



VINEYARD
STAY CONNECTED

**MINUTES OF A REGULAR
CITY COUNCIL WORK MEETING
July 7, 2026, at 4:05 PM**

Present

Mayor Zack Stratton
Councilmember Parker McCumber
Councilmember Jacob Wood
Councilmember Jacob Holdaway
Councilmember David Lauret
Councilmember Ezra Nair

Absent

Staff Present: Chief Deputy Holden Rockwell with the Utah County Sheriff's Office, Administrative Director David Kyle Herring, City Manager Brian Voeks, Parks and Recreation Director Brian Vawdrey, Public Works Director Naseem Ghandour, Assistant Engineer Patrick James, Chief Building Official Cris Thomas, Public Works Coordinator Dareli Villegas, City Planner Anthony Fletcher, City Recorder Robin Bond and Deputy City Recorder Tony Lara

Others Speaking: Ryan Bybee with Cadence Homes, Vineyard residents Chris Judd, Daria Evans, David Hyte, Shawn Herring, John Pettingil, and Keith Vincent

1. CALL TO ORDER

 Mayor Stratton called the meeting to order at 4:05pm.

2. INVOCATION AND PLEDGE OF ALLEGIANCE (BY INVITATION)

 Vineyard resident Chris Judd offered a prayer and led the pledge of allegiance.

3. PUBLIC COMMENTS

 Daria Evans, living in the Villas neighborhood, asked whether the proposed insignificant land resolution should first be reviewed by the Planning Commission, noting the Commission's advisory role in considering land use and plan amendments under the City's code. She also requested information on the City's fireworks expenditures, and staff responded that Vineyard Days fireworks cost **\$15,000**, while the July 2 fireworks display cost **\$12,500**.

 David Hyte, living in the Maples neighborhood, spoke in support of the proposed insignificant land resolution. He explained that his property includes longstanding improvements on a small parcel he believed was part of his lot when he purchased the home. He asked the Council to consider a solution for similarly situated homeowners that would avoid requiring them to effectively pay twice for property they reasonably believed they owned.

4. CONSENT ITEMS

4.1. Approval of the June 23, 2026, City Council Meeting Minutes

 **Motion:** COUNCILMEMBER MCCUMBER MOTIONED TO APPROVE THE CONSENT ITEM AS PRESENTED. COUNCILMEMBER HOLDAWAY SECONDED. COUNCILMEMBERS NAIR, LAURET, WOOD, MCCUMBER AND HOLDAWAY VOTED IN FAVOR. THE MOTION PASSED UNANIMOUSLY.

5. WORK SESSION

5.1. Discuss 400 South Road Design and Construction (Council Member Holdaway)

 Councilmember Holdaway introduced the discussion by explaining that negotiations to acquire a small portion of property from his father had been unsuccessful, prompting consideration of alternative road designs. He reviewed the history of prior work sessions and stated that he had met with affected property owners in an effort to develop a compromise that would allow the project to move forward while addressing concerns over right-of-way requirements.

Councilmember Holdaway argued that the City's recently adopted 83-foot collector road standard had not been applied to existing collector roads elsewhere in Vineyard and contended that requiring the additional right-of-way from only a small number of property owners was inconsistent and unfair. He presented comparisons to other collector roads throughout the city, asserted that existing roadway widths adequately accommodate emergency vehicles, and outlined a compromise design he felt would maintain traffic lanes, parking, sidewalks, and a continuous bicycle route while minimizing additional property acquisition. He stated that the proposal would treat affected property owners more equitably and reduce the potential for litigation.

 Councilmember Holdaway invited Vineyard resident Shawn Herring to comment on the estimated cost of redesigning the 400 South roadway. Herring stated that, based on his professional experience, revising the plans would likely require only a day to a day and a half of engineering work which he approximated would be around \$1,500 to \$2,000 and could still be professionally engineered and stamped, which contrasted with the higher redesign cost estimate included in the staff report.

Following Herring's comments, Councilmember Holdaway questioned several assumptions contained in the staff report, including projected redesign costs, roadway design considerations, and overall project expenses. He argued that his proposed alternative could reduce construction costs, avoid the need for eminent domain, and potentially shorten the project's timeline compared to proceeding under the City's current design.

Mayor Stratton clarified that his earlier statement regarding potential litigation being irrelevant was based on his position that he would not support using eminent domain to acquire property for a trail project. He stated that, in his view, because he would not pursue eminent domain, discussion of lawsuits related to that approach was not applicable to the Council's decision.

 Councilmember McCumber stated that he was opposed to using eminent domain for the

project and expressed concern about increasing costs to taxpayers while the City is working to reduce expenditures. Although he was interested in obtaining more detailed cost estimates to better understand the potential savings of the proposed alternative design, he emphasized that he was not supportive of incurring unnecessary redesign or engineering expenses. He concluded that the City should continue working collaboratively with staff and affected property owners to reach a mutually agreeable solution without resorting to litigation or eminent domain.

 Councilmember Lauret expressed support for Councilmember Holdaway's proposed alternative road design, stating that he believed the concept had been misrepresented in the meeting materials. After reviewing the existing roadway configuration and visiting the site, he outlined what he viewed as a practical compromise that would preserve travel lanes, improve bicycle connectivity, and maintain sidewalks while avoiding additional property acquisition or the use of eminent domain. He concluded by commending Councilmember Holdaway's efforts to work with affected property owners to develop a compromise solution.

 Councilmember Nair emphasized the importance of evaluating both the financial and time impacts of the project, noting that while the staff report contained preliminary cost estimates rather than final bid amounts, those estimates should still be considered alongside the potential costs of redesign and project delays. He requested additional clarification from staff regarding the assumptions behind the estimated costs.

Nair also raised concerns about elements of the proposed alternative roadway design, specifically questioning the offset curb alignment and suggesting it could create operational or safety issues at the intersection. He stated that any evaluation of the alternatives should consider both direct construction costs and the broader impacts of delaying the project.

Following discussion with Councilmember Holdaway regarding existing roadway conditions, Councilmember Nair maintained that past inconsistencies in roadway design should not justify repeating those practices in new construction. He emphasized that the City should strive to build infrastructure that reflects current standards where practical.

Councilmember Nair further noted that the 400 South project is part of the City's broader transportation planning efforts, referencing the adopted Transportation Master Plan and the public process used to establish the City's future roadway network. He indicated that the project should be considered within the context of those long-term planning objectives rather than solely as an isolated roadway segment.

 The Council discussed the merits of the various roadway design alternatives, focusing on roadway consistency, project costs, and long-term planning objectives. Members debated whether the proposed alternatives would create inconsistencies with existing roadway geometry, the feasibility of modifying the design to better align with current conditions, and whether redesign costs would be offset by potential construction savings.

 Ryan Bybee, representing Cadence Homes, explained that the existing development agreement established the roadway right-of-way dimensions relied upon during construction

of the development. He expressed concern that substantially modifying the roadway design at this stage could require amendments to the agreement and further delay completion of 400 South, which he described as an important access route for the development.

Mr. Bybee suggested that a potential solution could be a land exchange between the developer and the affected property owner to preserve the planned roadway width while addressing property impacts. He also discussed bicycle infrastructure, stating his preference for conventional bike lanes over the proposed cycle track and emphasizing roadway safety. Councilmember Holdaway responded by citing discussions with bicycle advocates who supported a protected bike lane for children traveling between the elementary school and the park. The discussion concluded with additional questions regarding the costs associated with bicycle infrastructure improvements and roadway modifications before Mayor Stratton returned the discussion to the broader agenda item.

 Public works director Naseem Ghandour explained that the cost estimates included in the staff report were preliminary planning-level estimates intended to inform Council deliberations rather than final construction bids. He stated that staff developed the estimates using input from the project design engineer, consultants, contractors, and previous project cost data, emphasizing that the figures represented reasonable approximations based on the information available at this stage.

Addressing the proposed roadway alternatives, Mr. Ghandour stated that changes to the alignment could require modifications to recently completed roadway improvements, utility infrastructure, and future transportation planning. He explained that staff's estimates accounted for potential roadway reconstruction, utility relocation, and design revisions necessary to maintain roadway safety and accommodate the City's long-term Transportation Master Plan.

5.2. Discuss Motorized Bikes, Scooters, and Other Means of Transportation (Deputy Chief Holden Rockwell)

 Chief Deputy Holden Rockwell reviewed recent and upcoming changes to state law governing electric scooters, e-bikes, electric motorcycles, and other high-powered electric devices. He explained the different classifications, age and helmet requirements, and how local governments may regulate their use on sidewalks, paths, and trails.

Chief Deputy Rockwell also noted that enforcement can be complicated because some high-powered electric bikes may fall under multiple legal classifications depending on their design and use. He indicated that the City may need to update its local ordinances to address areas that state law will leave to local regulation beginning in 2027.

 The Council reviewed and discussed Vineyard's existing regulations for electric mobility devices on sidewalks, trails, and in parks. Chief Deputy Rockwell explained that current rules include a 15mph limit on sidewalks and trails, restrictions on off-highway vehicles, and a requirement that mobility devices be operated safely within City parks.

The discussion also addressed enforcement challenges involving electric motorcycles, particularly difficulties with registration, titles, and vehicle identification compared with traditional motorcycles. Rockwell noted that upcoming state requirements will provide clearer notices to purchasers regarding registration and insurance obligations, and the Council asked

him to advise the City if additional local regulations become necessary.

 Chief Deputy Rockwell concluded by outlining the Police Department's current enforcement approach, explaining that the City's focus has been on education and voluntary compliance rather than impounding electric motorcycles except in more serious situations, such as when riders flee from law enforcement. He emphasized that the Department's primary concern is preventing injuries by encouraging safe operation and helmet use.

 John Pettingill, living in the Holdaway Fields neighborhood, expressed concern about repeated unsafe operation of electric motorcycles in the Holdaway Fields neighborhood, describing instances of underage riders speeding and performing stunts on residential streets. Citing a recent fatal accident involving youth riders in another community, he urged the City to increase enforcement efforts before a similar tragedy occurs in Vineyard.

 Keith Vincent, living in the Villas neighborhood, expressed concern about the increasing number of electric scooters and similar devices using the lakeside trail, stating that he and his wife have experienced several close calls while walking. He encouraged the City to focus on public education regarding safe operation and applicable rules to help prevent accidents.

 The Council discussed potential approaches for regulating electric mobility devices on sidewalks, trails, and shared paths, balancing public safety with recreational use. Members generally supported continuing the Sheriff's Office's education-first enforcement approach while exploring whether additional local regulations would be appropriate before upcoming state law changes take effect.

Councilmembers also discussed possible policy options, including enhanced public education, improved trail signage, restrictions on certain high-powered devices, and regulations tailored to Vineyard's trail system. Staff was asked to work with the City Attorney to develop recommendations for future Council consideration, with an emphasis on maintaining safe public spaces while allowing for responsible recreational use.

5.3. Discuss Resolution 2026-31: Insignificant Land Resolution (Council Member Ezra Nair)

 Councilmember Nair presented a proposed policy to address minor property line encroachments involving City-owned land. He explained that the resolution would establish a process for homeowners to resolve insignificant boundary issues through an application process, allowing the Council to consider waiving certain land acquisition costs in appropriate cases while requiring applicants to cover administrative expenses.

Councilmember Nair stated that the proposal was prompted by recent changes in state law and requests from residents, and was intended to provide a practical, lower-cost method for resolving small boundary discrepancies that arose during the City's development.

 Mr. Hyte described the history of a boundary encroachment affecting his property, explaining that improvements including landscaping and fencing were installed before he

purchased the home and that the discrepancy was not disclosed during the sale. He stated that after discovering the issue, he approached City officials in hopes of finding a practical resolution for the minor encroachment.

 The Council discussed potential refinements to the proposed resolution, including eligibility criteria, application thresholds, and the appropriate review process. Members expressed support for creating a process to resolve longstanding, minor boundary encroachments while emphasizing the importance of preventing the policy from encouraging future encroachments or creating unintended precedents. The discussion concluded with general direction to refine the proposal, incorporate the recommended review process, and return the resolution for formal consideration at a future meeting.

6. COMMUNICATION ITEMS

There were no items discussed in this meeting.

7. ADJOURNMENT

Meeting adjourned at 5:49

MINUTES APPROVED ON:

August 11, 2026



CERTIFIED CORRECT BY:

Tony Lara

TONY LARA, DEPUTY CITY RECORDER