2020 Summit County Fair

2020 SCHEDULE

August 1- 8, 2020

Canceled Events

- Demolition Derby
- Open Horse Show
- Little Buckaroo Rodeo
- Little Buckaroo Princess Contest
- PRCA Rodeo
- Rodeo Queen Contest
- Poultry and Rabbit Exhibit
- Lions Club Early Bird Breakfast
- Food Vendors
- Carnival
- Parade
- Tour De Sunrise
- Pie Baking Contest
- Fair Camping
- Home/4H Show

Scheduled Events

► Miss Summit County Pageant – July 30, 2020

► Fine Arts Exhibit - (Virtually)

► Senior Lunch – August 7, 2020

► Jr. Livestock Show and Sale – August 6, 7, 8, 2020
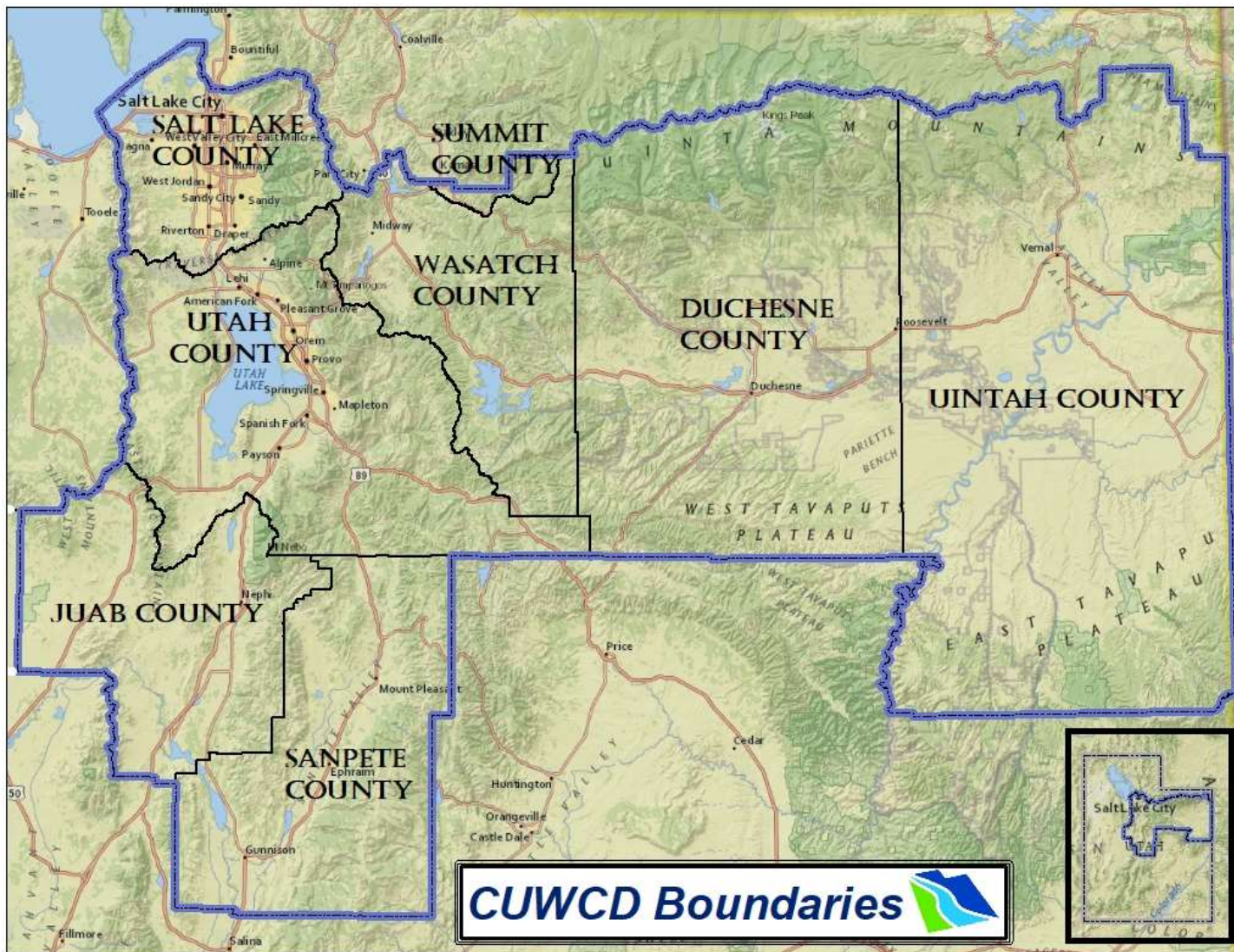
Council Involvement

Events and Times

- Miss Summit County Pageant
  - Thursday July 30 at 7:00 P.M.
- Serve Lunch to Seniors
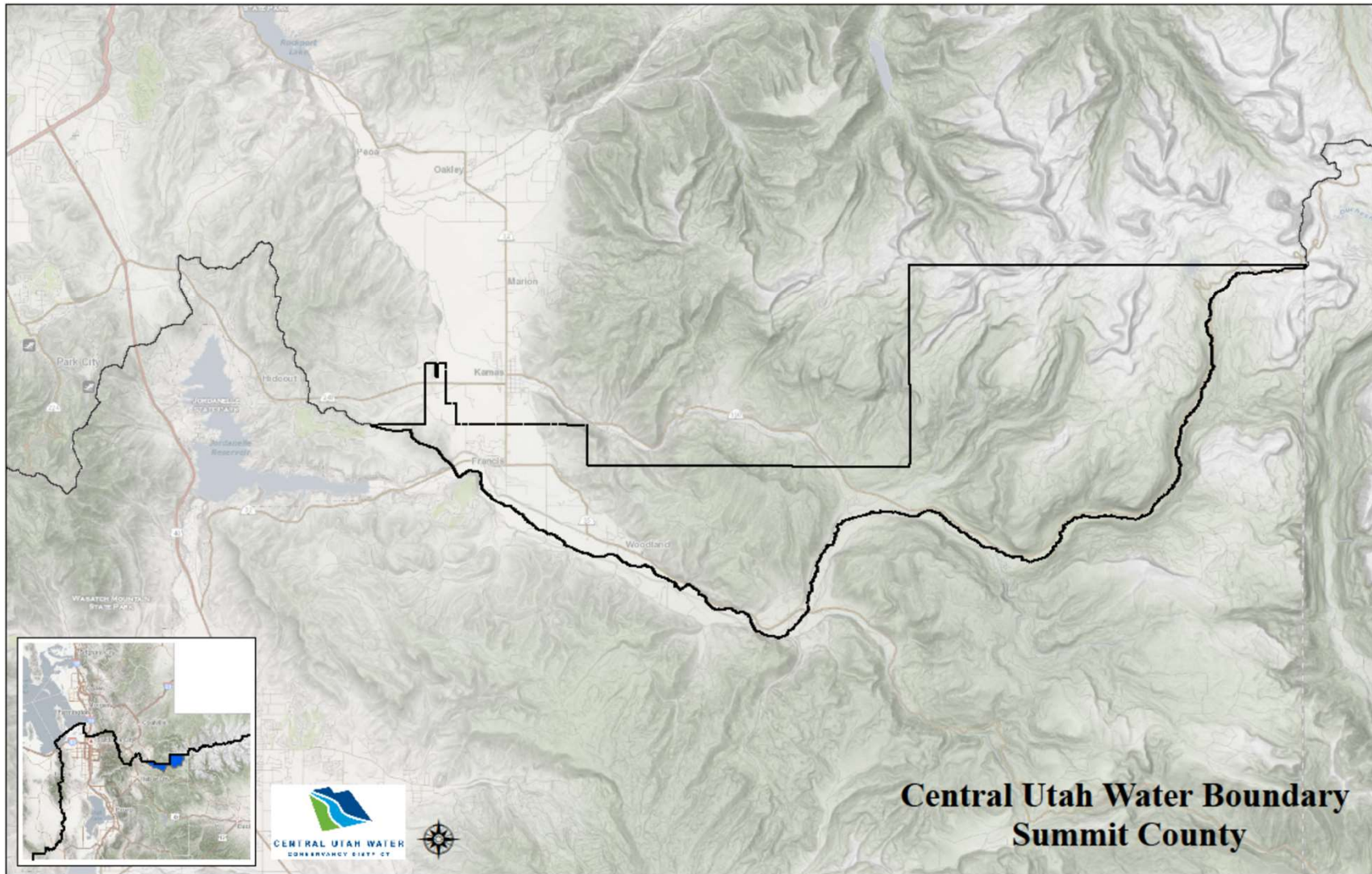 - Friday August 7 at 12:00 P.M.
- Art Selection
  - Friday August 6-8

Truth in Taxation County Report
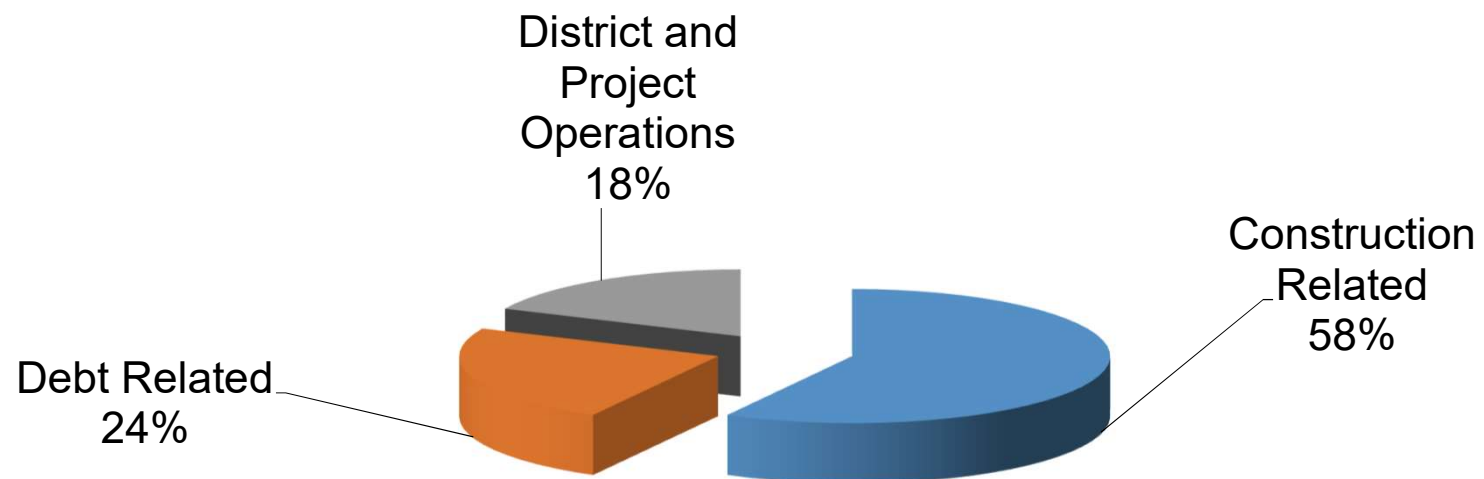
Fiscal Year 2020-2021

CUWCD Boundaries

Central Utah Water Boundary Summit County

FY 2020-2021 Expenditures Budget

District and Project Operations 18%

Construction Related 58%

Debt Related 24%

Current Year Certified Taxes
vs
Current Year Authorized Taxes

	FY 2020-2021 Certified 0.000382	FY 2020-2021 Authorized 0.0004	Difference
AD-Valorem Taxes	$68,392,797	$71,615,495	$3,222,698

What Will this Cost an Average Household?

- Average Household in Summit County
  - $202,000 Home
    - $42.44 per year at Certified Rate 0.000382
    - $44.44 per year at Authorized Rate 0.0004

- **$2.00** (5%) per year difference to maintain the rate at 0.0004

Why the District Should Maintain the .0004 Rate?

- Mitigates unpredictable Federal contributions
- Supports long-term planning models set by past and present CUWCD Board of Trustees
- Meets long-term financial obligations (50-year block notice repayment schedules)
- Maintains bonding flexibility
  - Less need to go to bond market
  - Maintain ratings which minimizes the cost of debt
  - Consistent with representations to bond rating agencies: "The district levies the maximum allowable cap of $0.0004 per dollar of taxable assessed value (TAV), and has since 2009, to generate revenues for debt and capital spending."
- Cannot recapture revenue lost if rate is not maintained
  - The difference in revenue between the certified rate of 0.000382 and the authorized rate of 0.0004 is approximately $3.2 Million
- Authorized by legislative statute (17B-2a-1006)

Projects to be Completed That Additional Revenue Will Help Fund

- Capital Replacement Projects (Asset Management)
  - Treatment Plants
    - Duchesne Valley Water Treatment Plant Expansion
  - Federal Facilities
    - North Fork Siphon Repair/Replacement
    - Other CUP Replacement Projects
- Utah Lake System
  - Spanish Fork Santaquin Pipeline
- Large Scale Water Right Purchases
- CUWCD Reserve Payment for Unallocated ULS Water
- Planning and Studies
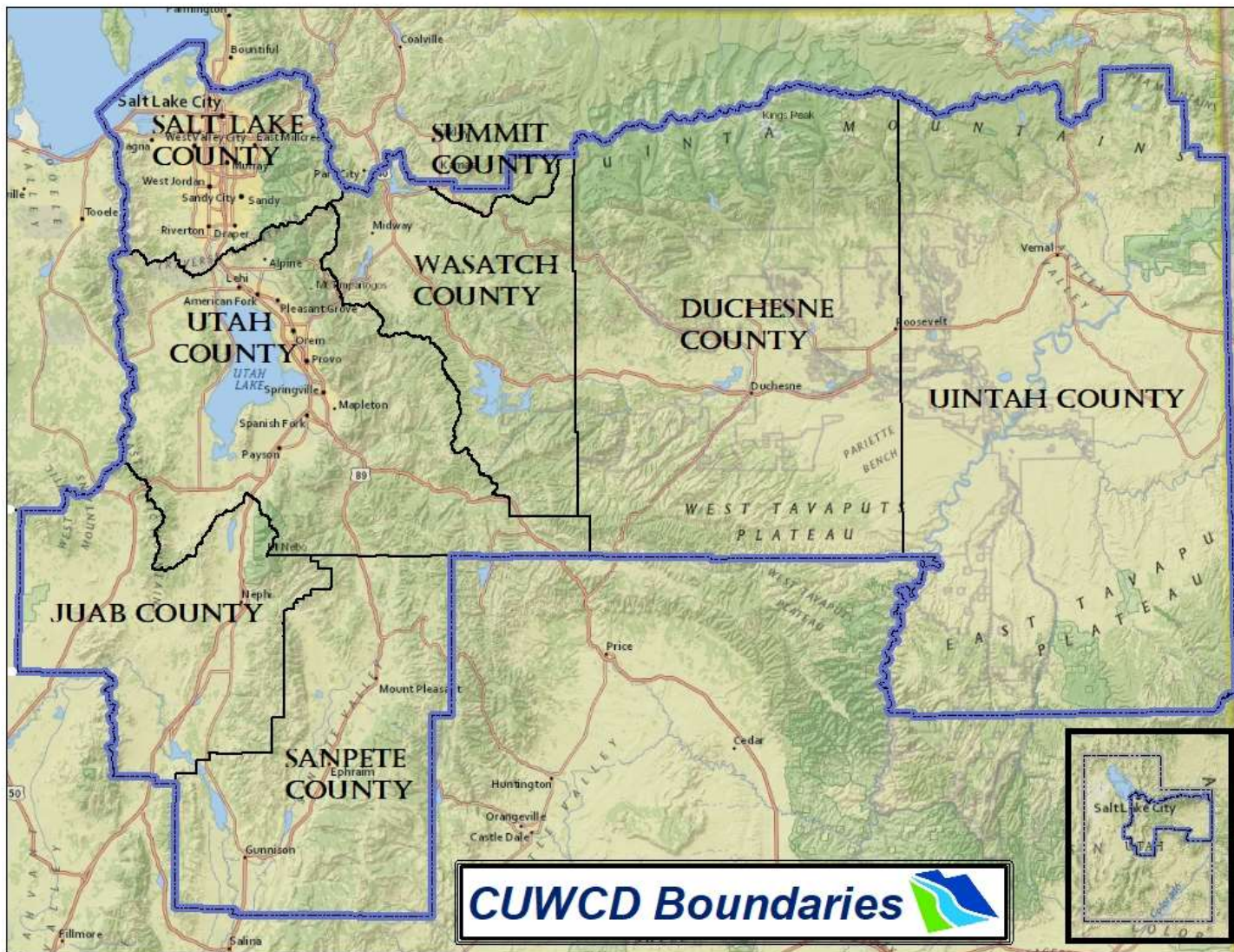- Unplanned/Emergency Response Projects

Public Hearings Schedule

Public Truth in Taxation hearings will be held on Monday, August 24th in Roosevelt at the Crossroads Senior Center and Tuesday, August 25th in Orem at CUWCD Headquarters. Both hearings will start at 6p.m.

The Board will approve the tax rate and final budget on Wednesday, August 26th. A public hearing will be held at 1p.m. that day prior to the Board's decision.

CUWCD Boundaries

To: Summit County Council
From: Matt Wagoner, Trails and Open Space Manager; Brian Hanton, District Director; Ben Castro, District Board Chair

Date of Meeting: July 15, 2020

Background

Process meetings to date

   a. 'Future of Our Trails Forum'
   b. Working group partners (two meetings)
      1. Summit County
         1. Attorney's Office
         2. Public Works/Engineering
         3. Sheriff's Office
         4. Animal Control
      2. Park City Municipal Trails and Open Space Dept.
      3. Mountain Trails Foundation
      4. Basin Recreation
   c. Basin Rec + stakeholder meetings
      1. Sun Peak Homeowners Association
      2. Sun Peak HOA Trails Committee (three meetings)
      3. Park City Community Church
      4. Summit County Public Works
      5. Summit County Transportation
      6. Consulted two parking enforcement companies
      7. Inventoried potential parking capacity and property ownership in District
      8. Worked with Blaine Thomas to investigate a shared code enforcement officer (ongoing)
      9. Consulted Park City Parking Services Department for details on revenue and cost structure

Analysis

Potential solutions – actions that can be taken to mitigate congestion and poor user etiquette. These ideas were gathered from meetings with partners and presented to the public at the June 16 Future of Our Trails Forum.

Transportation – How do people get to trails while creating less traffic and parking congestion?

      1. Enhanced transit

        2.   Overflow parking
        3.   Active transportation connections
        4.   Recreation shuttle
    d. Dispersal – How can users spread throughout the trail system to help reduce crowding?
        1.   Segregated use
        2.   Directional use
        3.   Time partitioning
        4.   Public user data
    e. Behavior/Regulation – How can we share trails better and create positive trail experiences?
        1.   Courtesy campaign
        2.   Trail ambassadors
        3.   Code enforcement officer
        4.   Paid permit parking

Following public feedback and the compiling of additional strategies, this set was evaluated based on potential to address three issues: parking congestion, trail congestion, and behavior/etiquette. They were also rated on their feasibility based on three barriers to implementation: Multi-agency collaboration, staff capacity increases, and capital costs.

System-wide priorities **– See Appendix A for full scoring of strategies.** These strategies have the best balance of cost vs. benefit from the perspective of Basin Recreation. To appropriately address the interwoven issues, strategies from each category should be implemented concurrently. Each trail access hub will have different challenges, but the full list of identified strategies will provide a toolkit for tailoring an approach to each one. While some solutions may not have scored highly overall because of implementation barriers, that does not mean that they should not be pursued. Several of the most difficult to implement strategies could potentially be very effective.

Transportation: Overflow parking – partnering with organizations to increase parking capacity without having to build new lots. This strategy can be implemented quickly at a lower cost because it uses existing infrastructure. Capital expenses are relatively low for additional signs, but the effort to build and maintain partnerships will take staff time. This may also require some cost sharing arrangement for maintenance of parking infrastructure.

Dispersal: Demand mapping and time partitioning – Providing better user demand information to the public so that they can make informed decisions about where to recreate and better utilize the whole system. This can be achieved with technologies that are becoming less expensive, but still requires some investment and operations cost. Time partitioning was also ranked highly as a dispersal strategy that does not require construction of additional trails. This should be considered carefully as limiting user types effectively reduces overall trail availability. Partitioning would also require enforcement presence and a public outreach campaign.

Behavior/Regulation: Courtesy campaign and trail ambassadors- While evaluated as separate strategies, these should really be considered two parts of the same effort. A marketing and messaging campaign to increase positive interactions and compliance with regulation would be delivered in many

ways, including through trail ambassadors. Costs can vary widely based on the sophistication of the effort, but would be relatively low cost compared to enforcement strategies. As a keystone to many other strategies, enforcement capacity should still be pursued.

Case Study

While the strategies evaluated were imagined for the entire trail system, there are several areas where the issues of congestion and behavior are more pronounced. Rob's Trail and the associated parking area are a source of frequent input from the community and it is considered a good candidate for testing mitigation strategies.

Near-term strategies **– best balance of potential benefits with lower barriers to implementation. All are in progress to some degree and can be accomplished by Basin staff.**

Overflow Parking – a partnership arrangement already exists with Park City Community Church, but there could be better information and wayfinding to alternative trails and parking areas. At Rob's trailhead, utilization of the overflow area is dependent on the limitation and regulation of public right of way.

> - Install sign to direct vehicles to Park City Community Church.

> - Identity signage at the overflow parking area.

> - Some enforcement presence to maintain parking within bounds of agreement.

Demand Mapping – Better information distribution for users to make informed decisions about where to recreate and better utilize the entire system. Needs to be implemented system wide to be effective.

> -Permanent trail counter system ($75,000 for system infrastructure, $5,000 annually to operate).

Courtesy Campaign – Creating a presence at trailheads and identifying those high value contact points to educate the public.

> -Staff and/or trail ambassador 'meet and greet' opportunities at Rob's.

> -Additional etiquette signage and public messaging to address trailhead behavior, parking, dog regulations.

> -Pamphlets and training opportunities at bike shops and outdoor retailers to educate visitors on trail etiquette.

Secondary strategies **– add value to or enable the primary strategies. Partnerships required.**

Parking regulation - Limit the amount of unregulated public right-of-way parking. Preserve some space for members of broader community to use trails, but with clear limitations.

- Retain the existing marked trailhead spots.

- Designate some limited shoulder areas for peak usage where it can be safely accommodated.

Enforcement Officer – Increase capacity through partnership with County to enforce regulations where Basin does not have jurisdiction.

-ensure presence at Rob's during peak usage to educate about trailhead behaviors.

-enforce limitations on parking through citations and towing if necessary.

Active transportation connections - from overflow parking areas to trails

- Wayfinding signage from PCCC parking lot to Colin's.

- PCCC to Colin's Trail multi-use path for a safe connection from parking to trail

Long term strategies **– higher effectiveness, but also more barriers to implementation**

Recreation shuttle – a value-added service to the entire community, but with significant costs. Could be scaled for peak time and for popular trails, but consistency and regularity will help with adoption.

Appendix A: Strategy prioritization

	Potential to reduce trail congestion	Potential to reduce parking congestion	Potential to improve trail behavior	Multi-party collaboration	Increased staffing required	Increased capital cost/other expenditures	total
Transportation							
overflow parking	3	3	3	1	4	4	18
enhanced transit	2	4	2	2	5	2	17
recreation shuttle	2	5	2	1	4	1	15
active transportation	2	3	2	2	3	1	13
Dispersal							
demand mapping	4	3	2	5	3	2	19
time partitioning	5	3	2	4	1	4	19
segregated use	5	3	2	4	1	1	16
directional use	4	3	2	4	1	1	15
Behavior/Regulation							
courtesy campaign	2	2	5	4	2	4	19
trail ambassadors	2	2	5	4	2	4	19
enforcement officer	2	4	5	1	1	2	15
paid permit parking	4	4	1	1	2	2	14

Transportation strategies have the greatest potential to address the root cause of parking congestion, but require the most collaboration work. Capital costs would be high and there is potential that the ease of access would increase trail congestion and exacerbate user conflicts if implemented alone.

Dispersal or partitioning users preserves experiences of solitude and reduces congestion, but sidesteps etiquette by keeping people separate instead of asking them to improve their behavior. By reducing interactions there could also be an increase of other issues because passive surveillance and social pressure will be reduced.

Behavior/Regulation strategies interact with other strategies so are hard to evaluate independently. Some enforcement is necessary for partitioning strategies to work. Mostly education and outreach oriented, with paid parking as a last resort. Enforcement and regulation underpins many other strategies so some effort will need to be made in this area.

Appendix B: Permit Parking research

In the fall of 2019, the Snyderville Basin Special Recreation District ("Basin Recreation" or the "District") conducted a truth in taxation ("TNT") process in order to increase the District's property tax revenue. Included in that request to increase revenue was an enforcement line item. The enforcement line item resulted from repeated and persistent problems at the District's parks and trailheads with failure of both residents and visitors to obey posted signs. Limitations on the District's ability to enforce its posted rules result in complaints from patrons and neighbors.

A separate, but related, issue was raised during the TNT proceeding concerning the responsibility for District related costs. The Summit County Council heard from several community members that felt their tax bills were disproportionally impacted for community benefits that were, in fact, enjoyed by out-of-area visitors that did not pay taxes for such. The County Council asked that the District investigate ways in which it might address the concerns.

DISCUSSION:

Since the conclusion of the proceeding, the District has done extensive due diligence.

Parking Enforcement Platforms

The District has met telephonically with two different parking enforcement companies. The first company, Passport, is the same company that provides parking meters and the phone application for Park City. A total price for mobile pay, permits, and the enforcement platform is $20,728 annually. The second company, Parking Boss, provided an annual cost of $9,552 for the relevant phone apps, the system, and parking.

In discussion with both companies, neither seemed to think that their offered parking solution fit the District's need. The District has just under 100 parking stalls on property that it owns. Basin Recreation would propose that all residents be provided a parking pass as part of their annual tax payment, thus the District would only collect from visitors.

Following the telephone conversations and demos with the above companies, District Staff arranged two meetings. On January 14, 2020, Staff met with Caroline Rodriguez, Summit County's Transportation Director, in hopes that we might be able to take advantage of economies of scale and share the cost of the parking systems. She did not have any parking lots that she recommended the County charge for parking. We also discussed the retrofitting of some buses to carry mountain bikes to address parking congestion.

On January 21, 2020, Staff met with Derrick Radke, Summit County Public Works, and Michael Kendall and Brandon Brady from Summit County's Engineering Department. We discussed additional signage and Derrick also expressed concern over Basin Recreation charging for parking and/or enforcing any parking restrictions in those areas that it does not own outright – i.e. County rights of way. However, Staff is concerned that if visitors are required to pay for parking in District lots, they will just park in the adjacent public right-of-way, thus causing strain on neighborhoods and more problems for the Public Works Department.

In June 2020, Basin staff had a conversation with Johnny Wasden from the Park City Parking Services Department to better understand their revenue and cost structure. Park City has around 1000 spaces of regulated parking compared with the 100 that Basin owns for trail access. To regulate these spaces, they have ten staff and a budget of 1.7 million. While they collect enough revenue to support their operation most of that is generated from paid parking on Main Street, which has very high occupancy rates. Little revenue comes from ticketing and most tickets are issued as warnings.

Johnny also mentioned a sensor technology that allows parking managers to detect when stalls are being utilized that could make enforcement more efficient. These were also mentioned by Caroline Rodriguez as a way to make parking demand visible in real time and potential trail users made aware when parking capacity was full. We contacted PNI Sensor Corporation to inquire about the feasibility of such a system for our trailheads. The PNI PlacePod technology seemed to be appropriate for the use described, and we were given an estimated cost of $175 per sensor, which would be need on each parking stall. This does not include the cost of installation and integrating the sensors with a platform that would allow us to manage the data.

Through this research, Basin Staff has become more aware of the limitations of a comprehensive parking enforcement operation. Given the constraints of high enforcement costs and having direct jurisdiction over relatively few parking stalls, Staff has developed and prioritized other strategies to address parking congestion issues that are detailed elsewhere in this document.

STAFF REPORT

To: Summit County Council

From: Jami Brackin

Date: July 15, 2020

AGENDA ITEM: Consideration and possible approval of Resolution 2020-12 adopting the amended county class B and class D road maps.

On March 21, 2018, the Summit County Council passed Resolution 2018-05 which adopted the electronic GIS County Road Map as the "official" map required by Utah law to be kept.[1]

Title 72 of the Utah Code classifies the state's highway system and designates the county governing body as the highway authority within the jurisdiction who exercises sole jurisdiction and control of class B[2] and class D[3] roads within the county.

Class B roads are those roads which the County maintains and for which we request and receive gas tax funds from the State.[4] We are required to maintain maps of the Class B system to submit to the state for the tax request. Class D roads are the other roads which while still public, do not receive regular maintenance nor do we receive any special tax funding for the maintenance.[5] We are also required to maintain a Class D road map including all RS 2477 roads.

In 2018 staff recommended and the Council approved as the highway authority, the electronic version of the road maps as the official map for the County. At the time of its passage, staff informed Council that while best efforts had been made to make it accurate, inevitably errors or omissions would be brought to our attention and that it was our intent to regularly review and re-approve the official map.

Since 2018, staff has worked with property owners on changes to the map as set forth below, and where applicable, have attached legal or other documents to support that change.

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[1] Utah Code §72-3-107
[2] Utah Code §72-3-103(4)
[3] Utah Code §72-3-105(4)
[4] Utah Code §72-3-103(1)
[5] Utah Code §72-1-105(1)

CHANGES Since 2018	
Clark Canyon/Deer Hollow	Extended public right of way designation consistent with County Commission directive
Hoyt's Peak	Add (erroneously omitted)
Timberline	Designated as Class D per plat & 2015 county directive
East ½ of Gines Lane	Change from city to county road
South Willow Road	Change from city to county road
South Fork of Weber	Change from Class D to Class B
Weber Wild Road	Change from private to public (class D)
Walker Court (Silver Springs)	Change from public to private
New Park Blvd (E of Highland)	Change from public to private
Engen Loop (Kilby Road)	Change from private to public (class B)
Brown's Lane	Change upper portion from class B to private
Spring Canyon	Add class D from end of class B to South Fork (Chalk Creek) consistent with 2013 Court Order

It should also be reported that since we have put the road maps in electronic form and made them easily accessible to the public on the County's website, the number and frequency of calls and requests and the hours of staff time devoted to those calls has greatly diminished. Deputies responding to calls involving the roads have been able to easily access and determine the status of the roads. Hunters no longer need to call every fall to determine if they can legally access the hunting area on a public road. Development applicants can also search and have used the map system as part of the application process. Overall, staff believes the goals have been achieved and having the electronic version has been a great success.

With the commencement of the 2020 fire season, Summit County through its various departments, Districts, and cooperating agencies, has also tried to update the wildland fire evacuation plans and routes. It is hoped that a layer may be added to the existing road map, which would show evacuation routes for neighborhoods like Summit Park and Pinebrook, as well as cabin areas in the Weber drainage, and other high mountain cabin areas. The current process is to have each HOA or neighborhood prepare a plan based upon the Summit County Community Evacuation Planning Template which can be found at www.summitcounty.org/firewarden. The proposed plans would then be evaluated by a team for viability and once approved, the evacuation routes for that neighborhood would be placed on the map. Currently there are 3 evacuation routes out of Summit Park which have been proposed and which we would like to add to the map as part of this approval. Two routes are roads located on property owned by Snyderville Basin Recreation District as open space (emergency egress allowed) and one involves a connection between the Summit Park and Timberline neighborhoods which is on public roads.

RECOMMENDATION

Staff is recommending the approval and passing of Resolution 2020-12 adopting the amended GIS road map system as the official county class B and class D road maps and authorizing staff to include emergency evacuation routes as part of the system as they are approved by the fire authorities.

SUMMIT COUNTY RESOLUTION NUMBER 2020-12

**A RESOLUTION ADOPTING THE AMENDED SUMMIT COUNTY
CLASS B AND CLASS D ROAD SYSTEM**

WHEREAS, the Summit County Council has been designated pursuant to Utah Code Ann. §72-3-103 and§ 72-3-105 as the highway authority for all Class B and Class D roads within Summit County; and

WHEREAS, Class B roads are those improved roads which Summit County generally maintains, and Class D roads are those historical roads within the County that are public roads and rights-of-way, but generally do not receive any maintenance.

WHEREAS, Summit County annually provides to the Utah Department of Transportation a map of all Class B roads for which the County is requesting and receives state funding for maintenance as required; and

WHEREAS, Utah Code Ann. §72-3-105(5) requires that the County "prepare maps showing to the best of its ability the class D roads within its boundaries which were in existence as of October 21, 1976;" and   ·   ·

WHEREAS, each year citizens of Summit County as well as law enforcement officers and other departments and agencies have need to know the status of roads within the County; and

WHEREAS, the Summit County GIS maps, including the road maps are available for public viewing at www.summitcounty.org and are continually maintained by the County;

NOW THEREFORE, BE IT RESOLVED by the Summit County Council as the highway authority of Summit County, that the Class B and Class D road maps as amended and existing on the Summit County GIS system on-line at www.summitcounty.org are hereby re-adopted as the official Class B and Class D road maps for Summit County with the changes indicated by staff in the staff report.

BE IT FURTHER RESOLVED that the staff is authorized to include emergency wildland fire evacuation routes on the Class B and Class D road maps as a benefit to the public and as improved communication regarding emergencies.

BE IT FURTHER RESOLVED that staff is encouraged to bring to the Council for adoption, amendments and updates to the road maps on the GIS system on a regular basis to improve the use by the public, the Utah Department of Transportation, Summit County personnel and others.

ADOPTED by the Summit County Council, this 15th day of July 2020.

SUMMIT COUNTY COUNCIL

_____   _____
Douglas Clyde, Chair   Date

ATTEST

_____   _____
Kent Jones   Date
Summit County Clerk

If you would like to make public comments, please email publiccomments@summitcounty.org by 12:00 p.m. on Wednesday, July 15th. Your comments will be read to the Council and made part of the meeting record.

If you are wishing to interact with Council during Public Input at 6:00 p.m., please:

1. Go to **https://zoom.us/j/772302472**
2. Enter meeting ID: 772-302-2472
3. Type in your full name, so you are identified correctly.
4. Set up your audio preferences.
5. You will be muted upon entering the meeting.
6. If you would like to comment, press the "Raise Hand" button at the bottom of the chat window.
7. When it is your turn to comment, the moderator will unmute your microphone. You will then be muted again after you are done speaking.