

HARRISVILLE CITY

363 W. Independence Blvd · Harrisville, Utah 84404 · 801-782-4100 www.cityofharrisville.com

COUNCIL MEMBERS: Grover Wilhelmsen Steve Weiss Blair Christensen Max Jackson

Kenny Loveland

MAYOR: Michelle Tait

CITY COUNCIL AGENDA

June 13th, 2023 Zoom Meeting Link

Meeting ID:863 2557 9110 Passcode: 383071

7:00 Pm City Council Meeting

Presiding: Mayor Michelle Tait Mayor Pro Term: Blair Christensen

1. Call to Order [Mayor Tait]

2. Opening

a. Pledge of Allegiance [Council Member Christensen]

3. Consent Items

- **a.** Approval of meeting minutes for May 9th, 2023 as presented.
- **b.** Advice and consent to appoint Planning Commissioner.

4. Business Items

- **a.** Youth City Council service activities update [Presented by Tyra Makela, Lily Hansen, Ian Greenhalgh]
- **b.** Weber County Election Services Presentation [Lauren Shaufer]
- **c.** Municipal Public Infrastructure District Presentation for Ben Lomond Views Development. [Sam Elder, D.A. Davidson & Co.]
- **d.** Discussion/possible action to adopt Resolution 23-06; a resolution to adopt the Harrisville City Road Safety Plan [Glen Gammell]
- **e.** Discussion/possible action to adopt Resolution 23-07; a resolution for an interlocal agreement with Weber County for surveyor services. [Jennie Knight]
- 5. Public Comments (3 Minute Maximum)
- 6. Mayor/Council Follow-Up

7. Adjournment

The foregoing City Council agenda was posted and can be viewed at City Hall, on the City's website <u>www.cityofharrisville.com</u>, and at the Utah Public Notice Website at <u>http://pmn.utah.gov</u>. Notice of this meeting has also been duly provided as required by law.

In accordance with the Americans with Disabilities Act, the City of Harrisville will make reasonable accommodations for participation in the meeting. Requests for assistance may be made by contacting the City Recorder at (801) 782-4100, at least three working days before the meeting.

Posted: By: Jack Fogal, City Recorder.

MINUTES HARRISVILLE CITY COUNCIL May 9, 2023 363 West Independence Blvd Harrisville, UT 84404

Minutes of a regular Harrisville City Council meeting held on May 9th, 2023 at 7:00 P.M. in the Harrisville City Council Chambers, 363 West Independence Blvd., Harrisville, UT.

Present: Mayor Michelle Tait, Council Member Max Jackson, Council Member Kenny Loveland, Council Member Blair Christensen, Council Member Grover Wilhelmsen, Council Member Steve Wiess.

Excused: Bryan Fife, Parks and Rec. Director.

Staff: Jennie Knight, City Administrator, Justin Shinsel, Public Works Director, Mark Wilson, Chief of Police, Jack Fogal, City Recorder, Brody Flint, City Attorney, Glen Gammell, Road Lead, Jake Bussio, Sewer Lead, Jessica Hardy, Finance Director, Sergeant Alicia Davis.

Visitors: Arnold Tait, Weber County Sheriff's Office Lieutenant Horton, Kyle Nordfors, Michael Shinsel.

1. Call to Order.

Mayor Tait called the meeting to order and welcomed all in attendance.

2. Opening Ceremony.

Council Member Christensen opened with the Pledge of Allegiance.

3. Consent Items.

a. Approval of Meeting Minutes for April 11th, 2023 as Presented.

Motion: Council Member Wilhelmsen made a motion to approve the meeting minutes for April 11th, 2023 as presented, second by Council Member Loveland.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes Council Member Weiss, Yes Council Member Christensen, Yes Council Member Jackson, Excused Council Member Loveland, Yes

The motion passed unanimously.

4. Business Items.

a. Drone Demonstration

Lieutenant Horton informed Council about Weber County's drone program. The program started in 2018 and has since helped save 18 lives during search and rescue operations. Drones have also been used to monitor drug deals, locate stolen vehicles, and assist officers serving warrants. The program has recently expanded to assist fire departments. The thermal cameras on the drones help the firefighters locate hotspots in active fires and respond appropriately. The most important thing is for drone programs to be reactionary not proactive. If drones are flown without justifiable reason, the City is at risk of breaking the law and community trust. Mayor Tait inquired what would be presented today. Lieutenant Horton explained they will be demonstrating the capabilities and uses of the drones, including zoom and thermal cameras. Council Member Wilhelmsen questioned what the cost would be to purchase a drone. Lieutenant Horton responded there are significant variations in pricing and gave his recommendation for a capable drone costs roughly \$17,000. Chief Wilson clarified the quote the City received was under \$20,000 for the features that would be necessary.

All in attendance proceeded outside and Kyle Nordfors with Weber County Search and Rescue gave a drone demonstration.

Council Member Jackson arrived during the demonstration.

b. Annual Sewer Report

Jake Bussio asked for the adoption of the 2023 Annual Sewer Report which is required by the state. This was included in the packet and was also provided to the division of water quality.

Motion: Council Member Loveland made a motion to adopt the 2023 Annual Sewer Report, second by Council Member Wilhelmsen.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes Council Member Weiss, Yes Council Member Christensen, Yes Council Member Jackson, Yes Council Member Loveland, Yes

The motion passed unanimously.

c. Discussion/Possible Action to Approve Surplus of Police Equipment.

Chief Wilson discussed the items to be sent for auction. These items include a 2017 Ford Explorer, Watch Guard body cameras, and radios. There are agencies in the county that are not purchasing new radios and are interested in the radios. Council Member Wilhelmsen inquired if there are safety issues with selling this equipment. Chief Wilson explained the equipment will have to be factory reset before being sold. He is unsure what the sale price would be on any of the equipment, but the items will be sold a fair market value.

Motion: Council Member Christensen made a motion to grant approval of surplus police equipment, second by Council Member Loveland.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes Council Member Weiss, Yes Council Member Christensen, Yes Council Member Jackson, Yes Council Member Loveland, Yes

The motion passed unanimously.

d. Discussion/Possible Action to Adopt Resolution 23-05: A Resolution to Authorize Zero Fatalities.

Glen Gammell explained this Resolution for Zero fatalities is in partnership with Public Works and the Police Department. The goal is to have zero fatalities on the City and State roads in the City by January 2024. Excluding state roads Washington Blvd and Highway 89, there has not been a fatality on Harrisville roads since the 1990's.

Motion: Council Member Loveland made a motion to approve Resolution 23-05: A resolution to authorize Zero Fatalities, second by Council Member Wilhelmsen.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes Council Member Weiss, Yes Council Member Christensen, Yes Council Member Jackson, Yes Council Member Loveland, Yes

The motion passed unanimously.

e. Discussion/Possible Action to Adopt the 2024 Tentative Budget.

Jennie Knight pointed out tonight is the time to adopt the 2024 tentative budget. This budget is based on maintaining the revenue on the current tax rate. This means the City will go through the Truth in Taxation to maintain this revenue. Council Member Loveland questioned why are we running a deficit in the garbage fund, why not raise rates now. Justin Shinsel answered last year they did an assessment and made adjustments. They will be doing this again in July in accordance with the fiscal year. The rate increases are based on resident feedback that they would rather see small changes year to year than large fee increases. There are some items that are being moved around and out of the garbage fund like the Spring and Fall clean up. He is working to achieve a zero balance in this fund. Council Member Wilhelmsen requested how the spring and fall clean up fits in the Parks and Recreation budget. Justin Shinsel explained that Parks and Recreation has taken over the spring and fall clean up. We have provided this under the general budget and would like to place them under the appropriate utilities line item. After the new Public Works facility is built, the clean ups will be moved back to Public Works because they will have the ability to monitor and control it as needed.

Motion: Council Member Jackson made a motion to adopt the 2024 tentative budget, second by Council Member Christensen.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes Council Member Weiss, Yes Council Member Christensen, Yes Council Member Jackson, Yes Council Member Loveland. Yes

The motion passed unanimously.

f. Discussion/Possible Action to Set the Public Hearing for FY2023 Amended Budget.

Jennie Knight recognized Jessica Hardy for providing all of the financial statements timely. This is the time to set the public hearing for amending the FY2023 budget. This will include using ARPA funds to help balance the budget. Council was presented with the follow-up numbers asked about during the Council Meeting on April 11th, 2023. The cost for staff bonuses was discussed. Jennie Knight's recommendation is to look at the May financials and if revenue is the same to review with Council at that time for the potential of staff bonuses. Jessica Hardy reminded Council that the reissuance of the bonds for this fiscal year will be added to this year's amended budget. Council Member Wilhelmsen inquired if the City will be ok making these payments. Jennie Knight answered yes, we have allocated funds appropriately to make the bond payments.

Motion: Council Member Wilhelmsen made a motion to set the public hearing for FY 2023 amended budget on June 13th 2023, second by Council Member Loveland.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes Council Member Weiss, Yes Council Member Christensen, Yes Council Member Jackson, Yes Council Member Loveland, Yes

The motion passed unanimously.

5. Public Comments - (3 Minute Maximum)

Mayor Tait opened the public comment period.

There was no public comment at this time

Mayor Tait closed the public comment period.

6. Mayor/Council Follow-Up.

Chief Wilson reported this year the Police Department has received gold status from Lexipol. This means they are up to date on training and policy. Sergeant Davis has been a huge help getting all the training completed. Weber County wants to hire a digital examiner for the Rocky Mountain Computer Forensic Lab or RCFL. Currently Weber County is not a contributor to the

RCFL so when items are sent to the lab, they are not a priority. Our department does not use the service much, but when they do it is a great resource. Weber County is looking at charging each department based on use. As an example, if the County pays the person \$90,000 a year the City's portion is \$1,701. If they pay the person \$120,000 salary the City's portion would be \$2,300. Council Member Jackson inquired what services will they provide. Chief Wilson answered they download information from phones, computers, and can reassemble broken electronics. A contributing agency has priority to services. Council Member Jackson questioned if the price breakdown was by case numbers or population. Chief Wilson informed it is based off both. Additionally, he reported that the Cops grant will be ready to submit tomorrow. They are submitting for two officers. This grant pays part of their salary for 3 years. They are also working on the school resource officer contract for next year. The expectation is that the price will go up.

Justin Shinsel reported that Ashlar Cove was putting blacktop down and the Copperwoods development is starting to move. They are expecting both developments to start pulling permits to start construction on the houses. Jake Bussio has been working diligently on code enforcement and inspections. Glen Gammell has been working on grants and the highway program. The amount of effort for these grants and federal funding is amazing. He has ordered signs to put up at Harrisville Main Park. There have been swimmers in the retention pond at the park. Mayor Tait inquired how flooding has been so far. Justin Shinsel explained Public Works has been very proactive with flooding mitigation and has been able to help our neighbors. They are proactively getting with residents that have a channel on or near their property to let Public Works clean them up with the Mini-x. They are not altering the stream but fortifying the banks and cleaning up debris. The spring street sweeping was completed and had no major issues. Mayor Tait asked for the date for the new Public Works facility ground breaking. Justin Shinsel reported it will be on June 28th at 10am, this is due to Representative Blake Moore's schedule. Council Member Jackson requested to know why the restrooms at Millenium Park were closed. Justin Shinsel reported that they will be getting brand new restrooms with the Ben Lomond development. They do not have their plan yet but are hoping to have it by next month. Council Member Loveland inquired how they are doing with sandbags. Justin Shinsel answered that there are about 1500 left. Mayor Tait commended the Public Works department for selfperforming a lot of the work that is needed for flood prevention.

Jennie Knight presented an update for Bryan Fife. The ramp funding was received for the new playground equipment, and it will be ordered and installed. Baseball and softball have started, and Parks and Recreation have coordinated with neighboring Cities for game schedules.

Mayor Tait, Council Member Jackson, Council Member Weiss and Jennie Knight attended a League of Cities and Towns conference a few weeks ago. One of the classes was about subdivision codes. Council will no longer do preliminary or final subdivision decisions. City code will need to be updated to reflect new laws. The City has to hit all of the benchmarks by early 2024. Jennie Knight has identified funding through the State that can help. The new law allows for an application to be approved administratively as long as it meets code. They now have an updated link for the moderate-income housing. The due date is August 1st, 2023 for submitting how the City is moving ahead with our goals. The City is looking towards having a consulting firm to assist. A business license fee study has been started. Mayor Tait and Council Member Jackson just left a North View Fire board meeting, they agreed to explore possibilities of joining the new public safety building on 750 west.

Council Member Wilhelmsen informed Council about the senior luncheon. There were 25 people in attendance. Those in attendance enjoyed the pot luck style meal and would like that to

continue instead of doing the meals on wheels option. He would love to see more seniors attend next month's lunch and hopes to outgrow the cabin. He asked all in attendance to inform any seniors in the community so they may attend. The next meeting will be on June 13th. It is the second Tuesday of the month. The directors and chief are invited to attend to discuss ongoing activities in the City.

Council Member Loveland thanked Parks and Recreation for the spring clean-up. When he saw the bins, they were constantly being utilized.

Council Member Christensen thanked staff for their effort in conducting studies to help the City. Council Member Wilhelmsen agreed, it is nice to see us moving forward.

Mayor Tait announced that the Declaration of candidacy is the 1st of June to the 7th of June. There are three 4-year City Council seats up for election.

7. Adjournment

Council Member Loveland motioned to adjourn the meeting, second by Council Member Wilhelmsen.

The vote on the motion was as follows:

Council Member Wilhelmsen, Yes Council Member Weiss, Yes Council Member Christensen, Yes Council Member Jackson, Yes Council Member Loveland, Yes

The motion passed unanimously.

Mayor Tait adjourned the meeting at 8:19 P.M.

ATTEST:	MICHELLE TAIT Mayor
Jack Fogal City Recorder Approved this 13th day of June, 2023	•

LEADERS IN

INFRASTRUCTURE

FINANCE

D.A. DAVIDSON & CO. SPECIAL DISTRICT GROUP



FROM BLUEPRINT TO BOTTOM LINE

INTRO TO PUBLIC INFRASTRUCTURE DISTRICT (PID) FINANCING







D.A. DAVIDSON'S SPECIAL DISTRICT GROUP IS THE MARKET EXPERT ON REAL ESTATE DEVELOPMENT FINANCING IN THE INTERMOUNTAIN WEST.

EXPERTISE ROOTED IN EXPERIENCE.

Over the last year alone, the Special District Group has successfully closed 70 deals, equating to \$1.3 billion to fund our clients' development projects.

Your bond deal will be prioritized and managed from beginning to end by one of our senior bankers.

UNDISPUTED LEADERSHIP IN PRICING AND SELLING BONDS.

Our current sales team has successfully priced and closed more bonds in the Intermountain West than any other bond underwriter.

D.A. DAVIDSON IS PROUD TO BE UTAH'S #1 EXPERT IN PUBLIC FINANCE TOOLS



D.A. Davidson is the **ONLY** bank to issue PID bonds in Utah within the last year.

Bond Financings

+\$750 million

In real estate infrastructure financing through the capital markets in Utah since 2020.

PID Financing

+\$450 million

In special district financing via PIDs in Utah, including the largest development bond backed by a limited property tax in the State

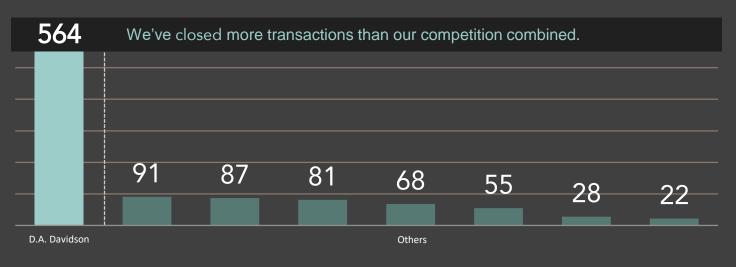
MARKET LEADER IN UTAH

D.A. DAVIDSON SPECIAL DISTRICT GROUP SNAPSHOT





DEVELOPMENT BOND TRANSACTIONS: INTERMOUNTAIN WEST (2001-2021)





CONTENTS OVERVIEW

SECTION 1: OVERVIEW OF PIDs

SECTION 2: PID CREATION PROCESS

SECTION 3: CASE STUDIES



WHAT IS A PUBLIC INFRASTRUCTURE DISTRICT (PID)?

DEFINITION:

- PIDs were authorized by the enactment of Utah S.B. 228 in 2019
- A PID is a quasi-governmental entity with the power to impose taxes, assessments, or fees on future users of infrastructure to repay debt issued to finance that infrastructure
- PID financing can only be used for public infrastructure, such as:
 - Street improvements
 - Traffic and safety controls
 - Water improvements
 - Sanitation improvements
 - Storm water drainage improvements
 - Parks and recreation improvements
 - Other civic amenities



WHAT IS A PUBLIC INFRASTRUCTURE DISTRICT (PID)?

FUNCTION & PURPOSE:

- <u>Fund New Infrastructure Without Impacting the Municipality's Balance Sheet</u> PIDs were created as a financing mechanism to fund public infrastructure to entice needed development without impacting the municipality's balance sheet.
- <u>Finance Better Infrastructure</u> Efficiently financing infrastructure enables the Developer to construct infrastructure above and beyond the standard requirements, which in turn enhances the community feel through better softscapes, larger roads & sidewalks, parks and trails, and much more.
- Optimize Development Rather than the developer having to wait to collect revenue upon sale of developed land to put in additional infrastructure, they are able to do it upfront, which in turn, reduces the impact to community and its surrounding neighbors (i.e. no piecemeal construction improvements).
- No Impact to Existing Residents As opposed to the municipality imposing an increased tax on all residents, the main users of the infrastructure pay for it.



PID TYPES: LIMITED TAX BONDS



PIDs are an economic development tool that can be used by local governments and property owners to assist in creating first-class development projects that bring long-term benefits to the community.

KEY FEATURES

- A PID Limited Tax Bond is repaid through an additional property tax levy on future users of infrastructure
- Limited to a max mill rate adopted by the municipality, and can remain outstanding for a max of 40 years.
- Annual property tax payments fluctuate based on assessed value of the property

NON-RECOURSE

- In the event the project revenues are insufficient to meet debt service payments, the bondholders cannot require additional property taxes or fees, and do not have statutory recourse to the property or its owners
- As with any property tax, if property owners are delinquent for 5 years, the County Treasurer has the power to foreclose on the property
- Debt service payments are secured only by a lien on the pledged revenue

PID TYPES: SPECIAL ASSESSMENT BONDS



Special Assessment Bonds issued from a PID act similar to traditional assessment bonds issued by a Special Assessment Area.

KEY FEATURES

- Special assessment bonds are repaid by annual assessment collections, which are calculated based on the relative benefit of the financed improvements to each parcel in an assessment area
- Maximum bond amount of no more than 33% of the appraised value of a finished lot
- Maximum 20 year maturity
- Can be prepaid at anytime with no penalty
- Flat annual assessment payments

RECOURSE

- A special assessment represents a statutory lien on the benefited land ahead of any private lien or mortgage
- Failure to pay the annual assessment on a parcel can result in foreclosure by bondholders

PID TYPES: REVENUE (FEE) BONDS



PIDs can also issue bonds secured by fees (e.g., impact fees) in lieu of, or in conjunction with, property taxes or assessments

KEY FEATURES

- With this structure, the municipality imposes a fee on the property and remits the fee revenues to the PID to finance the cost of public improvements
- Allows for the municipality to resolve community impacts upfront rather than resolving after the fact
- The municipality would not be requested to issue, collateralize, or enhance the bonds, and are therefore removed from any financing liability

NON-RECOURSE

- In the event the project revenues are insufficient to meet debt service payments, the bondholders cannot require additional fees and do not have statutory recourse to the property or its owners
- Debt service payments are secured only by a lien on the pledged revenue



PID CREATION PROCESS

FORMATION AND GOVERNANCE:

- The formation process for a new PID requires an applicant to submit a Letter of Intent and Petition to begin drafting a Governing Document
- The Governing Document outlines the parameters for how a specific PID can function and requires the approval of the City Council or County Commission
- Governing Document policy considerations:
 - Establish policy and procedures for PID approval
 - Limited debt service mill levy cap (up to 15 mills)
 - Establish maximum principal amount of bonds/debt which may be issued by the PID
 - Property Tax Imposition terms
 - Establish reporting requirements



GOVERNING DOCUMENT OVERVIEW



The Governing Document contains the below outlined elements which will ultimately define and govern the proposed PID.

Introduction	Sets forth the purpose and intent of the District as well as the objective of the municipality regarding the Governing Document.
Definitions	Defines key terms referenced within the Governing Document
Boundaries	Defines the Boundaries of the District and will contain a map and a detailed legal description of the District.
Proposed Land Use	Describes the proposed land use within the District as well as its current assessed valuation and projected population after buildout
Description of Proposed Power, Improvements and Services	Establishes and describes the proposed powers and limitations of the District including the following: Operations and Maintenance Annexation and Withdrawal Total Debt Issuance Maximum Debt Mill Levy
Board of Trustees (PID Governing Board)	PIDs are governed by a Board with members typically being designated representatives of land owners with staggered terms of 4-6 years. Board seats can transition from appointed to elected seats as the number of permanent residents grow in the project
Regional Improvements	Authorizes the District to provide for the planning, design, and construction of Regional Improvements

GOVERNING DOCUMENT OVERVIEW



The Governing Document contains the below outlined elements which will ultimately define and govern the proposed PID.

Financial Plan	Outlines details concerning the proposed financing plan to fund public improvements including the following: • General financial information • Maximum interest rate • Debt Repayment Sources • Disclosure Requirements • Security for the Debt • District's Operating Costs
Annual Report	Describes the District's responsibility to submit an annual report on any significant events
Dissolution	Defines the conditions under which the District can/will be dissolved
Disclosure to Purchasers	States the disclosure requirements to purchasers of property within the boundaries of the District
Interlocal Agreement	Describes the Interlocal Agreement between the Municipality and the District

PID CREATION PROCESS

The creation process for a PID generally follows the below outlined steps, with key participants including the municipality, the applicant, and D.A. Davidson.



- Preliminary Discussions with Municipality
- Informal discussions between municipality, developer, D.A. Davidson, and relevant consultants regarding a specific project. Davidson can provide additional information requested by Staff such as educational materials on PIDs, specific financing and infrastructure plans, and economic impact analyses related to the development.
- Petition & Letter of Intent Submitted to Municipality
- Applicant engages submits (1) a Petition and (2) a Letter of Intent (LOI) to the municipality to obtain approval to begin drafting the Governing Document.
- Applicant Submits Draft Governing Document
 Upon approval, Applicant submits a draft of the Governing Document
- Municipality Reviews Governing Document

 Municipality reviews and amends Governing Document
 - Municipality reviews and amends Governing Document as needed. Upon finalization of document, municipality puts on agenda for vote.
- Notice of Public Hearing

 Municipality mails notice of public hearing for the creation of the PID.

PID CREATION PROCESS

The creation process for a PID generally follows the below outlined steps, with key participants including the municipality, the applicant, and D.A. Davidson.

- Municipality Holds Public Hearing
 - The municipality holds a public hearing for the creation of the PID



- Municipality votes to adopt Creation Resolution approving Governing Document and associated Interlocal Agreement.
- Municipality Approves Final Entity Plat

 Applicant submits final entity plat to municipality. Municipality's Engineer reviews and approves final entity plat.
- 49 Lt. Gov.'s Office Issues Certificate of Creation

 Applicant submits notice of an impending boundary action, Governing Document, and copy of approved final entity plat to the Lieutenant Governor's office. Lieutenant Governor's office issues Certificate of Creation.
- Final Entity Plat Recorded with Municipality

 Applicant submits original notice of impending boundary action, cert
 - Applicant submits original notice of impending boundary action, certificate of creation, approved final entity plat, and certified copy of creation resolution to the municipal recorder for recordation.





MEDICAL SCHOOL CAMPUS PID

Through the use of PID financing, Noorda College of Osteopathic Medicine was able to raise the funds needed to develop a world-class medical school in Provo to help address the shortage of physicians in the State of Utah.



COMMUNITY: Rocky Mountain University of

Health Professions

SITE: Provo

USES: Private Medical School
(approx) - Academic Building

- Academic Building

- Student Center

- Research/Surgical Research

Building

- Office Building Student Housing

- 685 Student/Multifamily Units

- 2 Parking Structures



KEY TAKEAWAYS

- Transaction size: \$43MM
- Proceeds used for the remediation of contamination resulting from the land's prior use as a landfill and other public infrastructure expenses
- Repaid through a pledge of the mill rate imposed by the PID

CASE STUDY: ROAM PID NO. 1

COMMUNITY: ROAM

SITE: Mountain Green

USES: - 183 SFD Homes

(approx) - 71,400 ft.² Medical, Retail,

Office Space

FEATURES: Located 11 minutes from Hill Air

Force Base, 15 minutes from Snow

Basin Ski Resort, and 20 minutes

from Downtown Ogden



KEY TAKEAWAYS

- Transaction size: \$6MM
- Used to fund public water, sewer, drainage, roads, and recreation
- · Repaid through a pledge of the mill rate imposed by the PID

TAX EXEMPT BOND STRUCTURE

- Non-rated senior bond and subordinate bond
- Sized to 1.20x (Senior) and 1.00x (Sub) coverage ratio
- The 2051 maturity priced to yield 4.25%, exemplifies an ultra-efficient way to finance public infrastructure costs

RED BRIDGE PID NOS. 1-2

A PID was the creative financing solution that helped the City of Payson resolve water and sewer challenges on its west side and entice development to boost its economy.



COMMUNITY: Red Bridge Station

SITE: Payson City

USES: - 1,200 residences

(approx) - 15,000 ft² commercial

- 100,000 ft² industrial

- 150,000 ft² manufacturing

FEATURES: 25 acres of open space, future

MTEC campus, and future UTA

station



KEY TAKEAWAYS

- Transaction size: \$24MM
- Used to fund public water, sewer, drainage, roads, and recreation
- Repaid through a pledge of the mill rate imposed by the PID



CASE STUDY: PINE VIEW PID NO. 1

COMMUNITY: "Firelight"

SITE: Toquerville

USES: - 1,202 residential units

(approx) - Active Adult (55+ Community)

FEATURES: Development part of larger "Firelight"

master planned resort community located 24 miles northeast of St. George, and ~27 miles west of Zion National Park; will feature parks, open space, trails, a clubhouse, and a pool



KEY TAKEAWAYS

• Transaction size: \$14MM

 Used to fund public improvements including water, sewer, parks, recreation improvements, and streets (including the Toquerville Bypass Road)

TAX EXEMPT BOND STRUCTURE

- Non-rated "cash flow" bonds
- Sized on 2% annual inflation; payable annually from pledged revenue on deposit to the Bond Fund
- The 2051 maturity priced to yield 6.00%, exemplifies an ultra-efficient way to maximize proceeds to finance public infrastructure costs



CASE STUDY: GATEWAY AT SAND HOLLOW PID NO. 1

COMMUNITY: Gateway at Sand Hollow

SITE: Hurricane

USES: - 3,217 residential units

(approx) - 1,238 recreation resort condos

- 690,000 ft² commercial

FEATURES: Two City Parks, Recreational Resorts,

RV Park, hotel, restaurants, gas stations,

marine retail, boat and recreational vehicle storage; 8 mins from Sand Hollow State Park, 40 mins from Zion

National Park



KEY TAKEAWAYS

- Transaction size: \$40MM
- Used to fund public improvements connecting various components of the development to existing infrastructure including roads, public utilities, parks, and storm water improvements

TAX EXEMPT BOND STRUCTURE

- Non-rated "cash flow" bonds
- Sized on 2% annual inflation; payable annually from pledged revenue on deposit to the Bond Fund
- The 2051 maturity priced to yield 5.50%, exemplifies an ultra-efficient way to maximize proceeds to finance public infrastructure costs

BLACK DESERT PID

A PID provided the ultra-efficient financing that Black Desert Resort needed to develop an underground parking structure that upheld the City's aesthetic appeal by preserving the black lava rock surrounding the development.



COMMUNITY: Black Desert Resort at Entrada

SITE: Ivins City

USES: Hotel & Conference Center (approx) - 299 hotel condo units

- 148 hotel rooms

46,000 ft² restaurant & retail

Residential Village
- 751 condo units
- 32 SFD Homes

FEATURES: 19-Hole Golf Course; Vibrant,

amenity-rich community



KEY TAKEAWAYS

- Transaction size: \$106MM
- Used to fund underground parking structure, desert boardwalk feature, pedestrian bridge, roads (including curb & gutter), trails/trailheads, convention center, nature center, irrigation & other improvements related to utilities
- Repaid through a pledge of the mill rate imposed by the PID

DOWNTOWN EAST STREETCAR SEWER PID

With existing sewer in this area approaching maximum capacity, the City and developers were unable to continue their re-development efforts until financing was secured to implement new sewer improvements



COMMUNITY: East Streetcar Neighborhood

SITE: City of South Salt Lake

USES:
- 3,578 multifamily housing units
- 337,500 ft.² of commercial space

- 100 hotel rooms

FEATURES: Provides much needed Sewer

Improvements to accommodate growth

and redevelopment in the City of South

Salt Lake



KEY TAKEAWAYS

- Transaction size: \$32MM
- Provided creative solution to sewer capacity expansion challenges faced by multiple developers seeking to improve and redevelop segments of the City of South Salt Lake
- Repaid through a pledge of the mill rate imposed by the PID



HARRISVILLE CITY RESOLUTION 23-06

A RESOLUTION OF HARRISVILLE CITY, UTAH, ADOPTING THE HARRISVILLE CITY ROAD SAFETY PLAN.

WHEREAS, Harrisville City (hereafter "City") is a municipal corporation duly organized and existing under the laws of the state of Utah;

WHEREAS, *Utah Code Annotated* §10-3-717 authorizes the City to exercise administrative powers by resolution;

WHEREAS, a road safety plan provides a framework for identifying, analyzing, and prioritizing roadway safety improvements tailored to the City;

WHERES, developing a road safety plan is an effective strategy to improve local road safety for all road users and support the goals of the City,

WHEREAS, the City recognizes that traffic fatalities and serious injuries can be preventable,

WHEREAS, the City has committed to zero fatalities and serious injuries by January 1, 2024,

NOW, THEREFORE, BE IT RESOLVED the Mayor and City Council of Harrisville City, Utah, hereby adopt the Harrisville City Road Safety Plan attached hereto as Exhibit "A" and incorporated herein by this reference.

PASSED AND APPROVED by the Harrisville City Council this 13th day of June, 2023.

MICHELLE TAIT, Mayor

Roll Call Vote Tally Yes No

Grover Wilhelmsen

Steve Weiss
Blair Christensen
Max Jackson
Kenny Loveland

JACK FOGAL, City Recorder



MAYOR:

Michelle N. Tait

COUNCIL MEMBERS:

Grover Wilhelmsen Steve Weiss Blair Christensen Max Jackson Kenny Loveland

Memorandum

To: Mayor and City Council

From: Glen Gammell Date: June, 13th 2023

Re: Adoption of the 2023 to 2028 Harrisville Road Safety Plan

Summary:

A local road safety plan (LRSP) provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. The process results in a prioritized list of issues, risks, actions and improvements that can be used to reduce fatalities and serious injuries on local roadways.

Thank You, Glen Gammell Roads/Fleet Lead



FY 2023-2028 Harrisville City Road Safety Plan

Harrisville City

Harrisville Public Works

363 West Independence Blvd

Harrisville, Utah 84404

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Cityofharrisville.com

APPENDIX

- Utah Department of transportation (UDOT)
- Manual of Uniform Traffic Control Devices (MUTCD)
- American Association of State Highway and Transportation Officials (AASHTO)
- Harrisville City Police Department (HVCPD)
- Harrisville City Public Works (HVCPW)
- Vehicle Miles Traveled (VMT)
- Electronic Grant Management Tracking System (GEARS)
- Utah Transportation and Public Safety Crash Data Initiative (UTAPS)
- Fatality Analysis Reporting System (FARS)
- Governors Highway Safety Association (GHSA)
- Motor Vehicle (MV)
- High Visibility Enforcement (HVE)
- Driving Under the Influence (DUI)
- Center for Disease Control (CDC)
- Traffic Safety Marketing group (TSM)
- Crash Awareness Reduction Effort (CARE)
- Public Information Officer (PIO)

INTRODUCTION FROM THE DIRECTOR OF PUBLIC WORKS AND CHIEF OF POLICE COMBINED STATEMENT DIRECTOR JUSTIN SHINSEL & CHIEF MARK WILSON

Harrisville, along with the rest of the world, is slowly rising above the chaos and distress of living with a pandemic. It has been two and half years of navigating the challenges of stay-at-home orders, canceling safety events and reducing enforcement activities. Harrisville City is looking forward to the upcoming fiscal year and the hopes of thriving in the "new normal".

The new normal, what is that? For many it involves changes in work environments. Remote working is more widely utilized than ever before. This change in our work dynamic has given us the opportunity to utilize technology more effectively as part of our daily communication with employees and other stakeholders and partners.

In the past, much of the outreach and education conducted through Harrisville City were in-person type activities. Past and recent events opened a broader world of possibilities in how traffic safety business is conducted. The world of traffic safety was forced to find virtual methods to conduct meetings etc. As it turns out, these methods proved to be successful with outreach and education gaining a broader audience. This is not to say that Harrisville City will not be conducting face-to-face outreach and education in the future. Quite the contrary, the team is gearing up to do just that in FY2023. However, the newly created virtual methods will not be left behind. There is a place for them in the future.

It is crucial that Harrisville City and our partners get back out in public with education, outreach and especially enforcement. Even with fewer drivers on the road, Harrisville City observed there were significant increases in aggressive driving behaviors, extreme speeds, including pedestrian and motorcycle fatalities. The focus, in this next year, will be on calming these driving behaviors, reducing pedestrian, motorcycle, and vehicle fatalities while still working to ensure seat belts are worn and impaired drivers are removed from the road. This is not a time to let up. Our programs stand ready to engage with our partners, stakeholders, and the public in combating these ever-growing issues. It has been difficult for law enforcement the last couple of years. Harrisville City Public Works supports their efforts and will continue to collaborate with them in traffic safety efforts.

Harrisville City knows the best way to provide assistance to law enforcement and other stakeholders is to provide the necessary resources and tools for them to accomplish their goals. Harrisville City Officers have been doing overtime shifts and Utah state funded DUI enforcement shifts to keep our community safe and reduce recidivism and alcohol related crashes and fatalities.

Traffic safety programs rely heavily on data. Crash data has always been a primary source. Harrisville Public Works will be working with Law Enforcement on this data so that we can implement efforts to curb speeding, aggressive driving, accidents, and fatalities.

As the "new normal" takes shape, Harrisville City Public Works and Harrisville Police Department stand ready to move forward with projects that address the increasing trends in aggressive driving behaviors. As mentioned before, it is critical that our team, partners, stakeholders and especially law enforcement get out into the community to educate and bring awareness to prevent further tragedies on Harrisville City roadways. Eliminating fatalities and serious injuries is a team effort.

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VISION STATEMENT

Harrisville City will provide opportunities for the health and development of future generations by establishing a live, work, and play here atmosphere which includes providing and maintaining Harrisville City's Transportation system to ensure all users reach their destination safely.

MISSION STATEMENT

The mission of the Harrisville City Roads Department and Law Enforcement is to save lives by changing behavior so everyone on Utah's roadways arrives safely.

Participants in the Planning Process:

Harrisville City safety planning process is a collaborative effort with the Harrisville Roads Department, Harrisville City Police Department, and the community representatives. Both Harrisville City Roads Department and Harrisville Police Department agree on three core performance measures: number of fatalities, number of injuries and rate of fatalities based on VMT (Vehicle Miles Traveled) and non-motorized fatalities/injuries. In turn, representatives from both agencies meet during the planning process to ensure cohesive reporting.

In addition to collaborating on trend data and performance measures, Harrisville City Roads Department has worked diligently to create an open and productive relationship with law enforcement and the community representatives to enable real conversations in regards to planning budgets. Through this collaborative effort, duplication of efforts has been eliminated and underfunded programs have been identified.

On a larger scale, the annual City Safety Plan also supports the Utah's Strategic Highway Safety Plan (SHSP) which sets broad direction for participating agencies and organizations, and serves as the measure of collaboration; there are three state roads that run through Harrisville City.

Harrisville City planning process has five distinct steps to complete this Safety Plan, including:

- 1. Data-driven problem identification, including established quantifiable performance measures and performance targets.
- 2. Evidence-based countermeasure selection and funding strategy.
- 3. Selecting or soliciting projects which will implement the selected countermeasures and assist Harrisville City in meeting its performance targets.
- 4. Conducting a risk assessment of potential grant opportunities.
- 5. Data Analysis, Problem Identification and Setting Targets.

The Harrisville Roads Department and Harrisville Police Department collected data from a variety of sources as a prelude to the planning for the FY2023 Harrisville Safety Plan, including the following:

- Fatality Analysis Reporting System (FARS)
- Utah Transportation and Public Safety Crash Data Initiative (UTAPS)
- Utah Department of Health
- Utah GEARS (electronic grant management tracking system)
- Seat belt and other observational studies
- Public Attitudinal and Awareness Surveys
- NHTSA
- Other information and data from governmental and private sector safety organizations

Raw crash and injury data is collected, analyzed, and compiled by the Harrisville Police Department and the Harrisville Roads Department, to support performance measures used in the development and implementation of the Harrisville Safety Plan and related programs. This includes core performance measures that the National Highway Traffic Safety Administration (NHTSA) (Save lives, prevent injuries, and reduce economic costs due to road traffic crashes, through education, research, safety standards, and enforcement.) in addition to other data collected on traffic accidents and other sources.

Establish Performance Measures

To demonstrate progress and determine the effectiveness of the City's program, Harrisville has established performance measures, which are tracked on an annual basis. Included are eleven core performance measures, three activity measures, and one behavioral measure that the National Highway Traffic Safety Administration (NHTSA) and Governors Highway Safety Association (GHSA) agree upon. Also included are sixteen performance measures specific to Harrisville's programs.

Activity and Behavior Performance Measures

- A-1 Number of seat belt citations issued during grant-funded enforcement activities
- A-2 Number of impaired driving arrests made during grant-funded enforcement activities
- A-3 Number of speeding citations issued during grant-funded enforcement activities
- B-1 Harrisville observed seat belt use for front seat occupants in passenger vehicles core performance measures
- C-1 Number of traffic fatalities (FARS)
- C-2 Number of serious injuries in traffic crashes (Harrisville crash data files)
- C-3 Fatalities/VMT (FARS, FHWA)
- C-4 Number of unrestrained passenger vehicle occupant fatalities, all seating positions (FARS)
- C-5 Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .04 and above (FARS)
- C-6 Number of speeding-related fatalities (FARS)
- C-7 Number of motorcyclist fatalities (FARS)
- C-8 Number of unhelmeted motorcyclist fatalities (FARS)
- C-9 Number of drivers age 20 or younger involved in fatal crashes (FARS)
- C-10 Number of pedestrian fatalities (FARS)
- C-11 Number of bicyclist fatalities (FARS)
- U-1 Harrisville child safety seat use for children ages 0-8 years in traffic crashes

- U-2 Percent of children in Harrisville crashes in child safety seats
- U-3 Percent of Harrisville motor vehicle (MV) crash occupant fatalities ages 10-19 that were unrestrained
- U-4 Percent of Harrisville MV crash occupant fatalities occurring at night (10 p.m. to 5:59 a.m.) that were unrestrained
- U-5 Percent of restraint use among seriously injured and killed occupants in crashes.
- U-6 Number of fatalities involving a drug-positive driver
- U-7 Percent of Harrisville helmeted motorcycle fatalities
- U-8 Overall rate of motorcyclists in Harrisville crashes per registered motorcycles
- U-9 Overall teen driver Harrisville crash rate.
- U-10 Rate of pedestrians in Harrisville crashes.
- U-11 Rate of bicyclists in Harrisville crashes.
- U-12 Percent of drivers in Harrisville fatal crashes with known BAC results.
- U-13 Average number of days between submission and occurrence for Harrisville MV crashes
- U-14 Number of Harrisville drowsy driving-related fatalities.
- U-15 Number of Harrisville traffic fatalities involving a distracted driver.
- U-16 Number of drivers age 65 or older in Harrisville fatal crashes.

Each performance measure identifies a five-year rolling average. For this safety plan, the five-year rolling average period is 2018-2022. Trends are evaluated in each of the performance measures. To further scrutinize and analyze the data, an environmental scan was conducted to determine other influencing factors such as geography, the number of young and older licensed drivers, changes in population, and nonbehavioral factors such as weather, time of day and road construction, all intended to accurately identify Harrisville behavioral traffic crash problems.

Member Identification

The committee formed to improve collaboration between the city's agencies, business leaders and the public representative continue to work on issues that affect traffic safety.

These efforts include:

- Hot Spots Group: meets quarterly to discuss "hot spots" related to speed, distracted driving, impaired driving, and occupant protection. Once locations are identified, enforcement activity is directed to address specific traffic safety issues in those areas.
- 24/7 Sobriety Program, concentrating on areas of known hot spots for DUI drivers.
- Zero Fatalities Executive Committee: Meets quarterly to review, update, and discuss interagency traffic safety messaging opportunities. This provides an opportunity for open communication between the Harrisville Road Department, Harrisville Law Enforcement, Community leaders and Business leaders.
- Harrisville Public Works and Harrisville Public Safety Advisory Committee: Meets quarterly to review, update, and discuss the direction of the project.

The committee consists of a representative from: Public Works Road Department, City Administration, Police Department, City Council Member, City Engineer, Emergency Management, North View Fire Department, Harrisville Citizen, and a local Business Leader.

Existing Efforts

Harrisville City continues to maintain existing roads with the funds available and grants which includes new surface treatments, crack sealing projects, overlays and widening of roadways. Harrisville City has 21.6 weighted road miles that is owned by the city. Harrisville City also has three major Utah State arterials running through the city. (Hwy 89, Washington Blvd, Wall Ave). On the three state arterials is where we have had all our reported fatal accidents. Harrisville City has not had a fatal/serious injury on its roadways since 1998. Harrisville City began a new street light funding program two years ago replacing old street lights and upgrading to LED throughout the city for better visibility. Harrisville City has also been replacing signage with high visibility coverings and putting new signage in areas of concern.

In areas with smaller road section widths, Harrisville Public Works has begun planning for widening roadways, adding shoulders, curb/gutter, sidewalks, bike lanes and alternative transportation pathways. This has only been possible over the last year with grant funding that was received. Future road planning and widening of roadways with shoulders and bike lanes will make it safer for pedestrians, drivers, and bikers.

Harrisville has identified four roadways that currently do not have shoulders, curb/gutter, bike lanes, and sidewalks. These four roadways have eleven-to-twelve-foot lanes and do not have a shoulder. All four roadways are in high traffic areas and need improvement.

Harrisville City just finished a large road project in 2021 that widened Larsen Lane, creating safer transportation for drivers, pedestrians and bicycles. This connector was a two-lane road with no shoulders. Larsen lane now is two travel lanes with a dedicated center turning lane, shoulders, bike lanes, curb/gutter, and sidewalks.

Harrisville City also will be putting a new road connecting Hwy 89 and 750 West in FY2024. Both roads are high traffic roadways. On 750 West there is a rail road crossing that blocks traffic up to thirty minutes. With this new road, traffic will be able to divert around the tracks and a safer route for school busses as well as pedestrians and vehicle traffic. Harrisville City will also be widening West Harrisville Road from approximately 720 West to Hwy 89 and widening West Harrisville from 1030 West to 1200 West in 2024.

Harrisville City Public works has also started social media pages to alert citizens of road construction, damage, and alerts to help make it safer for them to avoid dangers on our roadways.

COMPREHENSIVE EVIDENCE-BASED ENFORCEMENT PLAN

Overview

This Evidence-Based Traffic Enforcement Plan outlines traffic safety enforcement priorities for the city of Harrisville and its traffic safety partners.

This safety Plan serves as direction for the following: brief analysis of traffic enforcement needs, coordination of city-wide traffic enforcement activities, establishment of enforcement priorities and resource allocation based on concerns identified by crash and citation data, and review and subsequent adjustment of activities and plans through data collection and analysis.

Harrisville Police will maintain and enhance its networking in an effort to obtain representation and participation from all local law enforcement agencies that conduct traffic enforcement, thus maximizing the safety plan and benefiting the city. Coordinating city enforcement efforts makes each law enforcement partner's unique efforts stronger and reinforces the overall work of the enforcement community. Working together for traffic safety and crash prevention, the implementation plan and corresponding goals can be achieved.

PROBLEM IDENTIFICATION AND RISK ANALYSIS

To create the safety plan, Law Enforcement Liaison Programs coordinated with fellow law enforcement and safety partners on the analysis of crashes, traffic fatalities, and injuries to align enforcement priorities. Each program area develops a program specific plan and the collaborative enforcement components and High Visibility Enforcement (HVE) activities of those plans are included here as well.

As Harrisville's roadways become busier and busier due to a strong economy and a growing population, traffic safety will remain an essential piece to a healthy city. NHTSA's website confirms that even though Harrisville traffic safety has improved in some areas over the years, traffic deaths per vehicle miles traveled have decreased between 2018 and 2023, to levels lower than in prior years.

Occupant protection

- Unrestrained occupants account for only 2.2% of all persons involved in crashes, but account for 37.2% of all fatalities in the past 5 years (2017-2022), 42% of all fatal crashes, and 50% of all driver crashes.
- More than two-thirds (69%) of the unrestrained occupant fatalities were male.
- More than half (53%) of unrestrained fatalities occurred in rural areas.
- More than 58% of unrestrained fatalities happened at nighttime.
- Young drivers and passengers are more likely to not buckle up: 50% of unrestrained drivers were between the ages of 24-49 and 75% of unrestrained passengers were less than 32 years of age.

Impaired Driving:

- Utah crash data from 2018-2022 shows that alcohol-related driver crashes are 7.1 times more likely to be fatal than other crashes.
- Alcohol-related crashes accounted for 3.1% of Utah's traffic crashes and 21% of fatal crashes.
- Drugged driving is on the rise in Utah. Between 2018-2022 drug related crashes accounted for 1.7% of Utah's traffic crashes and 17.4% of traffic deaths.

- In 2022, the most common drug types found in drug-positive driver fatalities were THC at 19.5%; stimulants (e.g., methamphetamine) at 19%; and depressants (e.g. sedatives including Citalopram and Morphine) with a combined 8.8%. Vulnerable roadway users:
- Utah crash data from 2018-2022 shows while Utah's overall traffic fatalities are below the national upward trend; pedestrians represent about 0.6% of persons in crashes but 14% of deaths.
- People aged 20 to 29 years have the highest number of deaths, while people aged 10-24 years have the highest number of pedestrians hit by vehicles.
- Urban areas experience the most pedestrian crashes with 91.5% of pedestrians hit in these areas.
- Males account for 60% of pedestrians involved in crashes.

Occupant protection In the last five years, over half of vehicle occupants killed in Utah crashes were unrestrained, showing that occupant protection with seat belt enforcement is key to reducing the tragic loss of life. The goal is to use enforcement, along with other evidence-based strategies (i.e. advocacy, innovative messaging and outreach, to target hard-core non-users) in an effort to reduce unrestrained fatalities. Applying these evidenced-based strategies will be the focus of the Harrisville Police Department in the new fiscal year.

IMPAIRED DRIVING

Alcohol and drug impaired driving is a statewide issue, with fatalities occurring in both the urban and rural areas of Utah. Harrisville City and traffic safety partners (City, County and State law enforcement) are concerned about the rising numbers of drug impaired drivers, as well as the high number of alcohol impaired drivers. Countermeasures include ongoing city-wide high visibility enforcement and saturation patrol/blitzes that focus on high-risk times.

The Impaired Driving program provides resources and DUI over-time funding to law enforcement agencies throughout the state to conduct high-visibility enforcement, saturation patrols, blitzes, and DUI checkpoints. Funds are also used to purchase equipment and supplies needed to increase impaired-driving enforcement activities, to reduce impaired driving crashes and fatalities, and to promote zero-tolerance of impaired driving in Harrisville, Utah.

In general, traffic enforcement deters motorists from engaging in problem behaviors. When motorists have an increased perceived risk of being cited (or arrested) for a traffic offense, their driving behavior will change. Impaired drivers, particularly those under the influence of alcohol, are more responsive to enforcement tactics and messages than other prevention messages. High visibility enforcement along with heavy media promotion (earned and paid) is very effective in reducing impaired drivers on the roads, particularly hardcore alcohol and drug users. The fewer impaired drivers on the road, the safer everyone will be.

The Harrisville Police Department performs city-wide sustained impaired driving enforcement, to concentrate patrol activities throughout the city. Similar to coordination efforts for other traffic safety concerns, the multi-agency meetings with key local law enforcement partners, (Local and State Law Enforcement agencies) will be used to coordinate activities for high risk, highly populated and rural areas. The city Law Enforcement Liaisons (Asst. Chief Moore and Sgt. Davis) will coordinate efforts

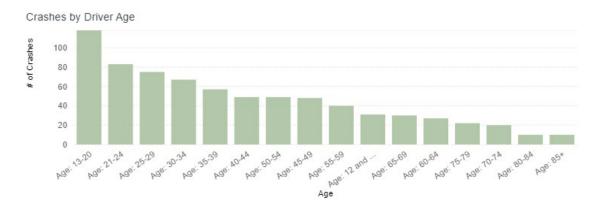
between neighboring cities. Data and mapping will be used to inform agencies where checkpoints should be placed and when they should be scheduled.

VULNERABLE USERS, PEDESTRIAN AND BICYCLE SAFETY

Everyone is a pedestrian at some point, making pedestrian safety a top priority. Pedestrians are often the road users most at risk in traffic. A pedestrian will always come out on the losing end when hit by tons of moving metal. Given the continuing deadly trends for pedestrians, specific attention and enforcement activities will be implemented to increase safety and prevent fatalities. Additionally, bicycle travel is increasing as a form of commuting for urban communities; thus, safety and enforcement is needed to respond to this trend. Harrisville City will have dedicated enforcement of bicycle safety to ensure both bicyclists and motorists are legally riding and driving safely. High visibility enforcement activities will be conducted during high-risk months, such as October and March, for pedestrians at identified high risk areas and intersections.

Other examples of enforcement and outreach events are listed below.

- Pedestrian-focused enforcement patrols at identified high risk intersections and times.
- General outreach and earned media opportunities with strong emphasis on crosswalk and roadway awareness and personal safety measures pedestrians may employ.



This chart shows the # of Crashes by Driver Age

DISTRACTED DRIVING

Distracted driving is a problem across the United States, and Harrisville is no exception to this epidemic. In 2020, distracted driver crashes represented 9.2% of all crashes and 7% of all fatal crashes. Drivers under 20 years of age make up the largest proportion of distracted driver crashes in the state. Harrisville City Police Department is committed to performing distracted driving enforcement as part of standard patrols as well as directed education events. Crash data will be used to focus efforts on problem areas throughout the city. Enforcement and education are key to saving lives and preventing distracted driving from continuing its deadly hold on Utah roadways.

Examples of enforcement and outreach events are listed below.

- Overtime enforcement during NHTSA's Distracted Driving month, offered to various police departments based on crash data with a focus on distracted driving components and educational infographic cards.
- Social media promotions through local venues as well as partnerships with area businesses and organizations for earned media opportunities.

SPEED ENFORCEMENT

Speed enforcement by local law enforcement is critical for the culture change component of comprehensive safety plans, by showing this is an issue on all roadways and will be enforced. The Utah Highway Safety Office offers support to law enforcement agencies through equipment awards, based on problem identification and justification, and education opportunities as well as through data analysis of high-risk locations and factors to inform enforcement activities.

Speed enforcement will focus on the following:

- Utah Highway Safety Office will provide overtime enforcement shifts to law enforcement agencies based on crash data.
- Media will be used to increase awareness and education regarding the dangers of speeding.
- Harrisville City Police Department will conduct focused speed enforcement as part of the new Summer Safely Campaign (previously named 100 Deadliest Days) enforcement project operating from Memorial Day to Labor Day.
- "Traffic calming" tactics will continue to be used by Harrisville Police on Identified high risk roadways, such as Hwy 89, Washington Blvd, 2000 North, 750 West, Larsen Lane and West Harrisville Road to name a few on large holiday weekends such as July 4th and July 24th holidays.

COMMUNICATIONS PLAN

Overview

Harrisville City Police and Roads Department's mission is "To keep Harrisville safe by changing behavior which will save lives so everyone on Harrisville's roadways arrives safely." Effective communication remains an integral part of this mission and comprises large portions of each of the city's road safety plan program focus areas. This annual communications plan will guide the city's overall communication and media strategy with the goal of making traffic safety information and knowledge a part of the daily lives of the citizens of Harrisville.

Guiding Themes

As the city implements the elements of its communication plan, knowledge is the guiding theme: imparting it, sharing it, generating it, creating an interest in it, and leading people to it. Knowledge should be at the heart of each campaign, message, or social media post. Much of what the city shares through communication will be designed to share information, but the goal of the messaging should be to transform knowledge into positive behavior change on the roads. The overall vision is to "create a culture where roadway users take responsibility for their safety and the safety of others."

Strategic Direction

The City's public safety will utilize professional networking (paid, earned, and digital) and social media to increase Harrisville roadway users' awareness and knowledge of traffic safety and the five common deadly driving behaviors while directing specific messages towards high-risk groups.

Our primary audience is each roadway user throughout Harrisville which includes drivers, passengers, bicyclists, pedestrians, and motorcyclists. Focusing messaging on specific types of roadway users of any age by using messages tailored to the traffic safety issues they face.

During FY2021, the Harrisville Police and Roads Department's followed guidance from CDC, state and federal governments, NHTSA, and other leaders in order to do our part to slow the spread of the COVID-19 virus. Thus, many events were canceled or changed to virtual formats. Harrisville City adapted to this new environment and developed new strategies for reaching our audiences in innovative ways. Digital media, virtual access, and other methods allowed us to continue the mission without compromising quality. We plan to continue leveraging technology and lessons learned during the pandemic to deliver traffic safety content in safe and effective ways going forward.

Goal: Utilize federal highway safety funding to facilitate paid and earned media campaigns promoting the messaging within our Occupant Protection, Impaired Driving, Vulnerable Roadway Users, Speeding, Distracted, and Traffic Records Programs.

- 1. Make contract with professional advertising firms to produce cutting-edge, engaging media elements to support the designated campaigns.
- 2. Provide program guidance to media contractors through teams composed of Harrisville Public Works, Harrisville Police Departments, and the city PIO.

- 3. Share materials and creative concepts produced by media contractors with traffic safety partners throughout the city so they can utilize them within their department campaigns.
- 4. Seek out partnerships with traffic safety advocate organizations throughout the State.
- 5. Look for appropriate spaces to reach out to the underserved communities in the city.

Goal: Actively seek earned and free media opportunities for all program areas.

Action Items:

- 1. Utilize materials produced by NHTSA's Traffic Safety Marketing group (TSM), and other entities that provide free resources.
- Plan earned media opportunities, in the form of press conferences or press releases, independently or in conjunction with safety partners for all official campaign enforcement or education periods.
- 3. Maintain awareness of current traffic safety trends and issues in order to provide partners and media entities with topical, timely information.
- 4. Create video content that is engaging, educational, and informative for Harrisville City
- 5. Create a listing of media opportunities available, including things such as newsletters, websites, local papers, etc., in order to highlight events on NHTSA's communications calendar.
- 6. Take advantage of opportunities such as holidays, seasonal events, or special enforcement periods to promote traffic safety messages.

Goal: Create varied types of messaging in response to developing traffic safety trends.

Action Item:

1. Include this goal in any request for proposals for paid media campaigns.

Goal: Utilize multiple digital and social media platforms to share traffic safety messages with roadway users throughout Harrisville.

- 1. Develop clear, consistent messages that are delivered in one clear voice.
- 2. Create engaging, timely content that resonates with users and will keep users interested in Harrisville postings.
- 3. Develop a content calendar that will help guide a schedule for posting content.
- 4. Maintain an active awareness of current traffic safety issues, popular culture, and internet trends in order to post timely, relevant content.
- 5. Cross-promote all aspects of safety programs across all social platforms.

Occupant Protection

Goal: Increase the awareness of the importance of seat belt use, and seat belt enforcement messaging.

Action Items:

- 1. Utilize our websites, paid, earned, and social media, to share messages about seat belt safety throughout the year.
- 2. Develop messaging for at-risk populations, distributing content through health departments in the areas with at-risk audiences.
- 3. Use Campaign resources throughout the year.
- 4. Seek out opportunities to tell relevant crash survivor's stories in front of the media, and prerecorded video content.

Goal: Increase the perception of the risk of receiving a ticket for the non-use of seat belts.

Action Items:

- 1. Support and participate in National Click It or Ticket high-visibility enforcement mobilization annually.
- 2. Support nighttime enforcement mobilization by developing targeted messaging in March 2024.
- 3. Utilize Click It or Ticket as a secondary message in other enforcement and media events throughout the year.
- 4. Continue the expansion of successful seat belt advertising, like the "Click it or Ticket" social media campaigns. Harrisville also conducts free car seat/booster checks.
- 5. Support and participate in (Operation CARE) crash awareness reduction effort.

Goal: Increase seat belt use among our city populations.

Action Item:

1. Further develop relationships with social media managers with community partners, in order to share locally relevant data.

Goal: Increase booster seat use throughout the city and increase the percentage of children ages 5-8 involved in motor vehicle crashes who were secured in an appropriate child car seat by 0.6%.

Action Items:

- 1. Promote booster seat use through city and local child passenger safety programs and campaigns.
- 2. Seek opportunities and venues to promote booster seat messages.

Goal: Promote seat belt usage among Utah's pre-teens and teen drivers.

- 1. Support the UHP's Adopt-A-High School program. Continue support of "mock crash" events to educate students about seat belt use.
- 2. Support local health department implementation of evidence-based programs.

- 3. Develop and distribute resources for parents of pre-teens and teens to promote seat belt usage. Support middle school health teachers in the implementation of the Zero Fatalities PreDriver Program. This will be accomplished through video content, campaign materials, and a quiz related to the content. This is in cooperation with the Utah Education Association.
- 4. Education at our schools using our school resource officer.

Goal: Promote seat belt and child passenger safety device usage among Utah's minority populations.

Action Items:

- 1. Provide materials and media messages in English and Spanish.
- 2. Seek opportunities and venues to promote seat belt safety to minorities.

Teen Driving

Goal: Increase awareness of teen driver's safety issues in Harrisville.

Action Items:

- 1. Utilize earned and social media to share messages about teen driver safety throughout the year.
- 2. Encourage traffic safety partners throughout the city to promote teen driver safety throughout the year.
- 3. Support the production and promote the use of the Teen Memorial webpage and video library.
- 4. Continue support of the Utah's Teen Driving Task Force.

Goal: Increase parental knowledge of teen driver issues.

Action Items:

- 1. Educate parents about Utah's graduated driver license program through our partnership with the Utah Driver License Division.
- 2. Monitor progress of the new education and testing program for Pre-Driver students via the Zero Fatalities website.
- 3. Support Zero Fatalities parent program presentations.
- 4. Develop and distribute educational resources for parents of teens and pre-teens.
- 5. Promote parental involvement in teen drivers' experience.

Goal: Increase seat belt use among Harrisville teens.

Action Item:

1. Continue the development of resources for parents of middle school and high school students to promote seatbelt usage through the Zero Fatalities Pre-Driver Program.

Impaired Driving Program

Goal: Increase the perception of the risk of being arrested for DUI, and the risk of having intoxicated drivers on the roadways.

Action Items:

- 1. Utilize paid, earned, digital, and social media to share messages about the dangers of impaired driving throughout the year.
- 2. Support and participate in national Drive Sober or Get Pulled Over high-visibility enforcement mobilizations.
- 3. Utilize Drive Sober or Get Pulled Over as a secondary message in other enforcement and media events throughout the year.
- 4. Promote messages about impaired driving enforcement utilizing channels that reach these specific demographics and use messages that will resonate with them.
- 5. Deliver educational content and shared messages from partners via "DriveSoberUtah" social channels.
- 6. Utilize social media channels to boost awareness of enforcement efforts for DUI saturation patrol events.

Goal: Address people who consume alcohol with messages about preventing impaired driving.

Action Items:

- 1. Continue existing and develop new partnerships with the Department of Alcoholic Beverage Control and venues that serve alcohol.
- 2. Encourage media partners to develop creative messaging that can be incorporated in venues that sell and serve alcohol.
- 3. Emphasize the concept of driver accountability, and highlight the consequences of impaired driving and the importance of making the right choice prior to drinking.

Goal: Address the root causes of impaired driving to help stop it before it starts.

Action Item:

1. Continue support and promotion of Utah's Parents Empowered underage drinking prevention and education campaign.

Goal: Increase awareness of both prescription and illicit drug-impaired driving.

- 1. Support the "Use Only As Directed" campaign.
- 2. Encourage drivers to check with their physician for alternate medications that will not impair them to drive.
- 3. Educate drivers that "operating heavy equipment" warnings on medication include a vehicle, and are not limited to things such as construction equipment or other machinery.
- 4. Continue to incorporate messages like "if you feel different, you drive different," aimed at eliminating drugged driving.

5. Develop strategies to act on data trends showing increased polydrug/alcohol use in DUI arrests.

Motorcycle Safety

Goal: Increase the awareness of motorcycle safety awareness in Harrisville.

Action Items:

- 1. Utilize paid, earned, and social media to share messages about motorcycle safety throughout the year, focusing primarily on Utah's riding season.
- Support and participate in national Motorcycle Safety Awareness month in May.
- 3. Seek out opportunities to partner and share efforts with Zero Fatalities in order to increase campaign visibility and reach.

Goal: Increase driver awareness of motorcyclists on the road.

Action Items:

- 1. Educate drivers to consider the possible presence of motorcycles and the need to look for them.
- 2. Educate drivers about situations when motorcycles may be obscured from view.
- 3. Educate drivers about techniques for detecting and avoiding motorcycles.
- 4. Educate riders and drivers about the legality of lane filtering, and safe lane filtering behaviors.

Goal: Promote and support motorcycle rider education and training.

Action Items:

- 1. Continue partnership with Driver License Division to promote Utah's motorcycle rider training program.
- 2. Continue partnerships with organizations that offer rider education classes.
- 3. Increase awareness of the benefits of motorcycle rider education and training for both new and experienced riders.
- 4. Educate motorcyclists that riders must assume responsibility for avoiding a crash situation caused by another motorist.
- 5. Educate motorcyclists about crash avoidance skills, the value of lane positioning, and proper braking and panic-braking techniques.
- 6. Continue to discourage mixing alcohol and other drugs with motorcycle riding. Seek out opportunities to combine messaging with the impaired driving program.

Goal: Promote visual conspicuity as a crash prevention tool for motorcyclists.

- 1. Increase motorcyclist awareness about how visual conspicuity affects their safety.
- 2. Continue messaging aimed at the driver's awareness of Utah's lane filtering laws.
- 3. Create messaging directed at riders to inform them about safe lane filtering procedures.
- 4. Encourage motorcyclists to employ conspicuity strategies.
- 5. Increase peer acceptance of conspicuous colors. Goal: Promote motorcyclist use of personal protective equipment.

- 6. Educate motorcyclists about the benefits of protective gear, including helmets, jackets, gloves, boots, eye protection, and pants.
- 7. Increase the voluntary use of DOT-approved helmets and communicate the dangers of non-compliant helmets.
- 8. Repudiate misinformation about personal protective equipment.

Pedestrian Safety

Goal: Increase awareness of pedestrian safety issues throughout Harrisville City.

Action Items:

- 1. Utilize earned and social media to share messages about pedestrian safety throughout the year.
- 2. Continue the support with the Heads Up Utah pedestrian safety campaign.
- 3. Partner with Harrisville Roads Dept., other law enforcement, UDOT, local health departments, and entities to promote pedestrian safety month, and high visibility enforcement during back to school.
- 4. Support and participate in Green Ribbon Month and Walk Your Child to School Day activities statewide.
- 5. Develop and distribute resources about distracted pedestrians, leveraging our partnership with UDOT's Safe Routes to School Program.
- 6. Utilize earned and social media to increase awareness about high-visibility enforcement related to back-to-school activities and crosswalk safety.

Goal: Increase driver awareness of pedestrians.

Action Items:

- 1. Educate drivers to consider the possible presence of pedestrians and the need to look for them.
- 2. Educate drivers about situations when pedestrians may be obscured.

Goal: Promote visual conspicuity as a crash prevention tool for pedestrians.

Action Items:

- 1. Increase pedestrian awareness about how conspicuity affects their safety.
- 2. Encourage pedestrians to employ conspicuity strategies.
- 3. Support events where safety information and reflective items can be distributed.

Bicycle Safety

Goal: Increase awareness of bicycle safety issues throughout the State.

- 1. Utilize earned and social media to share messages about bicycle safety throughout the year.
- 2. Share campaign resources and encourage traffic safety partners throughout the State to promote bicycle safety throughout the year.
- 3. Support and participate in the Road Respect campaign. Harrisville Police Road Respect Ambassadors will ride in local bike events.

- 4. Promote sharing the road for both cyclists and drivers.
- 5. Maintain our partnership with UDOT's Safe Routes To School Program.

Goal: Partner with local health departments and entities to promote bicycle safety.

Action Items:

- 1. Educate young and new cyclists about proper cycling and following all laws.
- 2. Promote use of the bicycle rodeo trailers for educational activities throughout the city.

Goal: Promote visual conspicuity as a crash prevention tool for cyclists.

Action Items:

- 1. Increase cyclist awareness about how conspicuity affects their safety.
- 2. Encourage cyclists to employ conspicuity strategies.
- 3. Utilize our professional network to distribute new content focused on the "3-foot rule" for safe cycling.

Goal: Increase awareness of E-Scooter safety issues throughout the City.

Action Items:

- 1. Increase awareness of the safety tip content listed on the escooters.utah.gov website.
- 2. Seek out ways to engage with e-scooter companies and related city events.
- 3. Seek out innovative methods to combine safety messaging efforts with e-scooter companies.

Older Drivers

Goal: Increase awareness of senior driving issues throughout the City.

Action Items:

- 1. Utilize earned, paid, and social media to share messages about senior drivers throughout the vear.
- 2. Develop and distribute resources for senior drivers to promote increased knowledge and awareness of the issues they face.
- 3. Establish and maintain partnerships to enhance older driver safety efforts.
- 4. Leverage social media to increase public awareness of the Yellow Dot program.

Goal: Increase awareness of the ways in which age can affect drivers' and senior drivers' abilities to drive safely.

Action Items:

- 1. Educate older drivers to assess their driving capabilities and limitations, improve their skills when possible, and voluntarily limit their driving to circumstances in which they can drive safely.
- 2. Educate family members of older drivers to recognize the signs that a family member may need to adjust his or her driving habits due to issues arising from aging.
- 3. Support and promote the Yellow Dot program.

Goal: Increase seat belt use among senior drivers.

Action Items:

- 1. Educate senior drivers about the fact that seatbelts are even more effective for older drivers than for younger occupants.
- 2. Educate about senior seat belt use trends, through region-specific data sets.

Goal: Increase awareness of the fact that prescription drugs can cause impaired driving.

Action Items:

- 1. Educate family members of older drivers of the ways in which prescription drugs can affect their relatives' driving
- 2. Promote the "If You Feel Different, You Drive Different" messaging, focusing on seniors and driving. Seek out opportunities to combine senior driving messaging with the impaired driving program.

Speeding

Goal: Increase the awareness of speed enforcement in Harrisville.

Action Items:

- 1. Utilize earned and social media to share messages about speeding throughout the year. Leverage social media platforms that allow for boosted posts using small ad buys.
- 2. Make speed a secondary or tertiary message in other enforcement or media campaigns throughout the year.
- 3. Obtain crash and citation data to determine appropriate areas for focused enforcement blitzes.

Goal: Increase the perception of the risk of getting a ticket for speeding.

Action Items:

- 1. Utilize earned and social media to share messages about speeding throughout the year.
- 2. Make speed a secondary or tertiary message in other enforcement or media campaigns throughout the year.

Goal: Educate drivers about the importance of reducing speed during inclement weather.

- 1. Promote the "When there's ice and snow, take it slow" message through utahwinterdriving.org.
- 2. Utilize social media before and during weather events to emphasize the importance of speed reduction as a crash prevention tool.
- 3. Utilize VMS boards as a messaging tool, in partnership with Harrisville Road Department.

Distracted Driving

Goal: Increase awareness of distracted driving issues in Harrisville City.

Action Items:

- 1. Utilize paid, earned, and social media to share messages about distracted driving throughout the vear.
- 2. Educate drivers about the dangers of distracted driving.
- 3. Distribute distracted driving infographic cards to officers for use on traffic stops.
- 4. Educate drivers about Utah's distracted driving law and the legal consequences of engaging in this behavior.
- 5. Coordinate high visibility enforcement blitzes with earned media coverage to alert the public about the consequences of distracted driving. Align events to match related efforts on the NHTSA communications calendar.
- 6. Educate drivers about the issue of distracted pedestrians, especially at crosswalks. Incorporate messaging with the Pedestrian Safety Program events.

Law Enforcement Programs

Goal: Through the Law Enforcement Liaison, develop relationships with other police departments and public information officers in order to spread our traffic safety messages.

Action Items:

- 1. The communications team will attend Multi-Agency Task Force meetings in order to network with public information officers in participating departments.
- Regularly reach out to police departments and city governments to engage with their social media managers. Find ways to help each other deliver traffic safety content to their specific communities.
- 3. Use this network to maintain awareness of local events that Harrisville City Police could participate in.

Traffic Records Programs

Goal: Work with our traffic safety analytic, to glean interesting data trends that help to highlight the need for specific safety messaging.

Action Items:

- 1. Continue working with them to develop compelling visual graphics that appeal to a public audience, and the media.
- 2. Continue improving content for the Harrisville City website to include dashboards, and graphics that are easily understood by a public viewer.
- 3. Continue educating local media outlets or other interested partners about the ease of access to traffic safety data.

Goal: Begin to archive relevant media stories where traffic records data are mentioned.

Action Item:

1. Monitor media stories for accurate reporting of data obtained from Harrisville City online dashboards.

FOLLOW UP AND PLAN ADJUSTMENTS

This Plan will be adjusted throughout the year. To effectively reduce traffic fatalities and injuries, the Harrisville Police Department and our partners must be responsive to trends in traffic safety concerns as the data present a need and problems emerge. Collaboration with partners will be established through the year for follow up and changes to the plan as needed; some enforcement project opportunities and partnerships may occur mid-year and cannot be incorporated into the plan in advance. Projects and funding granted to law enforcement and other partners to accomplish Harrisville City's goals are monitored to ensure work is performed in a timely fashion and in accordance with project agreements.

BUDGET DISTRIBUTION

Roads Department	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
Expenditures by year:						
Class C:	\$11,900.19	\$201,654.49	\$245,315.46	\$245,322.46	\$80,023.31	\$382,000.00
Signs:	\$2,137.64	\$1,001.51	\$1,482.66	\$1,529.86	\$4,494.00	\$5000.00
Transportation Tax:	\$1,200.00	\$2,958.65	\$4,339.00	\$79,460.95	\$8,208.00	\$180,000.00
Street Lights:	\$0.00	\$0.00	\$0.00	\$6,446.83	\$13,166.45	\$20,000.00
Media						\$1000.00
Police Department	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
Expenditures by year:						
Impaired Driver:	\$1,736.00	\$1488.00	\$1,550.00	\$1364.00	\$1,798.00	\$16,000.00
Speed	\$58,000.00	\$58,750.00	\$61,000.00	\$63,450.00	\$72,850.00	\$75,200.00
Enforcement/Distracted						
Driver:						
Seat Belt Enforcement:	\$227.33	\$402.99	\$221.00	\$423.66	\$620.00	
Vulnerable Users,	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$,1500.00
Pedestrian and Bicycle						
Safety:						
Media:	\$1,000.00	\$1,000.00	\$,1000.00	\$1,000.00	\$1,000.00	\$1,000.00
Other Law Enforcement	\$57,771.00	\$36,200.00	\$33,992.00	\$40,047.00	\$62,500	\$149,000.00
Activities:						

CURRENT CONDITION

Harrisville traffic safety experts experienced many challenges over the past few years due to the COVID-19 pandemic. Normal outreach activities were limited or modified. High-visibility enforcement efforts were postponed or cancelled. Task forces groups and committee meetings were held virtually or with limited participation. Despite all that was happening, new ideas emerged and improvements to some program areas occurred.

Harrisville crash data showed some unusual trends in calendar year 2022. Crashes were lower than the previous several years, and although there were less people traveling and vehicle miles travelled (VMT) were lower, the fatality rate went down in Harrisville. Harrisville city had two fatal accidents in 2018 and two in 2020.

Motorcycle crashes in Harrisville have remained low. Since 2018, Harrisville City has only seen one fatality or serious injury that occurred in 2018.

Like most states in the nation, Utah has seen a large increase in extreme speeds on our roadways over the past year. Although speed is not the number one contributing factor for crashes, it is in the top three and a very serious problem. From 2018 to 2022, the Harrisville Police Department wrote the following speeding citations by year:

YEAR	CITATIONS
2018	367
2019	508
2020	197
2021	591
2022	258

Pedestrian fatalities have remained low in Harrisville City. Harrisville City had one in 2018 and two in 2020. There could be many reasons for this. More people are working from home and spending more time outdoors as a pedestrian. There have been less outreach efforts and community safety events due to the pandemic in that time. All of these things factored together have left this vulnerable population at risk.

Teen driver crashes and fatalities continue to be a challenge in Utah. Due to many limitations imposed because of the COVID-19 pandemic, education and outreach programs were scaled back and additional driver training sessions were not held.

For FY2023 we will prioritize our efforts in those areas where we are seeing increases while continuing our work to reduce all fatalities, crashes and injuries on Harrisville roadways.

FUNDING STRATEGY

Harrisville Roads Department entire budget for maintenance, new roads, signage, safety and lighting comes from several areas including: Utah Class C gas tax, Transportation Tax, Encroachment Permits and Grants.

Although Harrisville Police Department relies mostly on the general fund for enforcement, the Department also receive grants for speed enforcement, DUI and seatbelt enforcement through the state of Utah.

COUNTERMEASURES AND PROJECTS

Program Administration and Support

Personnel, Planning and Administration

Community Traffic Safety Programs

- Operation Lifesaver
- Utah Safety Council's Traffic Safety Programs
- Harrisville City Public Information and Education Programs
- Zero Fatalities Safety Summit

Occupant Protection

- Outreach, Education, Enforcement and Media
- Child Passenger Safety Program
- Rural and Hispanic Seat Belt Projects
- Occupant Protection Evaluation

Teen Drivers

Outreach and Education

Impaired Driving

- DUI Enforcement, Media and Community Projects
- Youth Alcohol Projects
- Drowsy Driving Outreach and Education

Vulnerable Roadway Users

- Bicycle Safety Education and Outreach Projects
- Pedestrian Safety Education, Enforcement, and Outreach Projects
- Motorcycle Safety Education and Outreach Projects
- Older Driver Outreach

Police Traffic Services

- Enforcement and Equipment Projects
- Aggressive, Speeding, and Distracted Driving Outreach and Education Traffic Records

Data Improvement Projects

COMPREHENSIVE EVIDENCE-BASED ENFORCEMENT PLAN

Overview

This Evidence-Based Traffic Enforcement Plan outlines traffic safety enforcement priorities for the Harrisville City Law Enforcement.

This Safety Plan serves as direction for the following:

- brief analysis of traffic enforcement needs;
- coordination of statewide traffic enforcement activities;
- establishment of enforcement priorities and resource allocation based on concerns identified by crash and citation data; and
- review and subsequent adjustment of activities and plans through data collection and analysis.

The Harrisville Police Department will maintain and enhance its networking in an effort to obtain representation and participation from all agencies that conduct traffic enforcement, thus maximizing the safety Plan and benefiting the entire community. Coordinating community wide enforcement efforts makes each law enforcement partner's unique efforts stronger and reinforces the overall work of the enforcement community. Working together for traffic safety and crash prevention, the implementation plan and corresponding goals can be achieved.

Partnerships with Utah Law Enforcement Agencies

Harrisville Police Department collaborate with all local and state agencies. Harrisville routinely works with North Ogden, Pleasant View, Weber County Sheriff's Office, Utah Highway Patrol and multi-agency task forces.



Partnerships with Local Roads Departments.

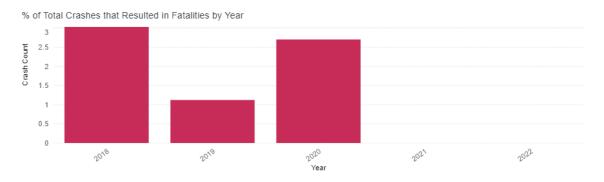
Harrisville Roads Department collaborate with all local, state, and federal agencies. Harrisville routinely works with North Ogden, Pleasant View, Weber County, Utah Department of Transportation, Ogden City, Farr West, and Department of Transportation.



	2018	2019	2020	2021	2022	Total
TRAFFIC ACCIDENTS:	101	117	94	96	96	504
DRIVING UNDER THE INFLUENCE:	28	24	25	22	29	128
AUTO PEDESTRIAN ACCIDENTS:	1	1	1	2	2	8
FATAL ACCIDENTS:	2	0	2	0	0	4
SPEEDING CITATIONS:	367	508	197	591	258	1921
SEAT BELT CITATIONS:	44	78	43	82	120	367
WEATHER CON ACCIDENTS:	NDITION FC	OR .	2018	2019	2020	2021
Clear:			63	76	77	56
Cloudy:			18	26	18	18
Fog/Smog:						2
Rain:			3	9	2	2
Snowing:			5	8	1	3
Other:			2	4	7	7

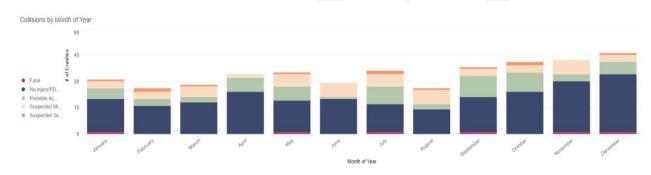
TOTAL TRAFFIC CITATIONS/VIOLATIONS:	2018	2019	2020	2021	2022	Total
Citations	1111	1381	778	1242	967	5479
Violations	1452	1980	1169	1801	1506	7908

% OF TOTAL CRASHES THAT RESULTED IN FATALITIES BY YEAR: FY 2018-2022



This chart shows the % of Total Crashes by Year that resulted in Fatalities.

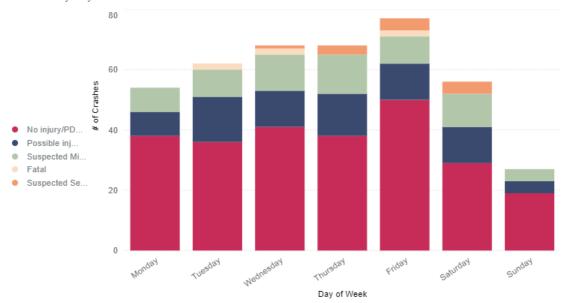
COLLISIONS BY MONTH: FY2018-2022



This chart shows the # of Crashes by Month (for all filtered years).

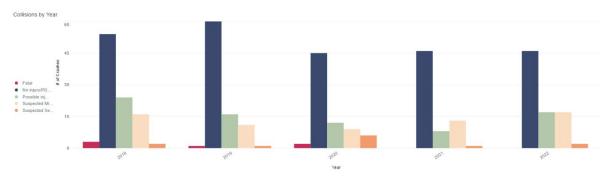
COLLISIONS BY DAY OF WEEK: FY2018-2022

Collisions by Day of Week

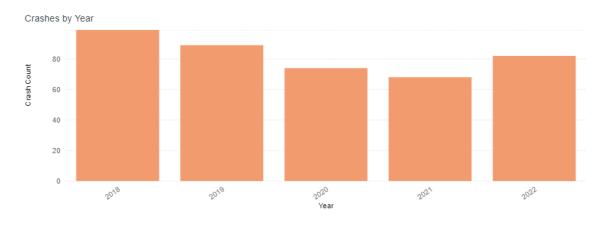


This chart shows the # of Crashes by Day of Week (for all filtered years).

COLLISIONS BY YEAR: FY 2018-2022

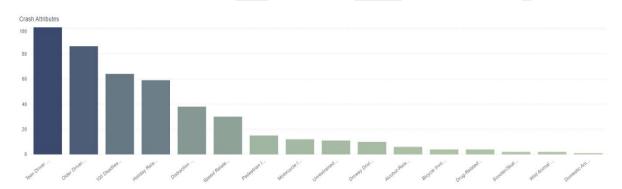


This chart shows the # of Crashes by Severity and Year.



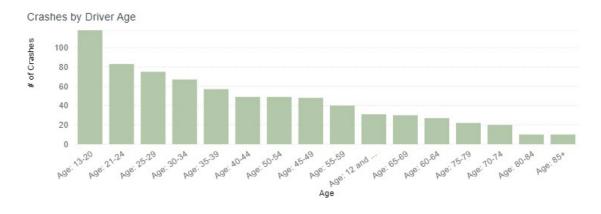
This chart shows the # of Total Crashes by Year.

CRASH ATTRIBUTES: FY 2018-2022



This chart shows the # of Crashes by Crash Attribute.

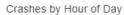
CRASHES BY DRIVER AGE: FY 2018-2022

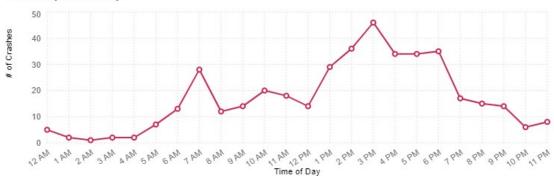


This chart shows the # of Crashes by Driver Age.

CRASHES BY HOUR: FY 2018-2022







This chart shows the # of Crashes by Time of Day.



HARRISVILLE DEMOGRAPHICS:

POPULATION: 6.64k people

- 97% are citizens
- 4.41% of residents were born outside of the country (293 people).

THE 3 LARGEST ETHNIC GROUPS:

- White (Non-Hispanic) 78.2%
- Multicultural (Non-Hispanic) 7.2%
- White (Hispanic) 6.3%

ECONOMY:

The economy employs 3.46k people.

- Largest Industries:
- Educational Services (461 people)
- Manufacturing (442 people)
- Finance & Insurance (430 people) Highest Paying Industries:
- Wholesale Trade (\$60,234)
- Manufacturing (\$56,250)
- Public Administration (\$49,435)

From 2019 to 2020, employment in grew at a rate of 5.43%, from 3.28k employees to 3.46k employees. The most common employment sectors:

- Educational Services (461 people)
- Manufacturing (442 people)
- Finance & Insurance (430 people)

The industries with the best median earnings for Men:

- Manufacturing (\$68,681)
- Professional, Scientific, & Management, & Administrative & Waste Management Services (\$64,946)
- Wholesale Trade (\$60,234).

The industries with the best median earnings for Women:

- Manufacturing (\$41,298)
- Public Administration (\$40,769)
- Finance & Insurance, & Real Estate & Rental & Leasing (\$40,522).

EDUCATION:

The most common educational levels obtained by the working population:

- Some college (631k)
- High School or Equivalent (541k)
- Bachelor's Degree (451k).

HOUSING & LIVING

- The median property value: \$259,300
- 1.13 times larger than the national average of \$229,800.
- Between 2019 and 2020 the median property value increased from \$223,000 to \$259,300, a 16.3% increase.
- Homeownership rate: 83.2 approximately the same as the national average of 64.4%.
- Average commute time of 23.9 minutes.

COMMUTER TRANSPORTATION:

MOST COMMON COMMUTE

- Drove Alone (82.3%)
- Carpooled (11.6%)
- Worked At Home (2.96%)
- Employees in Harrisville have a shorter commute time (23.9 minutes) than the normal US worker (26.9 minutes).
- Additionally, 1.2% of the workforce in Harrisville "super commutes" in excess of 90 minutes.

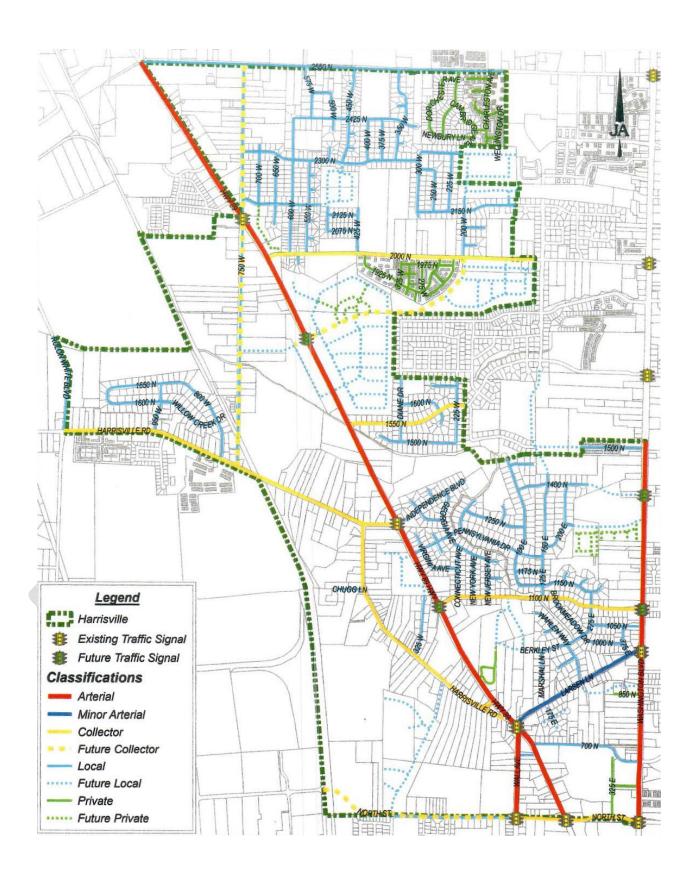
POVERTY & DIVERSITY:

- 2.15% (143 out of 6.64k people) live below the poverty line
- Lower than the national average of 12.8%.
- The largest demographic living in poverty are Females 18 24, followed by Males 25 34 and then Males 16 17.
- The most common racial or ethnic group living below the poverty line is Hispanic, followed by White and Two Or More.

HEALTH:

- 93.3% of the population has health coverage
- 72.2% on employee plans
- 2.7% on Medicaid
- 4.28% on Medicare
- 13.6% on non-group plans
- 0.557% on military or VA plans.
- Between 2019 and 2020, the percent of uninsured citizens in Harrisville grew by 60.6% from 4.15% to 6.66%.





HARRISVILLE CITY RESOLUTION 23-07

INTERLOCAL AGREEMENT FOR SURVEY RELATED SERVICES

A RESOLUTION OF HARRISVILLE CITY, UTAH, ENTERING AN INTERLOCAL AGREEMENT BETWEEN HARRISVILLE CITY AND WEBER COUNTY FOR SURVEY RELATED SERVICES.

WHEREAS, the Utah Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Annotated, 1953 as amended, permits governmental units to enter into agreements with one another for the purpose of exercising on a joint and cooperative basis powers and privileges that will benefit their citizens and make the most efficient use of their resources;

WHEREAS, Title 11, Chapter 13, Section 2 of the Utah Code Annotated, 1953 as amended, provides that governing bodies of governmental units adopt resolutions approving an interlocal agreement before such agreements may become effective;

WHEREAS, Weber County and Harrisville City have negotiated an Agreement for the purpose of providing survey related services for the City of Harrisville;

NOW, THEREFORE, be it resolved the City Council of Harrisville City hereby resolves to enter into the attached Interlocal Agreement with Weber County for the purposes authorized in the Interlocal Agreement, and the Interlocal Agreement is hereby approved. Harrisville City imposes upon applicable applicants a fee equal to the fee charged by Weber County for the survey related services. The Mayor of Harrisville City is authorized and directed to execute the Interlocal Agreement for and on behalf of the City

PASSED AND APPROVED by the Harrisville City Council this 13th day of June, 2023.

MICHELLE TAIT, Mayor	Roll Call Vote Tally Yes	No
ATTEST:	Grover Wilhelmsen Steve Weiss Blair Christensen Max Jackson Kenny Loveland	
Jack Fogal, City Recorder		· ——

INTERLOCAL AGREEMENT between WEBER COUNTY and HARRISVILLE CITY

for survey related services

THIS AGREEMENT is between WEBER COUNTY ("County"), a body corporate and politic of the State of Utah and HARRISVILLE CITY ("City"), a municipal corporation in Weber County. County and City may be referred to jointly as the "parties."

RECITALS

WHEREAS, County and City are public agencies as defined by Title 11, Chapter 13, Utah Code Ann. (the "Interlocal Act"). Section 11-13-202 of the Interlocal Act provides that any two or more public agencies may enter into an agreement with one another to provide services that they are each authorized by statute to provide; and

WHEREAS, City desires to use the Weber County Recorder/Surveyor's Office for Subdivision Reviews, and Additional Survey services; and

WHEREAS, County has the resources is capable of providing the activities requested by City as described in this Agreement; and

THEREFORE, in exchange for valuable consideration, including the mutual covenants contained in this Agreement, the parties covenant and agree as follows:

1. SCOPE OF SERVICES

- The Weber County Surveyor's Office ("Surveyor") agrees to review all plats of proposed subdivisions within the city limits, for Harrisville City, to help ensure compliance with the survey related requirements of U.C.A. 1953, § 17-27a-6, U.C.A. 1953, § 10-9a-6, and Weber County Code Title 106 as applicable.
 - Surveyor agrees to provide monument services for new land survey monuments in each subdivision, within the city limits, for Harrisville City, through the Monument Improvement Agreement Permit Process outlined in Weber County Code Title 45.

- City may request additional surveys or survey related services from Surveyor. Any additional services requested by City will be agreed upon after consultation between the City and the County defining the scope of services to be performed and total sum for each request.
- All services provided pursuant to this section shall be at the request of City and subject to the discretion of the Surveyor.

2. EFFECTIVE DATE

This Agreement shall be effective upon execution and shall continue for a period of 1 year ("Term"). The parties may extend the Term of this Agreement for an additional 5 years in the form of an amendment executed by the parties.

County and City reserve the right to review this Agreement during the Term or additional terms regarding performance and cost and may negotiate costs and additional or amended service elements. Any changes to this Agreement shall be in a written amendment executed by the parties.

3. TERMINATION

The parties reserve the right to terminate this Agreement, in whole or in part, at any time during the Term or any additional terms whenever the terminating party determines, in its sole discretion that it is in the terminating party's interest to do so. If a party elects to exercise this right, the terminating party shall provide written notice to the other party at least 30 (thirty) days prior to the date of termination for convenience. The parties agree that termination for convenience will not be deemed a termination for default nor will it entitle either party to any rights or remedies provided by law or this Agreement for breach of contract or any other claim or cause of action.

4. CONSIDERATION

- The subdivider shall pay to Weber County the fee of \$400 + \$25 per lot; or + \$50 per condo unit for any subdivision review consisting of 2 reviews, each additional review may be subject to a \$75 excessive review fee. Additional fees will be collected and escrowed for the monuments to be built in each subdivision. Payment shall be made directly to the Weber County Surveyor's Office by the subdivider prior to the start of any review.
- Specific survey services outside of subdivision reviews will be done on a lump sum basis in an amount agreed upon between the City and Surveyor.

5. INDEPENDENT CONTRACTOR AND TAXES

The relationship of County and City under this Agreement shall be that of an independent contractor status. Each party shall have the entire responsibility to discharge all of the obligations of an independent contractor under federal, state and local law, including but not limited to, those obligations relating to employee supervision, benefits and wages; taxes; unemployment compensation and insurance; social security; worker's compensation; disability pensions and tax withholdings, including the filing of all returns and reports and the payment of all taxes, assessments and contributions and other sums required of an independent contractor. Nothing contained in this Agreement shall be construed to create the relationship between County and City of employer and employee, partners or joint ventures'. This Agreement shall not confer any rights to third parties unless otherwise expressly provided for under this Agreement.

6. AGENT

No agent, employee or servant of either party is or shall be deemed to be an employee, agent or servant of the other party. None of the benefits provided by each party to its employees, including but not limited to workers' compensation insurance, health insurance and unemployment insurance, are available to the employees, agents, or servants of the other party. County and City shall each be solely and entirely responsible for its acts and for the acts of its agents, employees, and servants during the performance of this Agreement. County and City shall each make all commercially reasonable efforts to inform all persons with whom they are involved in connection with this Agreement that both are independent contractors.

7. SEVERABILITY

In the event that any condition, covenant or other provision hereof is held to be invalid or void, the same shall be deemed severable from the remainder of this Agreement and shall in no way affect any other covenant or condition herein contained. If such condition, covenant, or other provision shall be deemed invalid due to its scope or breadth, such provision shall be deemed valid to the extent of the scope or breadth permitted by law.

8. COMPLIANCE WITH LAWS

Each party agrees to comply with all federal, state and local laws, rules and regulations in the performance of its duties and obligations under this Agreement. Any violation by either party of applicable law, rule or regulation, shall constitute an event of default under this Agreement. County and City are responsible, at their sole expense, to acquire, maintain and renew during the term of this Agreement, all necessary permits and licenses required for its lawful performance of its duties and obligations under this Agreement.

9. NON-ASSIGMENT

Neither party shall assign, transfer, or contract for the furnishing of services to be performed under this Agreement without the prior written approval of the other.

10. NON-FUNDING

If either party's performance under this Agreement depends upon the appropriation of funds by either the Utah Legislature or the governing legislative body, and if the legislating body fails to appropriate the funds necessary for the performance, then this Agreement may be terminated by either party by providing written notice to the other party without further obligation. Said termination shall not be construed as breach of or default under this Agreement and said termination shall be without penalty, additional payments, or other charges to either party of any kind whatsoever, and no right of action for damages or other relief shall accrue to the benefit of either party, their successors or assigns, as to this Agreement, or any portion thereof, which may so terminate and become null and void.

11. GOVERNING LAW

It is understood and agreed by the parties hereto that this Agreement shall be governed by the laws of the State of Utah and the ordinances of Weber County, both as to interpretation and performance. All actions, including but not limited to court proceedings, administrative proceedings, arbitration and mediation proceedings, shall be commenced, maintained, adjudicated and resolved within the jurisdiction of Utah.

12. INDEMNIFICATION

Both parties are governmental entities under the Governmental Immunity Act of Utah, §§ 63G-7-101 to -904, as amended (the "Act"). There are no indemnity obligations between these parties. Subject to and consistent with the terms of the Act, the parties shall be liable for their own negligent acts or omissions, or those of their authorized employees, officers, and agents while engaged in the performance of the obligations under this Agreement, and neither party shall have any liability whatsoever for any negligent act or omission of the other party, its employees, officers, or agents. Neither party waives any defenses or limits of liability available under the Act and other applicable law. Both parties maintain all privileges, immunities, and other rights granted by the Act and all other applicable law.

13. INSURANCE

Both parties to this Agreement shall maintain insurance or self-insurance coverage sufficient to meet their obligations hereunder and consistent with applicable law.

14. COUNTERPARTS

This Agreement may be executed in several counterparts and all so executed shall constitute one agreement binding on all the parties, notwithstanding that each of the parties are not signatory to the original or the same counterpart. Further, executed copies of this Agreement delivered by facsimile shall be deemed an original signed copy of this Agreement.

15. INTERLOCAL COOPERATION ACT REQUIREMENTS

In satisfaction of the requirements of the Interlocal Cooperation Act,§§ 11-13-101 *et seq.*, and in connection with this Agreement, the parties agree as follows:

- a. This Agreement shall be approved by each party pursuant to § 11-13-202.5;
- b. This Agreement shall be reviewed as to the proper form and compliance with applicable law by an authorized attorney on behalf of each party pursuant to §11-13-202.5;
- c. An executed original counterpart shall be filed with the keeper of records for each party pursuant to §11-13-209;
- d. The term of this Agreement shall not exceed fifty (50) years pursuant to §11-13-216 of the Interlocal Cooperation Act;
- e. No separate legal entity is created by the terms of this Agreement. No real or personal property shall be acquired jointly by the parties as a result of this Agreement. To the extent that a party acquires, holds, or disposes of any real or personal property for use in the joint or cooperative undertaking contemplated by this Agreement, such party shall do so in the same manner that it deals with other property of such party; and
- f. Except as otherwise specifically provided herein, each party shall be responsible for its own costs of any action taken pursuant to this Agreement, and for any financing of such costs.

16. ENTIRE AGREEMENT

The parties acknowledge and agree that this Agreement constitutes the entire integrated understanding between the parties, and that there are no other terms, conditions, representations or understanding, whether written or oral, concerning the rights and obligations of the parties to this Agreement except as set forth in this Agreement. This Agreement may not be enlarged, modified or altered, except in writing, signed by the parties.

IN WITNESS WHEREOF, the parties execute this Agreement.

By:	By:
WEBER COUNTY COMMISSION CHAIR	HARRISVILLE CITY
Date:	Date:
Commissioner Harvey voted	
Commissioner Bolos voted	
Commissioner Froerer voted	
Attest:	
Weber County Clerk/Auditor	
Approved as to form	Approved as to form
Date	Date