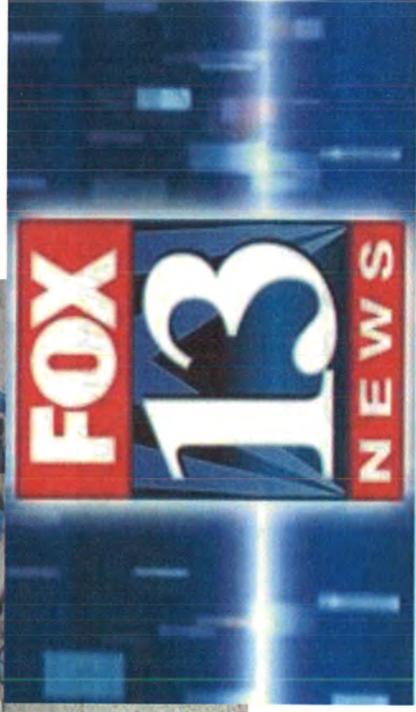
Web Visitors:  
Salt Lake City  
San Francisco  
Los Angeles  
Chicago

## 25,561 Website Visitors

Customer Email List has grown  
to over 5,582 with 6 Email Blasts  
in 2014  
26% Read or Clicked Email Links



# Fox13 with Big Budah Morning Show





# Interaction with Wasatch Schools

- 4,100 elementary students watched and participated in the 2014 Western Assemblies
- 500 4<sup>th</sup> grade students received a Water Color Pencil Set
- 24+ FFA Volunteers
- WHS Choir & Band students as volunteer ushers
- WHS Theater students helping with technical stage
- Free lunch for 68+ teachers & administration
- Overtime pay for janitorial staff & staff support
- 230+ Community Volunteers

## Investment in our community

We appreciate the partnership over the years...

Based on an evaluation of the stage lights, Oasis Lighting repaired damaged lights at a cost to the Cowboy Poetry Committee.

We will continue donations to the FFA program, Choir and Band programs, and the Wasatch Community Foundation Scholarship Program and the Horse of Many Colors Cancer Fundraising program.

## 2014 Investment into Wasatch School District

Wasatch High School Custodial Services \$16,740

Donation to the FFA \$5,000

Donation to the Band & Choir \$1,000

High School Teacher Lunch \$800

Added Value Education Program Value to Elementary

Schools Art Workshops & Assemblies \$9,493

Wasatch Community Foundation Scholarship \$500

# Business Community Economic Benefit

Partnering with Heber Valley Businesses	\$97,331
Hospitality: Soldier Hollow Grill, Tarahumara, Kneaders, Dickey's, Dairy Keen, Fresh Bakery	\$11,163.00
Advertising: Lone Pine Imaging, CRC Signs, Ignition Graphix, KTMP, Wasatch Wave	\$19,790.00
Lodging: Zermatt, Silver Springs Lodge, Holiday Inn, Aspen Transportation	\$12,335.00
Heber Valley Railroad	\$4,200.00
Zermatt Resort Dinner Show Ticket Revenue	\$14,000.00
Wasatch High School- Custodial Services & Administration, Plus Donations to Student Clubs	\$17,990.00

# Economic Benefit to Heber Valley

- 1,214 Room Nights during the Gathering  
October 30 – November 1, 2014
- \$1,699,000 All travel related expenditures -  
excluding lodging/accommodations  
(Spending x Number of attendees x Length of stay)
- **\$1,819,000 Total Economic Impact\***  
(All travel related expenditures + Revenue from out-of-state room sales)

\*based on Utah Office of Tourism Calculator

# 2014 Cowboy Poetry Financials

# 2014 Summary

- Cowboy Poetry was profitable by \$4,200

\*But down from \$9,000 in 2013

- Major Drivers:

- Zion Sponsorship increase
- Cowboy Church Ticket sales
- Reduction of Marketing Expense – Website redesign

Offset by:

- Entertainer Expense, School Repairs, Educational Programs and reduced Zermatt offset

- Total Ticket Revenue was up from 2013 by \$4,000

- Total # of Tickets sold was up, average price was down

# Cowboy Poetry Financial Trend

	2010	2011	2012	2013	2014
<b>Revenue</b>					
EZ Ticket Sales	\$196,100	\$205,400	\$204,800	\$205,000	\$202,400
Zermatt	(11,500)	(14,000)	(19,900)	(24,500)	(16,700)
Net Ticket Revenue	\$184,600	\$191,400	\$184,900	\$180,500	\$185,700
Grants / Sponsorships	91,800	110,000	119,000	95,400	107,300
Other	18,000	20,200	19,800	18,100	18,400
<b>Total Revenue</b>	<b>\$294,400</b>	<b>\$321,600</b>	<b>\$323,700</b>	<b>\$294,000</b>	<b>\$311,400</b>
<b>Expenses</b>					
Entertainers	\$117,000	\$110,000	\$118,000	\$105,600	\$121,000
Marketing/Advertising	78,000	70,000	86,000	62,500	59,600
Zermatt offset				(5,600)	(2,600)
all Other	128,700	119,600	127,900	122,500	129,200
<b>Total Expenses</b>	<b>\$323,700</b>	<b>\$299,600</b>	<b>\$331,900</b>	<b>\$285,000</b>	<b>\$307,200</b>
<b>Income / Loss</b>	<b>\$(22,900)</b>	<b>\$22,000</b>	<b>\$(8,200)</b>	<b>\$9,000</b>	<b>\$4,200</b>

## 2013 Budget vs. Actual

Revenue	2014		Change
	Budget	Actual	
EZ Ticket Sales	\$211,000	\$202,400	\$8,600
Zermatt	(24,000)	(16,700)	(7,300)
Net Ticket Revenue	\$187,000	\$185,700	\$1,300
Grants / Sponsorships	107,500	107,300	\$(200)
Other	14,500	18,400	3,900
<b>Total Revenue</b>	<b>\$309,000</b>	<b>\$311,400</b>	<b>\$3,700</b>
<b>Expenses</b>			
Entertainers	\$120,000	\$121,000	\$(1,000)
Marketing/Advertising	52,000	59,600	(7,600)
Zermatt offset	(4,000)	(2,600)	(1,400)
all Other	128,000	129,200	(1,200)
<b>Total Expenses</b>	<b>\$296,000</b>	<b>\$307,200</b>	<b>\$(11,200)</b>
<b>Income / Loss</b>	<b>\$13,000</b>	<b>\$4,200</b>	<b>\$(8,800)</b>

## Ticket Comparison 2010 - 2014

	2010	2011	2012	2013	2014
<b>Total Tickets</b>	15441	12133	13323	11049	10502
<b>Comp</b>	4728	1139	1946	1430	1370
<b>Sponsor</b>	801	1408	1585	890	674
<b>Church</b>	1500	1496	2390	1594	1131
<b>Net Sold</b>	8412	8090	7402	7135	7327
<b>Homestead/Zermatt</b>	330	360	386	449	336
<b>Revenue Tickets w/o Church</b>	<u>8082</u>	<u>7730</u>	<u>7016</u>	<u>6686</u>	<u>6991</u>
<b>Net \$ Ticket Revenue w/o Church</b>	\$180,254	\$188,896	\$184,900	\$180,698	\$181,519
<b>Avg Ticket Price</b>	<b>\$22.30</b>	<b>\$24.44</b>	<b>\$26.35</b>	<b>\$27.03</b>	<b>\$25.96</b>

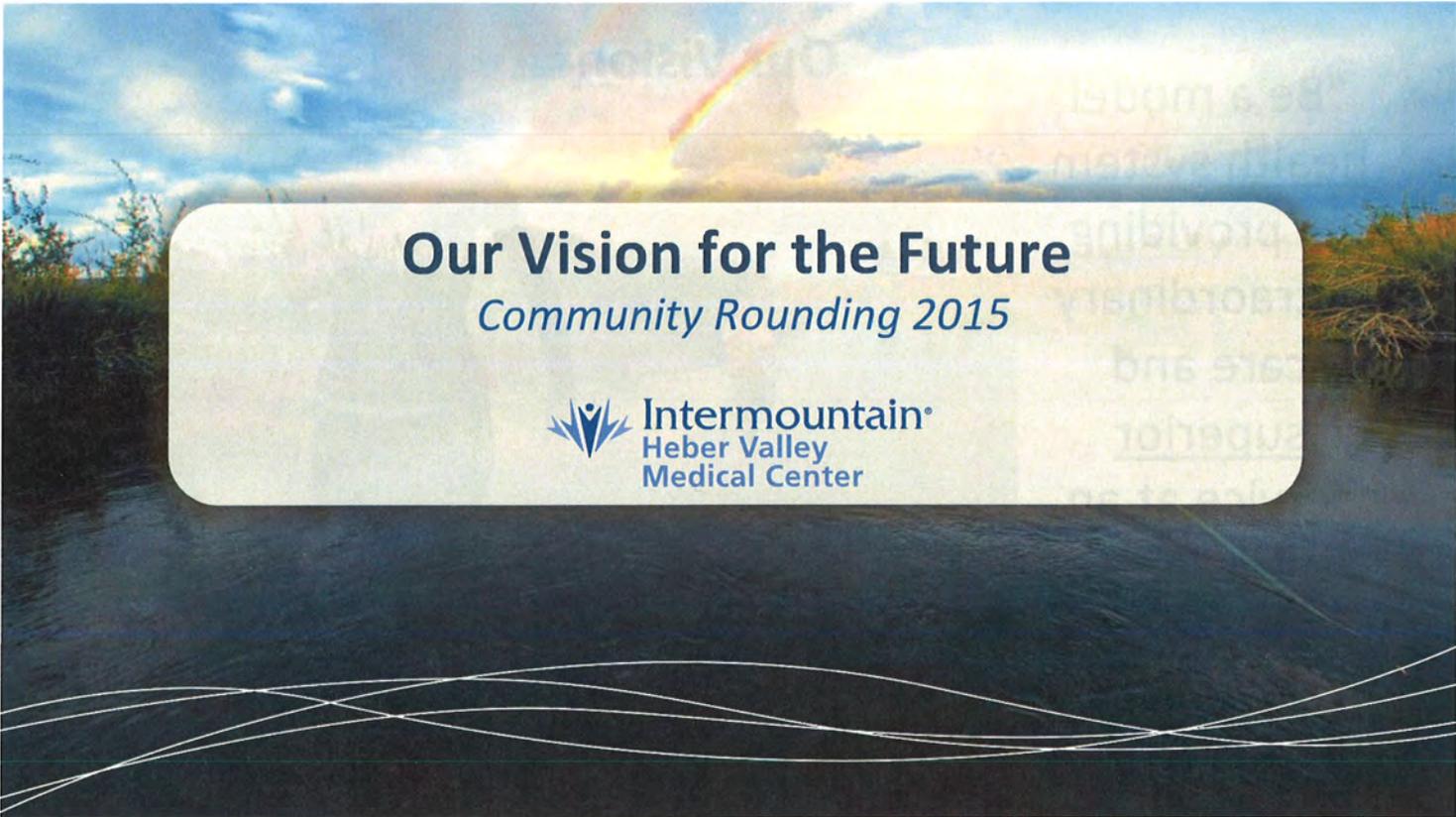
# 2015 Action Items

- Continue to add to contingency fund through profitability \*Goal of \$50,000
- Grow ticket sales through entertainer selection
- Analyze Entertainer expense vs. revenue generated with goal to reduce expense / redirect
- Continue to put on a great Western event for our community and the thousands of visitors who come to our Gathering each year.

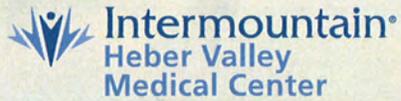
Questions?

Thank you for your supporting  
the Western way of life.

**TAB 3**



**Our Vision for the Future**  
*Community Rounding 2015*



**“Helping people live the healthiest lives possible”**

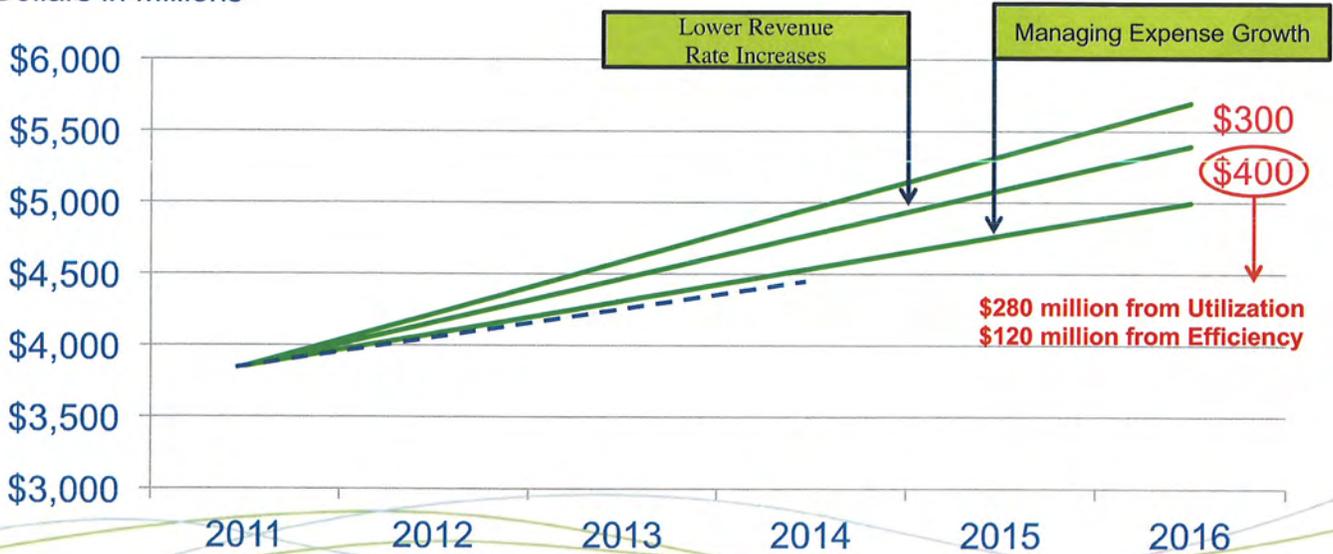
## Our Vision

“Be a model health system by providing extraordinary care and superior service at an affordable cost.”

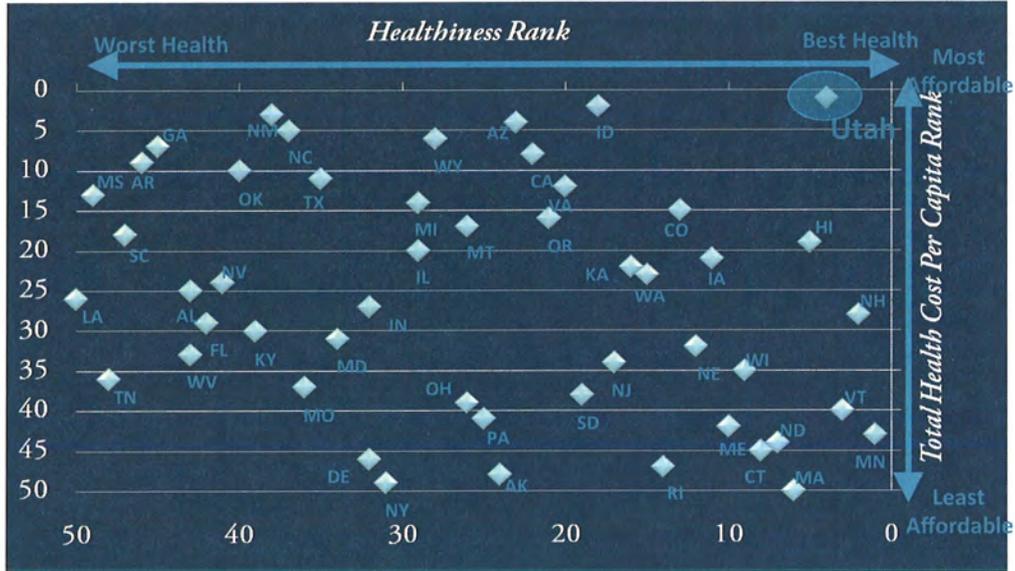


## Managing the trend line

Dollars in Millions



# State Rankings of Healthiness & Value Compared to Total Health Cost Per Capita Rank



Source: Healthiness – United Health Foundation, 2012; Total Health Cost – Kaiser Family Foundation, 2013

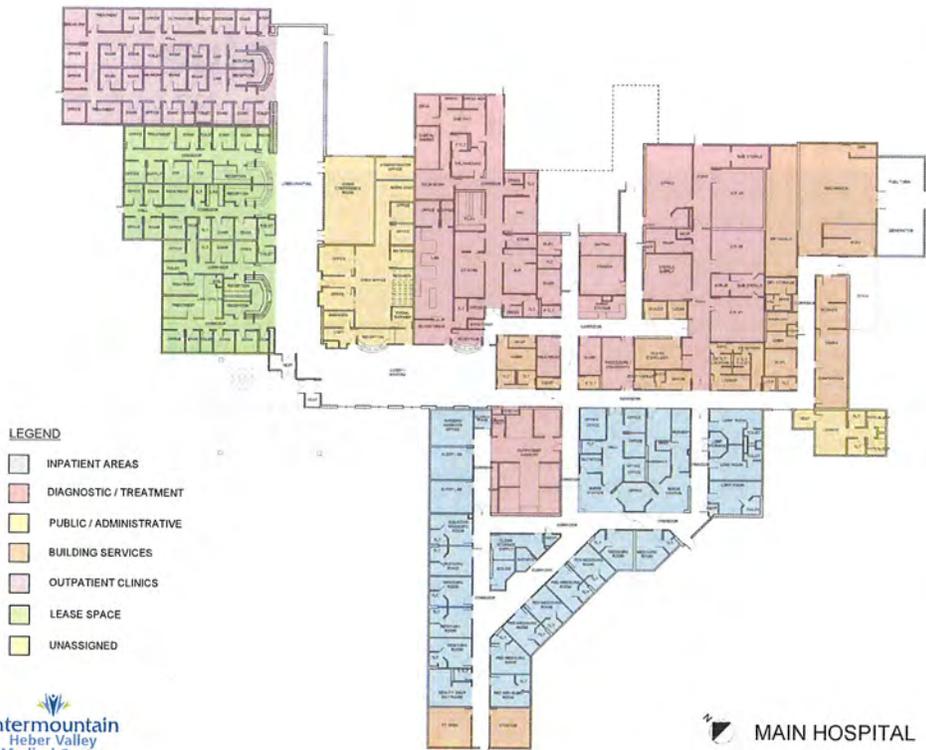


EXISTING SITE PLAN



HKS

**CURRENT FLOOR PLAN**



- LEGEND**
- INPATIENT AREAS
  - DIAGNOSTIC / TREATMENT
  - PUBLIC / ADMINISTRATIVE
  - BUILDING SERVICES
  - OUTPATIENT CLINICS
  - LEASE SPACE
  - UNASSIGNED



MAIN HOSPITAL

HKS

**OPTION "C"**



- LEGEND**
- INPATIENT AREAS
  - DIAGNOSTIC / TREATMENT
  - PUBLIC / ADMINISTRATIVE
  - BUILDING SERVICES
  - OUTPATIENT CLINICS
  - LEASE SPACE
  - UNASSIGNED



MAIN HOSPITAL

HKS  
06 October 2014







## Our Medical Staff

- ENT
  - Bryan Tagge, MD
  - Steven Miller, MD
- General Surgery
  - Danielle Adams, MD
  - Vanessa Hart, MD
  - Dr. O'Brien (May 2015)
- Family Practice
  - Tod Berg, MD
  - Jill Faatz, MD
  - Wayne Graham, DO
  - Todd Haderlie, MD
  - Brian Lofgran, MD
  - Stanton McDonald, MD
  - George Pitts, MD
  - Gregory Tayler, MD
  - David Warnick, MD (June 2015)
- Nephrology
  - Terrence Bjordahl, MD
  - Imaging Services
- Ophthalmology
  - John Fassio, MD
  - Stacy Smith, MD
- Orthopedics
  - Gordon Olsen, MD
  - Rosenberg, Cooley, Metcalf (Fall 2015)
- OB / GYN
  - Christopher Cook, DO
- Pain Management
  - Andrew Talbott, MD
- Pediatrics
  - David Larsen, MD
- Plastic Surgery
  - David Teasley, MD
- Podiatry
  - Spence Harper, DPM
  - David Jaramillio, DPM
  - Ryan Tayler, DPM
- Urology
  - G. David Munday, MD

## Our Services

- 24-hour Emergency Services
  - Ground Trauma Transport
  - Trauma Level Designation
- After-hours clinic
- Dayspring Chemical Dependency
- Dialysis Services
  - *The Pat Moran Dialysis Center*
- Education Classes
  - Pre-Diabetes Classes
  - Diabetes Classes
  - Prenatal Classes
  - Lactation Education
  - Asthma Education
  - Smoking Cessation
  - Coumadin Clinics
- General Surgery
- Imaging Services
- Labor & Delivery
- Laboratory Services
- OB / GYN
- Orthopedics
- Physical Therapy
  - Inpatient services
  - Outpatient services
  - Aquatics Center
  - Athletic Training Program
- Plastic Surgery
- Pharmacy
- Respiratory Therapy
  - Respiratory Outpatient Clinic
- Skilled Nursing
- Sleep Lab
- Surgical Services

## Our Governing Board



Rob Allen



George Bennett



Laura Camper



Byron Day



Jill Faatz, MD



Robert Hicken

Kathleen Hughes



Stanton  
McDonald, MD



Shawn  
Morrow



Gordon Olsen,  
DO



Clair Provost



Redgie Probst



Phil Wright



Paul Weller

Griselle Zelaya

## Transition from Generalist to Specialist model in the Emergency Room



Kris Kemp, MD, ER  
Medical Director



Douglas Dillon,  
MD



Brian Lofgran,  
MD



Todd Haderlie,  
MD



Russell Smith,  
MD



William  
Pidwell, MD



David Tullis,  
MD



David  
Sutherland, MD

### Additional Providers:

- Dr. Amos Burgess, ER
- Dr. Shilog Gilbert, ER
- Dr. Scott Mataoa, ER
- Dr. Peter Tanner, ER



# Intermountain<sup>®</sup> Heber Valley Medical Center



Find us on  
**Facebook**

# TAB 4

# HEBER CITY CORPORATION

## ENGINEERING STAFF REPORT

MEETING TYPE:	Council Work Meeting	MEETING DATE:	February 5, 2015
SUBMITTED BY:	Bart L Mumford	FILE NO:	14012
APPROVED BY:	Mark K. Anderson		
SUBJECT:	<b>2014 TRAFFIC STUDY - PHASE 2 RECOMMENDATIONS</b>		

### PURPOSE

To present the results and recommendations of Heber City's Traffic Study - Phase 2 which covers areas outside the core of Heber.

### RECOMMENDED ACTION

That the Council: 1) consider the recommended signage and striping changes outside the core of Heber; and 2) direct staff to proceed with implementing the changes and installing the signage.

### BACKGROUND/HIGHLIGHTS

The FY15 budget includes funds for a citywide traffic study to review signage and other traffic issues within Heber City. On June 5, 2014, The City Council directed staff to accelerate the portion of the study that would evaluate the proper signage needed for all uncontrolled intersection in the core of Heber. The results of that effort were presented to the Council at the July 3<sup>rd</sup>, Council meeting and the signage was subsequently installed by Public Works.

The second phase of the study reviewed areas outside the core of Heber City and has now been completed. The recommendations are summarized below.

Highlights of the study include the following:

- Street intersection signage was evaluated outside the core of Heber and the recommended changes are shown on the attached maps. These changes are primarily the installation or relocation of stop signs.
- The City's 10 school crosswalks were evaluated and changes to the striping/signage are recommended to bring them into conformance with current MUTCD standards. These are primarily around the Heber Valley Elementary school area.

Additional recommended changes of note include:

- 650 South School House Way, East Leg: Add a new school crosswalk and consider an optional crossing guard. At this time we do not believe another crossing guard is justified.
- 300 West 1000 South: Reverse the stop signs and crosswalks to stop traffic running east and west instead of north and south.

Staff recommends implementing the proposed signage/stripping changes. If approved, Public Works will begin work on these changes in February. A signage retro reflectivity management plan/inventory is also being finished up that will bring the City into compliance with Federal rules, and provide Public Works with a guide for future maintenance of City signage.

**FISCAL IMPACT**

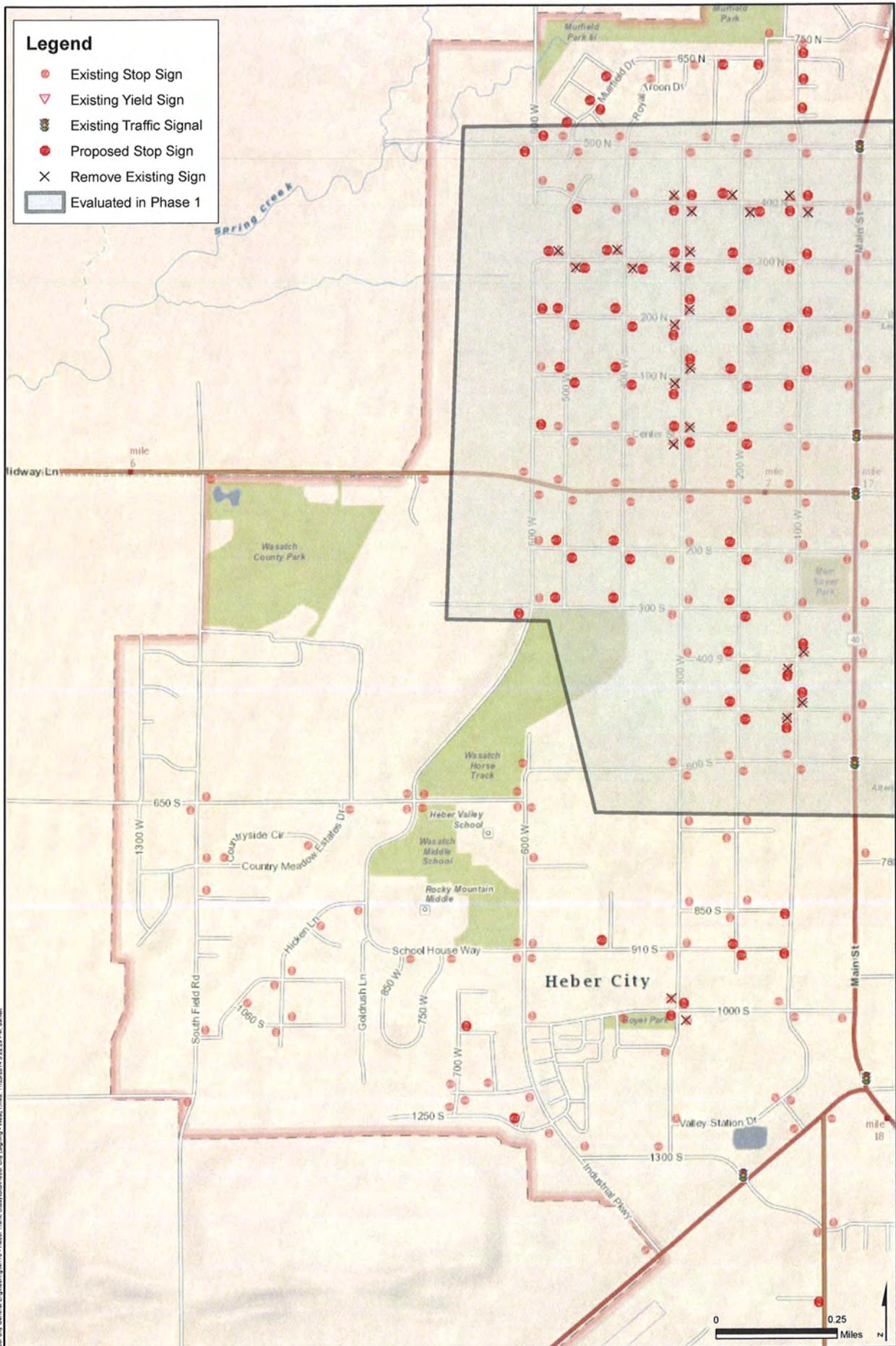
The budget for the study was \$55,000. The additional cost for installation of the intersection signage by Public Works, without labor, was approximately \$24,000. The estimated additional cost for the recommended signage in Phase 2 is \$18,750 (125 signs x \$150 per sign).

**LEGAL IMPACT**

None

**Legend**

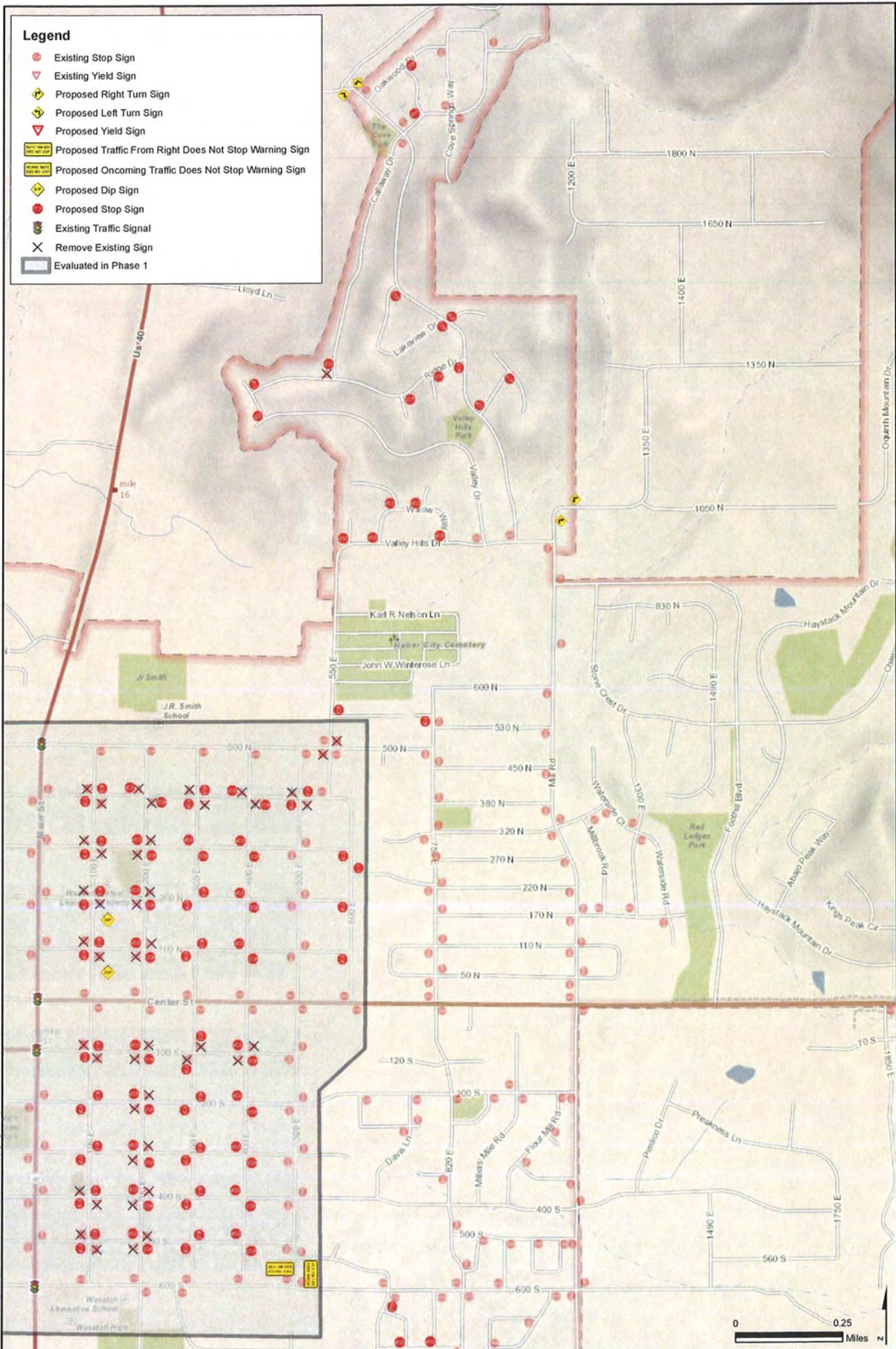
- Existing Stop Sign
- ▽ Existing Yield Sign
- 🚦 Existing Traffic Signal
- Proposed Stop Sign
- ✕ Remove Existing Sign
- ☐ Evaluated in Phase 1



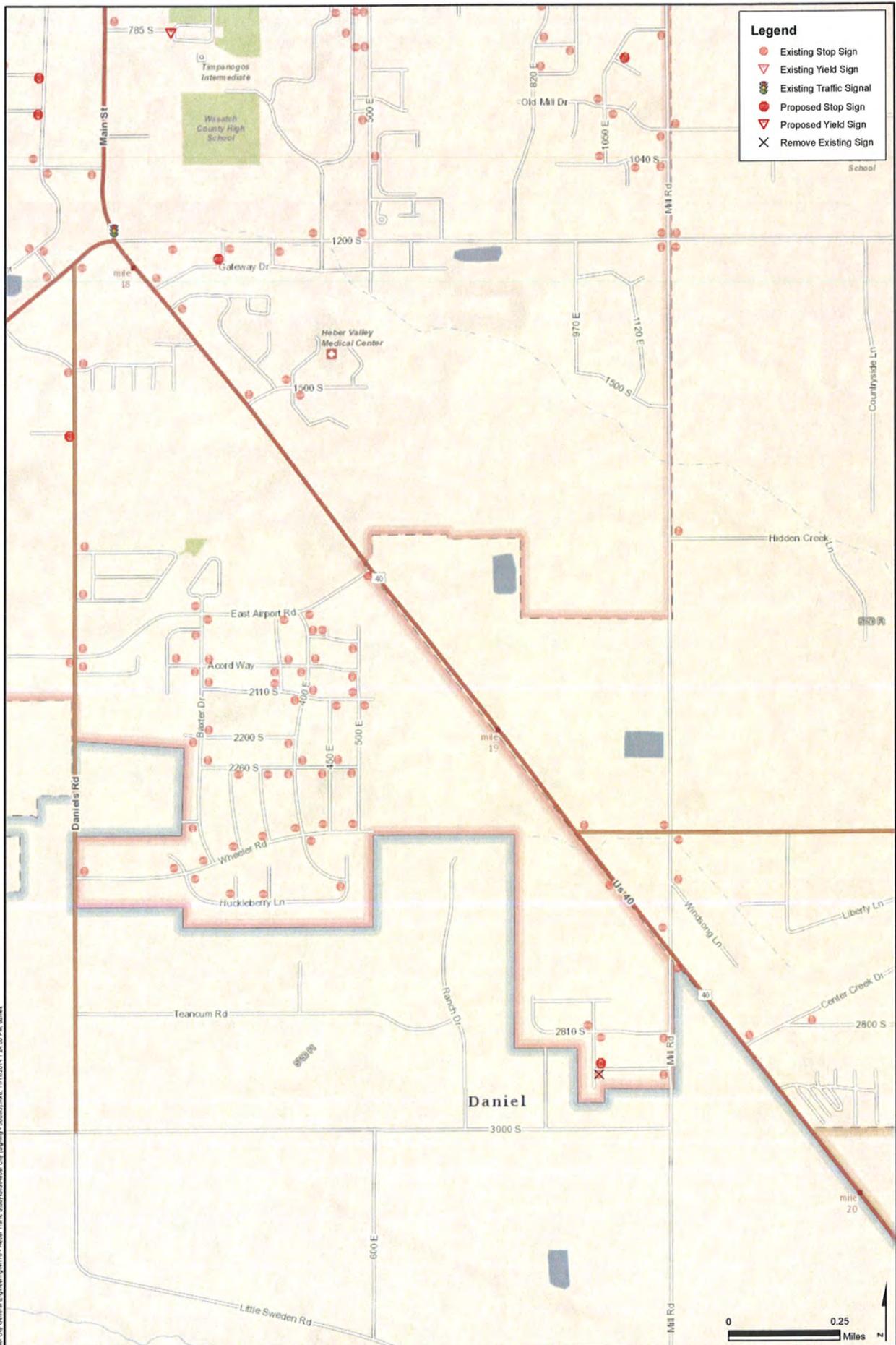
0:10214mb-2014-07-Heber City General Engineering/M/178 - Heber Traffic Study/Heber City (Signage - West).indd 11/25/2014 3:22:29 PM sbawell

**Legend**

- Existing Stop Sign
- ▽ Existing Yield Sign
- ▶ Proposed Right Turn Sign
- ◀ Proposed Left Turn Sign
- ▽ Proposed Yield Sign
- ⚠ Proposed Traffic From Right Does Not Stop Warning Sign
- ⚠ Proposed Oncoming Traffic Does Not Stop Warning Sign
- ◀ Proposed Dip Sign
- Proposed Stop Sign
- 🚦 Existing Traffic Signal
- ✕ Remove Existing Sign
- ☐ Evaluated in Phase 1



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To: Bart Mumford, PE

From: Kelly Ash, PE, PTOE  
Daniel Thurgood

Date: November 5, 2014



**Subject: Heber City Traffic Control Phase 2 Report**

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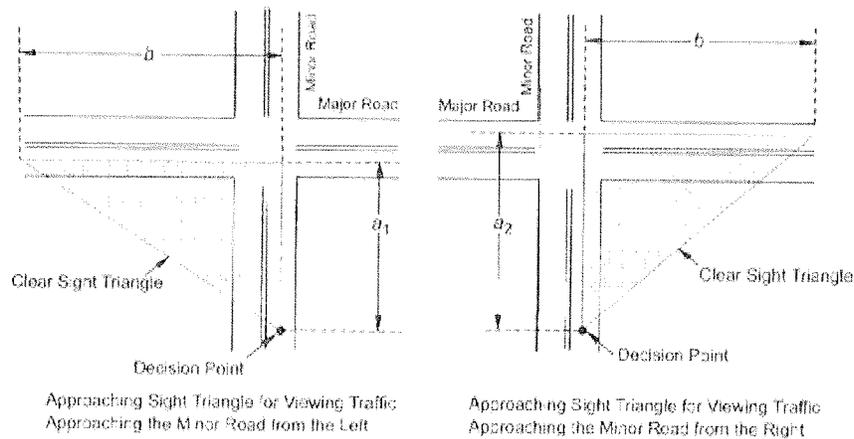
The purpose of this memorandum is to present the findings of the second phase of the signing study performed for Heber City. The study area for the first phase of the project was between 500 North to 600 South and 600 West to 600 East. The second phase of the study expanded the study area to include the remaining intersections within city limits. The study was performed to create a signing layout that would help facilitate travel and improve intersection safety throughout the City. This includes recommendations for the removal and/or installation of stop or yield signs at various intersections throughout the study area. The project also included recommendations for the installation of various warning signs throughout the City as well.

### **Analysis**

Turning movement and average daily traffic (ADT) data were collected at various locations between July and September 2014. The locations where data was collected are shown in the attached Data Collection map. Raw count data can be found in the appendix of this report.

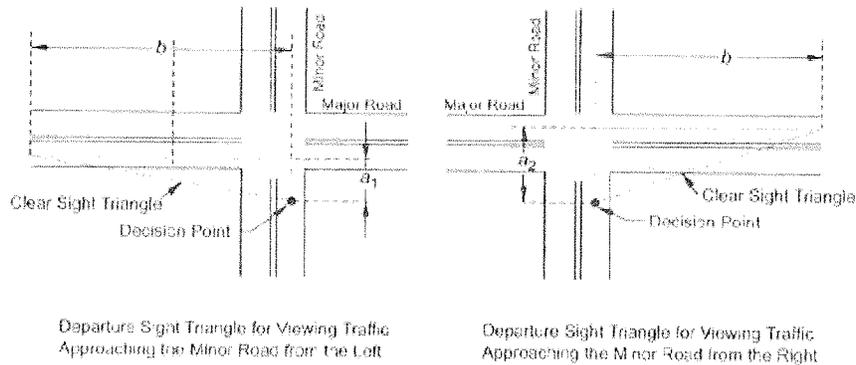
The decision whether stop signs or yield signs should be installed was primarily based on traffic volumes and available sight distance. In accordance with the Utah MUTCD (December, 2011), a stop or yield control should be used on the minor approach to an intersection if there is restricted sight distance at the intersection or if crash records indicate that a stop or yield control could mitigate crashes. Placing the stop or yield sign on the minor approach minimizes the overall delay and congestion at each intersection; however, engineering judgment should be used to determine the appropriate control for each intersection.

According to Chapter 9 of AASHTO's A Policy on Geometric Design of Highways and Streets, 6<sup>th</sup> Edition, the sight distance needed by drivers on yield-controlled approaches exceeds that for stop-controlled approaches. Figure 1 below shows the sight triangles needed for both a yield and stop condition. The recommended length of the sides of each sight triangle is a function of the speed of each approach. Table 1 shows the recommended sight distance measurements for a design speed of 25 mph.



Approach Sight Triangles (Uncontrolled or Yield-Controlled)

- A -



Departure Sight Triangles (Stop-Controlled)

- B -

(Source: AASHTO's A Policy on Geometric Design of Highways and Streets, 6<sup>th</sup> Edition)

Figure 1 Sight Distance Triangles

Table 1 Sight Distance Measurements for 25 MPH Design Speed

Type of Control	Maneuver	Minimum Sight Distance Measurement (ft) for 25 mph (See Figure 1)		
		a <sub>1</sub>	a <sub>2</sub>	b
Yield	Crossing	130	142	240
	Left Turn			295
Stop	All	20.5	32.5	280

(Source: Chapter 9 of the AASHTO's A Policy on Geometric Design of Highways and Streets, 6<sup>th</sup> Edition)

Multi-way stop locations throughout the City were also analyzed as part of the study to determine the appropriate control for each intersection. Section 2B.07 from the Utah MUTCD outlines the appropriate use for multi-way stop applications. In summary, multi-way stop intersection controls should be used

where the volume of traffic on the intersecting roads is approximately equal. A multi-way stop may be considered as an interim solution to a traffic signal where a traffic signal is justified but cannot be installed immediately. A multi-way stop may be justified if five or more crashes that are susceptible to correction by a multi-way stop installation were reported within a 12 month period. Such crashes include right-turn and left-turn collisions as well as right-angle collisions. Minimum volumes suggested for a multi-way stop are as follows:

1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*

Other criteria that may be considered when determining if a multi-way stop is appropriate include:

- A. *The need to control left-turn conflicts;*
- B. *The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*
- C. *Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
- D. *An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.*

## **Intersection Control Signing Recommendations**

Based on the criteria outlined above, each intersection throughout the City was evaluated. In addition, a site visit was performed to determine the type of intersection control (stop vs. yield control) needed at each intersection. Crash data was also reviewed throughout the study area to determine the best control for each intersection (See Appendix). A series of maps have been created to document the existing intersection control signing throughout the remainder of the City, as well as recommended changes to the intersection control signing (See Appendix). Table 2 provides a summary of the total number of sign installations and removals recommended.

## **School Crosswalk Inventory and Recommendations**

As part of the Phase 2 traffic control analysis, an inventory of each school crosswalk throughout the entire City was performed. The signing and striping associated with each school crosswalk were measured and documented for comparison with the standards found in the Utah MUTCD. The following includes a summary of needed improvements for each school crosswalk. Table 2 provides a summary of the total number of signs needed to meet the requirements.

### **500 NORTH AND 300 EAST**

- Two "Ahead" plaques (W16-9P) for east and west approaches to the crosswalk are required to be installed on the same post as the existing School warning signs (S1-1).

- Two Diagonal Arrow plaques (W16-7P) are required on the existing School warning signs (S1-1) at the crosswalk.
- Two new "End School Speed Limit" signs (S5-3) are required for each approach on 500 North located 50 feet beyond the crosswalk. Remove the old "End School Zone" sign on the southeast corner.
- Red curb on the south-east corner needs to be 40 feet in length (currently 35 feet in length).

#### **500 EAST AND 600 SOUTH**

- A School warning sign (S1-1) with an "Ahead" plaque (W16-9P) is required approximately 250 feet north of crosswalk on 500 East. Location of the sign should be in line with the new "SCHOOL" striping.
- A School warning sign (S1-1) with a Diagonal Arrow plaque (W16-7P) is required at the crosswalk on the north-east corner of the intersection.
- A School warning sign (S1-1) with an Advanced Turn Arrow plaque (W16-6P) could be installed 250 feet in advance of the intersection on the eastbound and westbound approaches on 600 South. These signs are optional according to the MUTCD; however it is recommended that these signs be installed at this intersection.
- A School warning sign (S1-1) with a Left Turn Arrow plaque (W16-5P) could be installed at the intersection on the eastbound approach. This sign is also optional according to the MUTCD; however, since this is the only approach to the intersection that is not stop controlled, it is recommended that this sign be installed.

#### **MILL ROAD AND 600 SOUTH**

- On the northbound and southbound approaches, all of the existing School warning signs (4) (S1-1), "Ahead" plaques (2) (W16-9P) and Diagonal Arrow plaques (2) (W16-7P) are yellow signs that need to be replaced in order to be the correct color (florescent yellow-green). The advanced school crosswalk assembly (S1-1 & W16-9P) for the northbound approach is missing and needs to be replaced. Additionally, the school crosswalk warning assembly (S1-1 & W16-7P) on the northwest corner should be installed on the southwest corner since the crosswalk was relocated to cross the south leg of the intersection.
- It is recommended that the existing Reduced Speed School Zone (RSSZ) at this intersection be evaluated to determine if the warrants for a RSSZ are met in accordance with the Utah MUTCD. If the RSSZ is warranted, the following recommendations would apply:
  - Two new "End School Speed Limit" signs (S5-3) should be installed on north-east and south-west corners 50 feet beyond the crosswalk to replace the existing "End School Zone" signs.
  - The School Speed Limit 20 MPH When Flashing sign (S5-1) on the south leg needs to all be moved 50 feet to the south due to the 35 mph speed limit on Mill Road. Similarly, the advanced school crosswalk assembly (S1-1 & W16-9P) for this approach should be installed 175 feet south of where the School Speed Limit 20 MPH When Flashing sign (S5-1) is relocated (see Figure A10 on Page 746 of the Utah MUTCD).

#### **MILL ROAD AND 980 SOUTH/OLD MILL DRIVE**

- A new school crosswalk was recently installed across the south leg of this intersection; however, none of the required signs were installed. This includes four School warning signs (S1-1), two Ahead plaques (W16-9P), two Diagonal Arrow plaques (W16-7P).
- It is recommended that a warrant analysis be performed to determine if a Reduced Speed

School Zone (RSSZ) is warranted at this location. If a RSSZ is warranted, two End School Speed Limit signs (S5-3) and two School Speed Limit 20 MPH When Flashing signs (S5-1) should be installed.

- A School warning sign (S1-1) and Ahead plaque (W16-9P) are required on Old Mill Drive next to the "SCHOOL" striping on the roadway.

#### ***CENTER STREET AND 200 EAST***

- In coordination with the school's Safe Routes to School plan, this school crosswalk has been moved to 300 East. All signs, distances and striping are correct.

#### ***INDUSTRIAL PARKWAY/600 WEST AND SCHOOL HOUSE WAY/910 SOUTH***

- See additional discussion regarding traffic control at this school crosswalk in the Additional Recommendations section below.
- Due to the number of school children observed crossing the west leg of the intersection, the existing crosswalk should be changed to a school crosswalk. As a result, both signing and striping will need to be updated to be consistent with Figure A4 on page 746 A4 of the Utah MUTCD. This includes adding a School warning sign (S1-1) with a Diagonal Arrow plaque (W16-7P) on the northwest corner and adding an "Ahead" plaque (W16-9P) to the existing School warning sign (S1-1) located 250 feet west of the intersection. "SCHOOL" pavement markings should be added at in the eastbound and westbound directions 250 feet in advance of the crosswalk. Additionally, the existing School warning sign (S1-1) that is 115 feet west of the crosswalk should be removed.
- On the south leg, move the existing School warning sign (S1-1) 65 feet back adjacent to the "SCHOOL" pavement marking. An "Ahead" plaque (W16-9P) is required on the existing School warning sign (S1-1).
- On the east leg, the existing School warning sign (S1-1) needs to be moved back 65 feet to meet the 250 feet required distance. An "Ahead" plaque (W16-9P) is required on the existing School warning sign (S1-1).
- On the north leg, there are three School warning signs (S1-1) that have been installed on this approach that are redundant and should be removed. A single School warning sign (S1-1) with an "Ahead" plaque (W16-9P) should be installed 250 feet north of the school crosswalk.
- A School warning sign (S1-1) with a Diagonal Arrow plaque (W16-7P) is required at the crosswalk on the north-east corner of the intersection.

#### ***INDUSTRIAL PARKWAY/600 WEST AND 650 SOUTH***

- See additional discussion regarding traffic control at this school crosswalk in the Additional Recommendations section below.
- Due to the number of school children observed crossing the west leg of the intersection, the existing crosswalk should be changed to a school crosswalk. As a result, both signing and striping will need to be updated to be consistent with Figure A4 on page 746 A4 of the Utah MUTCD. This includes adding a School warning sign (S1-1) with a Diagonal Arrow plaque (W16-7P) on the northwest corner and adding a School warning sign (S1-1) with an "Ahead" plaque (W16-9P) 250 feet west of the intersection. The existing School warning sign (S1-1) on the west approach should be removed since the sign is out dated. "SCHOOL" pavement markings should be added at in the eastbound direction 250 feet in advance of the crosswalk.
- On the south leg, there are three School warning signs (S1-1) that have been installed on this approach that are redundant and should be removed. A single School warning sign (S1-1) with

an "Ahead" plaque (W16-9P) should be installed 250 feet north of the school crosswalk.

- On the north leg, an "Ahead" plaque (W16-9P) is required on the existing School warning sign (S1-1). The existing sign needs to be relocated 50 feet north of the RSSZ assembly
- A School warning sign (S1-1) with a Diagonal Arrow plaque (W16-7P) is required at the crosswalk on the southwest corner of intersection.
- According to the Utah MUTCD, Reduced Speed School Zones (RSSZ) are not to be used at intersections that are stop-controlled (see Section 7A.03 of the Utah MUTCD). As a result, it is recommended that the RSSZ on 600 West be removed. If the City decides to continue to use the existing RSSZ, the signing for the RSSZ should be updated to be consistent with the requirements outlined in Figure A11 of Chapter 7 of the Utah MUTCD:
  - Two new "End School Speed Limit" signs (S5-3) should be installed on north-east and south-west corners 50 feet beyond the crosswalk.
  - The RSSZ assembly on the south leg needs to be moved 570 feet to the north.
  - The single School warning sign (S1-1) with an "Ahead" plaque (W16-9P) on the south leg should be installed 100 feet south of the RSSZ assembly.

#### **SCHOOL HOUSE WAY AND 650 SOUTH**

- See additional discussion regarding traffic control at this school crosswalk in the Additional Recommendations section below.
- Due to the number of school children observed crossing the east leg of the intersection, the existing crosswalk should be changed to a school crosswalk. As a result, both signing and striping will need to be updated to be consistent with Figure A4 on page 746 A4 of the Utah MUTCD. This includes adding a School warning sign (S1-1) with a Diagonal Arrow plaque (W16-7P) on the southeast corner and adding a School warning sign (S1-1) with an "Ahead" plaque (W16-9P) 250 feet both east and west of the school crosswalk. The existing School warning sign (S1-1) on the eastbound and westbound approaches should be removed since the signs are out dated. "SCHOOL" pavement markings should be added 250 feet in advance of the crosswalk in both directions.
- On the north leg, the existing sign with both a railroad crossing warning sign and School warning sign (S1-1) on the same post should be removed since these signs are redundant and not required. If the existing School warning sign is not removed, an "Ahead" plaque (W16-9P) should be installed on the existing post.
- On the south leg, the existing School warning sign (S1-1) in advance of the intersection should be removed since this sign is optional. In addition, the existing School warning sign (S1-1) at the crosswalk on the southeast corner should be removed since it is not required due to the presence of a stop sign on this approach and since there is not enough school children using the crosswalk across the south leg of the intersection to justify a school crosswalk. Similarly, the existing School warning sign (S1-1) on the southwest corner of the intersection should be removed.
- According to the Utah MUTCD, Reduced Speed School Zones (RSSZ) are not to be used at intersections that are stop-controlled (see Section 7A.03 of the Utah MUTCD). As a result, it is recommended that the RSSZ on 650 South be removed. If the City decides to continue to use the existing RSSZ, the signing for the RSSZ should be updated to be consistent with the requirements outlined in Figure A11 of Chapter 7 of the Utah MUTCD including:
  - Relocating the existing RSSZ assembly to the west so that it is 150 feet from the stop bar.
  - A new RSSZ assembly should be installed on the east leg 150 feet from the stop bar.

- A School warning sign (S1-1) with an “Ahead” plaque (W16-9P) should be installed 100 feet prior to the RSSZ assemblies for both the east and west legs.
- Two new “End School Speed Limit” signs (S5-3) should be installed on north-west and south-east corners 50 feet beyond the crosswalk.

**SCHOOL HOUSE WAY AND 750 WEST**

- On the west leg, the existing School warning sign (S1-1) should be relocated adjacent to the existing “SCHOOL” pavement marking. An “Ahead” plaque (W16-9P) is required on this sign.
- A School warning sign (S1-1) with a Diagonal Arrow plaque (W16-7P) is required at the crosswalk on the southeast corner of intersection.
- A School warning sign (S1-1) with a Diagonal Arrow plaque (W16-7P) is required at the crosswalk on the northeast corner of intersection.
- Relocate the existing School warning sign (S1-1) back 170 feet adjacent to the new “SCHOOL” pavement marking on the east leg of the intersection. An “Ahead” plaque (W16-9P) is required on the existing School warning sign (S1-1) at this location.

**600 SOUTH AND 200 EAST**

- A School warning sign (S1-1) with a Diagonal Arrow plaque (W16-7P) is required at the crosswalk on the south-east corner of intersection.
- A Diagonal Arrow plaque (W16-7P) is required on the existing School warning sign (S1-1) on the north-east corner of intersection.
- On the west approach, move the existing School warning sign (S1-1) back 40 feet to the west to match the “SCHOOL” striping on the west approach. An Ahead plaque (W16-9P) is required on the existing School warning sign (S1-1) at this location.
- An Ahead plaque (W16-9P) is required on the existing School warning sign (S1-1) on the east approach.
- Two new End School Speed Limit signs (S5-3) are required on northwest and southeast corners approximately 50 feet beyond the crosswalk to replace the existing “End School Zone” signs.

**Table 2. Signing Summary (Phase 2)**

<i>Sign Description</i>	<i>MUTCD Sign Designation</i>	<i>Size (inches)</i>	<i>Quantity</i>
Stop Sign	R1-1	30x30	44
Yield Sign	R1-2	36x36x36	1
Horizontal Alignment	W1-1L	30x30	2
Horizontal Alignment	W1-1R	30x30	2
Ahead Plaque	W16-9P	24x12	19
Diagonal Arrow Plaque	W16-7P	24x12	15
End School Speed Limit Sign	S5-3	24x30	12
School Warning Sign	S1-1	36x36	25
School Speed Limit 20 MPH When Flashing	S5-1	24x48	2
Turn Arrow Plaque	W16-5P	24x18	1
Advanced Turn Arrow Plaque	W16-6P	24x18	2
Sign Relocation	N/A	N/A	4
Sign Removal	N/A	N/A	23

## Additional Recommendations

### *Recommended Traffic Calming Considerations*

As indicated in Section 2B of the Utah MUTCD, stop signs should not be used for speed control. Stop signs are designed to regulate the flow of traffic. It is recommended that traffic calming measures be considered as an alternative to multi-way stop controls. The use of traffic calming measures can be an effective method in reducing vehicle speeds and/or volume without hindering the flow of traffic. The Institute of Transportation Engineers (ITE) defines traffic calming as “changes in street alignment, installation of barriers, and other physical measures to reduce traffic speed and/or cut-through volumes, in the interest of street safety, livability, and other public purposes.” Examples of traffic calming measures include raised intersections, speeds tables, and bulb-outs among others. Traffic calming measures are commonly utilized by various transportation jurisdictions as an effective tool in developing neighborhood environments that adequately accommodate all modes of transportation (motor vehicles, pedestrians, bicyclists, etc.).

### *Heber Valley Elementary & Rocky Mountain Middle School Areas*

Specific consideration was given to intersections surrounding Heber Valley Elementary School and Rocky Mountain Middle School. Regular school hour for Heber Valley Elementary School are from 8:45 AM to 3:20 PM. Regular school hours for Rocky Mountain Middle School are from 7:45 AM to 2:17 PM.

Pedestrian and vehicle data were collected between September 2<sup>nd</sup> through the 4<sup>th</sup> for the before-school and after-school periods at each location. In accordance with Chapter 7 of the Utah MUTCD, the before-school period is defined as 45 minutes prior to the beginning of school to 15 minutes after the start of school. The after-school period is defined as 15 minutes prior to the end of school to 45 minutes after the end of school. The data was collected during these timeframes at the following locations:

- Industrial Parkway (600 West) and School House Way (910 South)
- Industrial Parkway (600 West) and 650 South
- School House Way and 650 South

Due to the close proximity and overlapping before- and after-school periods of Heber Valley Elementary School and Rocky Mountain Middle School, the collection period at the intersections adjacent to those schools were expanded to incorporate the before-school and after-school periods of both schools. A volume summary of the before- and after-school peak periods at each location is shown in Table 3. Specific recommendations for each location are discussed below.

**Table 3. Heber Valley Elementary & Rocky Mountain Middle School Area Volume Summary**

Location	Peak Hour	Northbound				Southbound				Eastbound				Westbound				Total Peds
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
600 W & 650 S	7:45 AM-8:45 AM	56	70	0	15	0	65	109	1	100	0	66	21	0	0	0	0	37
	2:30 PM-3:30 PM	42	91	0	17	0	62	90	0	40	0	39	26	0	0	0	0	43
650 S & School House Way	7:15 AM-8:15 AM	27	63	70	1	19	72	3	1	3	37	22	0	18	21	9	4	6
	2:15 PM-3:15 PM	15	34	37	1	23	17	5	0	4	36	4	0	16	38	11	13	14
600 W & School House Way	7:00 AM-8:00 AM	99	33	10	1	10	18	104	7	63	56	95	13	3	47	8	3	24
	3:00 PM-4:00 PM	23	95	9	0	6	83	7	5	15	8	30	26	7	11	28	0	31

### ***Industrial Parkway (600 West) and 650 South***

This intersection is a T-intersection located northeast of Heber Valley Elementary School and Rocky Mountain Middle School. The data shows that the majority of pedestrians cross the eastbound approach (21 before-school & 26 after-school) with a fairly large portion also crossing the northbound approach (15 before-school & 17 after-school). The data shows that Industrial Parkway is the major road. The peak hour traffic volume at this location does not meet the minimum volume criterion for a multi-way stop as outlined in Section 2B.07 of the Utah MUTCD; however, considering the vehicle/pedestrian conflicts and the fact that both these roadways are of similar design and operating characteristics, it is recommended that the existing multi-way stop remain in place. Additional signing and striping should be added as discussed in the School Crosswalk Recommendations described above.

### ***650 South and School House Way***

This intersection is a 4-way intersection located northwest of Heber Valley Elementary School and Rocky Mountain Middle School. The data shows the majority of schoolchildren at this location cross the westbound approach (4 before-school & 13 after-school). The peak hour traffic volume at this location also does not meet the minimum volume criterion for a multi-way stop as outlined in Section 2B.07 of the Utah MUTCD and it is not expected the volume would exceed the minimum threshold for 8 hours of the day. However, since these two roadways are of similar design and operating characteristics and considering the potential vehicle/pedestrian conflicts, it is recommended that the existing multi-way stop control at this location remain in place. Additionally, according to the requirements outlined in Chapter 7 of the Utah MUTCD, a school crosswalk is warranted across the westbound (650 South) approach and the addition of a crossing guard at this location should also be considered.

### ***School House Way/910 South and Industrial Parkway/600 West***

This intersection is a 4-way intersection located southeast of Heber Valley Elementary School and Rocky Mountain Middle School. The data shows the majority of schoolchildren at this location cross the eastbound approach (13 before-school & 26 after-school) and a smaller portion crossing the southbound approach (7 before-school & 5 after-school). The peak hour traffic volume at this location also does not meet the minimum volume criterion for a multi-way stop control as outlined in Section 2B.07 of the Utah MUTCD; however, since these two roadways are of similar design and operating characteristics and considering the potential vehicle/pedestrian conflicts, it is recommended that the existing multi-way stop control at this location remain in place.

### ***Wasatch High School Area***

Specific consideration was also given to the intersection adjacent to Wasatch High School. Regular school hours for Wasatch High School are from 7:55 AM to 2:30 PM. The main intersection near Wasatch High School is 1200 South and 500 East. This intersection is a T-intersection located south of Wasatch High School. A volume summary of the before school and after school periods is shown in Table 4. The data shows very few pedestrians crossing at this location. The data also shows that 1200 South is the major road and that the existing stop control on the southbound approach currently operates at an acceptable level of service. No additional improvements are recommended for this location at this time.

**Table 4. Wasatch High School Area Volume Summary**

Location	Peak Hour	Southbound				Eastbound				Westbound				Total Peds
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
1200 S & 500 E	7:10 AM-8:10 AM	53	0	210	1	150	109	0	0	0	271	152	0	1
	2:15 PM-3:15 PM	75	0	138	1	62	219	0	0	0	210	39	1	2

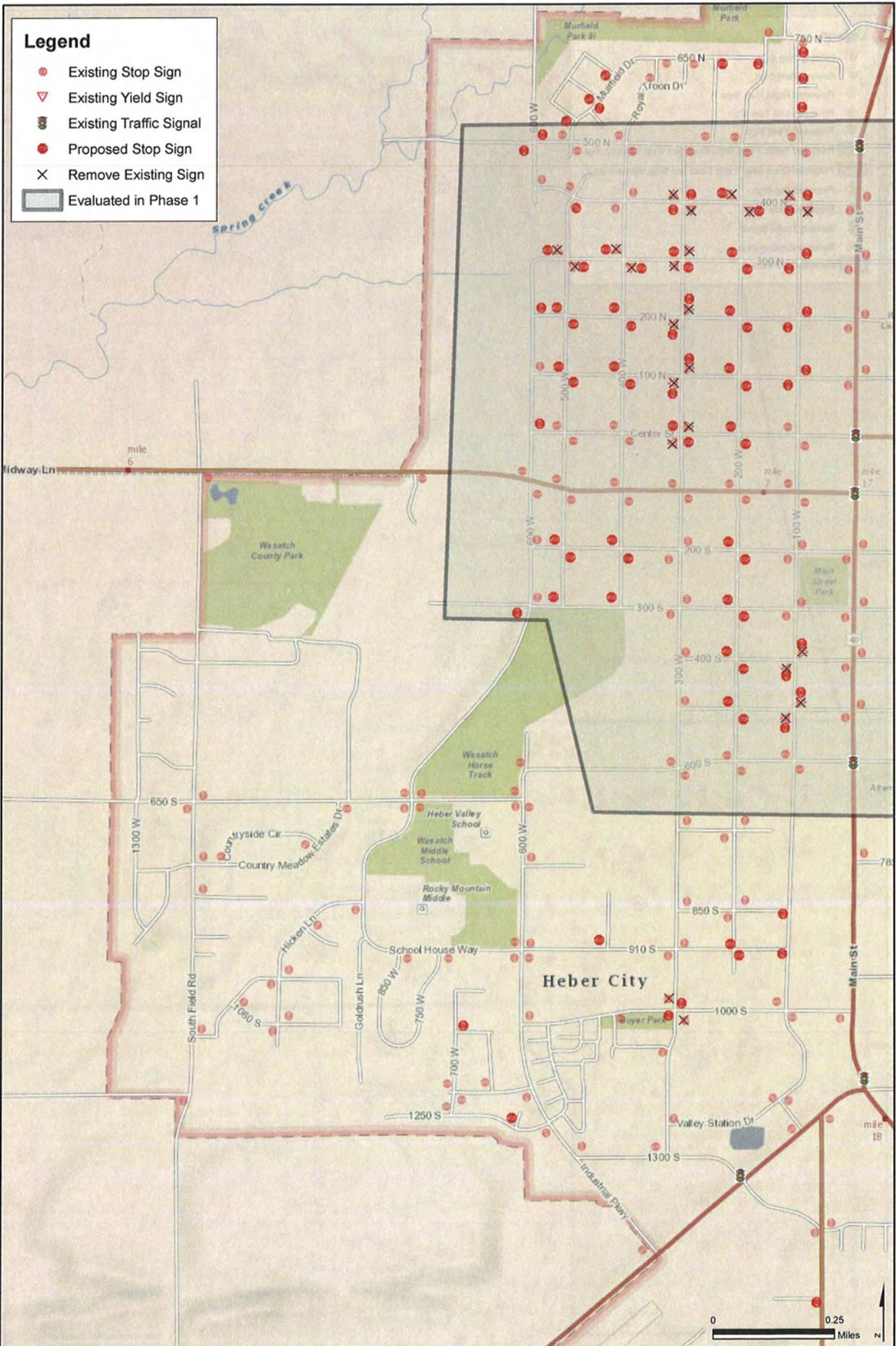
**300 West and 1000 South**

Specific consideration was also given to the 4-way intersection at 300 West and 1000 South. Currently the northbound and southbound approaches are stop-controlled and the eastbound and westbound approaches are uncontrolled. Based on the vehicle volumes of the both roadways, 300 West is the major approach. Therefore, as shown in the Heber City West Signing Map in the appendix, it is recommended that the stop signs for the 300 West approaches be removed and stop signs be installed on the 1000 South approaches. Additionally, it is recommended that the crosswalk on the north leg of the intersection be removed, and crosswalks be installed on the east and west legs of the intersection.

If you have any questions or do not agree with our conclusions, please contact us. Thanks.

**Legend**

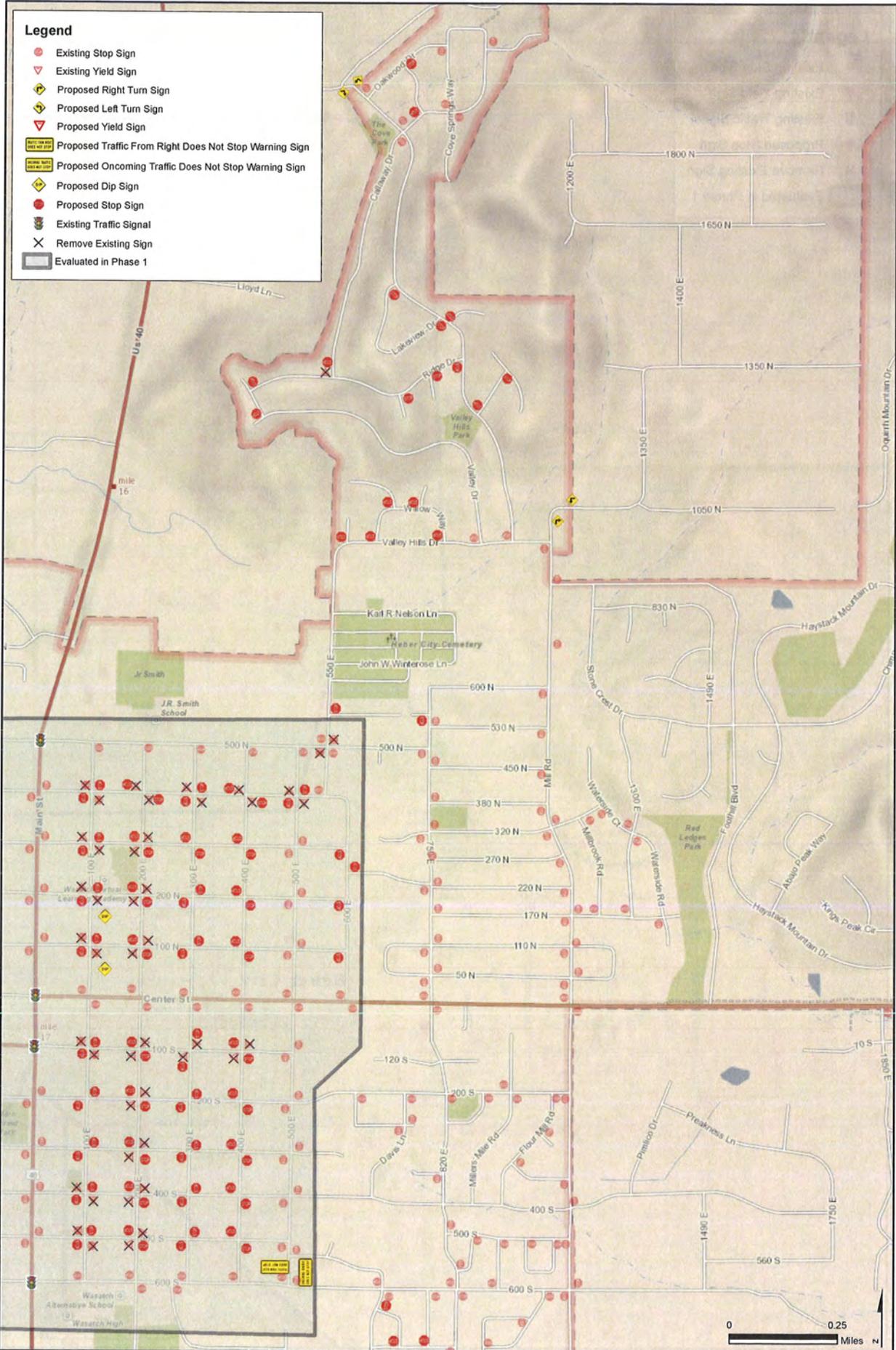
- Existing Stop Sign
- ▽ Existing Yield Sign
- 🚦 Existing Traffic Signal
- Proposed Stop Sign
- ✕ Remove Existing Sign
- ▭ Evaluated in Phase 1



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**Legend**

- Existing Stop Sign
- ▼ Existing Yield Sign
- ▶ Proposed Right Turn Sign
- ◀ Proposed Left Turn Sign
- ▼ Proposed Yield Sign
- Proposed Traffic From Right Does Not Stop Warning Sign
- Proposed Oncoming Traffic Does Not Stop Warning Sign
- ◆ Proposed Dip Sign
- Proposed Stop Sign
- Existing Traffic Signal
- ✕ Remove Existing Sign
- Evaluated in Phase 1



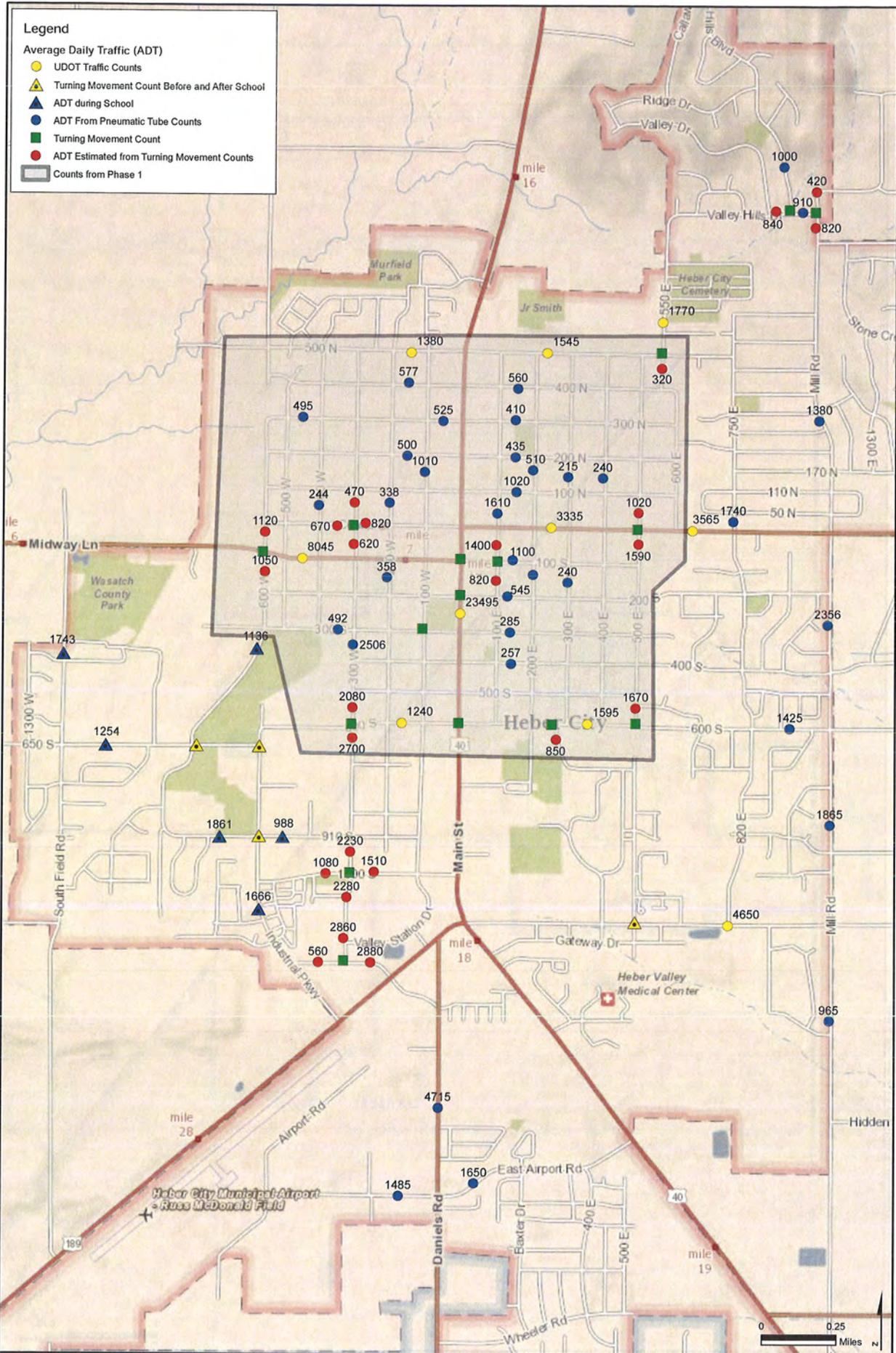
© 2015 09/25/2015 2:50 Heber City General Engineering/MTR - Heber Traffic Study/CDIS/Heber City (Signage - North).indd 122/2015 3:10:34 PM. sheet



**Legend**

**Average Daily Traffic (ADT)**

- UDOT Traffic Counts
- ▲ Turning Movement Count Before and After School
- ▲ ADT during School
- ADT From Pneumatic Tube Counts
- Turning Movement Count
- ADT Estimated from Turning Movement Counts
- Counts from Phase 1



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Table 6. Count Summary for School House Way and 650 South

Daily Count Summary												North/South: School House Way		Date: Tuesday, September 02, 2014		
												East/West: 650 South		Counter: Derrick, Kelsey		
												Weather: 650 South		Supervisor: Derrick Marchant		
School House Way				School House Way				650 South				650 South				
Northbound		Southbound		Eastbound		Westbound		Left		Right		Left		Right		
Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	Thru	Right	
Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
<b>RAW COUNT DATA</b>																
<b>Period</b>	<b>TOTAL</b>															
7:00	0	8	4	0	0	2	0	0	1	6	1	0	0	0	2	30
7:15	12	28	36	1	0	49	0	0	2	14	19	0	0	0	2	177
7:30	12	27	30	0	0	13	1	0	0	7	3	0	0	4	1	107
7:45	2	4	2	0	0	6	0	0	0	9	0	0	0	3	0	40
8:00	1	4	2	0	1	4	2	1	1	7	0	0	0	2	1	40
8:15	1	4	12	2	0	1	3	0	1	19	2	0	0	2	1	64
8:30	0	7	13	3	0	2	1	0	1	17	2	1	1	6	0	79
8:45	0	1	2	0	0	3	0	0	1	6	1	0	0	5	0	31
14:00	3	0	2	0	0	7	3	0	0	5	1	0	0	7	0	0
14:15	9	25	23	1	0	5	2	0	1	7	3	0	0	9	2	36
14:30	3	4	5	0	0	3	0	0	1	7	1	0	0	4	11	98
14:45	2	4	4	0	0	6	2	0	2	6	0	0	0	4	2	50
15:00	1	1	5	0	0	3	1	0	0	16	0	0	0	1	0	43
15:15	2	3	3	0	0	4	1	0	1	12	2	0	0	2	0	49
15:30	2	3	2	0	0	3	3	0	2	11	4	0	0	4	1	62
15:45	2	2	3	0	0	7	1	0	5	11	2	0	0	6	1	61
									2	11	4	0	0	4	1	61
									5	11	2	0	0	6	1	56
									2	7	1	0	0	2	3	0
									2	7	1	0	0	2	1	0

Table 7. Count Summary for 600 West and School House Way

Daily Count Summary												North/South:		600 West		Date:		Wednesday, September 03, 2014	
												East/West:		School House Way		Counter:		Derrick	
												Weather:		Clear		Supervisor:		Derrick Marchant	
600 West				600 West				School House Way				School House Way							
Northbound		Southbound		Eastbound		Westbound		Left		Right		Left		Right		Peds			
Thru	Right	Left	Peds	Thru	Right	Left	Peds	Thru	Right	Left	Peds	Thru	Right	Left	Peds	TOTAL			
15	5	3	0	2	5	16	1	5	7	3	4	0	13	0	0	74			
45	7	2	0	4	5	55	4	28	21	39	5	0	17	4	2	227			
28	11	3	1	1	5	30	1	27	19	46	1	1	15	3	0	189			
11	10	2	0	3	3	3	1	3	9	7	3	1	2	1	1	56			
6	22	1	0	3	11	4	1	3	3	2	7	3	0	3	0	61			
10	20	3	0	1	16	7	1	8	3	12	14	2	4	3	0	89			
5	37	2	0	5	19	11	1	1	7	3	12	1	1	4	0	96			
5	7	3	0	1	12	2	0	5	2	2	0	1	1	1	0	42			
31	11	0	0	1	10	23	1	5	5	8	1	0	10	2	0	0			
14:15	5	8	1	0	2	6	15	28	25	32	9	0	4	0	1	126			
14:30	13	7	2	0	2	4	6	6	2	7	1	1	2	0	0	52			
14:45	16	13	3	0	1	8	6	6	5	9	0	2	2	6	0	77			
15:00	9	22	4	0	2	16	1	3	1	10	3	1	3	8	0	80			
15:15	4	45	2	0	0	51	3	5	3	7	1	2	4	12	0	138			
15:30	7	16	1	0	3	8	1	3	2	5	13	3	2	6	0	57			
15:45	3	12	2	0	1	8	2	4	2	8	9	1	2	2	0	47			
																0			

RAW COUNT DATA

Table 8. Count Summary for 1200 South and 500 East

<h1>Daily Count Summary</h1>												North/South:			Date:														
												East/West:			Counter:														
												Weather:			Supervisor:														
<b>500 East</b>				<b>1200 South</b>				<b>1200 South</b>																					
Northbound			Southbound			Eastbound			Westbound			TOTAL																	
Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds														
<b>RAW COUNT DATA</b>																													
<b>Period</b>																													
7:10			68			0			64			26			0			77			60			0			307		
7:25			117			1			70			33			0			90			82			0			427		
7:40			18			0			11			21			0			51			6			0			111		
7:55			7			0			5			29			0			53			4			0			100		
14:15			6			0			9			34			0			31			6			0			90		
14:30			53			1			22			62			0			41			12			0			210		
14:45			58			0			18			66			0			57			12			1			246		
15:00			21			0			13			57			0			81			9			0			197		
																											0		

**Table 9. PM Peak Summary for 300 West and 1000 South**

	N/S: 300 West				Date: 7/8/2014				Peak Hour AM: N/A							
	E/W: 1000 South				Weather: Clear				Peak Hour PM: 16:45-17:45							
	From North				From East				From South				From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
Peak PM	25	73	10	2	18	48	19	0	11	91	21	3	5	20	14	1

**Table 10. PM Peak Summary for 300 West and 1300 South**

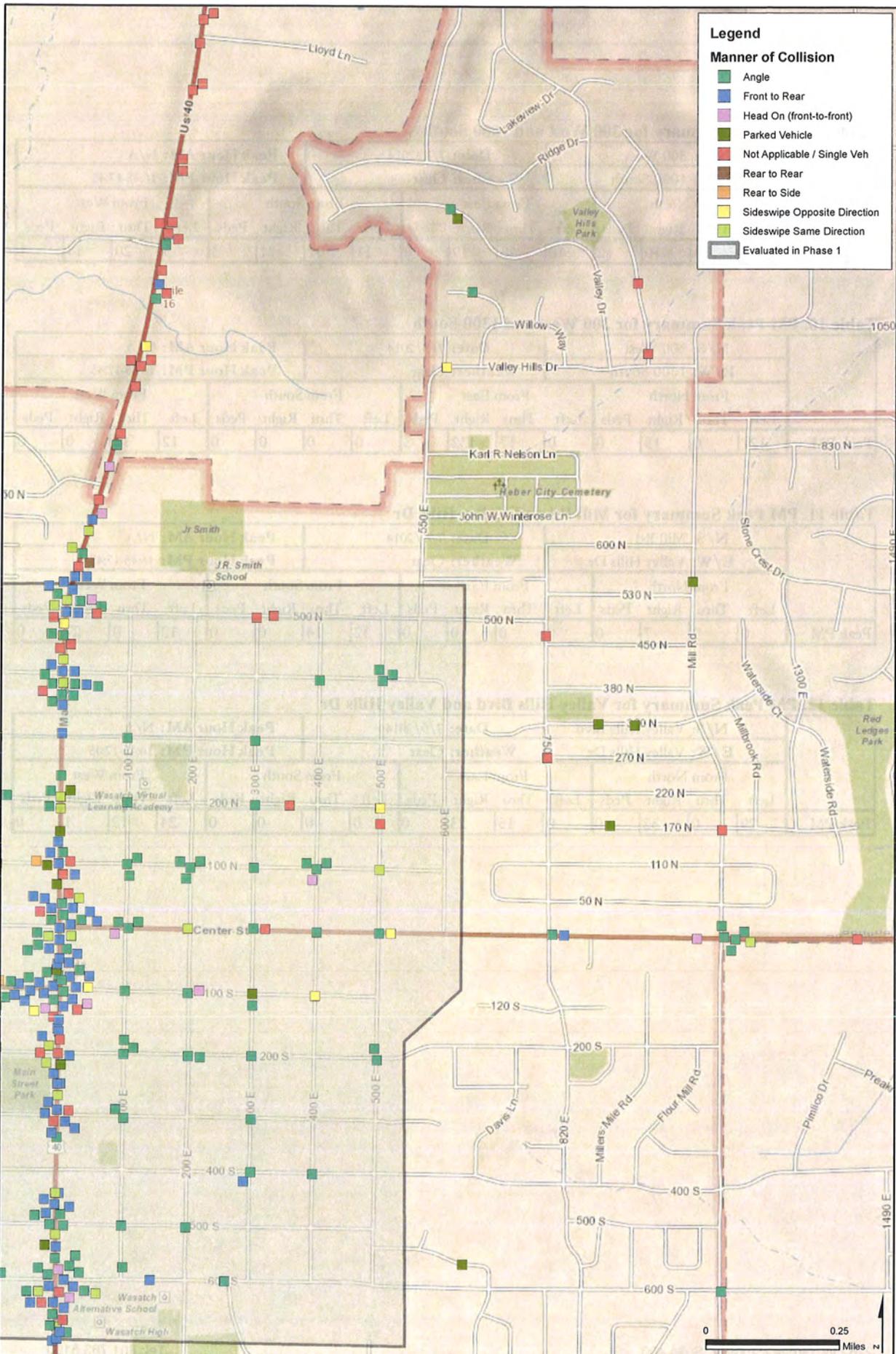
	N/S: 300 West				Date: 7/8/2014				Peak Hour AM: N/A							
	E/W: 1300 South				Weather: Clear				Peak Hour PM: 16:45-17:45							
	From North				From East				From South				From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
Peak PM	127	0	15	0	0	17	132	3	0	0	0	0	12	12	0	0

**Table 11. PM Peak Summary for Mill Rd and Valley Hills Dr**

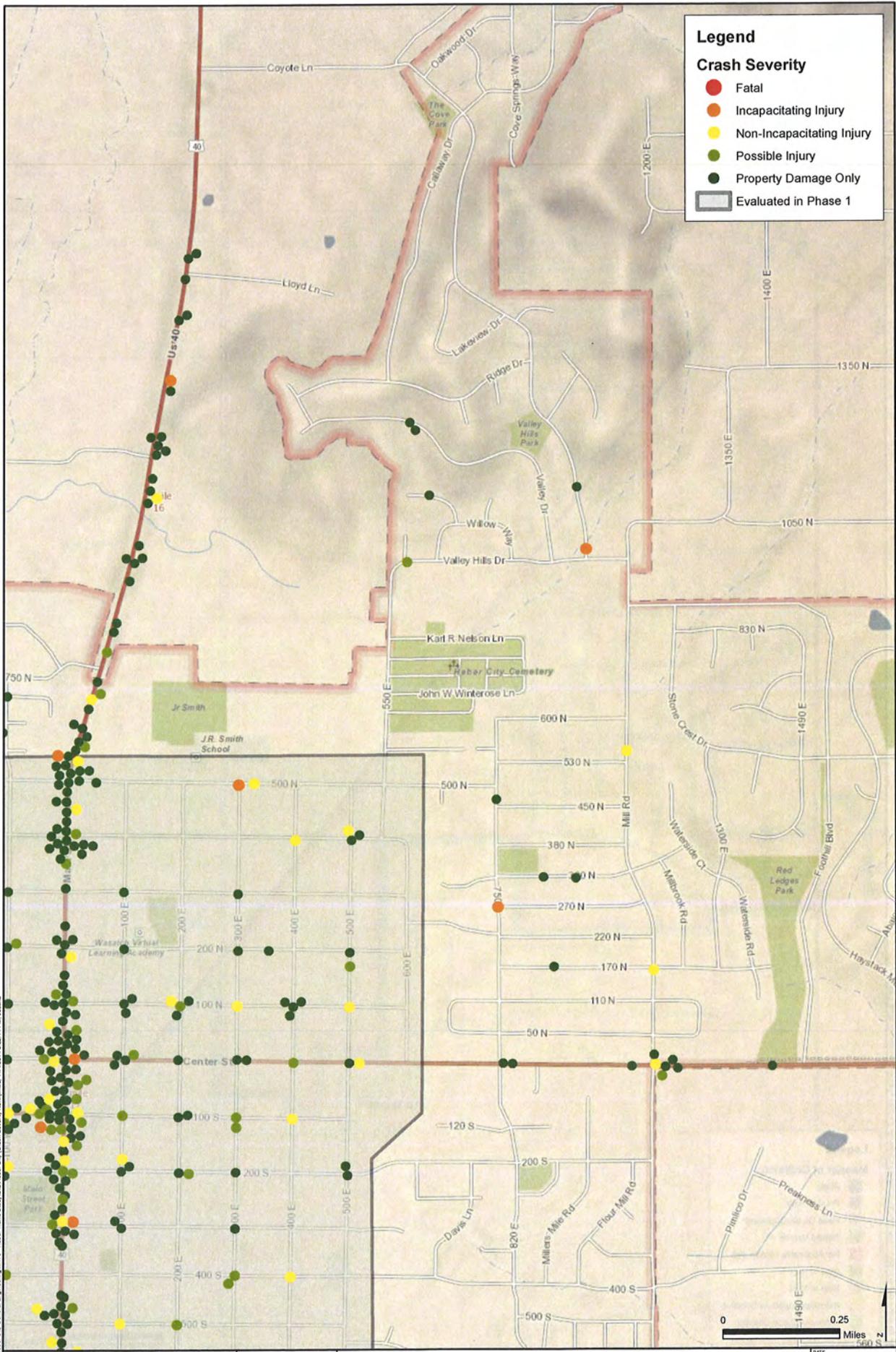
	N/S: Mill Rd				Date: 7/9/2014				Peak Hour AM: N/A							
	E/W: Valley Hills Dr				Weather: Clear				Peak Hour PM: 16:45-17:45							
	From North				From East				From South				From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
Peak PM	0	9	7	0	0	0	0	0	32	14	0	0	12	0	27	0

**Table 12. PM Peak Summary for Valley Hills Blvd and Valley Hills Dr**

	N/S: Valley Hills Blvd				Date: 7/9/2014				Peak Hour AM: N/A							
	E/W: Valley Hills Dr				Weather: Clear				Peak Hour PM: 16:45-17:45							
	From North				From East				From South				From West			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
Peak PM	29	0	32	0	0	15	23	0	0	0	0	0	24	12	1	0



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**Legend**

**Crash Severity**

- Fatal
- Incapacitating Injury
- Non-Incapacitating Injury
- Possible Injury
- Property Damage Only
- Evaluated in Phase 1

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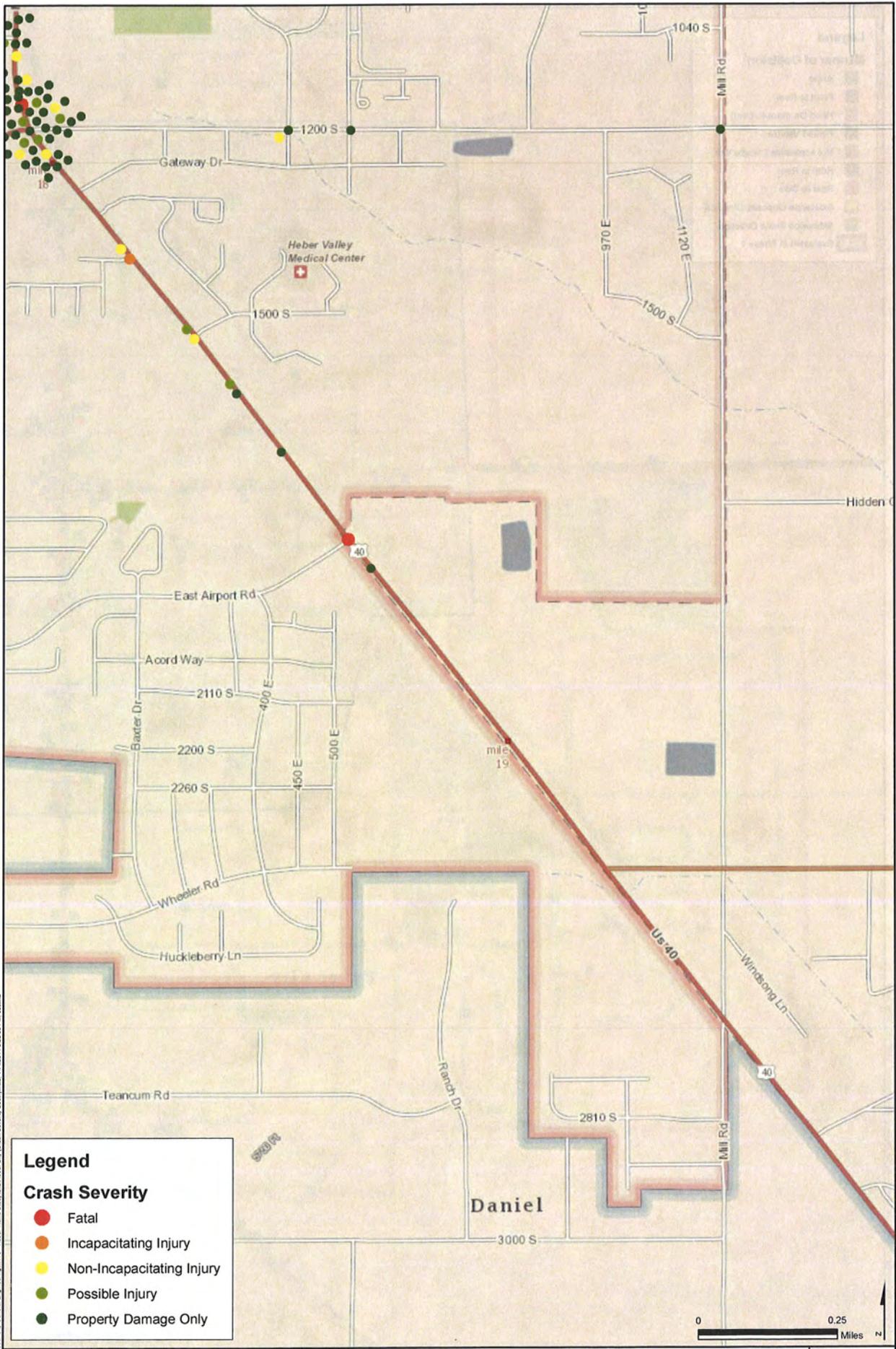
**HORROCKS**  
ENGINEERS

2162 West Grove Parkway  
Suite 400  
Pleasant Grove, UT 84062  
(801) 763-5100

**Heber City Traffic Study 2014**  
Heber City North Crash Severity (2008 to 2012) Map

DATE	11/4/2014
DRAWN	JTS





**Legend**

**Crash Severity**

- Fatal
- Incapacitating Injury
- Non-Incapacitating Injury
- Possible Injury
- Property Damage Only

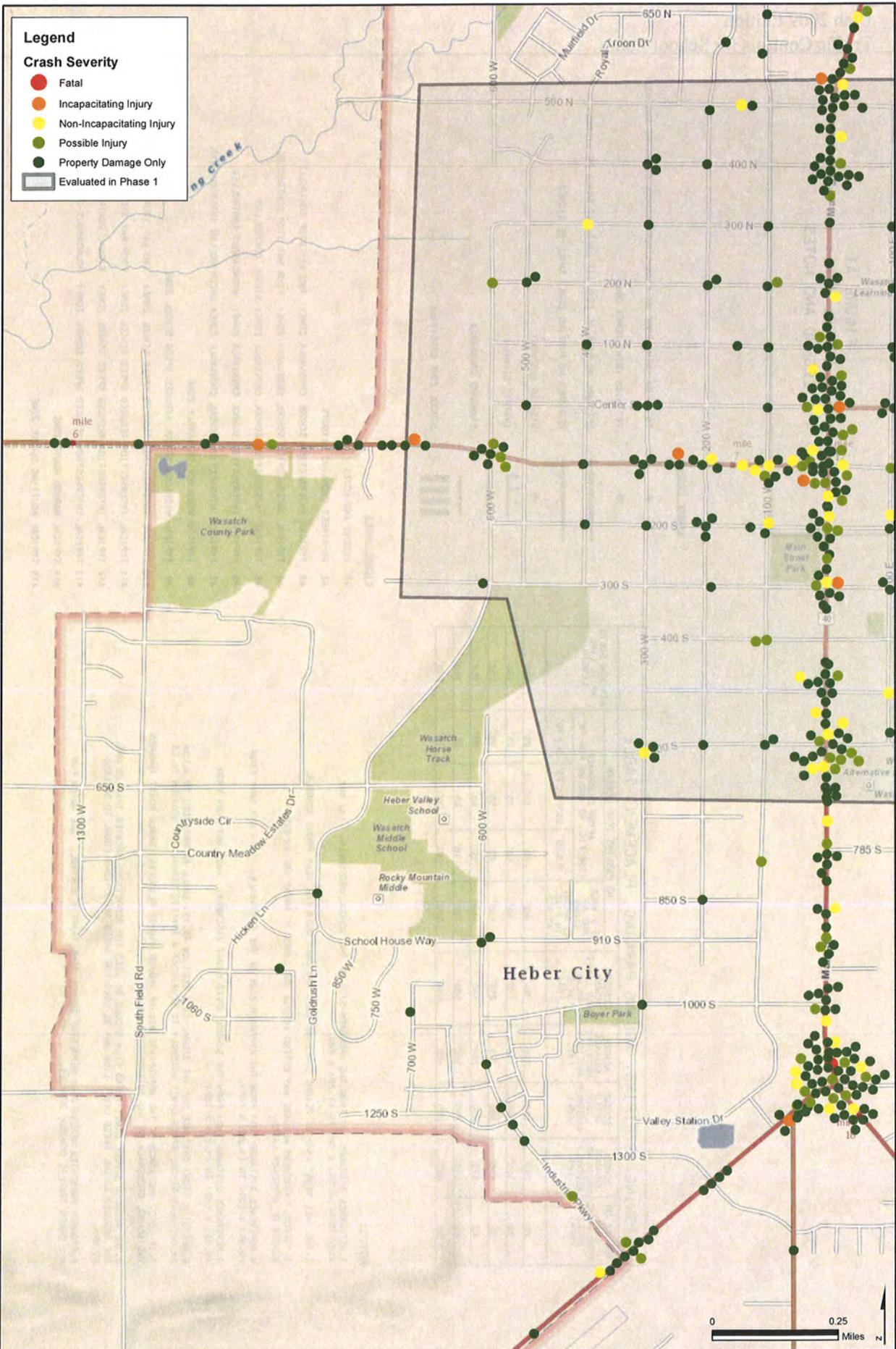
© 2014 HES-2014-001 Heber City General Engineering/MT Tr - Heber Traffic Study/CS/Heber City (Crash Severity/Bar/).mxd 11/4/2014 4:53:29 PM JTS



**Legend**

**Crash Severity**

- Fatal
- Incapacitating Injury
- Non-Incapacitating Injury
- Possible Injury
- Property Damage Only
- Evaluated in Phase 1



© 2012 Horrocks Engineers, Inc. Heber City Traffic Study/Heber City Crash Severity West Map, 11/14/2014 4:21:48 PM, JWS/S

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Pleasant Grove, UT 84062  
(801) 783-5100

**Heber City Traffic Study 2014**  
Heber City West Crash Severity (2008 to 2012) Map

DATE	11/4/2014
DRAWN	JTS

FIGURE A1  
SCHOOL ZONE:  
LEGEND AND NOTES

SYMBOL LEGEND

- 28" HIGH (MIN) CONE OR A IN-STREET SCHOOL CROSSING ASSEMBLY
- 28" HIGH (MIN) CONES ONLY
- OPTIONAL NO PARKING ZONE (IF USED, IT SHALL BE SIGNED)
- REQUIRED NO PARKING ZONE, SHALL BE SIGNED
- SIGN OR ASSEMBLY
- TRAFFIC SIGNAL
- STANDARD CROSSWALK
- SCHOOL ZONE CROSSWALK

POSTED OR SCHOOL ZONE SPEED (MPH)	SCHOOL CROSSING ASSEMBLY (g1)	SCHOOL CROSSING ASSEMBLY (g2)	SCHOOL CROSSING ASSEMBLY (g3)	ND PARKING ZONE LENGTH		MINIMUM SOLID WHITE LINE LENGTH		
				AT X WALK AND AT SCHOOL CROSSING ASSEMBLY (A3-A15)	AFTER CROSSWALK (SEE FIG. A2 AND A6 FOR "W") W ≤ 50' 50' < W < 70' W ≥ 70'			
25	250'	150'	100'	NA	40'	25'	20'	150'
30	325'	150'	100'	130'	85'	50'	35'	150'
35	400'	200'	175'	215'	115'	70'	50'	200'
40	475'	250'	250'	340'	150'	90'	65'	250'
45	550'	250'	300'	500'	190'	110'	80'	250'
50	625'	250'	400'	640'	230'	140'	100'	250'

NOTES:

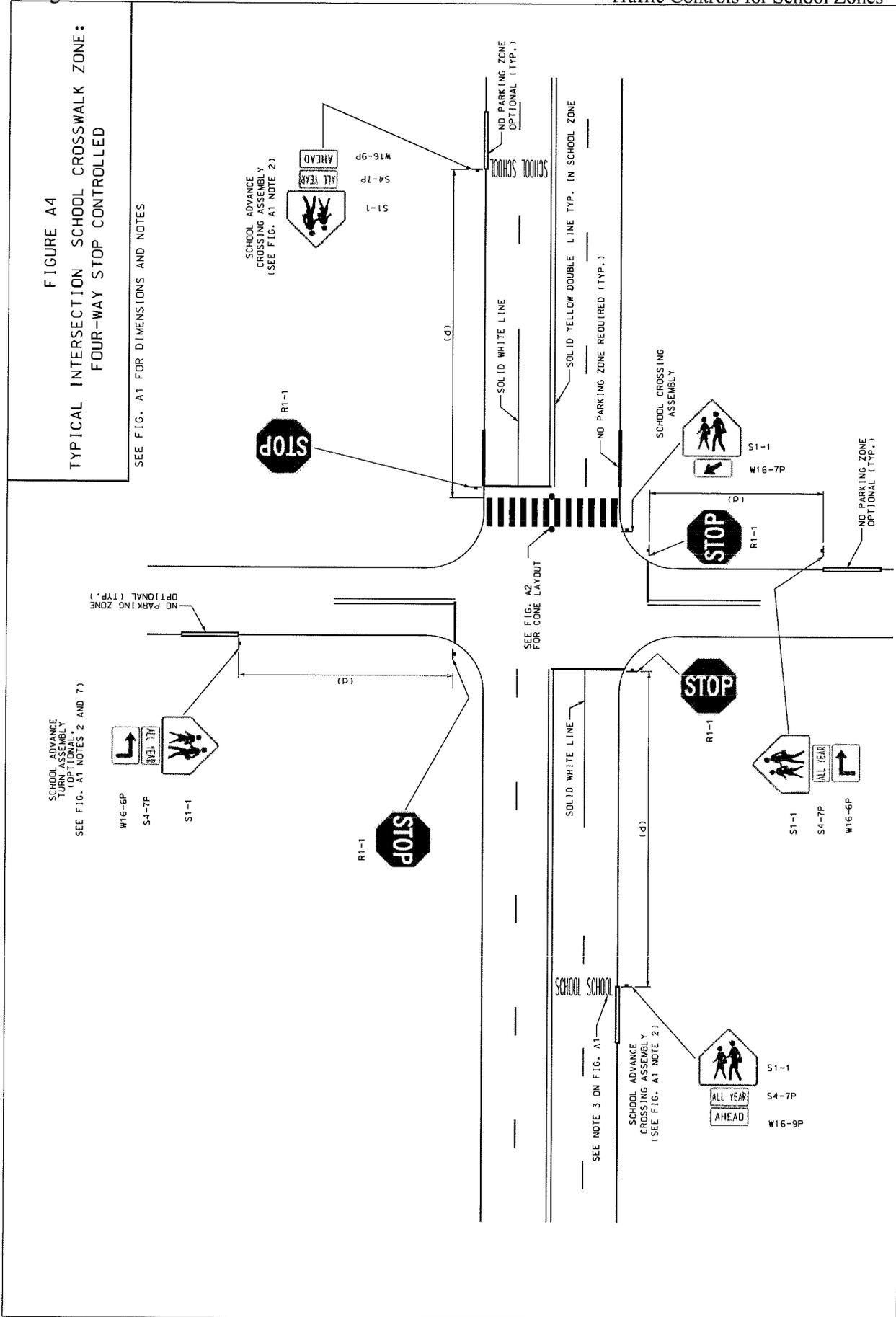
1. REFERENCE DISTANCE (g1) FROM THE APPROACH SIDE OF THE SCHOOL CROSSWALK. (g1) MAY VARY FROM (0.95) X (g1) TO (1.20) X (g1).
2. THE "ALL YEAR" (S4-7P) PLAQUE SHALL BE USED AND ONLY USED FOR YEAR ROUND SCHOOLS.
3. "SCHOOL" PAVEMENT MESSAGE MAY EXTEND ACROSS TWO LANES IF THERE ARE AN EVEN NUMBER OF APPROACH LANES.
4. REFERENCE DISTANCE (g1) FROM THE APPROACH SIDE OF THE CROSSWALK. (g1) MAY VARY FROM (0.95) X (g1) TO (1.20) X (g1).
5. REFERENCE DISTANCE (g2) FROM THE SCHOOL SPEED LIMIT ASSEMBLY. (g2) MAY VARY FROM (0.95) X (g2) TO (1.20) X (g2).
6. DECISION SIGHT DISTANCE FOR THE SIGNAL (SEE SECTION 7B-15) SHALL BE PROVIDED TO ALLOW AN OVERHEAD SCHOOL SPEED LIMIT ASSEMBLY TO REMAIN AT A TRAFFIC SIGNAL PER SECTION 7A-03.
7. IF USED, THE ARROW OF THE APPROPRIATE W16-6P AND/OR W16-5P PLAQUE(S) SHALL POINT TOWARDS THE SCHOOL CROSSWALK ON THE INTERSECTING ROAD.
8. THE REDUCED SCHOOL LIMIT AHEAD SIGN SHOULD BE USED FOR REDUCTIONS GREATER THAN 20 MPH. THE REDUCED SCHOOL SPEED LIMIT SIGN MAY BE USED FOR SPEED REDUCTIONS EQUAL TO OR LESS THAN 20 MPH.
9. FIGURES PRESENTED HEREIN ONLY REPRESENT SCHOOL ZONE TRAFFIC CONTROL. SEE MUTCD FOR ALL OTHER TRAFFIC CONTROL DEVICES.

FIGURE INDEX

- A1 LEGEND AND NOTES
- A2 IN-STREET CROSSING LAYOUTS
- A3 TYPICAL INTERSECTION SCHOOL CROSSWALK ZONE: TWO WAY STOP CONTROLLED
- A4 TYPICAL INTERSECTION SCHOOL CROSSWALK ZONE: FOUR WAY STOP CONTROLLED
- A5 TYPICAL INTERSECTION SCHOOL CROSSWALK ZONE: SIGNAL CONTROLLED
- A6 TYPICAL INTERSECTION SCHOOL CROSSWALK ZONE: ROUNDABOUT CONTROLLED
- A7 TYPICAL INTERSECTION SCHOOL CROSSWALK ZONE: UNCONTROLLED INTERSECTION
- A8 TYPICAL MIDDLEBLOCK CROSSWALK ZONE
- A9 TYPICAL MIDDLEBLOCK SCHOOL REDUCED SPEED SCHOOL ZONE
- A10 TYPICAL INTERSECTION REDUCED SPEED SCHOOL ZONE: TWO WAY STOP CONTROLLED
- A11 TYPICAL INTERSECTION REDUCED SPEED SCHOOL ZONE: FOUR WAY STOP CONTROLLED
- A12 TYPICAL INTERSECTION REDUCED SPEED SCHOOL ZONE: SIGNAL CONTROLLED
- A13 TYPICAL INTERSECTION REDUCED SPEED SCHOOL ZONE: ROUNDABOUT CONTROLLED
- A14 TYPICAL NARROW ROUTE ZONE
- A15 TYPICAL ABUTTING SCHOOL ZONE

UTAH MUTCD





# UTAH MUTCD

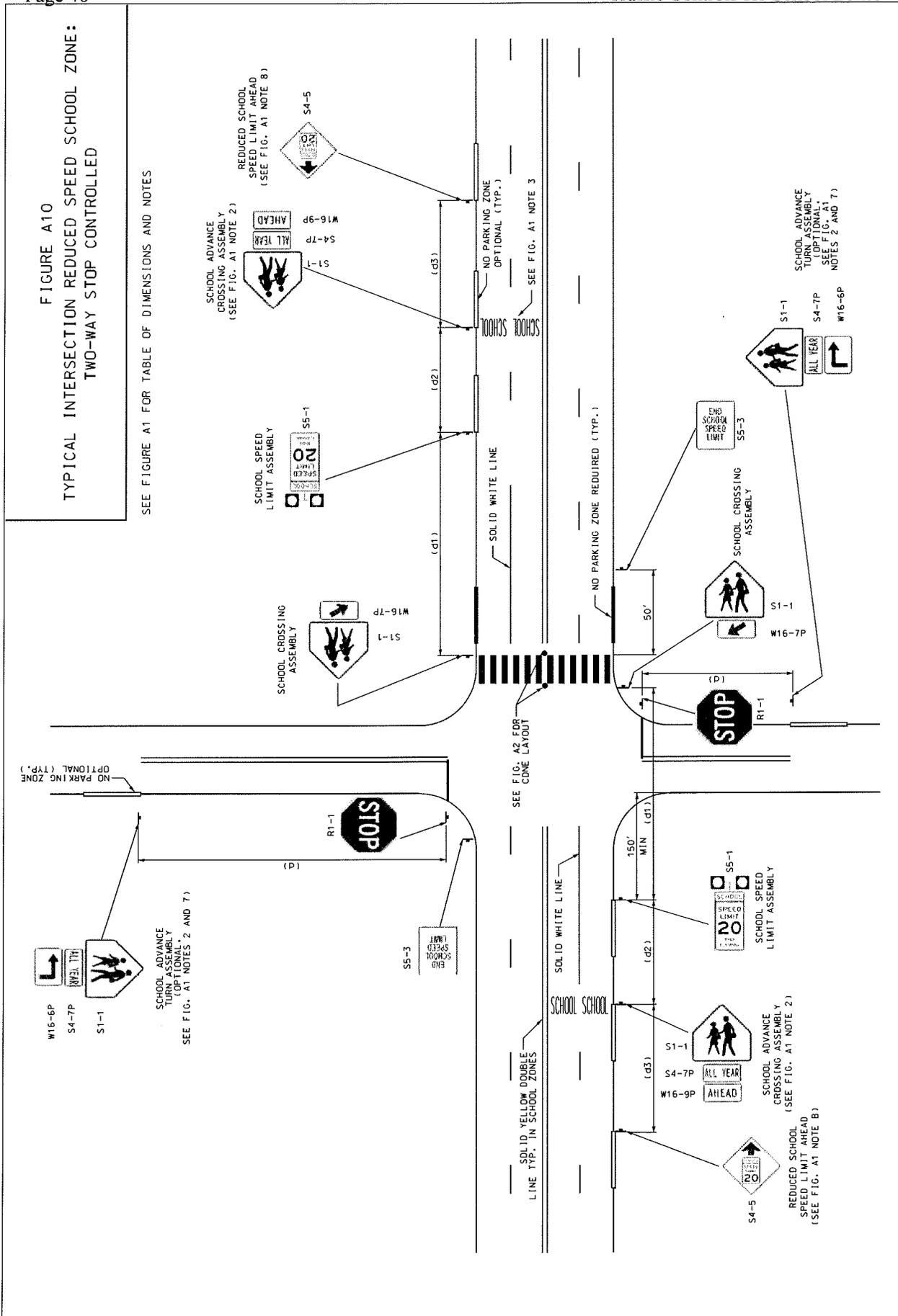


FIGURE A10  
TYPICAL INTERSECTION REDUCED SPEED SCHOOL ZONE:  
TWO-WAY STOP CONTROLLED

SEE FIGURE A1 FOR TABLE OF DIMENSIONS AND NOTES

NO PARKING ZONE  
OPTIONAL (TYP.)

W16-6P  
S4-7P  
S1-1  
SCHOOL ADVANCE  
TURN ASSEMBLY  
(OPTIONAL)  
SEE FIG. A1 NOTES 2 AND 7)

SEE FIG. A1 NOTES 2 AND 7)

REDUCED SCHOOL  
SPEED LIMIT AHEAD  
(SEE FIG. AT NOTE 8)

S4-5

SCHOOL ADVANCE  
CROSSING ASSEMBLY  
(SEE FIG. AT NOTE 2)

S1-1  
S4-7P  
W16-9P

SCHOOL SPEED  
LIMIT ASSEMBLY  
SS-1

SS-1

SCHOOL CROSSING  
ASSEMBLY  
S1-1

W16-7P

SEE FIG. A2 FOR  
CONE LAYOUT

SOLID WHITE LINE

SOLID YELLOW DOUBLE  
LINE TYP. IN SCHOOL ZONES

NO PARKING ZONE REQUIRED (TYP.)

NO PARKING ZONE  
OPTIONAL (TYP.)

150'  
MIN (g1)

(g2)

(g3)

(P)

SS-1  
SCHOOL SPEED  
LIMIT ASSEMBLY

SS-1

S1-1  
S4-7P  
W16-9P  
SCHOOL ADVANCE  
CROSSING ASSEMBLY  
(SEE FIG. AT NOTE 2)

S1-1  
S4-7P  
W16-9P

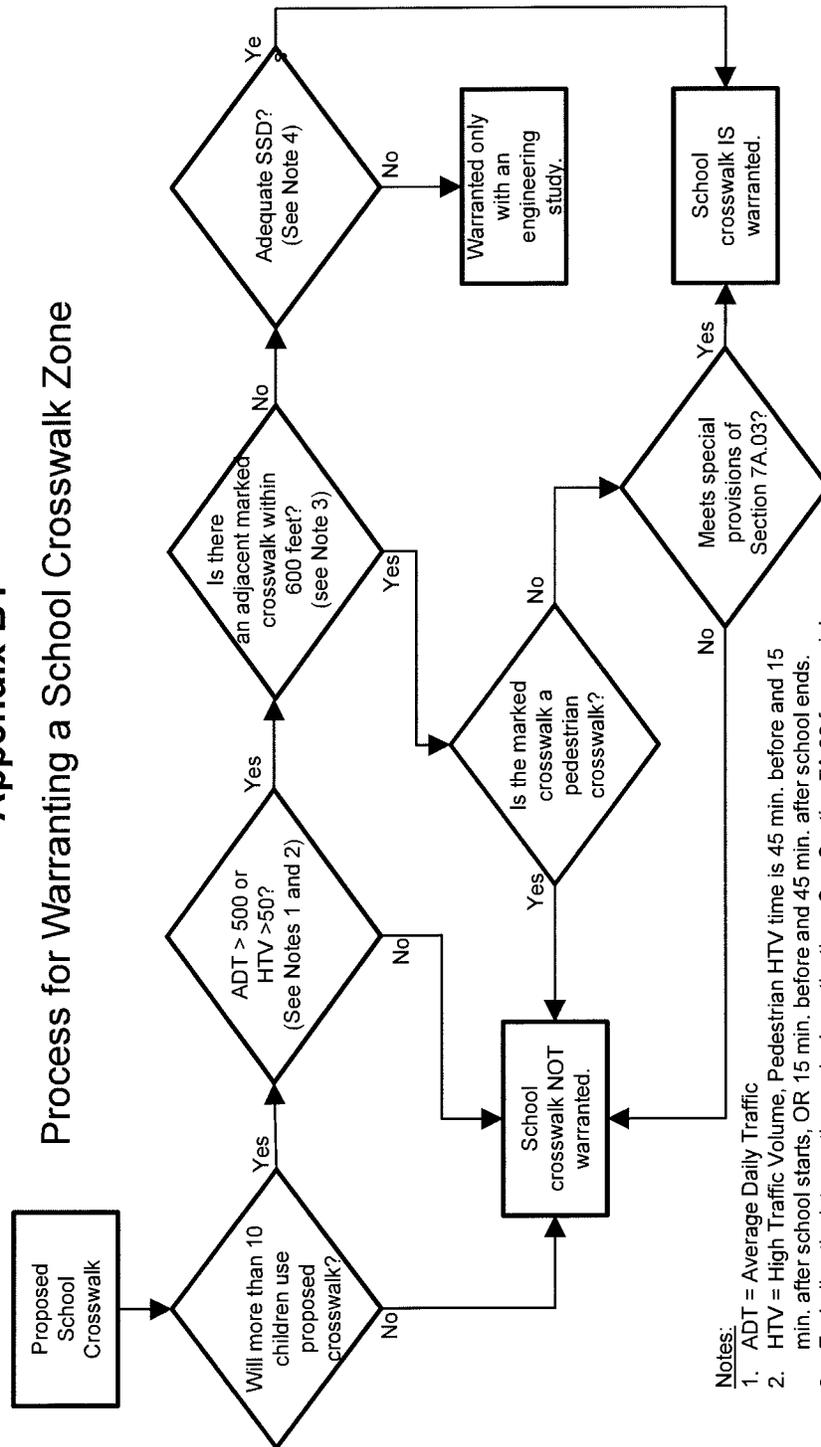
S4-5  
REDUCED SCHOOL  
SPEED LIMIT AHEAD  
(SEE FIG. AT NOTE 8)

SCHOOL ADVANCE  
TURN ASSEMBLY  
(OPTIONAL)  
SEE FIG. AT  
NOTES 2 AND 7)

S1-1  
S4-7P  
W16-6P

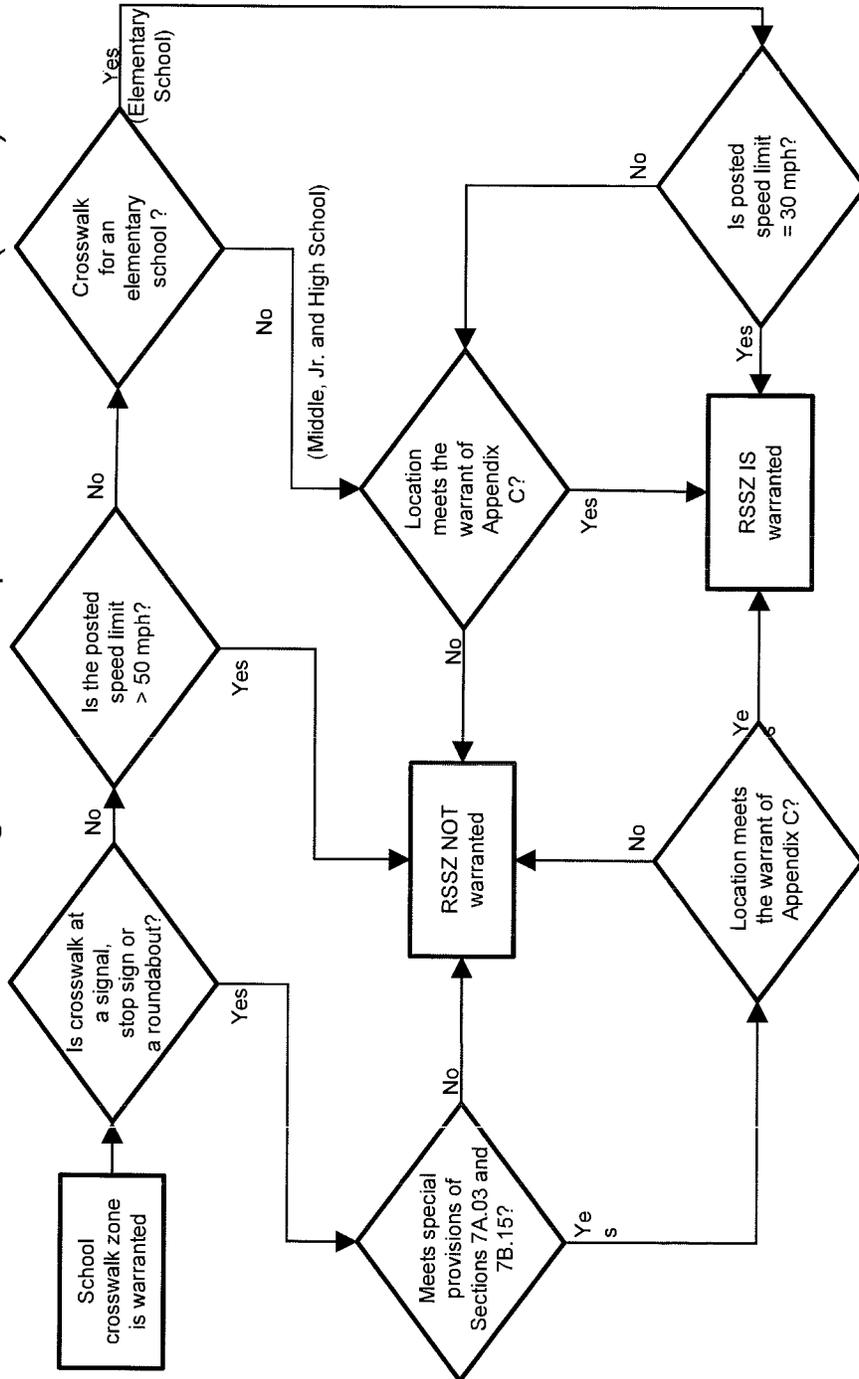


## Appendix B1 Process for Warranting a School Crosswalk Zone



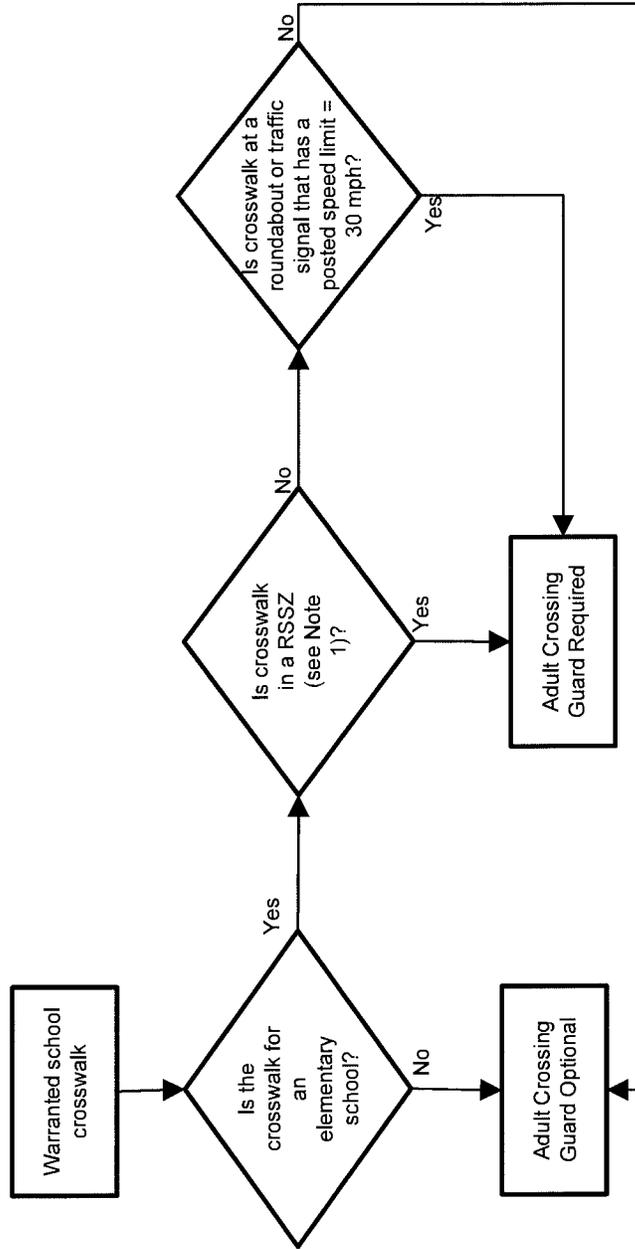
- Notes:
1. ADT = Average Daily Traffic
  2. HTV = High Traffic Volume. Pedestrian HTV time is 45 min. before and 15 min. after school starts, OR 15 min. before and 45 min. after school ends.
  3. Excluding the intersection under investigation. See Section 7A.03 for special provisions of secondary school crosswalk.
  4. SSD = Stopping Site Distance
  5. Only one school crosswalk should cross the major roadway.

## Appendix B2 Process for Warranting a Reduced Speed School Zone (RSSZ)



Notes:  
1. See Appendix B4 for crossing guard requirements.

**Appendix B4**  
**Requirements for Adult Crossing Guards at School Crosswalks**



Note:  
1. RSSZ = Reduced Speed School Zone

**WARRANT:  
REDUCED SPEED SCHOOL ZONE**

A Reduced Speed School Zone **shall not** be installed under the following conditions:

1. The school pedestrian volume is 10 or less; or,
2. The ADT on the roadway is less than 500 and the hourly volume during the evaluation period is less than 50; or,
3. The posted approach speed exceeds 50 mph; or,
4. The school crosswalk is at a roundabout, traffic signal, or STOP (R1-1) sign (except as allowed in Sections 7A.03 and 7B.15).

A Reduced Speed School Zone **should not** be installed when the Stopping Sight Distance for the school crosswalk is less than the minimum defined in AASHTO's most recent edition of *A Policy on Geometric Design of Highways and Streets*.

Minimum points required to warrant a Reduced Speed School Zone is 16 in an urban area, or 12 for an isolated rural community of under 10,000 population.

**CATEGORIES**

<b>Average Time Between Useable Gaps</b>	Maximum	10	Points
<b>School Pedestrian Volume</b>	Maximum	10	Points
<b>85th Percentile Approach Speed</b>	Maximum	5	Points
<b>Average Demand Per Gap</b>	Maximum	8	Points

**DEFINITIONS:**

1. **School Pedestrian Volume** - Includes all children between ages 5 and 18 that use the school crossing.

2. **Evaluation Period (EP)** - From forty-five (45) minutes before school starts in the morning until fifteen (15) minutes after school starts or from fifteen (15) minutes before school ends until forty-five (45) minutes after school ends.

3. **Minimum Usable Gap Time (MUGT)** - The minimum gap in traffic required for a single or group of school pedestrians to safely cross a given street width, determined as follows:

$$MUGT = \frac{W}{3.0} + 5.0 \quad = \text{crossing time in seconds}$$

where:

W = Crosswalk width in feet

3.0 = juvenile pedestrian walking speed in feet/second

5.0 = perception, reaction, and clearance time in seconds

4. **Total Usable Gap (G)** - The summation of Usable Gaps during the Evaluation Period, measured in seconds. A Usable Gap is any gap in traffic equal to or greater than the Minimum Usable Gap Time (MUGT).

5. **Maximum Number of Usable Gaps (MNUG)** - Ratio of Total Usable Gap Time to Minimum Usable Gap Time during the Evaluation Period.

$$MNUG = \frac{G}{MUGT} = \frac{\text{Total Usable Gap Time during EP (Seconds)}}{\text{Minimum Usable Gap Time (Seconds)}}$$

6. A **“Demand”** - The arrival of one or more school pedestrians at the school crossing. The arrival of a single child is considered one demand. The arrival of a group of children is also considered one demand.

**WARRANT**

**1. Average Time Between Usable Gaps (M)**

Determine Average Time between Usable Gaps (M) by dividing Evaluation Period (EP, minutes) by the Maximum Number of Usable Gaps (MNUG).

$$M = \frac{EP}{MNUG} = \frac{\text{Evaluation Period (Minutes)}}{\text{Maximum Number of Usable Gaps}}$$

**POINT ASSIGNMENT**

Average Time Between Usable Gaps (minutes)	Points
Less than 1	0
1.00 - 1.25	2
1.26 - 1.67	4
1.68 - 2.50	6
2.51 - 5.00	8
Over 5	10

Maximum Points = 10

**2. School Pedestrian volume**

Determine total number of school pedestrians (age 5 to 18) crossing at the study location during the EVALUATION PERIOD.

POINT ASSIGNMENT		
Urban	Rural	Points
10 or less	10 or less	0
11 - 30	11 - 20	2
31 - 50	21 - 35	4
51 - 70	36 - 50	6
71 - 90	51 - 65	8
Over 90	Over 65	10

Maximum Points = 10

**3. 85th percentile approach Speed**

POINT ASSIGNMENT	
85 <sup>th</sup> Percentile Approach Speed	Points
20 and under	0
21 – 25	1
26 – 30	2
31 – 35	3
36 – 40	4
41 – 45	5
46 – 50	0

Maximum Points = 5

**4. Average Demand Per Gap (D)**

Determine average demand per gap (D) by dividing total demands (TD) by the maximum number of usable gaps (MNUG). The arrival of a single child is considered one demand. The arrival of a group of children is also considered one demand.

$$D = \frac{TD}{MNUG} = \frac{\text{Total Demands}}{\text{Maximum Number of Usable Gaps}}$$

#### POINT ASSIGNMENT

Average Demand per Gap	Points
1 or less	0
1.01 - 1.67	2
1.68 - 2.33	4
2.34 - 3.00	6
Over 3.00	8

Maximum Points = 8

After point values are determined for steps 1 through 4, the sum of steps 1 through 4 are compared to the following standard to determine if a reduced speed school zone is warranted:

1. Minimum 16 points in an urban area; or,
2. Minimum 12 points in an isolated, rural community with population under 10,000.

#### SURVEY METHODS

1. Personnel Requirements: One person
2. Equipment: Stop Watch and Field Data Form
3. Type of Survey:
  - a. Count school-age pedestrians within the Crosswalk area during the Evaluation Period (EP) to determine the School Pedestrian Volume. The Evaluation Period may be either in the morning or in the afternoon.
  - b. Obtain the 85<sup>th</sup> percentile approach speed. If the 85<sup>th</sup> percentile approach speed is unknown, the posted speed limit may be used.
  - c. Record (in seconds), on the field data form, each gap greater than or equal to the Minimum Usable Gap Time (MUGT) during the Evaluation Period.
  - d. Record, on the field data form, the Average Time between Usable Gaps (M), the school age pedestrian volume, the approach speed, and the Average Demand per Gap (D).
  - e. Evaluate the individual warrants, assign points, and tabulate points to determine if a reduced school speed zone is justified.

UTAH DEPARTMENT OF TRANSPORTATION DIVISION OF TRAFFIC AND SAFETY REDUCED SPEED SCHOOL ZONE WARRANT EVALUATION WORK SHEET			
ROUTE: _____	MP: _____	STUDY NUMBER: _____	COMMUNITY: _____
DATE: _____		BEGIN TIME: _____	WEATHER: _____
REGION: _____		END TIME: _____	INVESTIGATOR: _____
<b>1. MINIMUM USABLE GAP TIME</b> $\frac{\text{WIDTH OF STREET (W)}}{3.0 \text{ FT/SEC}} + 5.0$		<b>2. MAXIMUM NO. OF USABLE GAPS (MNUG)</b> $\frac{\text{TOTAL USABLE GAP TIME DURING EP (SEC)}}{\text{MINIMUM USABLE GAP TIME (SEC)}} =$	
$\frac{\boxed{\phantom{00}} \text{ FT}}{3.0 \text{ FT/SEC}} + 5.0 = \boxed{\phantom{00}} \text{ SEC}$		$\frac{\boxed{\phantom{00}}}{\boxed{\phantom{00}}} = \boxed{\phantom{00}}$	
<b>3. AVERAGE DEMANDS PER GAP (D)</b> $\frac{\text{TOTAL DEMANDS DURING EP (TD)}}{\text{MAXIMUM NO. OF USABLE GAP (MNUG)}} =$		<b>4. AVERAGE TIME BETWEEN USABLE GAPS (MIN)</b> $\frac{\text{EVALUATION PERIOD (MIN)}}{\text{MAXIMUM NO. OF USABLE GAP (MNUG)}} =$	
$\frac{\boxed{\phantom{00}}}{\boxed{\phantom{00}}} = \boxed{\phantom{00}}$		$\frac{\boxed{\phantom{00}}}{\boxed{\phantom{00}}} = \boxed{\phantom{00}}$	

WARRANT	ACTUAL VALUE	ASSIGNED POINTS	MAXIMUM POINTS
1. AVERAGE TIME BETWEEN GAPS (MIN):			10
2. SCHOOL PEDESTRIAN VOLUME (NUMBER):			10
3. 85TH PERCENTILE APPROACH SPEED (MPH):			5
4. AVERAGE DEMAND PER GAP (D):			8
<b>TOTAL</b>			<b>33</b>

STANDARD (URBAN) = 16  
 STANDARD (Rural, isolated, population < 10,000) = 12  
**WARRANTED?      YES    or    NO**

**Sketch:**

UTAH MUTCD

UTAH MUTCD

USABLE GAP TIMES FOR SCHOOL PEDESTRIAN VOLUME									
TIME	USABLE GAP TIME (SEC)	TIME	USABLE GAP TIME (SEC)	TIME	USABLE GAP TIME (SEC)	TIME	USABLE GAP TIME (SEC)	TIME	USABLE GAP TIME (SEC)
Subtotal:		Subtotal:		Subtotal:		Subtotal:		Subtotal:	

Total Usable Gap Time during EP = \_\_\_\_\_ Seconds (summation of the subtotals)

SCHOOL PEDESTRIAN VOLUME AND DEMAND TALLY (Five Minute Intervals for 60 Minutes)									
	Interval 1	Interval 2	Interval 3	Interval 4	Interval 5	Interval 6	Interval 7	Interval 8	Interval 9
PEDS									
DEMANDS									
	Interval 10	Interval 11	Interval 12	Remarks:					
PEDS									
DEMANDS									

Sign Quick Reference

Sign/Assembly	Sign ID	Section (Utah School Zone Manual)	Conventional Road (W x H in inches)	Oversized (W x H in inches)	Sample
SCHOOL	S1-1	7B.11, 7B.12	36 x 36	48 x 48	 *
School Bus Stop Ahead	S3-1	7B.13	36 x 36	48 x 48	 *
ALL YEAR	S4-7P	7B.19	24 x 12	30 x 18	 *
NEXT X MILE(S)	W7-3aP	7B.21	24 x 18	30 x 24	 *
SCHOOL SPEED LIMIT 20 WHEN FLASHING	S5-1	7B.15	24 x 48	36 x 72	 *
END SCHOOL SPEED LIMIT	SS-3	7B.18	24 x 30	36 x 48	
Diagonal Arrow	W16-7P	7B.12	24 x 12	30 x 18	 *
AHEAD	W16-9P	7B.11, 7B.19, 7B.22	24 x 12	30 x 18	 *
SCHOOL BUSES ONLY	SS1-3	7B.23	12 x 18	-	
In-Street Schoolchildren Crossing	RS1-6b	7B.24	12 x 36	-	 *

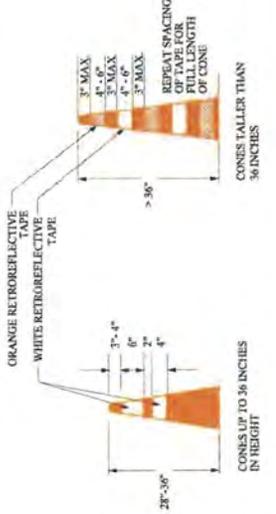
Notes:

1. See the Utah State Traffic Controls for School Zones Manual Part 7 of the Utah Manual on Uniform Traffic Control Devices Appendix D for layout of the RS1-6b, SS1-2, and SS1-3 signs.
2. Signs marked with "\*" are the only authorized yellow-green signs in Utah.
3. For questions or comments please contact the Safe Routes to School Coordinator at 801-965-4486

# UTAH MUTCD

## Sign Quick Reference

Sign/Assembly	Sign ID	Section (Utah School Zone Manual)	Conventional Road (W x H in inches)	Oversized (W x H in inches)	Sample
SCHOOL BUS TURN AHEAD	S3-2	7B.14	36 x 36	48 x 48	 *
Reduced School Speed Limit Ahead	S4-5, S4-5a	7B.16	36 x 36	48 x 48	 *
School Buses Only (symbol)	SS1-2	7B.23	12 x 24	-	
Yield Here to Peds	R1-5	7B.20	36 x 36	36 x 36	
Yield Here to Pedestrians	R1-5a	7B.20	36 x 48	36 x 48	
X:XX TO X:XX AM	S4-1P	7B.15, 7B.23	24 x 10	36 x 18	 *
Turn Arrow	W16-5P	7B.25	24 x 18	30 x 24	 *
Advanced Turn Arrow	W16-6P	7B.25	24 x 18	30 x 24	 *



Notes:

1. See the *Utah State Traffic Controls for School Zones Manual Part 7* of the *Utah Manual on Uniform Traffic Control Devices* Appendix D for layout of the RS1-6b, SS1-2, and SS1-3 signs.
2. Signs marked with "\*" are the only authorized yellow-green signs in Utah.
3. For questions or comments please contact the Safe Routes to School Coordinator at 801-965-4486

# TAB 5

### Section 1.3 Personnel Advisory Committee

In order to review policies and procedures, job descriptions, pay grades, and other items of a personnel nature, the City shall establish an advisory committee.

~~The Personnel Advisory Committee, will consist~~ing of ~~two members of the legislative body appointed by the Mayor, the City Manager, Human Resources Representative, City Attorney, Chief of Police and Public Works Director. The Building Official and City Engineer will serve on odd numbered years and the Cemetery/Parks Director and City Planner will serve on even numbered years. (as a non-voting member), four (4) classified employees and one (1) at-will employee (elected by the full time employees) shall serve as a review committee of the provisions of the Personnel Ordinance and the policies and procedures promulgated thereunder. The four classified employees shall consist of one representative from the Police and Animal Control Departments, one representative from the Public Works and Parks/Cemetery Departments, one representative from the Administrative, Justice Court, Planning, Building and Engineering Departments and one at-large employee. The department representatives shall be elected by persons only in the departments they represent. The at-large employee will be the highest vote getter that is not a department representative and is elected by all employees.~~ The Committee shall make recommendations to the governing body concerning policies and benefits of all City employees. Amendments to these personnel policies may be adopted by the City Council upon recommendation from the Personnel Advisory Committee.

Any employee can propose an agenda item and related information to the Personnel Advisory ~~C~~committee chair; and if the employee wants to present to the committee on that agenda item; they must gain the concurrence of at least one of the ~~P~~ersonnel Advisory ~~C~~committee members in order to participate in the presentation.

(05012014, Amended, 05/01/2014, Resolution 2014-04; 08182011cc, Amended, 08/30/2011, Resolution 2011-09; 04172003cc, Adopted, 04/17/2003, after complete review by the Personnel Policy Committee)

# TAB 6

**Re: Building Height in Commercial Zones**

Currently, the city’s commercial design criteria limits building height to three stories in the downtown C-3 Zone and to 45 feet in the C-2 and C-4 Zones. The proposed amendment would increase the height limit as shown below in underline and strikeout. Some reasons to consider this amendment include:

1. Heber City is currently the retail and office center of the valley, as well as the County Seat of Wasatch County. Heber City should therefore be a more urbanized than much of the rest of the county. One way Heber City can help protect agriculture and protect the rural feel of the valley is to allow the core of the city to develop in a more compact and dense manner, thereby reducing development pressure on nearby agricultural lands. Compact development is also more walkable, which can help revitalize the downtown.
2. Typically, successful cities have taller commercial and office buildings in their commercial and office cores, especially along high traffic streets like Main Street.
3. Other areas in the valley are growing, both residentially and commercially. Some of these areas, such as the North Village, north of Heber City, permit building heights taller than Heber City’s design criteria. If Heber City desires to remain the center of commerce for the valley, and retain existing businesses, as well as recruit new businesses, it should evaluate its height restrictions and other zoning requirements to ensure they are not artificially restricting the intensity of use of commercial properties, thereby encouraging commercial growth to occur elsewhere, such as the North Village.
4. A hotel has approached the city about locating along Main Street. The current height limit makes it difficult to locate a hotel within the city limits. Heber City should try to encourage hotels to locate in the city, as they can help establish the area as a destination.

The Planning Commission held a Public Hearing on January 8 and January 22, 2015 on the proposed amendment. George Bennett commented on the proposed ordinance and suggested a few revisions to clarify the ordinance, which the Planning Commission incorporated into the proposed amendment. On January 22, 2015, the Planning Commission recommended approval of the proposed amendment to the C-2, C-3, and C-4 Design Criteria.

**EXISTING CODES**

**C-2 & C-4 DESIGN CRITERIA SECTION 306 – BUILDING HEIGHT:**

~~All buildings shall maintain the average perceived scale of two-story buildings at the sidewalk. Average façade heights of new buildings should fall within the established architectural proportions of height to width ratio. This average height can vary by way of architectural styles but should maintain an average ratio as noted above. Building height shall not exceed 45 (forty-five) feet, measured from finished grade to the highest point of the building.~~

~~Clock towers, cupolas, entry areas and other special architectural features that visually break up the building form may, upon approval from the Heber City Planning Commission, exceed the specified building height.~~

**C-3 DESIGN CRITERIA SECTION 306 – BUILDING HEIGHT:**

~~CONCEPT: Buildings should maintain the average perceived scale of two-story buildings at the sidewalk. New construction should present a tall one-story or two-story facade at the street wall line. Façade heights of new buildings should fall within the established range of the block, and respect the historic proportions of height to width. This two-story height is typically about twenty five (25) to thirty (30) feet. Building heights shall not exceed three stories in height with the third-story appearing as a subordinate “addition” to the primary structure. The third story shall be set back substantially from the street wall edge such that the building will appear to be two stories in height as seen from the middle of the street. Floor to floor heights must appear similar to those of historic buildings in the Heber area.~~

~~The Heber City Zoning Regulation building height requirements shall apply to all buildings. For buildings with parapet walls serving as the highest point of the structure, the building height shall be calculated as: the vertical distance from the average elevation of the proposed finished grade at the front of the building to the highest point of the parapet wall of the primary street facade.~~

~~Clock towers, cupolas, entry areas and other special architectural features that visually break up the building form may, upon approval from the Heber City Planning commission, exceed the specified building height.~~

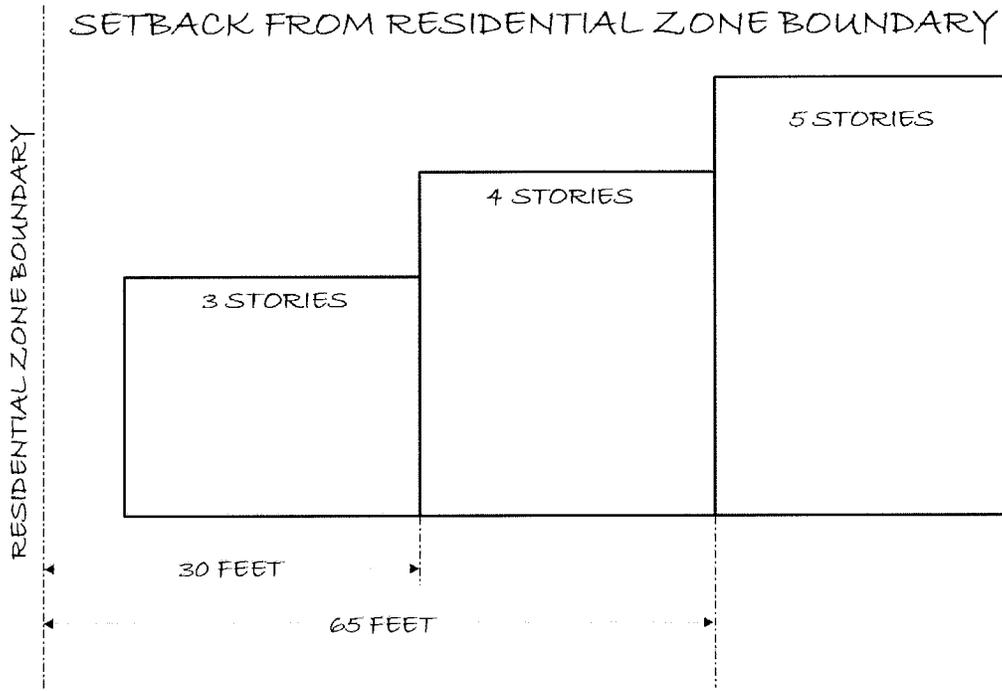
**PROPOSED AMENDMENT**

**C-2 & C-4 AND C-3 DESIGN CRITERIA SECTION 306 – BUILDING HEIGHT:**

**Main Building Height.** The maximum height for any commercial structure is five (5) stories, exclusive of basements and inclusive of mezzanines, as defined by the building code. Each story shall not exceed fourteen (14) feet in height, except each first and second floor story shall be no more than twenty-five (25) feet in height. Each story shall be measured from finished floor to finished floor.

**Residential Zone Boundary.** The portion of a commercial structure that is located less than 30 feet from a residential zone boundary shall not exceed three (3) stories; the portion of a commercial structure that is located between 30 feet and 65 feet from the residential zone boundary shall not exceed 4 stories.

**Accessory Building Height.** The height of each accessory structure shall not exceed two (2) stories.



# Tab 7

Heber City Council  
Meeting date: February 5, 2015  
Report by: Anthony L. Kohler

**Re: Apartments and permitted uses in the R-3 Zone**

Attached is a proposed amendment to repeal Chapter 18.87 Apartments and remove apartments as a permitted use in the R-3 Zone. This Chapter was adopted to promote rental apartments for the new UVU campus, but it has never been used. The Planning Commission held a public hearing on January 8, 2015 and recommended repealing Chapter 18.87 Apartments. No public comment was received on the proposed amendment.

The reasons for considering repealing this Chapter include:

1. Permitting apartments anywhere in the R-3 Zone can frustrate the city's attempt at regulating density to appropriately centered areas.
2. The city has specific zoning districts that permit apartments, such as the Clustered Open Space Overlay Zone (COSZ), Mixed Use Residential Commercial Zone (MURCZ), and Planned Community Mixed Use Zone (PCMU). These areas have received more analysis as to their location and would be more appropriate for location of apartments. These zoning districts also have a better approach to the development of apartments than Chapter 18.87.
3. Owner Occupied Accessory Apartments (OOAA) are permitted in any single family home that is occupied by the property owner, addressing the need for lower priced rental housing, yet maintaining the character of neighborhoods as owners generally want to maintain their properties appropriately. This approach disperses lower income families rather than concentrating them in one area.
4. The city needs to complete an update to the Moderate Income Housing Element of the General Plan, and in that approach analyze incomes and housing types of the community to determine if the ordinances are appropriate for needed housing types. Repealing Chapter 18.87 will assist in that effort.
5. The city has started working on a mixed-use amendment to the General Plan and Zoning Map for the downtown and other specified areas, and permitting apartments anywhere in the R-3 Zone will conflict and frustrate efforts to make these changes. The new approach will permit rental units, but in a different way.

## PROPOSED AMENDMENT

Strike out represents language to be deleted, while underlined words represent language to be added. Words without strikethrough and without underline represent existing language in the ordinance to remain unchanged.

### **Section 18.60.020 Permitted Uses (R-3 Zone)**

The following uses shall be permitted in the R-3 residential zone:

- A. Any use permitted in the R-2 residential use;
- B. Boardinghouses and roominghouses;
- C. Clinics and hospitals (also, signs for these facilities) as conditional uses when approved by the Planning Commission as set forth in Chapter 18.08.025 of this title.
- D. Clubs and lodges (nonprofit), not including those carried on primarily as a business;
- E. ~~Apartment when approved by the Planning Commission as set forth in Chapter 18.85 of this Title.~~ RESERVED

## **Chapter 18.87 Reserved Apartments**

### **Sections:**

~~18.87.010 Intent.~~

~~18.87.020 Definitions.~~

~~18.87.030 Approval Process.~~

~~18.87.040 Attachment of Reasonable Conditions~~

~~18.87.050 Parking and Access Standards.~~

~~18.87.060 Architecture.~~

~~18.87.065 Setbacks.~~

~~18.87.070 Lot Standards.~~

~~18.87.080 Landscaping.~~

~~18.87.090 Lighting Plan.~~

~~18.87.100 Apartment Designations.~~

### **Section ~~18.87.010~~ Intent.**

The intent of this ordinance is to provide standards and locations for senior housing and apartments in Heber City. The regulations should provide for housing at a scale and manner within the City that will encourage developments that incorporate creative architectural designs, innovative and attractive landscaped areas, and well maintained grounds and buildings.

### **Section ~~18.87.020~~ Definitions.**

A. Apartment means a building containing three (3) or more separate dwelling units each of which is designed for and occupied by one family.

B. Senior Housing means apartments designed and constructed for use primarily by persons 55 years and older and the disabled.

### **Section ~~18.87.030~~ Approval Process.**

A. Apartments in Heber City are approved through a Conditional Use Permit by the Planning Commission. Construction or modification of any apartment development shall follow the procedures stated herein.

B. All requests for approval of apartments shall be accompanied with a plot plan showing the following:

1. The location of all proposed and existing building(s);
2. The location of required open space;
3. The location of driveways and off-street parking;
4. A landscaping plan;
5. The location of curb and gutters and walkways;
6. The location of fire hydrants;
7. Front and side elevations of buildings to be constructed;
8. A lighting plan;
9. Amenities such as play areas, pools, hot tubs, fitness centers, etc.

C. Before final approval by the Planning Commission, a bond or cash in the amount of one hundred ten (110) percent of the estimated costs to provide all required landscaping, hard surfacing and curb and gutter shall first be posted with the City Clerk.

D. A water and sewer hookup fee shall be paid for each dwelling unit.

E. The location and adequacy of all sewage, water and fire protection facilities shall be first reviewed and approved by the City Engineer.

F. A development agreement between the City and the petitioner shall be required for a project's approval.

G. No development, construction, revision, or additions shall take place on an apartment housing site until the site plan has been approved by the City, final plats if required have been recorded, the necessary bonds have been posted, and the appropriate permits have been obtained.

#### **Section 18.87.040 Attachment of Reasonable Conditions**

The Planning Commission may attach reasonable conditions or requirements to the granting of a Conditional Permit. Consistent with Chapter 18.108, Conditional Uses, a time limit of one year shall be attached to the exercise or non-exercise of any grant or approval, unless specifically extended by an action of the Planning Commission.

#### **Section 18.87.050 Parking and Access Standards.**

A. Each required parking space shall be a minimum of nine (9) feet by twenty (20) feet. Aisle width serving parking areas shall be as follows: Twelve (12) foot aisles for one-way lanes serving thirty-degree (30) and forty-five degree (45) parking; twenty-two (22) foot aisles for two-way lanes serving perpendicular parking. All parking areas must be paved with a year-round surface of asphalt or concrete and adequately drain.

B. There shall be required curb, gutters, and sidewalks along each street right-of-way. Construction shall meet the City standards for location and construction.

C. Driveways from the street to all parking areas shall be a minimum width of twenty (20) feet for two-way traffic and twelve (12) feet in width for one-way traffic.

D. Each apartment development shall provide a paved parking surface, enclosed with a sight obscuring fence at six feet (6) in height, for the storage of recreational vehicles. This area shall be developed at a minimum ratio of one hundred (100) square feet per unit. The City may waive this requirement by requiring, as a condition of the final development plan, that no recreational vehicle be parked or stored within the apartment development.

E. All parking lots shall be bounded by curb and gutter. A ten (10) foot landscaped area shall be placed between parking areas/driveways and side and rear property lines, and a twenty (20) foot bermed landscaped strip or grass shall be placed between parking and any dedicated City street.

F. Each apartment development shall have two points of ingress/egress. The Planning Commission may make exceptions for Senior Housing Development with fewer than 40 units. No more than two points of ingress/egress shall be provided on any one street, unless the Planning Commission determines that additional points of ingress/egress would promote public safety.

**Section 18.87.060 Architecture.**

A. The developer shall design and build apartments that are architecturally and aesthetically pleasing. Such design may include multi-level variant roof designs and contours, gables, decorative windows and doors, bay windows, offset entries, decorative stairs, etc.

B. The front and side elevations shall have at least twenty-five (25) percent of the first floor of the building exterior finishing materials of either brick, stone, manufactured stone, or a combination of these materials.

C. All outside storage areas, except RV storage areas, shall be totally enclosed with the same materials as used on the exterior of the main structures. All outdoor storage areas and RV storage areas shall not be located adjacent to a public street (they shall be out of view from the street and located in the rear of the complex). All solid waste receptacles, which are not located within a building shall be enclosed on at least three (3) sides with the same materials as used on the exterior of the main structures.

**Section 18.87.065 Setbacks.**

A. Front setbacks for all main buildings shall be thirty (30) feet from the street property line. On corner lots, the setback from the side street property line shall be thirty (30) feet.

B. Side setbacks for all main buildings shall be twenty (20) feet from the property line.

C. Rear setbacks for all main buildings shall be twenty (20) feet from the property line.

D. Carports and covered parking structures and accessory buildings shall be located at least ten (10) feet from side and rear property lines, and at least thirty (30) feet from any front or street property line.

**Section 18.87.070 Lot Standards.**

A. The required minimum area for an apartment project is one and one half (1.5) acres.

B. The minimum frontage along a public street for an apartment development shall be ninety-eight (98) linear feet.

C. No apartment building shall include an existing building unless it meets current building codes, can be seamlessly integrated into the proposed apartment complex and is approved by the Planning Commission.

D. Each apartment unit shall contain a minimum of 600 square feet.

**Section 18.87.080 Landscaping.**

A. Building shall be clustered, leaving large open areas for innovative landscaping.

B. All land on the lot not covered by buildings, driveways, sidewalks, structures, and parking areas, shall be permanently landscaped with trees, shrubs, lawn, or ground cover and maintained in accordance with good landscaping. At least 60% of the required landscaped area at plant maturity must be living materials.

C. The minimum number of trees within the front setback shall be equal to one (1) tree for every twenty (20) feet of frontage, placed within the bermed landscaping strip. The trees shall be at least two-inch caliper, and may be placed at the discretion of the landscape architect.

D. Open space, recreation areas, and/or amenities shall be provided for each development at a ratio of 100 square feet per apartment unit (this area shall not include the required setback areas). A portion of the open space shall be designed as a recreational area for both children and adults, including recreational facilities such as playground equipment, basketball or tennis court, swimming pool, tot lots, etc.

E. All landscaping shall have a permanent underground sprinkling system.

F. Parking areas shall be screened along side and rear property lines with evergreen shrubbery and/or evergreen trees.

#### **Section 18.87.090 Lighting Plan.**

All apartment applications shall include a lighting plan. The lighting plan shall be designed to:

A. Discourage crime;

B. Enhance the safety of the residents and guests of the project;

C. Prevent glare onto adjacent properties and into the sky;

D. Enhance the appearance and design of the project; and

E. Lighting style shall be period lighting.

#### **Section 18.87.100 Apartment Designations.**

##### **A. Senior Housing**

1. **Purpose.** The Senior Housing Overlay Zone (SenH) is created in recognition of the present and future need for senior housing for residents 55 years and older and for the disabled.

2. **Overlay Zone Boundaries.** Properties within the R-2 and R-3 Zone may be considered for the Senior Housing Overlay Zone. In determining appropriate locations for the Senior Housing Overlay Zone, consideration should be given to proximity to services, major streets, and commercial zones.

3. **Permitted and Prohibited Uses.** All uses permitted in the underlying zone shall be permitted in the Senior Housing Overlay Zone. Regulations applicable to uses in the underlying zone shall apply as well, unless otherwise specified or addressed in this Chapter.

4. **Seniors Only.** At least 80% of all occupants of any senior housing project (excluding the resident manager) shall be rented, leased, or occupied by senior or disabled individuals and their immediate family. For the purpose of this Section, a senior shall be defined as anyone who is 55 years or older. The owner of senior housing is responsible for ensuring that the units are occupied by the required ratio of seniors or disabled individuals. The owner shall give written certification to the City, upon request of the City, that the project is occupied by the required ratio of seniors or disabled individuals. The owner or manager of any senior housing project or dwelling unit shall retain the documents establishing senior status for each dwelling unit for a period of two years and shall make such records available to the City for inspection upon the City's request.

5. **Rezone.** The City Council, upon recommendation of the Planning Commission, may rezone property by applying the Senior Housing overlay Zone.

##### **6. Development Standards Specific to the senior Housing Overlay Zone.**

a. **Height.** Senior housing apartments may not exceed two stories.

b. **Density.** The maximum density shall not exceed sixteen (16) units per gross acres.

e. **Occupancy.** Occupancy of senior housing units must comply with the definition of family within this Title.

d. **Parking.** All senior housing projects shall have one (1) parking space per unit and one (1) guest parking space for every four (4) units.

**B. Standard Apartment Units**

1. **Purpose.** Standard apartment units are created to meet the needs of those in the community that seek rental housing.

2. **Zones.** Properties within R-3 Zone may be considered for apartments. In determining appropriate locations for the apartments, consideration should be given to proximity to services, major streets, and commercial zones.

**3. Development Standards for apartments.**

a. **Height.** Apartment buildings may not exceed two stories plus a basement.

b. **Density.** The maximum density of apartments shall not exceed twelve (12) units per gross acres.

e. **Occupancy.** Occupancy of apartment units must comply with the definition of family within this Title.

d. **Parking.** All apartment projects shall have two (2) parking spaces per unit plus one (1) parking space per four (4) units for guest parking.