MINUTES OF THE TOWN COUNCIL MEETING OF GARDEN CITY, UTAH

The Garden City Town Council held their regularly scheduled meeting on Thursday, August 11, 2016 at the Garden City Lakeview Building located at 69 N. Paradise Parkway, Building C. Mayor Spuhler opened the meeting at 4:05 p.m.

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Town Council Members present:

John Spuhler, Mayor
Pat Argyle
Chuck Stocking
Darin Pugmire
Jennifer Huefner

Others Present:

Kathy Hislop
Bob Peterson
Riley Argyle
George Peart
Anita Weston
Nadine Sprouse
Analisa Wilson
Ben Hathoway
Kandi Eborn
Nancy Hansen
Joey Stocking
Zan Murray
John Crandall
Norm Mecham
Hassee Gifford

PRAYER AND PLEDGE

The Pledge of Allegiance was led by Mayor Spuhler and Ms. Annalisa Wilson offered the prayer.

APPOINTMENT OF NEW COUNCIL MEMBER

Mayor Spuhler explained that Ms. Jennifer Huefner completed the Declaration of Candidacy for the open Council seat left by Mr. Bruce Warner.

Council Member Pugmire made the motion to appoint Jennifer Huefner as the new Council Member. Council Member Argyle seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

OATH OF OFFICE

The Oath of Office was administered to Council Member Huefner.

ROLL CALL

Mayor Spuhler asked for a roll call of Council Members present: Mayor Spuhler, Council Member Argyle, Council Member Stocking, Council Member Huefner and Council Member Pugmire.

EXECUTIVE SESSION TO DISCUSS LITIGATION

Mayor Spuhler explained that Mr. Ben Hathoway is here to discuss the lawsuit with Shore Lodge Estates and our options moving forward.

Council Member Argyle made the motion to go into executive session on August 11, 2016 at 4:10 to discuss the Shore Lodge litigation. Council Member Pugmire seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

Minutes of the Executive Session will be kept on separate record.

There being no further business to discuss regarding this matter, Council Member Huefner made the motion to exit the executive session at 5:36 p.m. Council Member Stocking seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Pugmire, for; Council Member Stocking, for; Council Member Huefner, for; Mayor Spuhler, for. Motion carried.

APPROVAL OF MINUTES

Minutes of the Town Council Meeting held on July 13, 2016

Council Member Pugmire made the motion to approve the minutes of the regular Town Council meeting held on July 13, 2016 as written. Council Member Stocking seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

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Minutes of the Public Hearing of the Town Council held on July 19, 2016

Council Member Huefner made the motion to approve the minutes of the Public Hearing for the Town of Garden City, dated Tuesday, July 19, 2016. Council Member Pugmire seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

Minutes of the Public Hearing of the Town Council held on July 26, 2016

Council Member Stocking made the motion to approve the minutes of the Public Hearing on July 26, 2016. Council Member Pugmire seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

Minutes of the special meeting of the Town Council held on August 2, 2016

Council Member Huefner made the motion to approve the minutes of the special meeting, dated August 2, 2016. Council Member Pugmire seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

Minutes of the executive session of the Town Council held on August 2, 2016

Council Member Stocking made the motion to approve the minutes of the executive session, dated August 2, 2016. Council Member Argyle seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

BUSINESS LICENSE DISCUSSION/APPROVAL

Top Coat nails, request to conduct a nail service with retail service at 585 N Bear Lake Blvd. Aftyn Reese

There were no issues with this business license request.

Council Member Argyle made the motion to approve the business license for Top Coat nails. Council Member Pugmire seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

SHORT TERM RENTAL LICENSE DISCUSSION/APPROVAL

605 Dee Drive, Jakota J. Walters, Owner and renter

This short term rental is privately owned and privately rented.

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Council Member Argyle made the motion to approve the short term rental at 605 W. Dee Drive for Jakota J. Walters. Council Member Pugmire seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

620 S Stump Hollow Rd. Christopher Olsen, Owner and renter

This short term rental is privately owned and privately rented.

Council Member Argyle made the motion to approve the short term rental at 620 S Stump Hollow Rd for Christopher Olsen. Council Member Huefner seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

COVENANT TO RUN WITH THE LAND

Request to encumber parcels 41-33-27-063, 41-33-27-012 and 41-33-27-013 of Real Beach Subdivision. Request to encumber properties to build over lot lines. Evrett Benton

Council Member Argyle asked about the encumbrance. The property owner wants to build a house on it. She asked if it would meet the requirements for building. Mr. Peart said that the property owner has applied for a variance for the setback.

Council Member Pugmire made the motion to approve the Covenant to Run with the Land for Evrett Benton, parcels 41-33-27-063, 41-33-27-012, and 41-33-27-013 of the Real Beach Subdivision. Council Member Argyle seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

PUBLIC COMMENTS

Ms. Kandi Eborn said that Raspberry Days went really well. She explained that there are a couple committee members whos terms are up and won't be returning. Other than those couple people the committee members will be back next year. Mayor Spuhler said that he felt that everything went smooth.

Mr. Peterson said that he liked where the handicap parking was moved. It helped.

Council Member Pugmire asked about the contract that is signed stating what can be sold at the craft fair. Ms. Eborn said that whatever they put on their application is all that they can sell. The chairman monitors what the vendors can sell. Council Member Pugmire said that he saw brand name items and he thought it was a craft fair. He asked what the board can do moving forward on what is sold. Ms. Eborn said that she will keep more of an eye on making sure that there are more of just homemade crafts.

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Mayor Spuhler said thank you to the Raspberry Days Committee for all that they do. He explained that next year we will raise the booth fee and not charge the $1 entrance fee. The committee will meet next week.

Council Member Pugmire said that we need to set a goal date of when we can move the craft fair to Heritage Park. We need to make it flow and make it better every year.

RESOLUTION DISCUSSION/APPROVAL

Resolution #R16-04, A resolution providing for the holding of a Bond Election in the Town of Garden City, Utah for the purpose of submitting to the qualified electors of the Town the question of the issuance and sale of $6,300,000 General Obligation Bonds; providing for the holding of a public hearing and the publication of a Notice of Public Hearing; declaring official intent with respect to certain expenditures; and providing for related matters.

This resolution is to allow the voters to determine if they want to move forward on the rec center. Approval of this resolution would put the bond for the rec center on the ballot in November.

Council Member Pugmire asked how much more time and money would go into the process to get this to the voters. Mr. Peterson said it would require him 10-15 more hours until the election. We have already paid the Bond Attorney $5,000 to get this to the election. Mr. John Crandall explained that there may be some additional cost associated with the notices that are required.

Mr. Crandall said that the Town Council is prohibited to spend any additional city funds to advocate for the rec center. As an individual the Council can advocate, but the city must remain neutral.

Mayor Spuhler said that the average increase will be about $158 per year per residence.

Mayor Spuhler read the description for Resolution #R16-04, A resolution providing for the holding of a Bond Election in the Town of Garden City, Utah for the purpose of submitting to the qualified electors of the Town the question of the issuance and sale of $6,300,000 General Obligation Bonds; providing for the holding of a public hearing and the publication of a Notice of Public Hearing; declaring official intent with respect to certain expenditures; and providing for related matters.

Council Member Stocking made the motion to move forward with Resolution #R16-04 to hold a bond election for a rec center. Council Member Huefner seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, Nay; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

Mr. Norm Mecham said that he feels the public hearing would be a good way to get the input from the community. In general it will help the people see an additional reason to become a homeowner in garden city. When we get growth it changes the numbers.

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ELK'S RIDGE WATER SYSTEM EASEMENT AND PROPERTY AGREEMENT DISCUSSION/APPROVAL

Mr. Murray explained that he spoke with Mr. Anderson, the Engineer for Elk's Ridge, and he has the agreement out for review to the property owners. Mr. Anderson said that he felt it will be a couple weeks to get all the final signatures.

Mr. Murray explained that the federal government operates on their fiscal year from October 1 – Sept 30. In September they pull all their money back to the federal level, this includes funding for the USDA. In October they re-allocate the funding back to the states. Mr. Murray said that he should have the application ready in December when the funding would be ready at the State level. He said that will affect the agreement with Mr. Mecham.

Mr. Murray anticipated getting the design done this winter so it can be bid out next spring. He would like to get the survey done now so he can get it included in the design. The survey work can be included in with the funding.

There is a grant money that will be approximately 40%. The loan will be a 40 year loan at about 2.5%. There shouldn't be any additional increase in the water rates because we have anticipated for that in the prior rate increase.

USDA is basically built for rural communities. It is very beneficial for small communities to get the grants that are necessary. We have to follow their requirements to apply for the grants.

Council Member Pugmire said that he wants to get the agreement with Elk's Ridge signed and done before letting JUB start on the survey. The Council agreed.

MISCELLANEOUS ITEMS

Council Member Pugmire said that he voted nay to the rec center because there isn't any room for expansion at the location it is proposed. He would like to have it at a different location for the future of it.

Council Member Argyle said that the agreement for the property in Buttercup where the garbage is, required us to provide trees. There is a small strip behind the cement wall. She suggested that we give upthe little strip in exchange for the trees. No one will maintain the property and it is a small strip. The Council agreed to offer the strip to the adjacent property owner.

Council Member Pugmire said that he had a person ask him about the buying some property above Snowmeadows. There are roads proposed through the property. Council Member Pugmire told him to go to an AEG meeting or talk with the Planning Commission so he knows the plan for the roads.

Mr. Bob Peterson reported that he received 17 calls over the Raspberry Days weekend. 7 were on Shore Lodge, 2 on short term rental parking, 2 camping calls, 1 sign, 1 shuttle info. 1 for a car

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parked in our parking lot, 1 for people riding up and down the beach and 1 parked on 150 south parking lot.

Mr. Peterson said that he will have a report ready for next month based on the whole summer.

COUNCIL MEMBER REPORTS

Mayor Spuhler

Mayor Spuhler said that we will discuss the transient business ordinance during the September Council meeting. There is a lot to consider with transient businesses. The Planning Commission will also discuss it and give recommendations to the Town Council.

Mayor Spuhler said that he is going to look at the jobs and see what works best with each Council Member before handing out new jobs for the Council.

Council Member Huefner

Council Member Huefner said that the Buttercup HOA has voted to dissolve the HOA but the legal aspect hasn't been completed.

Council Member Huefner said that we need to promote the area during the winter.

Council Member Pugmire

Council Member Pugmire said that we are still set on the meeting for the STIP, but we don't have to worry about that until Sept 2017.

Council Member Stocking

The Library Board would like to replace Ms. Kathrine Warner, who has left the community, with Ms. Debbie Forakis. Mayor Spuhler said that is ok even though she is outside the city limits.

PAYMENT VOUCHERS

Council Member Pugmire made the motion to pay the vouchers. Council Member Stocking seconded the motion. A roll call vote was taken: Council Member Argyle, for; Council Member Huefner, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

ADJOURNMENT

There being no further business to discuss Council Member Pugmire made the motion to adjourn the meeting at 7:10 p.m. Council Member Stocking seconded the motion. A roll call vote was taken: Council Member Huefner, for; Council Member Argyle, for; Council Member Pugmire, for; Council Member Stocking, for; Mayor Spuhler, for. Motion carried.

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APPROVED:

_____

John Spuhler, Mayor

Attest:

_____

Kathy Hislop, Town Clerk

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GARDEN CITY
SHORT TERM RENTAL APPLICATION

Owner or Property Management Company Name: Bear Lake Condo Rentals
Owner or Property Management Company Address: 10 S. Bear Lake Blvd., Garden City, UT 84028
Owner or Property Management Company Phone #: 1-800-946-5173
Emergency Contact Name and Phone #: (must live within 15 minutes of property & be available 24/7) Joey Stocking 1-800-946-5173
Contact Persons E-mail address: info@bearlakecondorentals.com
Utah State Tax Number: (must be registered to Garden City) 1408965 5-004-5TC

The following information and documentation shall be contained in the application and provided to the Clerk:

A. Completed Application signed by the Owner. •
B. Proof of Ownership for each unit. •
C. Site Plan drawn to scale for each unit, including the parking area with each parking space mapped out. •
D. Proof of valid insurance for each unit being licensed for short term rentals. •
E. Floor plan drawn to scale with dimensions. •
F. Zone designation and street address for each unit.
G. If direct vehicular access from the Property to a public street is not shown on the Site Plan, the Application must include a Temporary Access Easement from the owners of each property over which vehicles must pass to access the Property. All Temporary Access Easements shall be signed and notarized by the owner or owners of the property or properties granting the Temporary Access Easements. Upon the termination of any Temporary Access Easement, it shall be the responsibility of the Owner to obtain a new Temporary Access Easement from the new property owner. Failure to obtain a replacement Temporary Access Easement shall be cause for termination of the License. •

H. Copies of currently valid Town and State Sales Tax collection and accounting numbers in the name of the Owner or the Property Management Company.

I. The name, address, and contact information including a 24-hour contact phone number for the person at the Property Management Company managing the Property; or, if there is no Property Management Company, the name, address and contact information, including a 24-hour contact phone number, of a person living with 15 minutes of the property(s), who may be the Owner or Owner's Agent, and who can be contacted in the event of an emergency.

J. Inspection by the Garden City Building Inspector and Garden City Fire Chief.

K. A signed acknowledgement on the application, that the Owner, Property Management Company, and/or Owner's agent, if any, have read all of the Town's regulations pertaining to the operation of a Short Term Rental.

L. The Owner shall sign the application certifying the accuracy of the information submitted and agreeing to comply with all regulations. If there is a Property Management Company or other agent of the Owner managing the Short Term Rental, the agent or an authorized officer of the Property Management Company, or both, shall also sign the application certifying the accuracy of the information submitted and agreeing to comply with all regulations.

Fill out one section for each location you are renting: (you may need to fill out a second application for more locations).

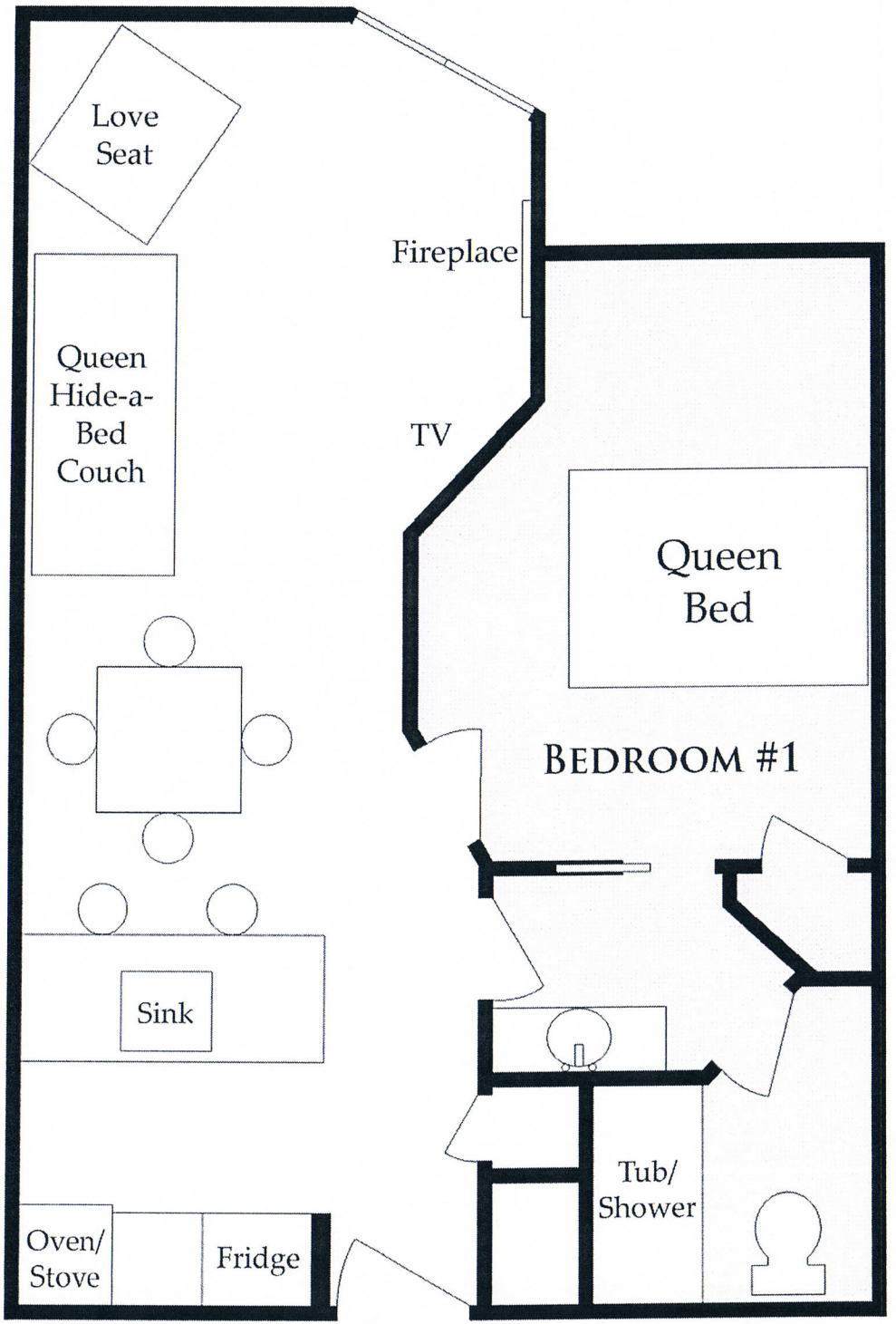
Owner of Property: Xiankun Zhang (Kevin)	Owners Phone #: 858-247-8222
Address of Property: 929 N Harbor Village East Dr #214	Subdivision or resort where property is located: Harbor Village
Owners mailing address: 10804 Cherry Hill Dr., San Diego CA 92130	

Owner of Property:	Owners Phone #:
Address of Property:	Subdivision or resort where property is located:
Owners mailing address:	

As the Owner/Property Management Company for the above listed properties I understand that I am responsible for:

1. The Owner or Property Management Company, or other agent of Owner shall:
   a. mail or provide directly to the party signing any rental agreement or reserving the Property a copy of all Short Term Rental rules and regulations as soon as possible, but no later than 10 days after reserving the Property; and

CONDO 214


Love Seat
Fireplace
Queen Hide-a-Bed Couch
TV
Queen Bed
BEDROOM #1
Sink
Tub/ Shower
Oven/ Stove
Fridge

ORDINANCE #16-04

AN ORDINANCE UPDATING THE PARKING ZONE

WHEREAS, the Town of Garden City is a town duly incorporated under the general law of the State of Utah; and

WHEREAS, the Garden City Town Council is the governing body for the Town of Garden City and must administer the Garden City Municipal Code; and

WHEREAS, the Garden City Town Council is authorized to govern the health, safety and wellness of the citizens and visitors of the Town of Garden City; and

NOW THEREFORE, be it ordained by the Town Council of the Town of Garden City, Rich County, State of Utah, that Ordinance **#11C-300** be changed as follows:

CHAPTER 11C-300 Parking and Loading Space

11C-301 Purpose The purpose of these off street parking requirements is to reduce congestion and traffic hazards in the Town by incorporating adequate, attractively designed off street parking for various land uses. Parking areas shall be designed in such a manner that they will result in maximum efficiency, protection of public safety, provided for the special needs of the handicapped, and where appropriate, insulate surrounding land uses from adverse impacts created by such parking.

11C-302 Off-Street Parking Required

A. At the time any building or structure is erected or enlarged or increased in capacity or any use is established, there shall be provided off-street parking spaces for automobiles in accordance with the following requirements. A detailed site plan showing the required off street parking spaces shall be presented to the Planning Commission for approval. All off street parking shall comply with all of the standards prescribed in this chapter, and shall be permanently maintained in good condition for the duration of the use or uses served by the facility.
B. Parking shall be located on the same lot or abutting lot to the requested use. In no case shall required parking be located across a public street without written approval of the Planning Commission and only when the parking area is within 100 feet.
C. Uses not listed shall be based on the most similar use in the table as determined by the Planning Commission.
D. Any use of property which, in the effective date of this ordinance, is nonconforming only with the regulations relating to off-street parking may continue in the same manner, provided that parking facilities shall not be further reduced.
E. Lighting used to illuminate any off street parking area shall be arranged to reflect the light away from adjacent properties and street traffic and shall comply with the dark sky ordinance.

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F. All areas designated for off street parking shall not be used for outdoor storage of materials or equipment.

G. Parking Setbacks. The Planning Commission will determine at design review the appropriate parking setback. The placing of building and parking elements on a site shall be evaluated by the Planning Commission on the basis of the following factors:
   1. Relationship to other buildings both horizontally and vertically.
   2. Natural land features, such as slopes or trees.
   3. Physical features and controlled ingress and egress.
   4. Visibility from vehicular approaches and distant highways.
   5. Type of use and structure.
   6. Building height.

H. Connection of interior Parking Lots. Private parking lots, within any development, shall be required to provide interior access to adjacent parking lots and interior private roadways. When new developments are being constructed adjacent to existing business, the project shall be required to join existing drives and parking lots at property lines. When new developments are proposed adjacent to undeveloped land or underdeveloped business, the new development shall be required to construct connections, which will allow joining of future roads or parking lots. All access between interior lots and roads shall be open to the public for customer parking and access.

11C-303 Handicap Parking. Handicap parking shall meet the requirements of the most recent amendment of the Americans with Disabilities Act (ADA).

11C-304 Parking Space Size. The dimensions of each off-street parking space shall be at least nine (9) feet by twenty (20) feet for diagonal or ninety-degree spaces; or nine (9) feet by twenty two (22) feet for parallel spaces.

Type of Space	Minimum Width	Minimum Length
Diagonal	9 feet	20 feet
90° Angle	9 feet	20 feet
Parallel	9 feet	22 feet
Oversized Stalls	**9 feet**	**40 feet**

11C-305 Computation Of Off Street Parking Spaces The table on the following pages contains the minimum parking requirements for specific uses. To clarify the computation of off street parking spaces, the following standards shall apply:

A. **Parking calculations shall be based on gross square footage of a building unless stated different in the table below. Outdoor seating must also be included in parking calculations.**

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. Auto/vehicle sales and/or parts store	1 space per 400 sq. ft	1
Banks and financial services	1 space per 300 sq. ft	2
ATM's	1 space for each exterior ATM	
Bed & Breakfast (Inns)	1 space per guest unit	1
Building material stores	1 space per 500 sq. ft	1
Child day care centers	1 space for each 10 children that the facility is licensed to accommodate	2
Community/Convention Centers, lodges and meeting halls	1 space per 100 sq. ft.	2
Grocery Store	1 space per 250 sq. ft.	2
Hotels	**1 space and .2 oversize spaces for each guest hotel room;** plus, retail, restaurant, and conference uses calculated at 50% of the requirements of this table.	2
Laundromats	1 space for each 5 washing machines	
Libraries and museums	1 space per 300 sq. ft	1
Medical Clinics, offices, labs, pharmacies, and other outpatient facilities	1 space per 500 sq. ft	3
Night clubs and bars	1 space per 100 sq. ft	3
Offices	1 space per 500 sq. ft	1
Outdoor commercial recreation	Spectator seats: 1 space for each 4 seats Sports courts: 2 spaces per court plus 1 space per 500 sq. ft. of area other than courts	1
Personal services: Barbers/beauty, etc.	1 space per 500 sq. ft.	1
Plant nurseries and garden supply stores	1 space per 500 sq. ft of indoor use area; 1 space per 2,000 sq. ft. of outdoor use area	1
Public safety facilities	1 space per 500 sq. ft	1
Religious facilities, churches, places of worship	1 space per every 4 seats to maximum seating capacity	
Restaurants (indoor and outdoor dining)	1 space per 180 sq. ft	2 spaces for every 1,000 sq. ft.
Retail Stores	1 space per 500 sq. ft.	1
Schools – public and private		
Grade 9 and lower	1 space per classroom	2 per classroom
Grade 10 – 12	5 spaces per classroom	1 per classroom

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. Service station/Convenience Store	1 space per pump island, does not include parking at the pump	1
Short Term Rental	See ordinance 8-601-G and 8-607-B	
Studios – art, dance, music, photograph, etc.	1 space per 180 sq. ft.	1
Theaters	1 space per 100 sq. ft.	1
Transient Business	1 space per 150 sq. ft of commercial area	2
Utility facilities	1 space per 1,000 sq. ft	1
Veterinarians, animal hospitals, kennels, boarding, pet shops	1 space per 500 sq. ft	1
Warehousing, wholesaling and distribution		1 space per employee
Wholesale design showrooms	1 space per 1,000 sq. ft	1

APPROVED, by the Garden City Town Council, Garden City, Rich County, State of Utah, this ___day of _____, 2016.

APPROVED:

_____

John Spuhler, Mayor

ATTEST:

_____

Kathy Hislop, Town Recorder

Voting:

	Aye	Nay
Argyle	___	___
Pugmire	___	___
Stocking	___	___
Warner	___	___
Spuhler, Mayor	___	___

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Bear Lake Corridor Study

UDOT PROJECT: US-89, SR-30; TRAFFIC STUDY, BEAR LAKE

PIN 13814, CONTRACT NO. 168369

Draft

PREPARED BY:

FEHR & PEERS AND H.W. LOCHNER

bear lake
CORRIDOR STUDY 2015

UDOT
Keeping Utah Moving

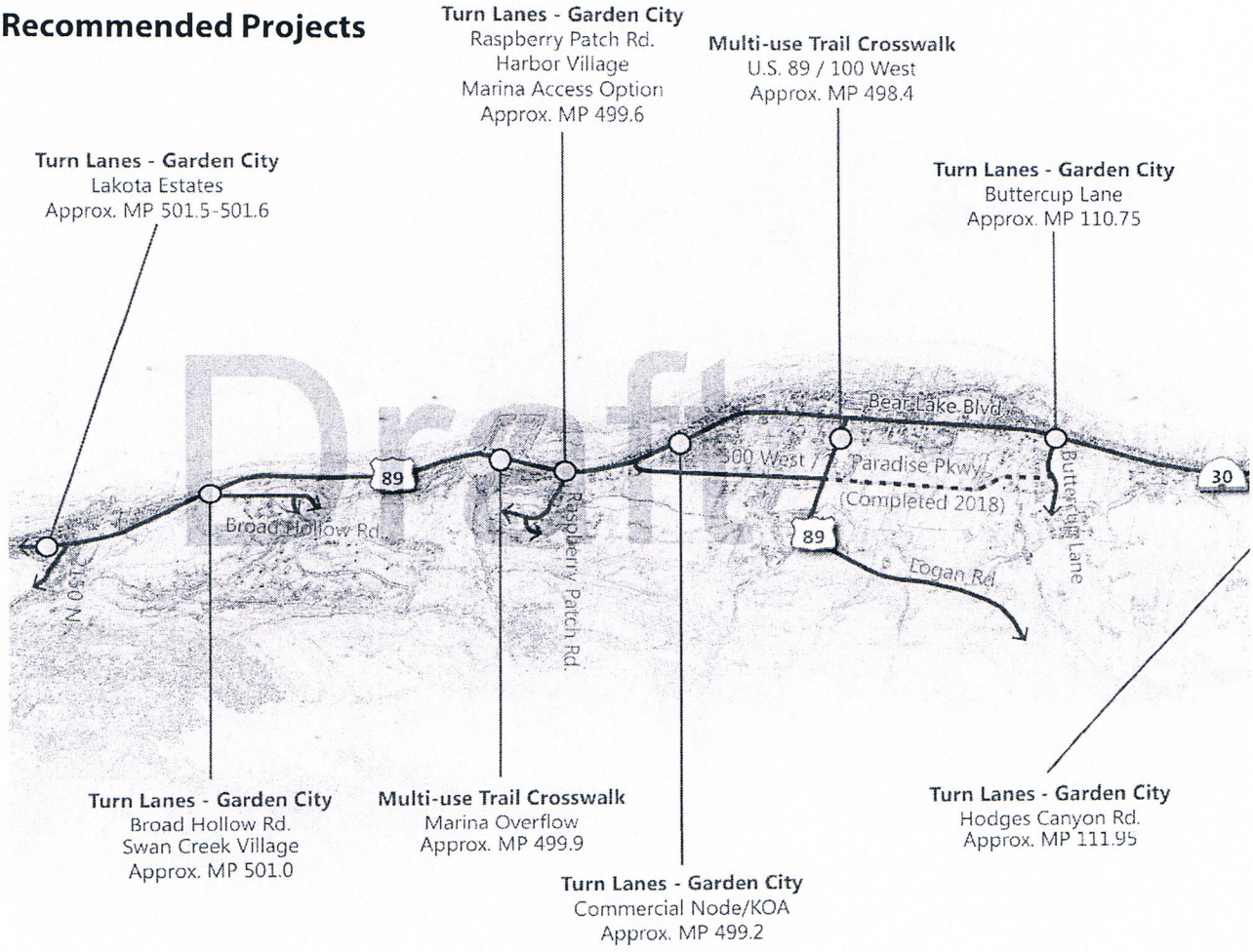
EXECUTIVE SUMMARY

The Bear Lake Corridor Study is an Intermediate Level Corridor Study for the US-89/SR-30 corridor through Garden City, Utah and adjacent to Bear Lake State Park. The corridor serves key recreation destinations and experiences traffic congestion and safety issues during peak visitation periods. The corridor also serves as part of a regional highway network, so solutions must balance local travel, tourism, and inter-regional travel.

The study was carefully designed to execute planning efforts that can be used in subsequent NEPA processes based on FHWA planning guidance. Specifically, a robust in-person and online public engagement process was done to gather feedback that informed preliminary purpose and need statements and helped screen alternatives.

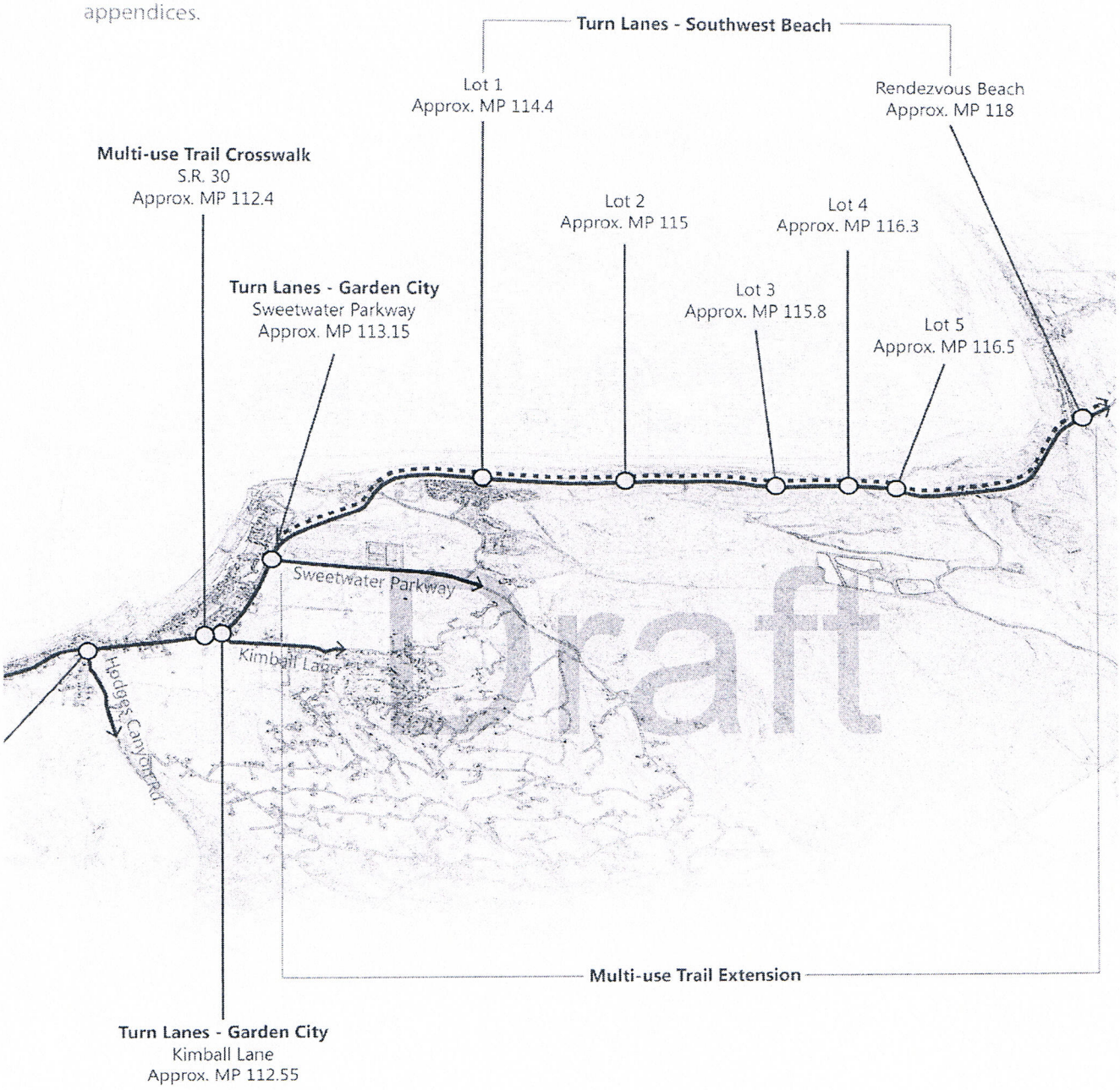
Analysis of seasonal variation suggests that traffic volumes occur often enough within a range where capacity enhancements or traffic management strategies are justified. The region essentially experiences "special event" visitation levels for weekends and holidays throughout the summer. However, the nuances of the situation are complex and evolving, particularly as Garden City expands local streets that provide alternatives to Bear Lake Boulevard. Selection of appropriate strategies should find balance between accommodating peak season travel demand without overbuilding, and considering the values of the community.

Map of Recommended Projects



The Bear Lake Corridor Study identifies a spectrum of issues that includes intersection design, turn lanes, pedestrian mobility, roadway geometry, on-road cycling, and beach access. The study provides recommendations for several priority projects and implementation strategies, and serves as a basis for UDOT and stakeholders to plan improvements. The study was careful to recommend projects that are appropriate given the context of the scale and variability of visitor demand, the context of the semi-rural setting, and public preferences.

Recommendations are provided in the final chapter as "cut sheets" – each project is summarized with information for project description, purpose and need, preliminary costs, environmental screening, outstanding issues, time horizon, and implementation steps. Supporting engineering drawings and cost estimates are provided in the appendices.

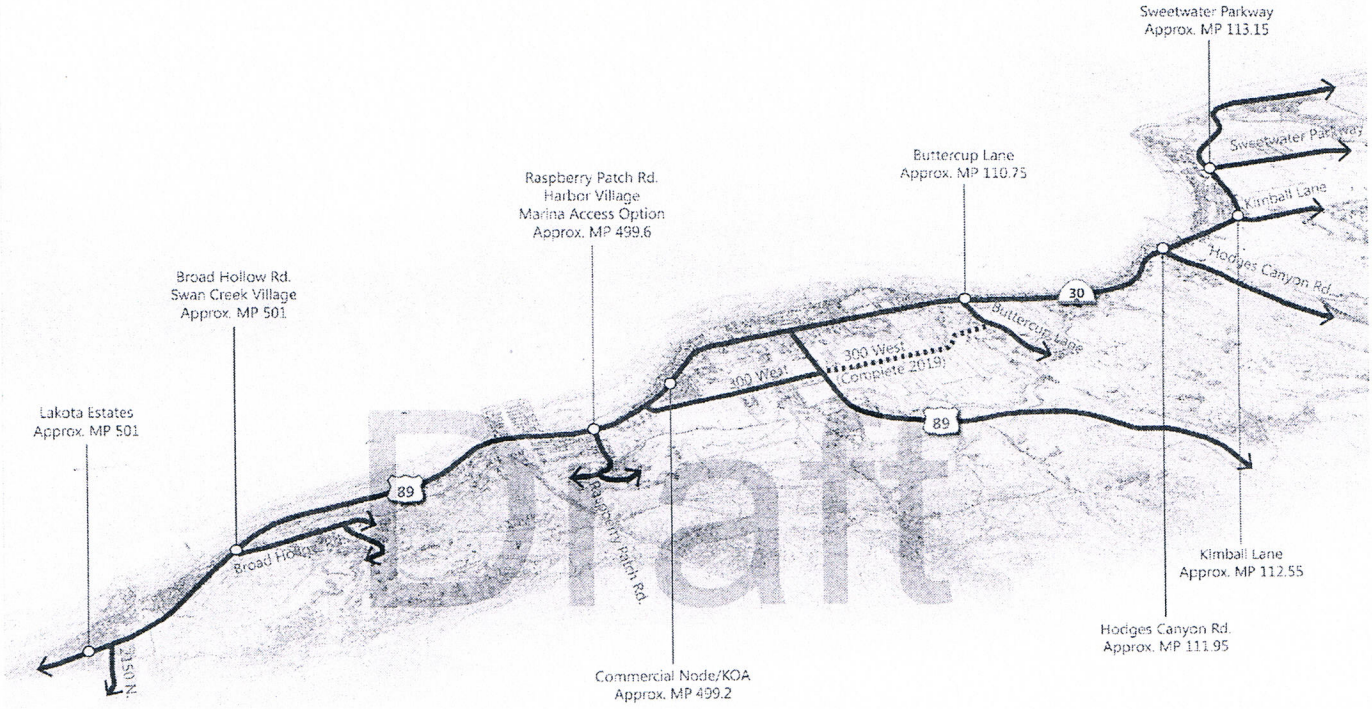


Garden City

TURN LANES

Turn lanes are proposed for further evaluation at the locations listed below. These locations have been identified through the public process and an overview of the adjacent land uses. Turn lanes would provide room for deceleration prior to turning movements while allowing traffic in both travel lanes to flow more freely.

- Lakota Estates – MP 501.5
- Broad Hollow Road (Swan Creek Village) MP 501.
- Raspberry Patch Road / Harbor Village MP 499.6
- Commercial Node/KOA MP 499.2
- Buttercup Lane MP 110.75
- Hodges Canyon Rd. MP 111.95
- Kimball Lane MP 112.55
- Sweetwater Parkway MP 113.15



PURPOSE & NEED:

The purpose of the project is to improve safety and reduce congestion at key intersections. If warranted, providing turn lanes at the locations listed above would provide deceleration space for vehicles without impeding the flow of traffic. Turn lanes can also improve safety, especially rear-end type collisions.

SR 30 and US 89 provide the only access to the popular destinations in and around Garden City and Bear Lake in general. As development and recreational pressures continue to increase, high speeds, recreational vehicles and line-of-sight issues will continue to compromise safety at locations along US 89 and SR 30. Providing turn lanes at select locations minimizes roadway expansion associated with continuous two-way left turn lanes (TWLTC), although TWLTC may be appropriate where turn lanes are closely spaced.

OUTSTANDING ISSUES:

Need to assess impact of additional storm water run-off resulting from the increase of impervious surface.

The preliminary marina expansion design features a driveway access that aligns with Raspberry Patch Road; intersection improvements at this location should be coordinated with State Parks. To address vehicles queued on the highway near the marina entrance, an interim solution (prior to marina expansion) could relocate the current marina entrance to the Raspberry Patch Road intersection. This option could add vehicle storage capacity, and eventually be integrated into the marina expansion project.

IMPLEMENTATION STEPS:

- While public outreach highlighted the need for center turn lanes at the above locations, additional analysis specifically for turn lane warrants is required to understand the traffic operations along the corridor.
- Consider phasing the turn lanes based on highest vehicle turn activity. Turn lanes may also be combined where geographic proximity allows.
- UDOT standards warrant turn lanes when there are 10-50 turning vehicles per hour, depending on posted speed and roadway access category.

LEVEL OF ENVIRONMENTAL DOCUMENTATION:

In most instances, a Categorical Exclusion (CE) is anticipated for environmental clearance. Additional evaluation beyond a CE may be necessary where there are impacts to sensitive wetlands or beyond the ordinary high water mark (OHWM).

TIME HORIZON:

Short to Long Term implementation would require additional planning, design, possible permitting and significant funding due to additional pavement. However, the project can be phased to implement center turn lanes as the warrants are met.

Garden City Turn Lanes
SUMMARY

COST : With and Without Mill and Overlay

$980,000- $1,950,000* per location (Cost may vary due to topography and available ROW)

PURPOSE: Improve safety and reduce congestion

NEED: Compromised safety due to increase of traffic flow in immediate area

RESULTS: Increase safety while minimizing unnecessary roadway expansion

* In 2020 $'s

For additional information see Appendix A

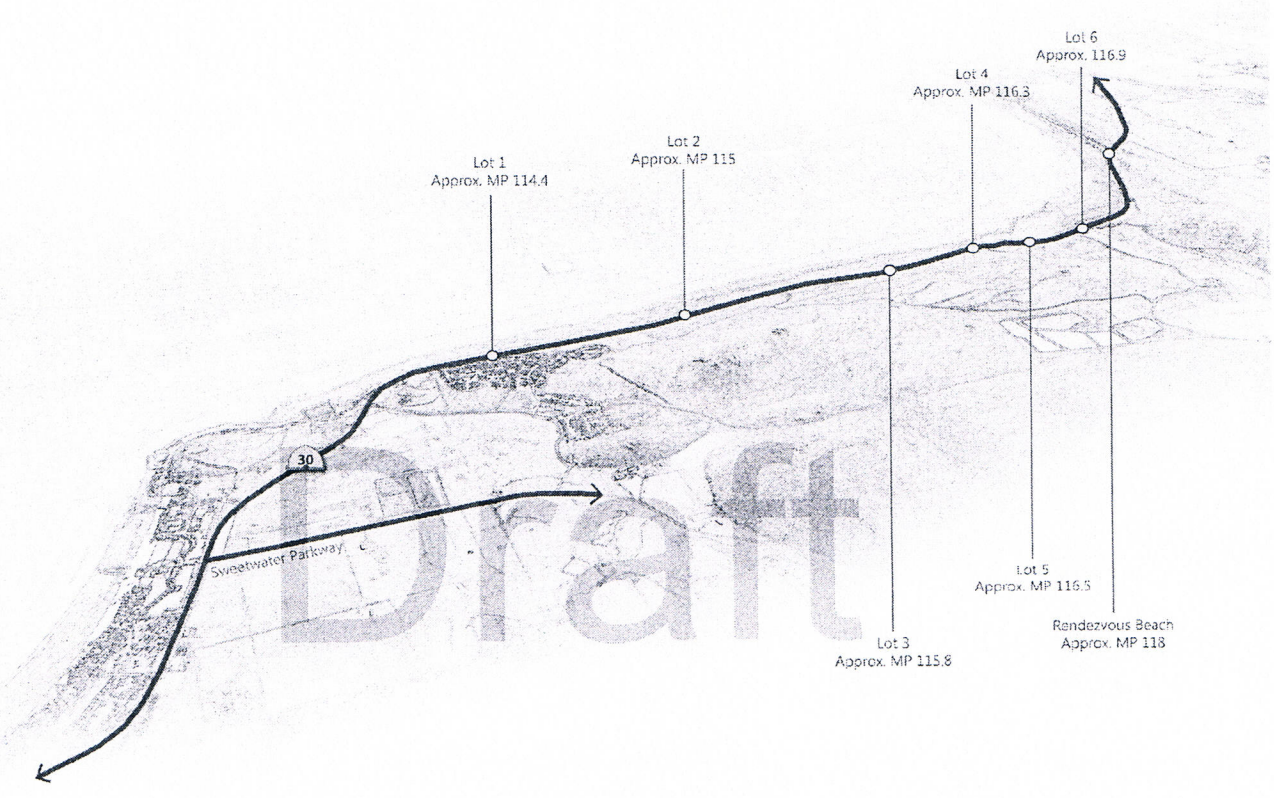
Draft

Southwest Beach Access

TURN LANES

Bear Lake's southwest shore is a major recreational destination providing primitive beach access for approximately 4 miles between MP 114 and MP 118. During the peak summer season, visitors park vehicles on small roadside parking areas and the highway shoulder, creating an unsafe environment for motorists, cyclists, and people walking to and from-their vehicles. Utah Senate Bill (S.B.) 187 requires the Utah Division of Forestry, Fire and State Lands (FFSL) to designate areas along this stretch for recreational development. The FFSL plans include designated parking lots with waste management, restroom and picnic facilities at six locations. To allow for continual traffic flow and safe ingress and egress, deceleration turn lanes are proposed at each of the seven access locations.

- Lot 1 MP 114.4
- Lot 2 MP 115
- Lot 3 MP 115.8
- Lot 4 MP 116.3
- Lot 5 MP 116.5
- Lot 6 MP 116.9
- Rendezvous Beach (northbound right-turn only) MP 118



[1] See Appendix F - Agency Coordination Memo.
[2] See Appendix F - Agency Coordination Memo

PURPOSE & NEED:

The purpose of the project is to provide for safe ingress and egress at each of the six proposed parking areas. Turn lanes would improve safety along the corridor and promote parking at designated locations.

The project is needed because SR 30 does not currently have any turn lanes. The proposed parking and facility improvements will provide more order along Southwest Beach; however, designated parking areas necessitate the implementation of turning lanes to allow for safe turning movements while not impeding traffic flow. High speeds and line of sight issues along the corridor increase the likelihood of collisions associated with stopped or slow moving vehicles.

OUTSTANDING ISSUES:

A number of issues must be resolved to successfully implement the proposed trail extension:

- SR 30 is constrained by hills on the west and the lake on the east; construction could require substantial cuts into the hillside or filling below the ordinary high water mark (OHWM).
- Need to assess impact of additional storm water run-off resulting from the increase of impervious surface.

IMPLEMENTATION STEPS:

- Consider phasing the turn lanes based on highest vehicle turn activity. Turn lanes may also be combined where geographic proximity allows
- Coordinate with responsible agencies [2]:
  - United State Army Corps of Engineers (USACE) – Jurisdiction below OHWM (USACE OHWM requires delineation)
  - FFSL – Responsible for development of designated recreation areas; Jurisdiction below OHWM (FFSL OHWM is elevation based)
- Obtain the necessary permits from USACE and FFSL if construction is below the OHWM
- Obtain the necessary right-of-way to provide space for turn lanes, shoulders and trail extension
- Coordinate funding and timing with the recommended trail extension

LEVEL OF ENVIRONMENTAL DOCUMENTATION:

A Categorical Exclusion (CE) is anticipated for environmental clearance.

TIME HORIZON:

Short to Medium Term implementation would require additional planning, environmental clearance, design, possible permitting and funding. FFSL plans to begin improvements on the north end of the beach in 2016, and continue southward as funding allows.

Southwest Beach Turn Lanes

SUMMARY

COST: With and Without Mill & Overlay

$1,215,000 - $1,435,000*
(Cost may vary due to topography and available ROW)

PURPOSE: Provide for safe ingress/ egress and promote parking in designated areas

NEED: Currently, the turning movements, site lines and parking are inadequate and unsafe.

RESULTS: Parking in designated areas, improve flow along Southwest Beach and avoid collisions do to poor sight lines

* In 2020 $'s

For additional information see Appendix B

Draft

Widening
ROAD SHOULDERS

The implementation of 5-foot paved shoulders, on both sides of SR 30 and US 89 is recommended for further evaluation. The addition of paved shoulders would provide a myriad of safety benefits for motorists and pedestrians, including:

- A stable surface off of the roadway for pedestrians to use where sidewalks are not provided
- An increased level of comfort for bicyclists
- Possible reduction in various crash types, specifically single-vehicle run off road (ROR)
- Increased turning radii at intersections and driveways improving turning movements and providing space for passing.
- Emergency stopping space for broken-down vehicles
- Space for maintenance operations and snow storage

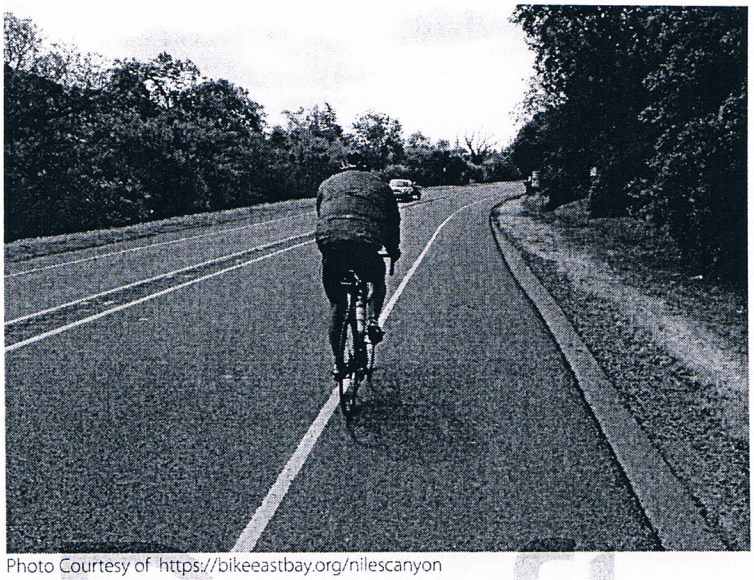
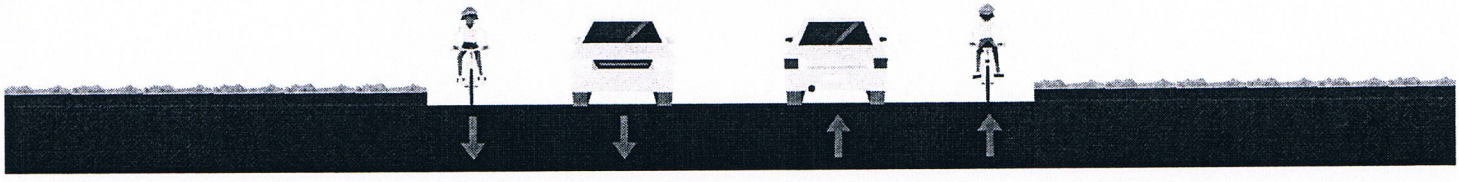


Photo Courtesy of https://bikeeastbay.org/nilescanyon

Draft



PURPOSE & NEED:

The purpose of this project is to improve multi-modal safety and operations along SR 30 and US 89.

SR 30 and US 89 provide the only access, by all modes, to the primary trip generators along the east side of Bear Lake. As development and recreational pressures continue to increase, variable traffic speeds, line of site issues and an increase in multi-modal uses will continue to conflict and diminish safety along US 89 and SR 30.

OUTSTANDING ISSUES:

A number of issues must be resolved to successfully implement the proposed trail extension:

- SR 30 is constrained by hills on the west and the lake on the east; construction could require substantial cuts into the hillside or filling below the ordinary high water mark (OHWM)[1].
- ROW needed for the recommended trail extension would be in addition to ROW required for shoulders. Need to assess impact of additional storm water run-off resulting from the increase in impervious surfaces.

IMPLEMENTATION STEPS:

- Coordinate with responsible agencies[1]:
  - United State Army Corps of Engineers (USACE) – Jurisdiction below OHWM (USACE OHWM requires delineation)
  - Utah Division of Forestry, Fire and State Lands (FFSL) – Jurisdiction below OHWM (UDFFSL OHWM is elevation based)
  - Coordinate with Utah State Parks – Operates Rendezvous Beach State Park & owns property west of SR 30
  - Obtain the necessary permits from USACE and FFSL if construction is below the OHWM
- Ensure the project is coordinated with any proposed plans to potentially widen SR 30
3. Coordinate trail design with Southwest Beach parking area

LEVEL OF ENVIRONMENTAL DOCUMENTATION:

A Categorical Exclusion (CE) is anticipated for environmental clearance.

TIME HORIZON:

Short to Long Term implementation would require additional planning, design, possible permitting and significant funding.

Widening Road Shoulders SUMMARY

COST: With and Without Mill and Overlay

$1,400,000 - $1,650,000* per mile (Cost may vary due to topography and available ROW)

PURPOSE: To improve the multi-modal connectivity and safety and offer alternative modes of transport between destinations

NEED: Compromised safety due to increase of traffic flow in immediate area

RESULTS: Improve safety and reduce accidents

[1] See Appendix F - Agency Coordination Memo.

* In 2020 $'s

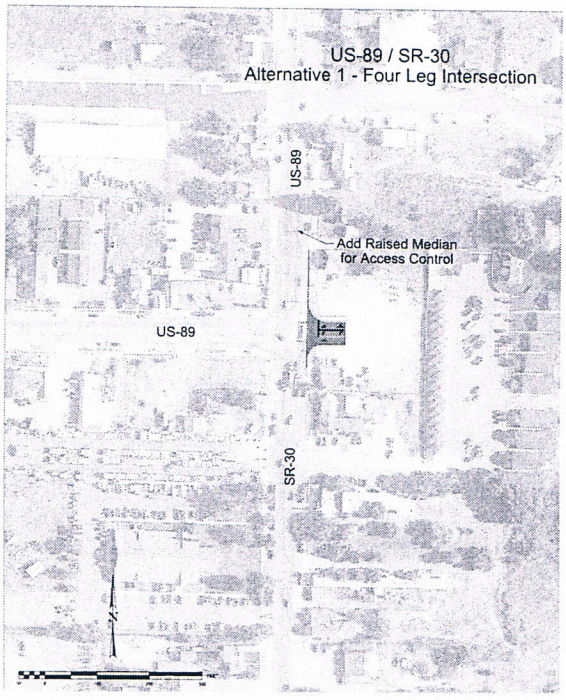
For additional information see Appendix C

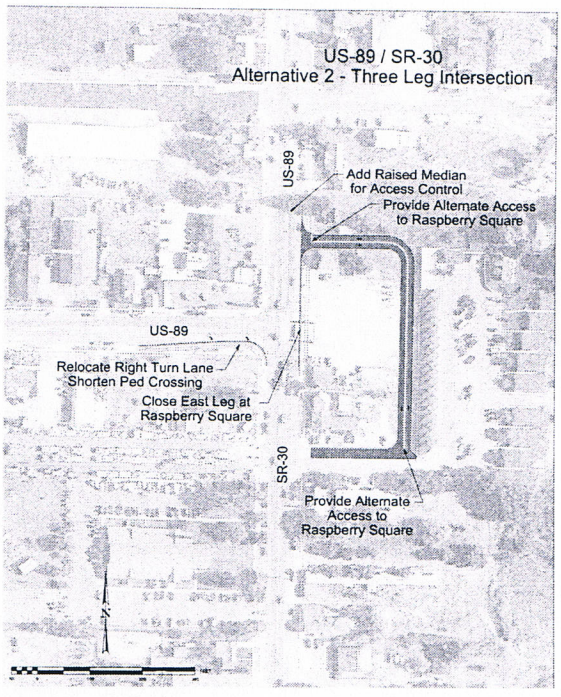
Draft

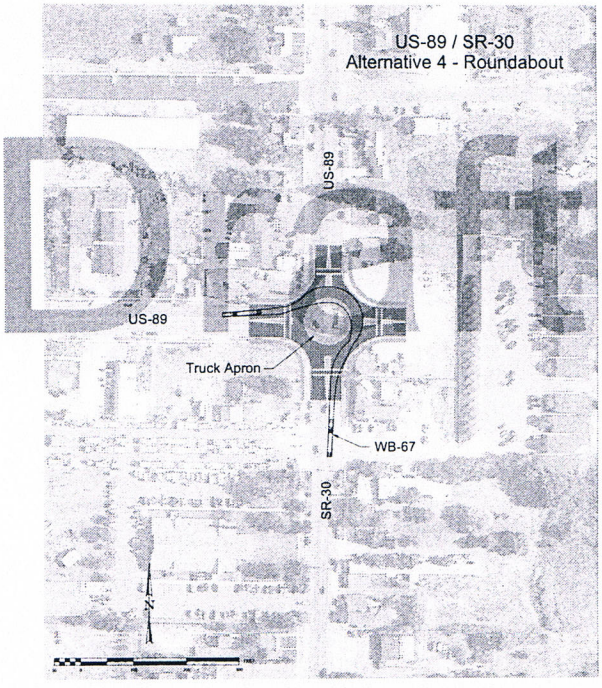
Garden City

INTERSECTION DESIGN

Raspberry Square is located at the intersection US 89 and SR 30 in the town center of Garden City. The square serves as a City gathering place for events like the Annual Raspberry Days Festival. A number of alternatives have been identified to address operational issues, improve multi-modal safety, and formalize the private driveway within the intersection.







Note: Intersection designs are planning level and require additional engineering to fully understand all impacts.

FOUR ALTERNATIVES: are proposed to improve the intersection and access to and from the square:

Alternative-1 is a four leg intersection that formalizes the main entrance to the square by clearly delineating egress/ingress lanes. A raised median on US 89 would eliminate left turns, requiring right-in-right-out movements only. Landscaping would separate the parking lot from the sidewalk along the street frontage. Further evaluation is recommended to evaluate the need for a traffic signal.

Alternative -2 would eliminate the current main entrance to Raspberry Square. A new entrance would be located on 50 South directly behind the Executive Recreational Properties and Bear Lake Cabin Rental offices. The through lane on US 89 would be eliminated, forcing vehicles to proceed north on US 89 or south on SR 30. Similar to Alternative 1, the driveway adjacent to the Quick and Tasty would be modified to eliminate left turn movements. Landscaping would separate the parking lot from the sidewalk along the street frontage. Further evaluation is recommended to evaluate the need for a traffic signal.

Alternative -3 would build on alternatives 1 and 2. A traffic signal would be installed to improve traffic operations and pedestrian safety. While a full traffic signal is not currently warranter, an interim strategy may include flashing beacons on overhead mast arms to improve stop compliance. This alternative would incorporate the proposed improvements outlines in Alternative 1 above.

Alternative -4 is a roundabout intersection to allow continuous flow of traffic through the US 89 and SR 30 intersection.

PURPOSE & NEED:

The purpose of this project is to enhance pedestrian and vehicle safety and improve peak-season traffic congestion in proximity to Raspberry Square.

Raspberry Square currently lacks clearly delineated driveways, signage and direction. This lack of facility organization during peak season travel creates an unsafe auto and pedestrian environment. As development and recreational activity pressures increase, this intersection will create a bottleneck in the roadway network and degrade traveler experience.

OUTSTANDING ISSUES:

Determine if signal is warranted

IMPLEMENTATION STEPS:

- Coordinate with adjacent businesses, property owners and development plans
- Obtain the necessary right-of-way (if necessary)

LEVEL OF ENVIRONMENTAL DOCUMENTATION:

A Categorical Exclusion (CE) is anticipated for environmental clearance.

TIME HORIZON:

Short-Term implementation would require additional planning, design and funding.

Intersection Design SUMMARY

COST:

Alternative 1: $139,000 - $220,000*
Alternative 2: $687,000 - $766,000*
Alternative 3: $150,000 - $400,000*
Alternative 4: $927,000 - $958,000*

(Cost may vary due to topography and available ROW)

PURPOSE: Enhance pedestrian and vehicle safety and improve peak-season congestion

NEED: Delineated driveways, signage and direction

RESULTS: Less congestion and better safety

* In 2020 $'s

For additional information see Appendix D

Draft

Multi-Use

TRAIL EXTENSION

A trail extension totaling approximately 4.5 miles is proposed to on the east side of SR-30 from Sweetwater Parkway to Rendezvous Beach. The proposed extension would be a minimum 10-foot trail with 2-foot shoulders on both sides.

Draft

PURPOSE & NEED:

The purpose of this project is to extend the existing multi-use trail, from Garden City to Sweetwater Parkway, to Rendezvous State Park on the south end of Bear Lake. The project would enhance multi-modal connectivity and improve safety along State Route 30. In addition, the proposed extension would meet the health, economic development and safety goals identified in the 2012 Bear Lake Legacy Pathway Concept Plan.

The project is needed because there is currently a 4.5 mile gap on SR-30, between Sweetwater Park and Rendezvous State Park. State Route 30 provides the only access between Garden City and Rendezvous State Park. High speeds, heavy traffic, large recreational vehicles and no multi-modal accommodations on SR-30 degrade the recreational experience and create a dangerous environment for cyclist and pedestrians.

OUTSTANDING ISSUES:

- A number of issues must be resolved to successfully implement the proposed trail extension.
- Address the ROW and physical limitations that exist at MP 114.

IMPLEMENTATION STEPS:

- Coordinate with responsible agencies[1]:
- United State Army Corps of Engineers (USACE) – Jurisdiction below OHWM.
- Utah Division of Forestry, Fire and State Lands (UDFFSL) – Jurisdiction below OHWM.
- Utah State Parks – Operates Rendezvous State Park & owns property west of SR-30.
- Obtain the necessary permits from USACE and UDFFSL if construction is below the OHWM.
- Ensure the project is coordinated with any proposed plans for shoulder widening on SR-30.
- Coordinate trail design with Southwest Beach parking area.

[1] See Appendix F – Agency Coordination Memo

LEVEL OF ENVIRONMENTAL DOCUMENTATION:

A Categorical Exclusion (CE) is anticipated for environmental clearance.

TIME HORIZON:

Medium-Term implementation would require additional planning, environmental clearance, design, permitting and funding.

Multi-Use Trail Extension
SUMMARY

COST: $2,400,000 - $2,800,000*

PURPOSE: Extend existing trail from Garden City to end of Bear Lake.

NEED: Eliminate gap between Sweetwater Park and Rendezvous State Park

RESULTS: Meet safety goals of the 2012 Bear Lake Legacy Pathway Concept Plan

* In 2020 $'s

For additional information see Appendix E

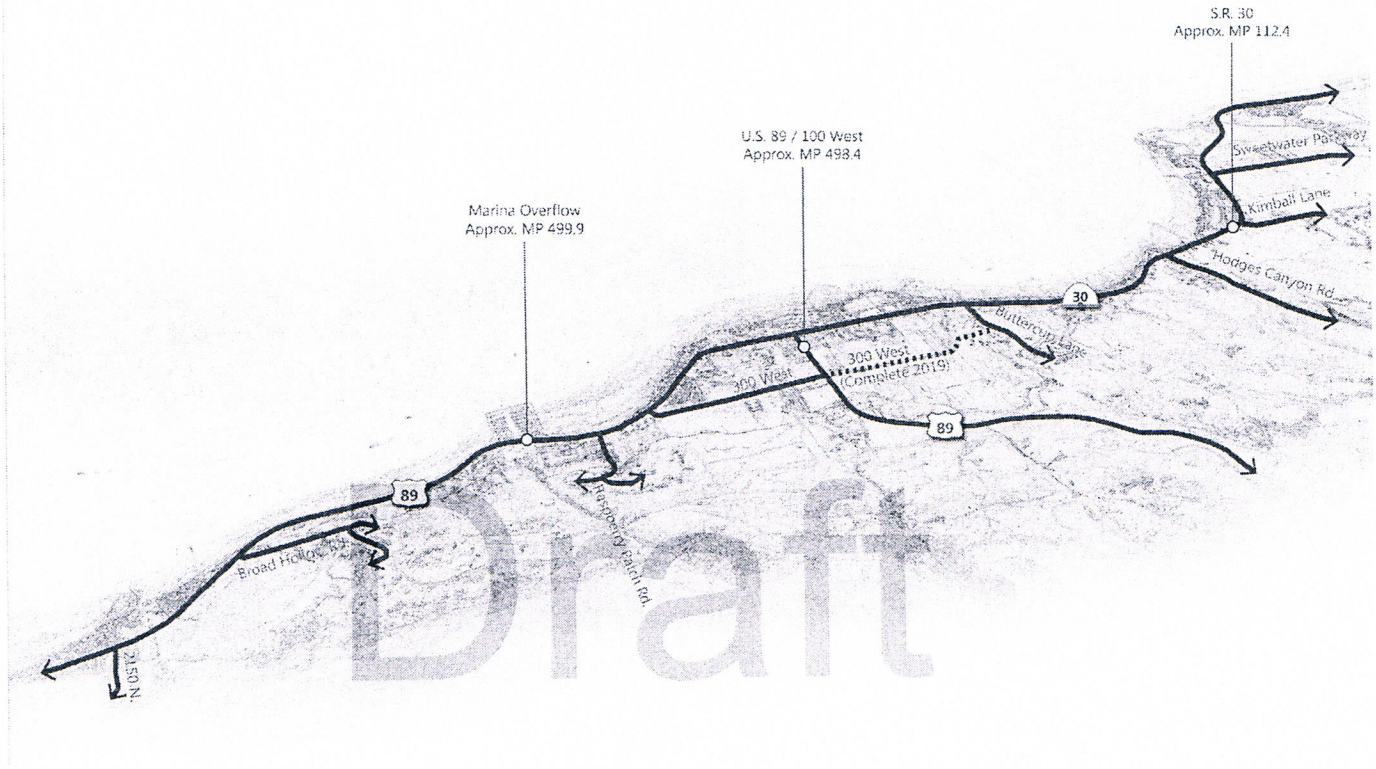
Draft

Multi-use

TRAIL CROSSWALKS

Improved trail crossings are recommended. Proposed improvements include pedestrian-actuated control devices with illuminating lights and highly visible/reflective striping to alert oncoming drivers. In addition, advance static signs would be placed in advance of the crossings to warn drivers of the upcoming crossing.

- Marina Overflow MP 499.9
- US 89/100 West MP 498.4
- SR 30 MP 112.4



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PURPOSE & NEED:

The purpose of the project is to improve safety where the Bear Lake Legacy Trail crosses roadways with high volumes and high speeds.

The project is needed because there are currently no signs, signals, or striping to alert motorists that trail users are crossing. The posted speeds are between 40 and 55 mph. High speeds, line-of-sight, heavy traffic and large recreational vehicles create a dangerous environment for trail users at each location. As the use of multi-modal modes continue to gain in popularity and the recommended trail segment between Sweetwater Parkway and Rendezvous Beach is implemented, trail use will continue to grow. Making trail crossing locations safe is critical.

OUTSTANDING ISSUES:

Proposed crossing locations require UDOT approval.

IMPLEMENTATION STEPS:

- Need to define the appropriate power source for ped-actuated signals unless solar-powered
- Need to assess site distance and mitigate any deficiencies

LEVEL OF ENVIRONMENTAL DOCUMENTATION:

A Categorical Exclusion (CE) is anticipated for environmental clearance.

TIME HORIZON:

Short-term – implementation is low cost and would require minimal design.

Multi-use Trail Crosswalks

SUMMARY

COST: $20,000* per crossing

PURPOSE: improve safety crossings

NEED: No signs, signals or striping to alert motorists of trail crossings

RESULTS: Safe trail crossings

* in 2020 $'s

Draft

Peak Season

PILOT PROJECTS

Several pilot projects are recommended for consideration to address seasonal variation in congestion, parking, and other issues along the corridor. This approach to transportation management provides flexibility to implement basic low-cost strategies, test effectiveness, and give the public time to absorb the changes and provide feedback.

- Traffic Management Committee
- Temporary speed feedback signs
- Numbered or named beach access points
- Centralized park-and-ride located near 300 West with shuttle service to key beach access locations
- Park-and-bike facilities near 300 West
- Bikeshare program that operates on weekends during peak season
- Temporary traffic signal at the intersection of US 89 and SR 30
- Traffic pace car
- Temporary Variable Message Signs (VMS)
- Courtesy shuttle between the Marina and Marina overflow parking
- Free taxi or shuttle during weekends

Draft

TRAFFIC MANAGEMENT COMMITTEE

A committee comprised of stakeholders and community leaders could meet regularly to coordinate efforts to manage seasonal traffic, implement basic low-cost pilot projects, and strategize implementation of larger more costly projects.

TEMPORARY SPEED FEEDBACK SIGNS

Temporary speed feedback signs make drivers more aware of their speed and can serve as a visual cue that they are entering an activity area. These signs could be placed in areas that experience a high amount of shoulder parking, such as the Southwest Beach area.

NUMBERED OR NAMED BEACH ACCESS POINTS

Numbered or named beach access points will help provide wayfinding for visitors. By naming or numbering beach access points it not only helps visitors direct themselves, but informs them that there are alternative access points if there is no available parking.

CENTRALIZED PARK-AND-RIDE

A centralized park-and-ride located near 300 West with shuttle service to key beach access locations can help reduce congestion throughout the corridor and at the intersection of U.S. 89 and S.R. 30. Even without shuttle service, a park-and-ride at this location provides a convenient meeting point for visitors to arrange carpools.

PARK-AND-BIKE FACILITY

Integrated with the park-and-ride, a park-and-bike facility allows users to park their car in one centralized location and use a bicycle to get to their final destination, thereby removing traffic from the corridor

BIKESHARE PROGRAM

Providing a limited bikeshare program during the peak season would allow visitors to use bikeshare for short trips to key destination locations like the Marina, beach access points, and a park-and-ride facility.

TEMPORARY TRAFFIC SIGNAL

The intersection of US-89 and SR-30 does not currently warrant a traffic signal. However, congestion and safety are a concern at this location. Providing a temporary traffic signal during the peak season could be implemented before a full signal warrant is met.

TRAFFIC PACE CAR

Pace cars can be used to slow vehicle speeds by using a police car (or other marked vehicle) that vehicles must follow.

TEMPORARY VMS

Temporary VMS can be used to help direct traffic to use alternative routes to key destinations and provide other important travel or parking information to roadway users. One specific use could be to direct traffic to use 300 West to access the Marina or other locations where 300 West would serve as an alternative bypass route. Temporary VMS can also be used to alert drivers when entering activity areas to emphasize low speeds and caution.

COURTESY SHUTTLE BETWEEN THE MARINA AND MARINA OVERFLOW PARKING

A courtesy shuttle that runs between the Marina and Marina overflow parking area would make the overflow parking location more desirable. This could also reduce the number of pedestrian/auto conflicts that occur with people crossing U.S. 89 to get between the two locations.

FREE TAXI OR SHUTTLE DURING WEEKENDS

A taxi or shuttle service that runs to key destinations can help reduce congestion during peak weekends. Offering this as a free service would make the service more appealing and could also provide a unique branding opportunity. Such a system could be based around traditional stops and schedules or be provided as more of an on-demand service that users access through a mobile application.

Draft