

Heber City Corporation
75 North Main Street
Heber City, UT
City Council Meeting Minutes
September 15, 2020

4:00 p.m. Work Meeting
6:00 p.m. Regular Meeting

The Council of Heber City, Wasatch County, Utah, met in **Regular Meeting** on September 15, 2020, in the City Council Chambers in Heber City, Utah.

I. WORK MEETING-4:00 P.M.

Present: Mayor Kelleen Potter
Council Member Wayne Hardman
Council Member Ryan Stack
Council Member Heidi Franco - remotely
Council Member Mike Johnston - arrived 4:11 p.m.
Council Member Rachel Kahler - arrived 4:13 p.m.

Staff Present: City Manager Matt Brower
City Attorney Mark Smedley
City Finance Manager Wes Bingham
City Engineer Russ Funk
City Planning Director Tony Kohler
Chief of Police Dave Booth
City Engineer Bart Mumford
Public Works Director Matthew Kennard
City IT Specialist Anthon Beales
City Recorder Trina Cooke
Deputy Recorder Robin Raines-Bond

Also Present: Willa Motley, Suzy Becker, Aimee Armer, Ryan Beck, Justin Goodrich, Sierra Sorensen, Brad Hiatt, Lapen Gerbelt, and Mark Wilson.

Participating Remotely: John Moss, Maureen Wilson, KPCW Productions, Hans, Andrea Clayton, Dan and Trudy Simmons, Edwin Stevens, Jeremy Bown, Geoff Dupaix, Naomi Kisen, Jeffrey Kuhn, Mark Halberg, Kim Choate, Kaylen Nichols, David Belz, Zach Winegar, Victor Barnes, Tim Snideman, Pete Gillwald, Nick Lopez, Justin Wright, Gregory Poole, David Anderson, Chris Parada, Bee, Jeff Seaman, Dennis, Tracy Taylor and Michael Mills.

Mayor Potter called the meeting to order at 4:06 p.m. and welcomed everyone present.

1. Review of the Utility Rate Study and Horrocks Presentation (Brower) – 90 min

FY 2020-2021 Utility Rate Analysis

City Manager Matt Brower stated that the presentation for the utility rate study would be provided by Suzy Becker from Zion's Bank. Horrocks Engineering would provide the findings for the replacement of aged sewer infrastructure in downtown Heber. He noted Council would not be asked to make any decisions that evening. City Finance Manager Wes Bingham provided an overview of the presentation and described the process.

Mr. Bingham reviewed the impact of a rate increase on the community and offered a comparison of utility rates in other municipalities. The comparison showed Heber City had one of the lowest utility rates for water, sewer, irrigation and storm-drain usage.

City Engineer Bart Mumford felt the utility rate study was long overdue and thanked the Council for prioritizing the study. He provided the state of the downtown water and sewer infrastructure and cost of replacement. Willa Motley, Horrocks Engineering representative, explained the process of estimating the cost for the infrastructure replacement.

Mr. Bingham explained the necessary modeling assumptions used in order to reach the study results. Council Member Stack inquired whether the models had factored in the growth projections. Mr. Bingham answered that the models factored both expected population growth as well as annual rate increases.

Suzy Becker thanked the Council for allowing Zion's Bank the opportunity to provide the study. She reviewed the 46 projects identified by the City's engineers at a cost of over \$35 million to complete. She provided an overview of the study process and options available to the City to pay for the cost of the infrastructure replacement through rate increases and bonding. Bonding would help offset rate increases in order to lessen the impact on the utility customers. She noted the current utility rates were not sustainable. Ms. Becker provided the current and recommended rates for the water, sewer, and storm-drains, and proposed sustainability plans for each. Discussion continued.

City Engineer Russ Funk offered a list of funding options through grants and loans available. Mr. Bingham detailed the effect of rate increases on household's utility bills. He provided a summary of options for annual rate increases over the next ten years.

Mr. Brower recognized the large amount of information provided. He explained the issue would return for further discussion before a decision from Council would be expected. He noted a rate increase decision was needed by January 1, 2021. He detailed a list of next steps including additional funding research and meeting with contractors.

Council Member Stack inquired what direction comparable cities had chosen for financial strategies. Mr. Brower shared the only example he had was in Lincoln, California, where he had worked previously, and they had been able to follow a pay as you go process. He noted Lincoln also had a much larger fiscal capacity than Heber City.

Council Member Johnston felt the low interest rates should encourage the City to bond sooner and for longer. He shared that his preference would be to complete the projects in the next ten years rather than over thirty. He felt low-density growth was unsustainable and fiscally irresponsible. He pointed out the sprawl of single-family homes across the valley, noting lower density tripled the financial impact of rate increases on each household, which was why he was advocating gentrification of the City's newer infrastructure.

It was noted the utility rate study would return for further discussion once additional information was available.

2. UDOT Environmental Impact Statement (EIS) Update (Jeremy Bown) - 30 min

WM Item 2 Presentation

Jeremy Bown with UDOT (Utah Department of Transportation) presented the results of the Heber Valley Corridor Environmental Impact Study (EIS) as attached in the meeting materials. The study was being conducted in order to discover possible bypass solutions, divert traffic from Main Street, and study traffic flow. He provided the project overview, timeline, and process. He noted the ongoing stakeholder engagement opportunities and upcoming activities. Mr. Bown shared the ongoing traffic data gathering, analyzing of traffic conditions, and projected traffic growth.

Council Member Stack inquired whether UDOT was able to break down the data in order to separate local traffic from traffic passing through the valley. Mr. Bown did not currently have the requested information but recalled a previous study indicating 50% of the traffic was local, 20% was passing through and 30% had a destination in the valley. He provided crash information with a comparison to similarly sized and situated cities.

Mr. Bown shared the feedback from the public indicating their concerns as listed:

- Desire to improve safety and walkability of Main Street
- Bypass route was needed/unneeded
- Divert truck traffic
- Need for intersection improvements to Main Street
- Community and environmental impacts
- Congestion

Council Member Kahler referred to a meeting she and Council Member Franco had attended and shared that the feedback she had received was frustration at the lack of direction to move forward with a bypass but rather providing expected traffic increases and pressure in the valley. Mr. Bown clarified the process was not seeking solutions but to understand the transportation issues. Naomi Kisen, UDOT representative added the EIS was part of a necessary federal planning process indicating the seriousness of UDOT to move forward. Council Member Kahler inquired whether the study could be completed more quickly. Ms. Kisen answered it was possible but the anticipated time-frame was two years.

Mr. Bown thanked Council for allowing UDOT the opportunity to present the information gathered thus far and advised they would return with periodic updates for Council.

II. REGULAR MEETING-6:00 P.M.

1. Call to Order

Mayor Potter called the Regular Meeting to order at 6:19 p.m.

2. Pledge of Allegiance (Council Member Kahler)

Council Member Kahler led the recitation of the Pledge of Allegiance.

3. Prayer/Thought by Invitation (Default: Mayor Potter)

Mayor Potter shared a prayer.

III. CONFLICT OF INTEREST DISCLOSURE:

There were no conflicts of interest disclosed.

IV. CONSENT AGENDA:

1. Approval of August 18, 2020 City Council Meeting Minutes and September 1, 2020 City Council Meeting Minutes (Cooke)

8.18.2020 DRAFT Minutes

9.1.2020 DRAFT Minutes

2. Approval of Police Department Evidence Purge (Booth)

CS Item 2 Staff Report Evidence Purge

CS Item 2 Evidence Conversion Destruction 5 2020

Motion: Council Member Stack made the motion to approve the items on the consent agenda. Council Member Hardman made the second. **Voting Aye:** Council Members Franco, Hardman, Johnston, Kahler, and Stack. The motion passed unanimously.

V. PUBLIC COMMENTS:

Aimee Armer introduced herself and stated she was running for Wasatch County Council. She explained the reason she was running was because she felt a fresh new perspective was needed at the County level. Her priorities were smart, responsible development and to protect the beauty of Wasatch County. She wanted to ensure the County Council represented what mattered most to their residents. She had spent her life in public service advocating for the health and welfare of community members with the last four years at the Peoples Health Clinic.

Ms. Armer listed additional boards and Councils she had served on indicating she would apply the experience and knowledge to the position with County Council. She shared that she had a masters degree in public administration from the University of Utah. Ms. Armer invited the City Council to reach out to her for additional discussion regarding issues important to them and thanked the Council for their service and time.

Mayor Potter read a public comment received via email. [attached]

VI. ACTION ITEMS:

1. Update Regarding Heber City's Ongoing Response to COVID-19 (Brower)

Mayor Potter shared the State's goal was to keep the COVID-19 rate of infection to under 100 people per thousand. Wasatch County was maintaining that rate.

2. Public Hearing Regarding the Adoption of DMJ Jordanelle, LLC Petition for Annexation of Approximately 8.717 acres, Located on the Corner of S.R. 32 and Old Hwy 40 (Kohler)

Item 2 Staff Report DMJ Annexation

City Planning Director Tony Kohler presented the annexation information as included in the meeting materials. He provided a map and photographs of the property and noted it adjoined the recently annexed Sorenson property. He showed a conceptual site plan including some elevations and described the remaining steps before approval. Mr. Kohler shared a table of the estimated timeline for the annexation process. The Planning Commission had forwarded a positive recommendation for annexation to the Council. He reviewed the project details including the current and proposed zoning and density. Mr. Kohler stated there was no decision needed from the Council. The City was holding the required Public Hearing for the annexation process.

Council Member Kahler noted she had initially been against the annexation but had reconsidered. She indicated she would prefer to see entirely commercial development. She feared any workforce housing would house Park City workers.

Mayor Potter opened the Public Hearing at 6:30 p.m.

Trudy Simmons, Wasatch County resident, inquired what DMJ in the name of the annexation stood for. It was the property owner's names: David, Mark, and Jeffrey (DMJ) Jordanelle, LLC.

Council Member Johnston expressed support for the annexation and appreciation for recommended uses proposed by staff. He liked that most of the land would stay open and approved of the proposed trailhead. He also pointed out the annexation had used a survey of record which had been done by his company for a previous property owner and his company had never worked with DMJ. Jeffrey Kuhn, annexation representative, confirmed they had not worked with Council Member Johnston's engineering firm.

Mr. Poole, resident, inquired how increased storm-drain water would be managed. Mr. Kuhn answered they had yet to do the civil engineering for the entire project yet, only conceptual. Mr. Kuhn advised it would be engineered to code.

Council Member Franco asked for an update of the concerns presented by Horrocks Engineering on pages 50-51 of the Staff Report. Mr. Kohler indicated the issues would be addressed with the petitioners as they worked through the process. Council Member Franco inquired when a traffic study would be provided as well as a proposal for managing the storm-drain water. Mr. Kuhn noted they needed to have a firmer development plan in motion in order to begin the engineering processes. He added that until the petitioners knew how many people the development would need to accommodate, they would be unable to perform a traffic study. Discussion continued.

Mr. Kuhn ensured the petitioners would accept the contingent requirements of the City. They were willing to be held responsible to the Horrocks report and compliant to whichever version of the code the City adopted. He stated they would cooperate and be as responsible as possible as developers. The heavy details would come at a later stage.

City Engineer Bart Mumford clarified there would be master development or annexation agreement. He said the engineering report had been composed to communicate the expectations of the City to the petitioners. He stated many of the issues would be resolved after annexation and any key concerns would be addressed in the agreement presented to Council for approval. He noted the development was anticipated to be an entirely private site, therefore would not have public roads and the water and sewer would be provided by a special service district. Discussion continued.

Council Member Stack expressed his agreement with Council Member Johnston in support of the annexation and with Council Member Kahler regarding the wish to see an entirely commercial development. He felt it would be a great location for an office park.

The Public Hearing was closed at 6:55 p.m.

3. Consider Approval of Resolution 2020-14 in Support of the WaterSMART Grant Application (Funk)

Item 3 Staff Report - WaterSMART Grant App 200915

Item 3 Exhibit A - Res 2020-14 WtrSmrt App 200915

Item 3 Exhibit B - Assurances Form SF424D-V1.1

City Engineer Russ Funk explained the Utah State Legislature had passed a bill in 2019 requiring municipalities to meter new irrigation and retrofit existing irrigation lines. He noted the City had budgeted over \$400,000 for that purpose. He said the grant would nearly double the dollar amount. He shared the requirements of the City and Staff in order to be eligible for the grant.

Motion: Council Member Stack moved to approve this item and adopt Resolution 2020-14. Council Member Kahler made the second. Rollcall Vote: **Voting Aye:** Council Members Johnston, Hardman, Kahler, Stack and Franco. The motion passed unanimously.

4. Discussion of Safety Solutions for the Intersection of Mill Road and Center Street
(Booth, Mumford)

Item 4 Staff Report

Mayor Potter skipped to item five on the agenda.

Mayor Potter stated there were thirty public comment emails received regarding this agenda item [attached]. She provided an overview of the concerns including: it was a safety issue for the children walking to school and drivers, many near miss accidents had been witnessed, most emails indicated the desire to have a four-way stop installed if not a traffic signal. Mayor Potter clarified that Council was very concerned with the safety issues involving the intersection of Mill Road and Center Street. She said that this was not the first time this issue had been considered by Council and there were engineering standards involved.

Chief of Police Dave Booth shared a recording of a recent rollover accident at the intersection obtained from a nearby residents security camera. A car had rolled through the stop sign and clipped the back end of an SUV forcing it to roll. Council Member Kahler inquired whether the accident could have been avoided if the SUV had a stop sign as well. Chief Booth stated similar accidents occurred at four-way stops. He indicated there were two issues to be discussed: whether a crossing guard was needed, or whether a traffic-controlling device was the solution.

Council Member Kahler stated the safety of the children crossing was not the only concern at the intersection but it was the most important concern. She acknowledged the statistics might not justify a four-way stop but it had the support of the residents. She felt the Council should listen to the constituents and install a four-way stop before potential tragedy struck. Discussion continued.

Council member Franco pointed out the intersection was a bottleneck, there was a pre-school on the corner, and there was parking in front of a church at one of the corners. She implored the Council to, at the minimum, install a four-way stop but felt that was not enough. She also wanted parking in front of the church eliminated and additional crosswalks painted.

City Engineer Bart Mumford reminded Council that there were several intersections throughout the City with similar conditions and warned of setting a precedent.

Council Member Stack supported no parking in front of the church. He still felt a study period for the additional stop signs would be a good option as the data from engineering and law enforcement did not support a four-way stop. He expressed concern with vehicles cutting through the neighborhood when the stop sign on Center Street backed up. Mayor Potter expressed concern with possible unintended negative consequences. Chief Booth stated there had been an average of five accidents per year recorded over the last five years. Discussion of safety implementations continued.

Mayor Potter read an email from Nick Lopez at his request [attached]. She asked if the intersection did not meet safety standards as implied in the email. Chief Booth stated Public Works had recently been to the intersection and cut back any trees inhibiting line of sight.

Council member Johnston did not feel as though a four-way stop sign was appropriate for such a busy arterial road and did not think it would make the intersection safer. He felt there were other ways to address the issue. He agreed to support the Council consensus.

Mr. Mumford clarified the City would install two additional stop signs with warning signs of stop ahead and initially one in the middle of the road, additional crosswalk striping, paint the curb at the church red, and to remove the flashing crosswalk warnings to be used elsewhere in the City. He recommended installing permanent stop signs rather than temporary.

Council Member Hardman felt a four way stop sign would monitor itself. He pointed out the possibility of negative feedback from the community once the stop signs were installed. He felt it was a matter of the way people drive.

Council Member Franco inquired whether there was street lighting at the intersection. There was a light located across the street from the crosswalk. She felt additional lighting should be installed for safety.

Motion: Council Member Franco made the motion to approve a four way stop sign on Center Street and Mill Road, stop the parking in front of the church around 1300 East on the north side, restripe the lanes to eliminate fighting over the narrow middle lane, to retain the flashing crosswalk sign on the west side of the intersection, to install a flashing stop sign on the new northeast corner of the intersection to ensure it would be seen. The motion failed for lack of a second.

Motion: Council Member Kahler moved to install a four-way stop at the intersection of Mill Road and Center Street, to restripe the area on Center Street, to not have a crossing guard any longer, remove the flashing pedestrian crosswalk lights, and to not allow parking at the Church by installing a red zone. Council Member Hardman made the second.

Discussion regarding whether to keep the flashing pedestrian crosswalk lights was needed followed.

Voting Aye: Council Members Hardman, Johnston, Kahler, and Stack. Council Member Franco **abstained**. The motion passed four to one.

5. Consider Ordinance 2020-33 to Amend Chapter 18.43 Mixed-Use Residential Commercial Zone to Amend Building Materials and Street Tree Requirements (Baron) - continued

Item 5 Staff Report - MURCZ

City Planning Director Tony Kohler explained America First Credit Union was seeking to use architectural metal wall paneling as an exterior wall material, requiring a text amendment for the Mixed Use Residential Zone (MURCZ). He noted the recommendation of the Planning Commission had been to change the percentage allowed in the MURCZ to match the 50% permitted in the C2 zone.

Council Member Stack felt, for aesthetic and design purposes, no more than 25% of the exterior should be metal. He thought the look Council was trying to create for the town consisted of more natural materials and he referenced the architectural style of Holladay Village.

Tim Snideman, construction manager for America First, described the premium quality of the metal panels to be used for the façade of the building. He stated it was part of the America First branding and look. He shared images reflecting 35% of the metal surface. Zach Winegar, representing America First, explained their intent to integrate the buildings signs into the architecture. Kim Choate, representing America First, shared additional images reflecting gray cement board replacing the metal on the drive thru to bring the percentage of metal down to 35% but said they would prefer the blue metal wrapping the roofline of the building.

Council Member Kahler felt the design was appropriate for the south end Wal-Mart development area. It was not the downtown historic district and the development would clean up a corner of an intersection filled with weeds. She felt, as a Council, they should not get in the way of a good business moving forward. Council Member Hardman expressed his agreement with Council Member Kahler and supported the proposed design. He felt the Council should not try to control everything.

Motion: Council Member Kahler moved to approve Ordinance 2020-33 as presented in the findings and conditions in the conclusion of the staff report to change the MURCZ zone to amend for 46% metal roof materials as presented in the America First request. Council Member Hardman made the second.

Council Member Stack felt metal should be used for more of an accent in the City's architectural designs. He proposed the Council revisit their architectural design standards in all zones. Council concurred. Discussion followed.

Voting Aye: Council Members Hardman, Johnston, Kahler, and Stack. **Voting Nay:** Council Member Franco. The motion passed four to one.

The discussion returned to item five on the agenda.

6. Consider Preliminary Plat Approval for the Kimball Villas Subdivision, Located at 650 South 1200 West (Baron, Vlasic)

Item 6 2.0 Staff Report - Kimball Villas Preliminary Plat

09.15.20 CC Presentation - Kimball Villas Preliminary Plat

Mark Vlasic, consultant, presented the information as shown in the attached PowerPoint. He reviewed the project details and provided the background. He listed the Planning Commission recommendations as follows:

1. 30' buffer along the bypass road to be provided as indicated.
2. Applicant and City to reach agreement on reduced setback requirements along the boundaries to the existing church (20' to 18').
3. Above-ground power lines be abandoned.
4. All requirements of the City Engineer and Fire Department shall be met. Feasibility of the canal realignment is essential for the proposed Phase 3 to work as designed.
5. All other Code Requirements shall be met.
6. Any other conditions or changes as articulated by the City Council

Council Member Stack explained the development had been in the works for several years and was asked to include deed restrictions for the 55 and over community. He stated neighbors had come forward in the past to express concerns regarding the developer obtaining such high density from the City then selling the land to be redeveloped as apartments. He added the deed restriction had been important to him in order to protect the neighbors. City Planning Director Tony Kohler indicated the deed restriction would be included in the development agreement document upon final plat approval.

Council Member Stack expressed concern with the proposed canal realignment, which had yet to be approved by the canal company. He indicated he would prefer the developer return to Council after obtaining an agreement with the canal company or present a new design concept. Council Member Johnston proposed making Council Member Stack's suggestion a condition of approval, thereby putting the burden of compliance on the developer, in order to allow the developer to move forward.

Council Member Franco asked for clarification of the "convenience center" in the list of permitted uses. Mr. Vlasic explained she was reading from his list of permitted uses in the current zone. He explained convenience center referred to a neighborhood clubhouse with snack or drink machines, not a gas station.

Brad Hyatt, neighboring resident, explained the development's entrance was directly across from his driveway. He expressed concern with the proposed development funneling traffic right in front of his driveway and asked the for the development's entrance location to be reconsidered. Discussion ensued regarding alternate access location options, canal realignment permission, and whether to bring the agenda item back to a future meeting or to make the canal realignment approval a condition in a motion to approve.

Jeff seaman, representing the developer, shared there had been many conversations with the canal company moving toward approval for the relocation of the canal. He noted State statute allowed them to modify the location of the canal contingent upon the developer meeting certain engineering requirements.

Motion: Council Member Johnston moved to approve the preliminary plat for Kimball Villas subject to the findings and conditions as listed in the staff report. The motion failed for lack of a second.

City Engineer Bart Mumford shared that the City was responsible for maintaining the canal. He explained the canal company's concern was the possibility of the developer not completing the relocation of the canal. He wanted the Council to be aware of the possibility of the canal company reaching out to the City for reassurance that the City would complete the relocation if the developer did not. He further pointed out additional considerations for relocating the canal. Discussion continued.

Ryan Beck, neighboring resident, expressed concern with the proposed relocation of the canal. He explained it would be directed toward his bridge and risked the potential for the canal to push water and debris toward his home. He requested that, if the canal were piped, it be piped past his home. He also expressed concern with the location of the sewer utility stub land-locking his property and preventing possible development of his land.

Motion: Council Member Stack moved to continue the agenda item to a future date of the applicants choosing in order for them to return and satisfy the concerns of the Council with regard to the relocation of the canal. Council Member Kahler made the second. **Voting Aye:** Council Members Stack, Hardman, Kahler, and Franco. **Voting Nay:** Council Member Johnston. The motion passed four to one.

7. Consider Ordinance 2020-38 a Text Amendment to 18.22 Clustered Open Space Zone (COSZ) (Baron)

Item 7 Staff Report COSZ setback

City Planning Director Tony Kohler explained the reason for the request as included in the attached meeting materials. The proposal was to allow a smaller setback on zone perimeter boundaries of the COSZ (clustered open space zone) for projects next to the Bypass Corridor and where the perimeter boundaries were interior to developments with multiple zones. He explained staff had asked the development to increase their property line setback to 30 feet from the required 20 feet along the bypass route, in order to accommodate a Heber Light and Power transmission line. In turn, the development was requesting the setback along the adjoining church property line to be reduced to 18 feet from the currently required 20 feet.

Motion: Council member Stack moved to approve Ordinance 2020-38 as proposed. Council Member Johnston made the Second. Rollcall Vote: **Voting Aye:** Council Members Stack, Franco, Kahler, Hardman, and Johnston. The motion carried unanimously.

8. Discussion Regarding Vote Tracking of Council Meeting Action Items (Stack)

Council Member Stack explained the purpose for the agenda item was to try to improve the interface for the public to see Council Members votes for certain agenda items more readily. City Recorder Trina Cooke expressed concern with publishing votes without context. She referred to Council Member Franco abstaining from the vote to install a four way stop sign at the intersection of Mill Road and Center Street. The concern was the public would misunderstand Council Member Franco's intention if they had not read the minutes or listened to the audio in order to discover she had previously made the motion to implement additional safety improvements. Ms. Cooke felt the official record of meeting minutes captured the votes while providing necessary context.

Mayor Potter inquired how a separate document would be easier for the public to access than the already available minutes. Council Member Kahler felt the public wanted an easier way to digest Council Meetings but questioned how they could understand what went into the Council's decisions. She added that she composed a summary of the meetings and posted to her social media the day after the meeting. Discussion continued.

City Manager Matt Brower explained the new Deputy Recorder would be posting additional information to the City's Social Media and proposed having her include the Agenda with the vote information attached.

Council Member Johnston expressed concern with only showing the Council Members votes and recommended including a summary for context. Consensus was to provide a document to be uploaded to the City Facebook page.

Tracy Taylor, resident, proposed staff use the agenda to summarize the meeting and the votes of the Council Members. Council Member Kahler asked if it was a timing concern as the meeting minutes were not available for a week or two after the meeting. Ms. Taylor stated it would be helpful to have a short summary for members of the community looking for the information. Council Member Kahler suggested the community look to the meeting summary she posted to her Facebook page.

It was decided to move forward with uploading a summary of agenda items and votes to the City Facebook page following City Council Meetings.

VII. COMMUNICATION:

1. Staff Follow-Up Reports from City Council Requests
2. Discussion Regarding the CUP (Central Utah Project) and North Fields Irrigation Company Meeting (Mumford)

Communication Item SR CC Drain Discharge Questions 200915

City Engineer Bart Mumford presented the information to Council. He explained the concerns of the North Fields Irrigation Company (NFIC) with regard to handling increased storm-water anticipated with the impending development expected with the North Village annexations. He said the City had decided they would be the storm-water authority for the North Village. Mr. Mumford had shared a letter from North Fields Irrigation Company advising the City they did not wish to assist facilitating the processing of storm-drain water for the new developments. He stated the City staff had met with the Irrigation Company, the CUP (Central Utah Project), the Provo River Watershed Council, and the Boundary Commission in order to work towards a solution. He further described possible solutions for the City.

Mark Wilson, President of the North Fields Irrigation Company (NFIC), explained they had been working with the developer for over a year. NFIC had offered to allow the use of Rock Creek (the only historic irrigation ditch in the North Fields), which fed into the Provo River. NFIC questioned the quality of the water being drained into the ditch and asked the developer to provide proof of a plan to clean the water. The developer's response was that they intended to monitor the water. Mr. Wilson continued to provide concerns and reasons the NFIC had denied the developer use of their irrigation ditches.

Council Member Kahler asked whether the Council preferred to respond to the EIS as a unified entity or individually. City Manager Matt Brower expressed concern with the Council responding at the risk of making the bypass EIS a political issue.

Chief Booth shared that Heber City Officer Cole Darbro had once again been deployed with his military branch. He was asking Council's permission to fill the position until the officer returned. He pointed out the replacement would not immediately affect the city budget as the City did not pay wages or benefits when officers were deployed. He noted if the City's revenue continued to do well, he would be requesting a new officer in the next budget. Council expressed support of a replacement officer.

VIII. ADJOURNMENT

Motion: Council Member Johnston made the motion to adjourn. Council Member Stack made the second. The meeting adjourned at 10:05 p.m.




Trina Cooke, City Recorder

Following are public comments submitted by email for the September 15, 2020 City Council Meeting for the associated agenda items as listed:

V. PUBLIC COMMENTS:

From: Ned Funnell

Sent: Wednesday, September 2, 2020 5:34 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Comment on CFPP Project

Hello,

I emailed the Council members but also wanted to email this address to ensure my comment is on record.

I am writing to you to express my approval and support for the City's participation in the CFPP project through UAMPS in conjunction with HL&P. I believe that nuclear energy is an important part of our current and future energy economy that allows us to build a more sustainable future for our children and their children. I know many detractors have criticisms based on antiquated technology or economic concerns. I believe, after studying the issue from an engineering mindset, that current generation nuclear technology is appropriately safe. Especially when contrasted with the health and environmental impacts that can come from other electricity sources. I believe that even if it does cost more, that choosing an energy source that leaves a better situation for the future is worthwhile. I don't want to be remembered as having stood by idly while my generation continued to extract more and more finite resources. Using up any finite resource is unkind to the future, even more so when burning it creates pollution they will have to live with. While any technology is imperfect, I believe that nuclear energy is a marked improvement over our current situation and worth investing in.

Please consider my household fully in support of Heber City's support of the CFPP project through UAMPS.

Best regards,

Ned Funnell

VI. ACTION ITEMS:

4. Discussion of Safety Solutions for the Intersection of Mill Road and Center Street (Booth, Mumford)

-----Original Message-----

From: Nicole Mills

Sent: Wednesday, September 2, 2020 8:01 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Mill Road and Center

Hello!

I hope this email is going to the right place. I am very concerned about the intersection on Mill Road and center street in Heber. Something needs to be done!!! There is too much traffic to not have a four way stop or a traffic light. I have seen several close calls that were almost accidents. As well as school kids not being seen while crossing or having to wait a long time to cross. Please consider a better option for this intersection before more people get hurt.

Thanks!

Nicole Mills

Sent from my iPhone

From: Katie Stirling

Sent: Saturday, September 12, 2020 8:12 AM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Fwd: 4-way stop at Mill and Center

I am writing to express my concerns about the intersection at Mill Rd and Center St. I have 3 children that cross that road to attend school, and while I greatly appreciate the crossing guard placed at that location this year, there are many times when my kids need to stay later for school activities and there is no crossing guard.

I have watched cars blow right through the blinking crossing sign as a child is trying to edge their way into the crosswalk.

At different times of day I have been in a line of over 8 cars waiting to cross Center Street.

I think it is well past time that this intersection become a four-way stop. Please work toward changing this intersection to a four-way stop before a child or adult gets hurt trying to cross this busy road.

Thank you,

Katie Stirling

From: Dave Misiak

Sent: Saturday, September 12, 2020 10:36 AM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) 4way stop Mill and Center

I support!!!

Or (I know more expensive) a pedestrian activated stop light for crossing Center - like they have in Park City. This would only affect traffic when people need to cross.

We will be discussing a potential 4-way stop on Tuesday at the Heber City Council meeting. Please email: CCPublic@heberut.gov if you support the installment of a 4-way stop at the intersection of Mill Road and Center Street.

Dave Misiak

Get the new AOL app: mail.mobile.aol.com

-----Original Message-----

From: jj holker

Sent: Saturday, September 12, 2020 7:20 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) 4 way stop on Center street

I live on 117 N. 750 E. in Heber which is 2 blocks off of Center street. I have to access Center street on a regular basis and during high traffic times (morning and evening commute) and weekends or busy afternoons I have a hard time getting across Center street. I have been here 15 years and since the addition of Red Ledges and the new subdivision just below it I know we have at least doubled if not tripled the traffic from these two additions; Not counting all of the new homes in Wasatch county that use this road too. I have also been in a wreck just beyond the Mill Road intersection and my sisters car was totaled because of someone pulling out from Timp meadows onto Center street. We were fortunate to escape without injuries. These accidents took place before Red Ledges and the new subdivision went in.

I feel we need to lower the speed limit above the church and we need a 4 way stop for the safety of drivers and pedestrians. I also feel like the trees etc. blocking the view looking west to cross at Mill Road needs to be addressed. It is very hard to get a good view. I know Heber is growing but we need to be able to plan our infrastructure - get a by pass road done before we have no where to put it or many lives could be loss. Our roads and traffic and better planning ahead is a must and something we need to improve on. Please for the safety of everyone!

Sincerely,
Jamie Holker

From: Barbara Murdock

Sent: Sunday, September 13, 2020 11:09 AM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) dangerous intersections

I am writing to you to please see if you can do something immediately about the intersection on Mill Road and Center Street. It is terrible to try and cross at almost anytime of the day. A 4 way stop sign would help until you can put in a **stop light** that would be so much better. It would also slow drivers down that speed on 100 South. Even 4 way stop signs are hard for pedestrians to try and cross. A stop light was needed here way before the one on 300 West and 100 South.

Also, I would like to know what can be done about people who have trees growing on the corners and covering up stop signs and bushes and trees that make it almost impossible to see at intersections. I can drive all over Heber and tell you about these bad intersections if it would help. I just feel that some enforcement needs to be done to fix these problems.

Barb Murdock

From: Jess Ferguson
Sent: Sunday, September 13, 2020 4:27 PM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) Center St & 1200 E

It is time for a stop light at this intersection. It has been dangerous for years now and it continues to become more dangerous each year. I will not let my children cross the street here (or center street for that matter because of all the speeding). We don't need to wait until more accidents happen or people get killed.

Thank you for listening.

Jess Ferguson

Heber resident and business owner.

From: Rachael Rawson
Sent: Monday, September 14, 2020 4:07 PM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) Mill/Center Intersection

The intersection of Mill Road and Center Street is in desperate need of a 4-way stop. Because I share custody of my children, I drive them to Old Mill Elementary from Valley Hills in the mornings and I am constantly frustrated by the lack of traffic flow, cars speeding through the intersection and dangerous near-misses that I see frequently.

If it wasn't for that unsafe intersection, my oldest son would be able to ride his bike to his dad's house from mine. As it stands, I don't feel confident that he could get there safely. Please consider putting in a 4-way stop at this location! I can't think of a better use of my tax dollars than this.

Thank you,

Rachael Gull

From: Penny Ellis
Sent: Monday, September 14, 2020 6:00 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) 4-way stop ● at Mill + Center

Yes, we support a 4-way stop at Mill and Center. This intersection has become so very congested that it's crazy sometimes to get across the street!

We moved here in 2012 and the traffic ALL OVER Heber was much much less congested. In fact, slowdowns were usually only caused by combines and other farming equipment.

We're sad to see Heber become so popular a place to live, now that we've made it our home:/. And even more sad to see the farmland slowly get swallowed up in housing developments.

Why can't we choose, like Midway does, to keep our town from turning into every other busy city?

Why can't we find a way for all those gas trucks to NOT drive down Main Street? Have you not seen what a mess this is and how unfriendly Main Street is almost every minute? Maybe it's happened so slowly that no one notices how awful it is, but if you drive on Main Street on Sunday at around 5 P. M. you'll see the way it USED to be.

Please move FORWARD (like all those gas trucks are doing through our town), and get these traffic issues resolved!

Sincerely,

LaPreal + Dan Ellis

--

Penny

-----Original Message-----

From: Howard Fishman

Sent: Monday, September 14, 2020 7:19 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Comment for intersection center street and mill road

In my opinion a traffic light is a much better choice than a 4-way stop.

My reasoning is when several cars are in line some will not stop they follow the Vehicle in front through without stopping. Second, 4 vehicles all arrive at the same time I know the law says the on your right goes first but I call these a problem everyone decides it's their turn and you have a wreck.

A light is much better.

Howard Fishman

Sent from my iPad

-----Original Message-----

From: Brian Wetzel

Sent: Monday, September 14, 2020 10:21 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Mill and Center St

I wanted to voice my concerns over the intersection of Mill Rd and Center St. Many times during the day, there is significant traffic that causes cars to wait long periods of time on Mill Rd to cross over Center. Due to the congestion, drivers get frustrated and make bad decisions that end up in accidents. If we had a round about or something else that would help to safety control the flow of traffic, I believe the intersection would be much more safe for both vehicles and pedestrians.

We don't really have them in Heber, but traffic circles/round abouts work very well in other communities

Thank you

Brian Wetzel

From: rubalicious@hotmail.com

Sent: Monday, September 14, 2020 10:21 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Mill Rd/Center

I am writing to voice my support for a four-way stop or some other means of managing traffic at the intersection of Center Street and Mill Road.

The closest I've ever been to being in an accident while living in Heber, and the most scared I've ever been, was while driving westbound down Center Street when a car pulled right out in front of me exiting from Mill Road. I was able to skid my car completely around to avoid the accident, but this intersection has scared me ever since.

Next year my daughter will have to cross the intersection to go to middle school, and I am already worried for her. Last week I stopped at the blinking lights while a child on a bicycle waited to cross, and 5 to 7 cars coming the other direction didn't even hesitate or slow, much less stop.

There are many kids who have to travel from the north side of Center to the south side in order to get to middle school. There has to be a safe passage for them. The newly-installed flashing lights are not sufficient. Please consider better measures of controlling traffic at this intersection to keep our children safe.

Sincerely,

Rebecca Tibbits

From: Breeze Wetzel
Sent: Monday, September 14, 2020 10:27 PM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) Intersection Mill/Center

The intersection at Mill and Center in Heber is terribly dangerous. As a local resident and business owner, I find myself at this intersection multiple times per day. I've witness at least a handful of close calls with vehicles sitting on Mill road trying to cross and not seeing or mis judging traffic coming from either side of Center street.

My friend was riding her bike from her house on Mill Road south of center. She was stopped at the corner trying to cross over Center street to continue up Mill Road. A vehicle on Mill road on the North side of Center Street didn't see their stop sign and blew right into the intersection, hitting a suburban coming down Center street, causing the Suburban to roll right towards my friend on her bike. My friend had to help save the woman in the rolled vehicle, climbing onto her car and peeling back the windshield to see if the woman was ok.

I have also seen numerous children trying to cross here. I've seen them use the crossing light and I've also seen them NOT use the crossing light. Cars don't always stop, either way.

Please, something has to be done with this intersection as it's dangerous for both cars and pedestrians. Thank you

Breeze Wetzel

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From: Tama D'Angelo
Sent: Monday, September 14, 2020 11:46 PM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) Mill Road/Center St. is a Dangerous Intersection!

Dear Heber City Council,

I am a long-time resident of this beautiful valley, I am a teacher at Old Mill Elementary and I have a child that attends Timpanogos Middle School. I am writing to share my traffic concerns at the intersection of Mill Road and Center Street - an intersection I deal with multiple times a day. Although I truly appreciate the recently added 'School Crossing' signs and friendly crossing guard, I feel that these safety precautions are not nearly enough. This intersection is DANGEROUS!! Whether driving or walking, trying to cross Center street, especially during high-

traffic school hours, is terrifying! There have been way too many close calls and several accidents, and it is just a matter of time until something tragic happens. SOMETHING NEEDS TO BE DONE. A 4-way stop could be an option, but I don't know how the traffic flow along Center Street would be impacted....it might get backed up at certain times during the day. A traffic circle may be okay for vehicles, but does not address the safety of children that cross over this road on a daily basis. A traffic light, though more expensive I'm sure, seems to be a logical solution. Taking into account the blind corners, the blinding sun, the pedestrian traffic and the speeding/distracted vehicles - what needs to happen to get Heber City on board with addressing this situation and implementing a change? I am asking the Heber City Council to discuss these public concerns at the next city council meeting as I'm certain there are many, many Heber City residents that share these same concerns. Thank you for your time!

Sincerely,

Tama D'Angelo

-----Original Message-----

From: Bruce McCarty
Sent: Tuesday, September 15, 2020 8:53 AM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) Mill Rd /Center Street

City Council — I agree with Nick Lopez... but let's skip the expense of a 4x stop sign and get the traffic lights in that would make this a safe intersection for many years to come. Both for traffic and pedestrians. I've seen many almost accidents. Mill Rd is used for an alternative to Main St for more and more each day. Think safety... PLEASE!

Bruce R McCarty

-----Original Message-----

From: Jaynee Taylor
Sent: Tuesday, September 15, 2020 9:55 AM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) Mill Road & Center Street Intersection

Dear City Council Members,

We have lived in the Timp Meadows subdivision for more than 20 years and have seen so much change during that time. Most troubling is the changes to the speed and heavy flow of traffic along Center Street especially as it intersects with Mill Road and 750 E. From Mill Road, it is sometimes nearly impossible to cross Center Street. I have seen traffic backed up into the Timp Meadows subdivisions a full two blocks with cars trying to cross Center Street. Left hand turns onto Center

Street are even more difficult and often scary. The worst times for travel along this route are before and after school. There is significant congestion of traffic traveling to schools across Center Street with a significant congestion of construction and commuter traffic headed up and down Center Street. Add in the students who walk or bike to school, and it's a situation for disaster. A four way stop would be an improvement but would offer only little relief to the problem. I am asking that a stop light with left hand turn signals be installed to correct the problem and ease traffic flow along this area. It's not just a matter of convenience, it's a matter of safety. Every time we cross Center Street, we comment how badly this intersection needs a light. The light that was put in on 1st South doesn't have any where near the traffic that Mill Road and Center Street. It would have served us better to have that light installed on Mill Road and Center Street. Please carefully consider the safety a stop light would provide to our community.

Sincerely,
Jaynee Taylor

-----Original Message-----

From: Kyle Price

Sent: Tuesday, September 15, 2020 9:57 AM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Intersection of Mill Road and Centerstreet

The intersection of Mill Road and Center Street needs a 4 way traffic light.

Going east to west the speed limit is 40 until the canal, where it drops to 25.

Most people drive 50 mph in the 40 mph zone and fail to reduce speed to the posted 25 mph until after the Mill Road Center Street intersection.

This makes turning either east or west too difficult from the North or South on Mill Rd. Drivers must be more aggressive to turn onto Center street and if any pedestrians are thrown into the negotiation, it becomes dangerous for their safety.

With the speed at which this valley is being developed, this problem will only become more dangerous and harder to navigate.

At bare minimum we need a 4 way stop at this intersection.

Sent from my iPhone

From: Bethe Price

Sent: Tuesday, September 15, 2020 10:01 AM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Intersection of Center Street and Mill Road

I understand the City Council is reviewing the public concerns about the intersection of Mill Road and Center Street in the upcoming meeting. I appreciate the attention the City Council is giving this issue.

This intersection has been challenging for several years and continues to increase in difficulty over time.

I am concerned that a four way stop won't serve the pedestrians that use this path. As witnessed at the four-way stop on Mill Road and 1200 South, drivers are challenged with how to properly navigate a four-way stop. Too often right-of-way order is abandoned for the driver who thinks they are next based on when they arrived at the intersection. Pedestrians are not noticed nor given the right-of-way.

As the City Council considers solutions I recommend the council to consider the long-term use and goal. The current approved projects (City and County) will bring in additional traffic from the South and East. Long-term, the traffic at the intersection at Mill Road and Center Street will continue to increase as more residents use both streets to avoid the congestion on Main Street. A Main Street solution is years away from a decision and even years longer to achieve the route decided upon.

At minimum, there needs to be a manually triggered illuminated crossing signal that pedestrians can use to safely cross the road. Crossing signals tend to work best at places where traffic is stopping from one street and not at a true intersection where two streets meet. An illuminated pedestrian light would solve the pedestrian issue but there is still the issue of traffic safety.

Although it is unusual to have a traffic light on a street with a 25 mph speed limit, the steady stream of traffic moving East and West proposes unique challenges to traffic moving North and South. With the number of cars that use Mill Road to cross Center Street or need to turn left, drivers often make hasty decisions to fit between the cars. This leads to many near misses with vehicles before taking into consideration the needs of the pedestrian traffic.

Based on the current needs and increasing pressure affecting the intersection I think that the solution is likely a four-way stop light.

It's unfortunate the pressure on this intersection has reached failure already. If the Red Ledges section of the east bypass was complete we may not need to mitigate this section right now.

Thank you for your consideration in finding a solution for this area.

Bethe Price

From: CJ SMITH

Sent: Tuesday, September 15, 2020 11:01 AM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) intersection of Mill Road and Center Street

To Whom it may concern,

In regards to the intersection of Mill Road and Center Street. Why is there a 4-way stop at 1200 S and Mill Rd? There is no reason for one there. Center St and Mill Rd are both main roads! With high traffic 4 ways. Those coming from Red Ledges east of Mill Rd do not go the speed limit

either. It drops to 25 just east of the Center St Church building but they do not pay attention to that speed limit sign.

Thank you for putting a crossing guard there for my children to cross but It should really be a 4 way stop! Just move the stop signs from 1200 S to Center street or get the Red Ledges by pass road done!

-CJ Smith

concerned citizen

From:

Sent: Tuesday, September 15, 2020 1:00 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Mill Rd and Center street Intersection

I would like to go on record as supporting a 4-way stop or a traffic light at the Mill Road and Center Street intersection.

Best Regards,

Cynthia Longo

Sent from AOL Mobile Mail

Get the new AOL app: mail.mobile.aol.com

-----Original Message-----

From:

Sent: Tuesday, September 15, 2020 1:09 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Traffic Concerns

Hello,

I am concerned that there isn't proper traffic control at Mill Road and Center Street. I have seen multiple cars blow through the stop sign while I was coming up to Mill road from Center and they were going very fast. Please make this a four way stop as there is a speed change here too, which makes it even more dangerous.

Thank you

Brianna Cole

Sent from my iPhone

-----Original Message-----

From: John Emmett

Sent: Tuesday, September 15, 2020 1:27 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Please. Stop signs for Mill Rd and Center.

Dearest City Council, thank you for all that you do for our city.

I'm writing to request stop signs be placed at Mill Road and Center. I am a resident of nearby Mill Road Estates and frequently use the intersection. I would be one of the most "inconvenienced" drivers by the addition of stop signs but you know what....WE NEED IT. It is terrifying and so dangerous to try and make a turn, ride my bike, or walk the dog there. Nobody is going the speed limit and the visibility is poor. The traffic volumes may not deem it necessary but I think this is where common sense should take over. I honestly don't see a downside. Please, for our safety and sanity.

Regards,

John Emmett

388 Flour Mill Rd

-----Original Message-----

From: Chelsey Bennett

Sent: Tuesday, September 15, 2020 2:35 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Center Street and Mill Road Intersection

I live in Timp Meadows near this intersection and I think it needs at MINIMUM a 4 way stop. That intersection is ridiculous. Nobody slows down coming from Red Ledges to Main, and you can't see very well around the corner to turn left.

Someone is going to get killed there. I won't even let my middle schooler walk home because it's way too dangerous. Since school started I've almost been t-boned twice, and witnessed 2 wrecks...

It's way busier than the 1200 S and Mill 4 way stop. It's simple, throw up two stop signs.

Sent from my iPhone

From: Erika Weishar

Sent: Tuesday, September 15, 2020 2:47 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Mill Rd and Center

I am writing you today as a concerned citizen. I live on the north side of center and east side of Mill. The traffic there is unbelievably busy. I have a daughter who attends Timpanogas Middle school. If I dont leave my house by 720 or so in the morning there is a line to cross center that takes forever. Also there on a bunch of bushes that need to be cleared in order to see traffic coming when crossing center street to go north. I think adding a 4 way stop will help the traffic go smoother, cut down on accidents by reducing the number of people trying to "shoot the gap" and those coming from Timberlake's way needing to slow down when the speed limit drops from 40 to 25 by the church. Thanks for listening to my concerns.

Sincerely,

Erika Weishar

From: Marcia Holmes

Sent: Tuesday, September 15, 2020 2:59 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Center Street and Mill Road Intersection

Dear City Council Members:

I think this intersection is extremely dangerous! People coming down Center from Red Ledges etc. just fly down that hill and when they approach the intersection/neighborhood, they don't even slow down. The pedestrian signs and lights that have been installed recently are seemingly not doing their job. I saw a lady and her dog just today standing there on the curb waiting and waiting because the cars going toward main street wouldn't stop for them. My daughter was running and she pushed the buttons and the lights were flashing but people still wouldn't stop. Another annoying thing about that intersection is the people waiting to make a left hand turn onto Center, turning east or west never know whose turn it is to go and some already treat it like a 4 way stop and rather than letting the person going straight go first, as that is the person who should have the right of way, the person that was there first darts in front because they think it's their 'turn'. My sister in law has been in a crash on that intersection also. It's just a scary, busy intersection. I encourage council members to vote for a 4 way stop or a stop light on that intersection and keep people safe.

Thanks for your time!

Marcia Holmes

From: Crystal Wilson

Sent: Tuesday, September 15, 2020 3:05 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Center St and Mill Rd

Please put in a 4 way stop at Center and Mill Rd.

Thank you!

Crystal

-----Original Message-----

From: Rachelle Cummings

Sent: Tuesday, September 15, 2020 3:20 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Center and Mill Road intersection

To Whom it May Concern,

My name is Rachelle Cummings. I live in the Timp Meadows subdivision and I am very concerned about the intersection at Center Street and Mill Road.

I use this intersection frequently both as a pedestrian and in a vehicle. I have witnessed several near accidents and close calls.

I have 4 children who will eventually go to Timpanogos Middle School and Wasatch High School. They will need to cross this intersection daily. I am concerned for their safety in getting across the street to go to school.

Please consider adding a traffic light at the intersection. At the very least there should be a 4-way stop.

Thank you for your time,
Rachelle Cummings

-----Original Message-----

From: LueShell Mortensen

Sent: Tuesday, September 15, 2020 3:43 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Traffic on Mill Toad and Center Street

To Whom It May Concern,

It is my understanding that there is discussion (regarding the intersection of Mill Road and Center Street) happening at a future city council meeting. As a concerned citizen, I implore you to consider a four-way stop in that area, or a traffic signal. The safety of the residents utilizing said intersection is in jeopardy.

As a resident of Triple Crown subdivision for the past four years, I have witnessed the dangers of the Mill Road/Center Street intersection—for drivers and pedestrians alike—almost daily. Too many close calls to even count! Often, it's children on bicycles (or on foot) not paying attention before crossing, or impatient drivers (crossing or turning left) unwilling to wait for the stream of cars traveling east or west on Center, so they speedily pull out in front of on-coming traffic!

I'm neither a traffic engineer, nor a traffic enforcement officer, but I strongly believe that it is only a matter of time before a serious accident occurs at this intersection unless a traffic intervention of some type is installed. I'm relying on Heber City's fine leadership to do the right thing.

Respectfully,

LueShell Mortensen

Sent from my iPhone

From: Leslie Anderson

Sent: Tuesday, September 15, 2020 3:46 PM

To: CC Public Comments <ccpublic@heberut.gov>

Subject: (EXTERNAL) Intersection at mill road and center

City council members-I'm emailing in regards to the controversy of the intersection on mill road and center. You are the citizens of Heber voice when we can all cannot be there to voice our concerns.

Are not all lives valuable? Are we willing to risk an individual being severely hurt or killed just because precautions aren't made to help. It seems silly to not put in a four way stop either by stop sign or stop light at that intersection.

I have a child at TMS and in the mornings and after school that intersection is a disaster. I have seen 2 kids almost get hit trying to cross that street. It is hard as a driver to process all directions while dodging kids trying to cross. The intersection on mill road leaving TMS is always so packed with people turning south that I see most people turning and heading north to center street to get back to Main Street.

We all know kids aren't the best at making sure it's completely clear before trying to cross. It is not worth waiting for a kid to get hit to make the much needed change. Two stop signs are not a huge cost to our city and in my opinion it's worth making every effort to try to keep everyone safe.

When it all comes right down to it, it seems stupid that we are even having to discuss a matter as small as this. Simply do what is needed, get the stop signs or stop light and focus your time and effort on larger issues within the community.

Leslie Anderson

From: Liz Charles
Sent: Tuesday, September 15, 2020 4:32 PM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) Mill Road and Center Street

Dear City Council,

I believe the intersection at Mil Road and Center Street is the most dangerous intersection in the valley. There needs to be a four way stop at this intersection. It is difficult for cars and pedestrians to safely cross through. I myself was almost run into by a truck who failed to stop as I was crossing through on my motor scooter. I was quite scared. Please act to make this intersection safer!

Liz Charles, Heber

From: Gary Sweat
Sent: Tuesday, September 15, 2020 4:39 PM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) Mill road, center street intersection

The danger isnt the intersection, its the people who are impatient or dont pay attention when driving. My fear is that your 4 way stop will go in and someone who isnt used to it being there will run the stop sign and cause an accident anyway. Plus it will slow down traffic causing people to get more impatient and cause an accident somewhere else because people in this town dont know how to drive.

From: maestrandt
Sent: Tuesday, September 15, 2020 5:00 PM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) Mill and Center

I pass by the intersection on Mill Road and Center most days and see the congestion of cars and school walkers. Please do something before a life is lost there!

From: Troy Taylor
Sent: Tuesday, September 15, 2020 5:02 PM
To: CC Public Comments <ccpublic@heberut.gov>
Subject: (EXTERNAL) Public comment Mill Road and Center Street Intersection

As a life long resident I have seen the many changes to our valley, the biggest change has been the amount of traffic on the roads. The intersection at Mill Road and Center Street has turned into a busy and dangerous place to cross. This intersection needs a traffic light, not a 4 way stop. Traffic going west on center street are coming from a 45 to a 25 speed limit and often are not at 25 mph when they hit the intersection. Crossing Center Street is dangerous for most drivers especially for

young drivers heading to the high school and for the kids walking to the elementary school and Timpanogos school. Let's add the light and make this a safe place to cross.

Troy Taylor

From: Nick Lopez

Sent: Tuesday, September 15, 2020 5:57 PM

To: CC Public Comments <ccpublic@heberut.gov>; Kelleen Potter <kpotter@Heberut.gov>; Matt Brower <mbrower@Heberut.gov>; Rachel Kahler <rachel@icecastles.com>; Matt Brower <mbrower@Heberut.gov>

Subject: (EXTERNAL) Mill Road Center Street Public Comment

Heber City Council,

It's seems appalling to me that anyone in public safety or any city entity would be opposed to improving a dangerous intersection. The root of the problem is City Department Heads and Public Safety Officials are more concerned about a possible precedence being set by providing a safe intersection for pedestrians and vehicle traffic. Rather than actually insuring the safety of the public, studies are done in order to find reasons to oppose spending the money on the infrastructure needed for the public to safely navigate this busy intersection. Instead of only counting the number of children that use this intersection for school crossing, why not insure that the study includes all pedestrians that use this and all the vehicles from all four directions during all hours of the day and night.

In the statement made by Chief Booth in his recommendation to the council, there were a few negative, self defeating comments that leave me to question on which side of public safety he represent. That of the public he is sworn to serve or that of the City? The city can not and the police department can not say that \$6000.00 for an additional crossing guard isn't worth the life of one child, one pedestrian. Money wasn't an issue when the council agreed to increase the pay of said department head. If it is a "struggle" for the Chief to fill crossing guard positions, if he doesn't see it as a "reality" and he is worried that others would want the same level safety for their children, then this is part of the problem and not a solution.

There are many other issues with this intersection. The south east and south west corners do not meet the city's safety triangle ordinance. Trees and fences on those two properties need to cut back and removed to meet the safety standards set forth in the city's ordinance as those blind corners obstruct the view of drivers. This intersection needs a traffic light, pedestrian crossing signals, 4 crosswalks and left hand turn lights. It also needs to be better illuminated for pedestrian safety during nighttime hours.

Finally, the public should set the precedent when its their children crossing that street. They should have a say when the route their families use to drive home has a significant hazard. Shouldn't those that live on that street have a traffic control device that will help regulate the rate of speed in front of their homes and possibly eliminate property damage and loss of life? Heaven forbid the residents from putting pressure on those in public service to provide them with a safe walkable community. The public will see tonight which department heads and council members oppose these life saving

proposals. I hope that this community doesn't have to experience a preventable tragedy just because some staff member, police department official or council member doesn't want the public to tell them what to do and set a precedence.

Nick López
Heber City

Sent from my iPhone