

MINUTES OF THE HELPER CITY COUNCIL MEETING
Thursday, November 3, 2022
at 6:00 p.m.
in the Council Chambers
19 South Main Steet
Helper, Utah 84526

ATTENDANCE:

Mayor Lenise Peterman

Council Members:

David Dornan
Michelle Goldsmith
Gary Harwood
Malarie DeVincent
Amanda Wheeler

City Staff

City Recorder: Zack Tonc
Attorney: Dominique Kiahtipes
Public Works Director: Michael Mastin
Police Chief: Chris Gigliotti
Police: Officer Lara Olson

Citizens: Traci Bishop, Denver Mathews, Carson Mathews, Deon Gravett, DG Fletcher, Matt Montoya, Jonathan Johansen, Marilou Kundmueller, Allison Farnham, Tyler Middleear, Pamela Juliano, Jenifer Doyeos, Roseland Stowe, Larry Romero, and Annabell Romero.

PUBLIC COMMENT:

Mayor Peterman –

Mayor Peterman presented Tyson Haycock with a certificate of recognition, for going above and beyond as a volunteer firefighter, in the rescue of a resident during a flood.

Mayor Peterman presented Roseland Stowe with a certificate of recognition, for her cross-country state championship. She has broken several records across the state while serving on the Main Street Board.

Annabell Romero –

Annabell Romero voiced her concerns about the condition of the power pole in her backyard. She stated the pole is in need of being replaced and the wiring is unsafe due

to a splice. Council Member Harwood responded, the power pole has been inspected by Rocky Mt. Power and the pole is in good condition. The splice in the line is safe and acceptable.

Director of Public Works Mike Mastin will contact the Romeros with an update when he receives one.

APPROVAL OF THE MINUTES FROM OCTOBER 6, 2022.

Spelling correction to lines 49 & 50

Council Member Goldsmith moved to approve minutes from October 6, 2022, with noted corrections. Council Member Dornan seconded the motion. Motion carried, the council roll call vote is as follows: Dornan, Goldsmith, Wheeler, DeVincent, and Harwood all voted yes.

REVIEW OF THE WELL-BEING SURVEY WITH DR. COURTNEY FLINT.

Dr. Flint was not present, the item was skipped.

UTAH WALKABILITY STUDY RESULTS.

Pam Juliano came across a grant that gave an opportunity for a walkability study for Helper City. Jonathan Johansen of Johansen & Tuttle Engineering performed the study. Both Pam Juliano and Jonathan Johansen presented the results.

Exhibit A – Walkability Study Presentation

DISCUSSION AND POSSIBLE APPROVAL OF NO PARKING ON A PORTION OF THE EAST SIDE OF WELBY ST.

Public Works Director Mastin stated he has received several complaints about parking on the east side of Welby Street between Wilson Street and 58 Welby Street. The parking is creating a bottleneck and school buses are having to back up on Welby Street.

Council Member DeVincent asked if there would be adequate parking for the apartments in that area we are looking to close. Council Member Harwood responded, yes there is adequate parking for the apartments.

Council Member Goldsmith stated this sounds like a safety issue for the buses. Council Member Harwood responded it is a safety issue for school buses, fire, and PD.

Council Member Goldsmith moved to approve no parking on the east side of Welby Street from Wilson Street to 58 Welby Street. Council Member Wheeler seconded the motion. Motion carried, the council roll call vote is as follows: Dornan, Goldsmith, Wheeler, DeVincent, and Harwood all voted yes.

DISCUSSION AND POSSIBLE APPROVAL OF STREET CLOSURE FOR THE CHRISTMAS TOWN PARADE.

Council Member Dornan moved to approve street closure for the Christmas Town Parade. Council Member Harwood seconded the motion. Motion carried, the council roll call vote is as follows: Dornan, Goldsmith, Wheeler, DeVincent, and Harwood all voted yes.

DISCUSSION AND POSSIBLE APPROVAL OF RESOLUTION 2022-09 BOARD DECORUM.

Mayor Peterman asked Council Member DeVincent about article VIII. Conflict of Interest, should the substantial interest be \$50 and not \$2,000? Council Member DeVincent responded she included "in accordance with Utah Code 67-16-5.

City Attorney Kiahtipes stated she would like to adjust the wording. Council Member DeVincent agreed that the ordinance still needs a little work.

Council Member Wheeler moved to table. Council Member Goldsmith seconded the motion. Motion carried, the council roll call vote is as follows: Dornan, Goldsmith, Wheeler, DeVincent, and Harwood all voted yes.

DISCUSSION OF ADDRESSING VACANT BUILDINGS.

Council Member Goldsmith stated she would like to discuss vacant buildings on Main Street. Vacant buildings can be a tax incentives for people. She has researched the different methods other cities have approached increasing taxes on vacant buildings.

Council Member DeVinent stated she is not for penalizing people for not being able to fix up their buildings. She would suggest giving incentives to improve the buildings, since it is expensive to do improvements, and difficult to obtain permits.

POSSIBLE CLOSED MEETING.

Mayor Peterman stated there is no cause for the closed meeting and the item was skipped.

ADJOURNMENT:

There being no further business Council Member DeVinent moved to adjourn. Council Member Wheeler seconded the motion. Motion carried, the council roll call vote is as follows: Dornan, Goldsmith, Wheeler, DeVinent, and Harwood all voted yes.

I hereby certify that the foregoing represents a true, accurate, and complete record of the Helper City Council meeting held on Thursday, November 3, 2022.


Lenise Peterman
Mayor


Zack Tunc
City Recorder

Approved on December 1, 2022

Exhibit A



HELPER CITY UTAH

ADA WALKABILITY STUDY



Jonathan Johansen, P.E.

Johansen & Tuttle Engineering, Inc.

August 2022

Acknowledgements

This walkability study has been prepared for the City of Helper by Jonathan Johansen with Johansen & Tuttle Engineering, Inc. The City of Helper has received a UDOT grant to conduct a feasibility study to determine accessible pathways from Main Street to the existing Helper Riverwalk Trail System, Train Station, and other public landmarks as described in this study.

Lenise Peterman Helper City Mayor

Pamela Juliano Helper Revitalization Committee member



90 South 100 East
Castle Dale, Utah 84513

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Executive Summary

This Walkability Study for the City of Helper has been prepared for Helper City. Helper City Hall is located at 58 South Main Street, Helper, UT 84526.

In July, 2022, Johansen & Tuttle Engineering, Inc. was retained to conduct a feasibility study. Jonathan Johansen, a Professional Engineer of the firm spent a day in the field with Pamela Juliano, a member of Helper Revitalization, evaluating the existing conditions and discussed the desired upgrades. Additional site visits were made throughout this study.

Helper City is located along the Price River and U.S. Route 6/U.S. Route 191, a shortcut between Provo and Interstate 70, on the way from Salt Lake City to Grand Junction, Colorado. Helper is named for the extra locomotives known as Helper Engines that were required to help the trains up the steep mountain grade to Soldier Summit. It was once a central hub for many coal mining towns which have since become ghost towns. The Western Mining and Railroad Museum is a popular tourist attraction in town. The Helper Riverwalk and Spring Canyon Trail offer paved walkways to these sites and other surrounding landmarks.

Helper Main Street is full of art galleries, museums, restaurants, and small unique shops which have been or are currently in the process of being restored today while maintaining their historical character. These recent upgrades are currently attracting more and more tourists each year. Helper City now includes an upgraded public swimming pool, baseball fields, fishing pond, and public parks for recreational purposes. Helper city brings out the night life with the annual Arts Festival, Live entertainment, Helper Outlaw Car Show, monthly First Friday celebrations, bi-weekly Saturday Vibes festivities, and Helper's Christmas Town which hosts winter activities including the electric light parade and fireworks.

As Helper City is becoming a growing tourist town, there is a greater demand for accessibility to the local attractions. This Walkability Study examines the access routes to some of the main attractions mentioned above and the necessary upgrades required to be in compliance with the Americans with Disabilities Act. It also evaluates the best accommodating routes while maintaining the historical character of the city. See drawing sheet C-000 (Page 22) for the overall location map of the fifteen routes studied.

Accessibility Requirements

The City of Helper is a public municipality that serves the community. Therefore, providing accessibility to the public is both an important goal and a requirement under the law. Preserving the City's historical nature is another important goal. It is obvious that satisfying either goal will require financial resources. It is important that Helper City make sound decisions based on a knowledge of what is required, when those requirements are triggered, and how to best implement those requirements.

Accessibility requirements derived from the American with Disabilities Act (ADA) require various levels of accessibility to be provided within a public area. This study specifically examines Accessible Routes. There are many aspects of ADA legislation requirements which are beyond the scope of this study and are not addressed herein.

Americans with Disabilities Act

Americans with disabilities are a significant minority group in the United States, making up a fifth of the overall population and over half of Americans older than eighty. There is a complex history underlying the United States and its relationship with its disabled population, with great progress being made in the last century to improve the livelihood of disabled citizens through legislation providing protections and benefits. Most notably, the Americans with Disabilities Act is a comprehensive anti-discrimination policy that works to protect Americans with disabilities in public settings and the workplace. The ADA Standards for Accessible Design were updated on September 15, 2010 by the Department of Justice.

These Standards can be reviewed at the Department of Justice website in their entirety at <https://www.ada.gov/regs2010/2010ADASTandards/2010ADASTandards.htm>

Any new construction and/or alterations after March 15, 2012 are required to comply with ADA. Under Title III of the ADA, public accommodations and commercial facilities must follow the requirements of the 2010 Standards, including both the Title III regulations at 28 CFR part 36, subpart D; and the 2004 ADAAG at 36 CFR part 1191, appendices B and D. In the few places where requirements between the two differ, the requirements of 28 CFR part 36, subpart D prevail.

For the purpose of this report some key elements are related here.

402 Accessible Routes

402.2 Components. Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doorways, ramps shall have a running slope not steeper than 1:12, curb ramps excluding the flared sides, elevators, and platform lifts.

403 Walking Surfaces

403.3 Slope. The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

405 Ramps

405.2 Slope. Ramp runs shall have a running slope not steeper than 1:12.

405.3 Cross Slope. Cross slope of ramp runs shall not be steeper than 1:48.

406 Curb Ramps

406.2 Counter Slope. Counter slopes of adjoining gutters and road surfaces immediately adjacent to the curb ramp shall not be steeper than 1:20. The adjacent surfaces at transitions at curb ramps to walks, gutters, and streets shall be at the same level.

406.3 Sides of Curb Ramps. Where provided, curb ramp flares shall not be steeper than 1:10.

406.4 Landings. Landings shall be provided at the tops of curb ramps. The landing clear length shall be 36 inches (915 mm) minimum. The landing clear width shall be at least as wide as the curb ramp, excluding flared sides, leading to the landing.

Existing Conditions & Proposed Design Features

There were (15) fifteen sections/areas throughout the city studied for improvements are detailed as follows:

1. Castle Gate RV Park to Birch Street (west side of Main Street)



Existing Conditions - There is an outdated sidewalk with no pedestrian access to the south of the intersection of Birch Street and Main Street. The sidewalk ends abruptly and no walking access continues along Main Street to the Castle Gate RV Park.

Proposed Design Features – Remove the existing sidewalk and replace it with an ADA pedestrian access at the southwest corner of the intersection and continue a 5' wide sidewalk and 2.5' wide curb and gutter along the west side of Main Street to the north boundary of the Castle Gate RV Park property. Additional embankment, or installation of a retaining wall may be required to install the full cross section of sidewalk and curb and gutter in some areas. Replace the existing concrete driveway with a new ADA concrete driveway access. Continuing south to the RV Park Entrance, install a 4' wide swale with weed barrier and 4" cobble rock between the edge of Main Street and the proposed 5' sidewalk. The curb and gutter and swale will collect storm water off the west side of Main Street. Install an ADA pedestrian access at the end of the sidewalk.

See Drawing C-001 for plan layout.

2. Birch Street to Maple Street (west side of Main Street)



Existing Conditions - There is a dilapidated sidewalk and pedestrian accesses on both corners of the block which do not meet ADA Standards.

Proposed Design Features – Remove the existing sidewalk and pedestrian accesses. Replace the sidewalk with a new 4' wide sidewalk, 2.5' curb and gutter and new ADA pedestrian accesses on each corner of the block. Install new ADA concrete driveway accesses at two locations.

See Drawing C-002 for plan layout.

3. Helper Train Station (north and west of building)



Existing Conditions - There is no accessible pathway from Depot Street to the existing concrete pad on the north side of the train station.

Proposed Design Features – Create a pedestrian cross walk from the existing pedestrian access on the north side of Depot Street along the existing asphalt. Create a concrete ramp up to the existing grade of the existing concrete pad on the north side of the train station building. Within that ramp, a manhole will need to be raised and a tactile strip placed along the ramp.

See Drawing C-003 for plan layout.

4. Curb Islands (City Hall and Main Street)



Existing Conditions - There is an ADA pedestrian access across Main Street in the middle of the block but there are not curb islands adjacent to it to prevent parking too close to the crosswalk.

Proposed Design Features – Create curb islands at both pedestrian crossings. The curb islands will match improvements to Main Street that were recently completed. The new islands will further enhance the city's beautification plan. A wayfinding sign will also be installed directing pedestrians to the Helper Riverwalk Trail through the existing alleyway.

See Drawing C-004 for plan layout.

5. Alleyway Sidewalk (Main Street to 100 West)



Existing Conditions - There is a gravel walkway between buildings on Main Street and then turns to asphalt near 100 West. This alleyway is not ADA accessible.

Proposed Design Features – Remove the existing boulder on Main Street at the beginning of the alleyway and relocate. Install a 5' wide concrete sidewalk from Main Street to the east edge of 100 West. Install a tactile strip at the east edge of 100 West and paint a crosswalk across the road to allow for entrance to the Helper Riverwalk Trail. Install a weed barrier and 4" cobble rock between the two buildings in the alleyway on each edge of the new sidewalk to lower maintenance and upkeep. Three easements will be required from private property owners in order to install and maintain this proposed sidewalk through the alleyway.

See Drawing C-005 for plan layout.

6. ADA access to Riverwalk Trail (Poplar Street and 100 West)



Existing Conditions - There is not an access to the Helper Riverwalk Trail from the museum courtyard. The Trail is approximately 4' higher than the existing ground level of the museum courtyard.

Proposed Design Features – Remove the existing sod along the new proposed 5' wide concrete sidewalk. Raise the ground elevation at the Trail access point and gradually ramp down at a slope of approximately 2.5% to the existing ground level and continue the new concrete sidewalk to tie into the existing concrete path that loops around the museum courtyard. Side slopes should be kept at a minimum of 3:1 slopes. Repair the sod/landscape along the edge of the new sidewalk.

See Drawing C-006 for plan layout.

7. 100 West Sidewalk (Poplar Street to Ivy Street)



Existing Conditions – The sidewalk on the west side of the street is mostly updated but the two pedestrian accesses and newer driveway approach are not to ADA Standards. The driveway approach into the museum parking lot is dilapidated and not to the ADA Standards.

Proposed Design Features – Replace both pedestrian accesses and the two driveway approaches. Tie the north pedestrian access into the existing sidewalk which will require approximately 10' of new concrete sidewalk.

See Drawing C-007 for plan layout.

8. 100 West Sidewalk (Ivy Street to Hill Street)



Existing Conditions – The west side of 100 West does not have a sidewalk or waterway for more than half of the block. On the northern end, some sidewalk improvements have been made but most will need to be removed and replaced. There are no pedestrian accesses on the west side. The existing parking lot is in very bad shape and needs repaired. The access to the river from the south corner of the block is not to ADA Standards.

Proposed Design Features – Install pedestrian accesses on both corners and continue the waterway south to the end of the block. The pedestrian access on the northeast corner will also need to be updated to ADA standards. Install a 5' wide reinforced concrete sidewalk along the waterway to the south corner of the block. This will require raising a water manhole. Replace the concrete sidewalk sections that are dilapidated and replace the driveway approach to comply with ADA Standards. Tie the end of the existing trail into the sidewalk with a new concrete path. Remove and replace the existing parking lot to include two ADA parking stalls and signs. Install a ramp and handrails to ADA standards from the Helper Riverwalk trail down to the Price River beach for access.

See Drawing C-008 for plan layout.

9. 100 West Sidewalk (Hill Street to Boulder Park)



Existing Conditions – The west side of the road has a waterway. There is some sidewalk on the southwest section of the block but it is very outdated. The pedestrian access on the southwest corner will also need to be updated to meet ADA Standards. The paved access to the Riverwalk Trail at the Boulder Park is dilapidated and crumbling. The access to the restrooms at the pavilion is too steep.

Proposed Design Features – Replace the existing concrete sidewalk at the southwest corner and then continue a 5' wide reinforced concrete sidewalk north to the Riverwalk Trail access. Some asphalt at the parking lot will need to be replaced to slope to existing grade from the new concrete. Install an 8' wide concrete path to the Riverwalk Trail that meets the ADA Standards. Along the waterway north of the Trail access, continue a 5' wide sidewalk to the entrance of the restrooms at the pavilion. The asphalt in front of the pavilion will need to be removed and replaced matching existing grade of the waterway to the new grade of the concrete sidewalk.

See Drawing C-009 for plan layout.

10. Janet Street entrance (ADA access to Riverwalk Trail)



Existing Conditions – The existing parking area is in good shape but there is not an ADA accessible parking stall or pathway to the access of the Riverwalk Trail.

Proposed Design Features – Install a 5' wide concrete sidewalk along the west end of the parking lot and concrete pathway to the Riverwalk Trail that meets the ADA Standards. Paint parking stalls and install an ADA parking sign.

See Drawing C-010 for plan layout.

11. Ivy Street south side (100 West to Main Street)



Existing Conditions – The southeast corner pedestrian access is not to ADA Standards. The sidewalk to Main Street is dilapidated with a small retaining wall. The concrete running south on the east side of 100 West Street is older concrete.

Proposed Design Features – Replace the pedestrian access while leaving the existing power pole in place. Replace the existing concrete sidewalk and wall with a new concrete sidewalk and curb wall to the east. Replace the concrete sidewalk running south on 100 West Street with a reinforced concrete sidewalk along the overcast driveway. Replace the section of concrete sidewalk to the second overcast driveway as shown on the drawings. Install a wayfinding sign at the corner of Main Street to direct pedestrians to the Riverwalk Trail.

See Drawing C-0011 for plan layout.

12. Riverwalk Trail (raise trail under bridge)



Existing Conditions – The Riverwalk Trail below the bridge at Hill Street is a low point and is being washed out by flood water.

Proposed Design Features – Raise the trail approximately 2' while still allowing for the adequate overhead space under the trail. Raise this section of the trail by importing granular borrow and then finish with a paved surface. In bringing this surface up, approximately 2 steps from the existing stair access to the street will be buried. Make a level landing at the bottom of the steps for access to the trail. The bench, garbage cans, etc. will need to be removed and then reinstalled once the trail is raised.

See Drawing C-0012 for plan layout.

13. Riverwalk Trail Improvements



Existing Conditions – The Riverwalk Trail has multiple areas where the pavement is cracked, broken, and dilapidated. There are also a few locations where pavement will need to be extended to reach existing picnic tables and benches. At Janet Street, on the west side of the swinging bridge, a portion of the trail is too steep to meet ADA Standards.

Proposed Design Features – Remove and replace areas of the trail that are cracked and broken. Extend paved trail out to existing picnic tables and benches to meet ADA Standards. Raise the trail at a slope less than 5% from the swinging bridge to the north until the new slope intersects the existing trail grade.

See Drawings C-013A-C013C for plan layouts.

14. Main Street crossing (north and south crossing at Highway)



Existing Conditions – The existing Riverwalk Trail splits at Main Street where a concrete section goes under the road and a paved section crosses the road at existing grade. The trail does not have pedestrian accesses at the road. Once it crosses the road and heads north it is not paved until it ties back into the concrete section of the trail. The trail crossing is located at a sharp bend in the road to the east and an overpass to the west. It will be difficult for vehicles to see pedestrians crossing the road.

Proposed Design Features – Install pedestrian accesses on each side of the road crossing and pave the section of the trail to the north until it ties back into the existing trail. Install flashing pedestrian lights and flags on both sides of the trail at the Main Street crossing to alert vehicles they are approaching a pedestrian crossing.

See Drawing C-014 for plan layout.

15. ADA Sidewalk (Swifts Stop & Shop to Pick N Rail)



Existing Conditions – There is an existing sidewalk on the south side of Main Street across from Swifts Stop & Shop heading west to Bryner Street. Along this stretch of sidewalk there are many sections that do not meet ADA Standards. Continuing on to the intersection of Bryner Street and Main Street (100 North) the concrete sidewalk stops. There is no sidewalk or access pathway north to the Pick N Rail grocery store.

Proposed Design Features – Remove and replace sections of the existing sidewalk and driveways on the south side of Main Street to meet ADA Standards. Install 5 pedestrian accesses along the route. Install a new 5' wide concrete sidewalk and curb and gutter on the west side of Main Street to the north. In doing these upgrades, an inlet box and water valve will need to be reconstructed. There will also be 2 fire hydrants that need to be removed and relocated.

See Drawings C-015A-C015D for plan layouts.

Future Pathways

While this Walkability Study examines the access routes to the 15 sections/areas previously mentioned, there is still room for future improvements. The 15 areas mentioned surround the attractions near Main Street/downtown and the Helper Riverwalk Trail. Other key attractions in Helper City are further distanced from downtown but would greatly benefit from upgraded routes. Below are a couple attractions with the approximate distances that would need to be improved.

1. Gigliotti Pond – located on Martin Road, just north of Helper. The pond is ADA accessible by a paved trail which includes ADA fishing stalls. It is possible to tie the pond into the north end of the existing Riverwalk Trail and running north along the east side of Martin Road approximately 2,950 feet to the Gigliotti Pond parking area. See the route in the image below outlined in red. From there you are able to access the paved trail to the pond.



2. Spring Canyon Parkway Trail – located west of Helper along Spring Canyon Road. The trail parallels the north side of Spring Canyon Road for the most part. The Spring Canyon Trail follows the abandoned railroad line that served the coal camps of Peerless, Spring Canyon, Standardville, Latuda, Rains and Mutual. A possible ADA route would be to tie in to the proposed route at Main Street (15. ADA Sidewalk – Swifts Stop & Shop to Pick N Rail) and Bryner Street and continue south along the east side of Bryner Street to Canyon Street, then turn west and continue one block to the existing Trail for a total of approximately 1,600 feet. See the route in the image below outlined in red.

