

SOUTH JORDAN CITY
CITY COUNCIL STUDY MEETING

July 15, 2025

Present: Mayor Dawn Ramsey, Council Member Patrick Harris, Council Member Kathie Johnson, Council Member Don Shelton, Council Member Tamara Zander, Council Member Jason McGuire, City Manager Dustin Lewis, Assistant City Manager Jason Rasmussen, Assistant City Manager Don Tingey, City Attorney Ryan Loose, Deputy Fire Chief Ryan Lessner, Police Chief Jeff Carr, Deputy Police Chief Rob Hansen, Police Lieutenant Case Winder, Master Police Officer Mark Squire, Director of Engineering & City Engineer Brad Klavano, Director of Recreation Janell Payne, Public Works Director Raymond Garrison, Associate Director of Public Works Colby Hill, Director of Planning & Economic Development Brian Preece, Director of Human Resources Teresa Cook, Director of Administrative Services Melinda Seager, Communications Manager/PIO, Rachael Van Cleave, CTO Matthew Davis, Systems Administrator Ken Roberts, GIS Coordinator Matt Jarman, City Recorder Anna Crookston, Deputy Recorder Ambra Holland, Long-Range Planner Joe Moss, Planner III Damir Drozdek, Associate Director of Finance Katie Olson

Absent:

Others: Nate Shipp, Krisel Travis, Craig Hall, Jaron Scott

4:30 P.M.
REGULAR MEETING

A. Welcome, Roll Call, and Introduction - *By Mayor, Dawn R. Ramsey*

Mayor Ramsey welcomed everyone present and introduced the meeting.

B. Invocation – *By Council Member, Don Shelton*

Council Member Shelton offered the invocation.

C. Mayor and Council Coordination

Council Member Harris expressed appreciation to the public works crews for their ongoing efforts and the recent progress in addressing potholes throughout the city, noting that he has observed many being filled.

D. Discussion/Review of City Council Meeting

Altitude Residential Development Project Land Use Public Hearing Items:

- Resolution R2025-12
- Resolution R2025-13

- Zoning Ordinance 2025-02-Z

Public Hearing Items:

- Resolution R2025-24
- Resolution R2025-27
- Ordinance 2025-12

Action Items:

- Resolution R2025-39
- Resolution R2025-40

E. Discussion Items:

- E.1. Trans-Jordan Landfill Ineterlocal Agreement. (By Assistant City Manager, Jason Rasmussen)

Assistant City Manager Jason Rasmussen introduced General Manager of Trans-Jordan Jaron Scott and Craig Hall. He noted that Jaron Scott would provide a brief history of the resolution under consideration, which would be addressed during the regular council meeting. He explained that although Herriman City is geographically close to the landfill, it has never been a member of the Trans-Jordan partnership. The time has now come to formally pursue Herriman's inclusion.

Jaron Scott thanked the Council for the opportunity to speak and shared that this is the eighth city he has presented to regarding the proposed resolution. He noted that all other cities, aside from South Jordan, have already approved the same resolution. The resolution is to amend the interlocal agreement that would allow Herriman City to join the partnership. Before diving into the background of the agreement, Mr. Scott highlighted the upcoming grand opening of the new transfer station in Sandy, scheduled for Wednesday, August 27. He noted that an email invitation would be sent out and encouraged Council Members to save the date. He expressed pride in the completion of the facility and added that a second facility in South Jordan is anticipated as the landfill nears closure. He reviewed prepared presentation (Attachment A). He provided a historical overview of the Trans-Jordan Cities landfill partnership. He explained that Trans-Jordan was established in 1958 by Sandy and West Jordan, with Midvale joining in 1960, Murray in 1968, and South Jordan following annexation in 1996. Riverton and Draper became members in 1997. In 2016, the Bayview landfill was purchased, which will serve as the long-term waste site after the closure of the current Trans-Jordan facility. This year marks two major developments, the grand opening of the Sandy transfer station in August and the potential addition of Herriman City as a Trans-Jordan member in 2025. Although Herriman has never been a formal member, they have historically brought their waste to the Trans-Jordan landfill since their incorporation. Recently, Herriman issued an RFP for solid waste collection and disposal following a roughly 30% rate increase from the Wasatch Front Waste and Recycling District. As part of that process, they also sought a permanent home for waste disposal. Trans-Jordan staff began discussions with Herriman and presented the proposal to the Board of Directors, which unanimously supported moving forward with membership. Mr. Scott explained that Herriman contributes approximately 20,000 curbside tons annually and 14,000 residential visits, ranking third in usage behind West Jordan and South Jordan. These visits are more resource-intensive due to the additional staff support required. If Herriman were to leave, Trans-Jordan would lose roughly \$1 million in annual revenue, as Herriman has been paying the full

commercial gate rate (\$41 per ton), unlike member cities, which pay a discounted \$26 per ton. The loss of this revenue, combined with the continued strain of non-member residential visits, could result in increased costs to the remaining member cities. He noted that the board would likely consider imposing additional fees on non-member residential users to mitigate this impact. Overall, maintaining Herriman's participation is seen as beneficial to both financial sustainability and operational efficiency.

Council Member Tamara Zander joined the meeting.

Council Member Johnson asked whether Herriman would receive the discounted member rate upon joining Trans-Jordan.

Mr. Scott explained that allowing Herriman to join Trans-Jordan benefits all member cities by maintaining economies of scale, helping keep disposal costs down. Herriman's close proximity to the landfill reduces unnecessary transportation and emissions, and their continued participation helps prevent rate increases for existing cities. He detailed that Trans-Jordan's total valuation at the end of FY2024 is approximately \$44.1 million. Herriman will pay the full commercial gate rate of \$41 per ton, and the \$15 difference between the gate rate and member rate (\$26) will be applied toward a \$5.5 million buy-in. This mirrors the arrangement previously used for South Jordan, Riverton, and Draper. Herriman will also make four payments of \$100,000 annually beginning July 1 of 2026 through 2029, which is about a 7% buy-in, consistent with the percentage paid by South Jordan, Riverton, and Draper when they joined. Payments would be applied toward the principal balance, with payoff estimated in year 14 assuming a 3% growth rate. If the principal is paid in full by year 15, the remaining balance would be forgiven, and Herriman would thereafter pay the member city rate. This arrangement mirrors agreements with other member cities. He noted that the current member cities are Draper, Midvale, Murray, Riverton, Sandy, South Jordan, and West Jordan. All seven current cities, along with Herriman, must adopt identical resolutions for the agreement to proceed. The only difference in Herriman's case is the inclusion of a separate agreement between Herriman and Trans-Jordan outlining purchase terms and payment arrangements. He reaffirmed the organization's commitment to low tipping fees, integrated waste management, environmental stewardship, residential access, long-term disposal solutions, and education and outreach. He highlighted beneficial uses of landfill gas, including a power purchase agreement with Murray and the Bayview Landfill project, where gas is now metered onto the Kern River pipeline, generating revenue. Waste from South Jordan residents will eventually be sent to Bayview once Trans-Jordan reaches capacity and a transfer station is built. He emphasized that all seven current member cities, as well as Herriman, must approve the exact same interlocal agreement for it to take effect. The resolution before the council reflects that identical language. Mr. Scott concluded by reaffirming Trans-Jordan's commitment to environmental responsibility, education, and long-term waste management solutions.

Council Member Zander asked for confirmation that the Bayview Landfill is the site located south of Utah Lake, which was discussed in prior years. Mr. Scott clarified that it is situated on the southwest corner of Utah Lake, near the LDS Church farm and dairy, north of Genola, and is civil land.

Craig Hall stated that the landfill site is under a long-term lease with the State Institutional Trust Lands Administration (SITLA). At the conclusion of the lease, the property will transfer to the organization, as SITLA has no interest in reclaiming it as a landfill. An annual fee is paid to SITLA based on tippage and tonnage. The organization currently owns 800 acres at the site, providing an estimated capacity of at least 100 years.

Mayor Ramsey asked how long the lease will be before ownership takes place. Mr. Hall responded 25 years. Mr. Scott added that as sections are closed, portions of the property can be deeded back to Trans-Jordan to own it, as SITLA does not want the liability. He noted that Trans-Jordan is one of SITLA's largest leasing customers.

Council Member Zander asked if the Bayview Landfill is currently in use. Mr. Scott responded that all of Utah County, except Payson, is currently sending waste to the Bayview Landfill. Wasatch Integrated from Layton is also sending waste from Davis and Morgan Counties, with about half of their waste currently going there. Eventually, the landfill will receive waste from all member cities, with an anticipated volume of well over one million tons per year once Trans-Jordan's capacity is reached. Mr. Hall added that the Bayview Landfill is currently the largest landfill in the state, processing approximately 400,000 tons of waste annually. Mr. Scott noted that Bayview would be the second-largest landfill in the western United States, behind the Las Vegas landfill, which operates 24 hours a day, 365 days a year, and is currently the largest in the country.

Mr. Hall noted that owning and leasing the Bayview Landfill allows them to maintain competitive pricing and limit cost increases from private landfills. He stated that the landfill is currently operating at approximately \$11.50 per ton, one of the lowest rates in the United States. Mr. Scott added that the landfill helps keep costs low for residents. He noted that in the long term, transportation costs will become the primary expense as Trans-Jordan reaches capacity.

Mayor Ramsey asked whether Herriman's current waste management fees have increased by approximately 30% compared to what they are currently paying as presented in the presentation. Mr. Scott responded that Herriman's collection costs through their hauler, Front Waste and Recycle, have increased by approximately 30% in a single year. Mayor Ramsey noted that allowing Herriman to join the agreement would make a significant difference for Herriman residents, both due to cost savings and the convenience of proximity. Mr. Scott added that Herriman received bids from two competitive private haulers for their collection services and was preparing to award the contract, similar to arrangements in other cities.

Council Member Shelton asked when the landfill is expected to reach capacity and close. Mr. Scott projected that the landfill will reach capacity around 2032, noting that exact timing depends on economic conditions and growth rates. He emphasized the importance of having a transfer station designed and operational by that time and indicated that plans and renderings will be presented to zoning and planning committees in the future. He highlighted the efficiency and environmental management of the existing Sandy facility as a model, noting features such as air filtration and neighborhood integration, and stated the new transfer station will serve residents of West Jordan, Riverton, South Jordan, and Herriman.

Council Member Shelton noted that when the landfill reaches capacity, he expects that waste management fees for residents may increase. Mr. Scott acknowledged that fees may need to increase slightly to cover additional hauling costs once the landfill reaches capacity. He noted the Trans-Jordan current financial stability and projected that an increase of approximately \$5 to \$7 per ton would be required to transport waste the additional 44 miles. Current rates are \$26 per ton for city collection and \$41 per ton for commercial services.

Council Member Shelton asked whether there will be a capital expense for the creation of the new transfer station. Mr. Scott explained no, that 50 acres were purchased from Daybreak to provide buffer land, with Daybreak having first right of refusal on approximately 25 acres, which could offset some costs. Additionally, they have bonded for the transfer station in Sandy and is expected to bond for this one as well, ensuring that residents using the facility contribute to its funding.

Council Member Shelton asked whether the bond for the transfer station will be covered by revenues, including the anticipated \$5 per ton increase in tipping fees. Mr. Scott confirmed that is correct, that will be built into the increase.

Council Member Shelton asked what the landfill will look like after it is closed and during ongoing maintenance. Mr. Scott explained that, per Environmental Protection Agency (EPA) standards, the landfill must be maintained for at least 30 years, though he anticipates this requirement may extend to approximately 50 years. Maintenance includes environmental management, methane collection, with a fourth engine planned, quarterly inspections, continuous vacuum operation, groundwater testing in coordination with Kennecott, road grading, and erosion control. These measures will ensure long-term environmental compliance from the landfill's projected closure in 2032 through at least 2062.

Council Member Shelton asked whether the closed landfill will be maintained as a field of natural grass. Mr. Scott explained that the post-closure landfill area will be the subject of future discussions with the City Council. Potential uses include solar energy projects, other alternative energy options in collaboration with Daybreak, and recreational activities such as mountain biking, with the goal of creating a utilized space for South Jordan residents.

Council Member Shelton inquired whether the post-closure landfill area could be open to the public at some level. Mr. Scott explained that while most of the landfill property has been purchased by Trans-Jordan, certain areas such as methane wells must remain safely managed. Traditional uses like parks or golf courses are generally not feasible due to settling issues. However, he suggested that alternative recreational uses, such as a mountain biking course or pump track, could be viable, as they are more adaptable to annual grading. He indicated that the Trans-Jordan will provide annual updates to the Council on plans, including renderings, well in advance of the landfill's closure.

Mr. Hall added that state regulations require the Trans-Jordan to set aside funds annually for landfill closure and inspection. To date, approximately \$4.2 million has been saved for post-closure maintenance. He clarified that "closure" primarily refers to commercial operations, while residential use of the Public Convenience Center (PCC) site would remain accessible, ensuring ongoing convenience for residents.

Mr. Scott stated that both the PCC and the transfer station will be maintained. On weekdays, the PCC will serve residents, while the transfer station will primarily serve commercial users. On weekends, both facilities will be open to the public. Additionally, scales, household hazardous waste collection, and recycling services will continue to be maintained at the site.

Council Member Zander asked about the size of the landfill area available for reclamation or development after closure. Mr. Scott responded that it is 180 acres of land. He explained that approximately 25 acres will be reserved for ongoing operations near Highway U-111, leaving roughly 150 acres available for reclamation or development after the landfill's closure.

Council Member Harris asked staff, based on their review of the numbers, whether joining the agreement and related plans represent a sound decision for the City. Assistant City Manager Jason Rasmussen stated that bringing on the eighth city contributes to the overall financial stability of the landfill and helps offset moving forward costs. City Manager Lewis added that the agreement for the eighth city mirrors the terms South Jordan received when it originally joined, noting that while costs are slightly higher, the arrangement is fundamentally the same.

Council Member Zander asked why the eighth city had not joined the landfill agreement previously. Assistant City Manager Rasmussen explained that the eighth city had previously remained hands-off regarding waste management because their service was provided by Salt Lake County, and the city had not actively participated in managing those services.

Mr. Hall concluded that, while the decision may not provide immediate cost savings for the eighth city, it is a strong long-term investment, as the city will build equity in the landfill similar to buying a house.

E.2. Education and Enforcement of E-bikes. (By Chief of Police, Jeff Carr)

City Manager Dustin Lewis noted that several council members and residents have raised concerns regarding the use of electric bikes, scooters, golf carts, and similar vehicles in the community. Staff have also observed related issues. He explained that the Police Department has been asked to review the situation, provide background on applicable laws, and suggest approaches for education and enforcement. Police Chief Jeff Carr and his team will present their findings, after which the Council can discuss and provide direction on addressing the issue.

Police Chief Jeff Carr introduced Deputy Police Chief Rob Hansen, Lieutenant Case Winder, who oversees the Special Services Division, and Sergeant Mark Squire, who leads the Traffic Unit, noting that both have been addressing issues with electric bikes and similar vehicles. He clarified that many concerns attributed to "E-bikes" actually involve electric motorcycles, which do not require pedaling, and indicated that Lieutenant Winder and Sergeant Squire would provide further details and observations.

Sergeant Mark Squire reviewed prepared presentation (Attachment B). He explained that the city has observed a significant issue with electric motorcycles being misidentified as E-bikes. He reviewed relevant State of Utah codes and South Jordan City municipal code, noting that the local code, written in 1999, prohibits E-bikes and electric assist scooters on sidewalks, trails, and parks, including the Jordan River Trail. He clarified that state law allows E-bikes and electric

assist scooters on streets and sidewalks, classifying them similarly to pedal bikes. The local code references “motor-driven cycles,” a broadly defined term covering any cycle with a motor, including scooters and mobility devices. Violations are considered a Class C misdemeanor, though discretion is used for accessibility devices, and no citations have been issued for such cases.

Mayor Ramsey suggested that updating and clarifying the city code language regarding electric bikes and scooters would be beneficial, noting that these vehicles are more prevalent now than when the code was originally written.

Sergeant Squire continued reviewing prepared presentation (Attachment B). He referenced state law definitions for E-bikes, noting that operable pedals are required. He explained the three classes of E-bikes: Class 1 requires pedaling with motor assistance up to 20 mph; Class 2 can be powered exclusively by the motor up to 20 mph; and Class 3 provides motor assistance while pedaling up to 28 mph. All three classes are legally treated the same as pedal bikes, allowing them on sidewalks, streets, and other areas where standard bicycles are permitted.

Council Member Zander asked for clarification, confirming that E-bikes with operable pedals providing motor assistance would not be prohibited from trails. Sergeant Squire confirmed that E-bikes with operable pedals are allowed on trails as long as they do not exceed the manufacturer-set speed limit of 28 miles per hour.

Council Member Zander asked whether police are able to monitor the speed of riders on E-bikes. Sergeant Squire explained that while monitoring E-bike speeds would be rare, law enforcement could enforce city codes if a rider is traveling at a high rate of speed in areas with pedestrians. He noted that officers have discretion under a “catch-all” safety code. Additionally, he outlined age restrictions for E-bike classes: Class Three riders must be 16 or older, Class Two riders must be at least 14 (or accompanied by a parent if younger), and children under eight are prohibited from riding any E-bike.

Council Member Shelton asked if the age restrictions for E-bike classes were based on current state law. Sergeant Squire confirmed that they are state law requirements and explained that the city’s current ordinances are more restrictive than state law due to the language around “motor-driven cycles.” Recent training led to the impounding of three or four electric motorcycles over the past few weeks. These vehicles, often dirt bikes or street-legal motorcycles without combustion engines, can reach high speeds and are creating safety concerns, particularly with younger riders navigating sidewalks and streets unsafely.

Council Member Zander asked whether the bikes in question have pedals. Sergeant Squire clarified that some of these electric motorcycles have pegs rather than operable pedals. He noted that some riders may attach pedals to their electric motorcycles, but if the bike still exceeds the 28-mile-per-hour manufacturer limit, it would remain illegal.

Chief Carr explained that many parents mistakenly believe these electric motorcycles are simply E-bikes or bicycles, but they are not. Even if the bikes were street-legal, riders would still need to be at least 16 years old, possess a driver’s license with a motorcycle endorsement, have the vehicle registered, and carry insurance. Despite this, the department has observed 12 to 14 year

olds operating these motorcycles on sidewalks and streets, creating safety concerns. Sergeant Squire clarified that modifying the city code language would not affect these vehicles, as they are classified as motorcycles under state law regardless of local ordinance.

Council Member Zander asked about a recent enforcement action she observed on Kestrel Rise Road, noting that a vehicle with flashing lights had stopped someone riding one of these electric motorcycles. Chief Carr responded that the stop was most likely conducted by a community service officer.

Sergeant Squire explained that the current enforcement approach prioritizes education; first-time offenses without safety or property hazards receive a warning, often accompanied by educational materials or media outreach coordinated with the City's communications team. For second offenses or instances involving safety risks or property damage, the rider would be cited, and the vehicle could be impounded.

City Manager Lewis noted that the purpose of the discussion is to get council feedback on this education-first approach. He emphasized that public education will include outreach through the communications team to inform parents and device owners about the new enforcement strategy and upcoming guidance.

Deputy Chief Hansen added that warnings will involve parents, not just the riders, and will be documented in the department's system. He emphasized that this approach focuses on education as a key tool in addressing the issue.

Council Member Zander asked about enforcement for riders under 16, noting most infractions in her neighborhood involve minors. She asked whether officers would simply issue warnings or take further action. Chief Carr responded that officers are stopping the riders, documenting the incident in the system, and contacting parents. Depending on the situation, they either facilitate the youth getting home or have the parents come to pick them up.

Sergeant Squire added that recent incidents highlighted the importance of parent involvement. He cited a case where juveniles were educated about riding motorcycles at a public event but no formal documentation or parental contact occurred. One of those juveniles later crashed into a car while riding on a public street. He emphasized that notifying parents is essential, as without it, children may interpret warnings as permission to continue unsafe behavior.

Mayor Ramsey noted that education is key, emphasizing that while dirt bikes and similar vehicles have always existed, the prevalence and appeal of electronic motorcycles is a newer challenge. She acknowledged that many parents may not understand that these devices are more powerful and regulated than typical E-bikes, highlighting the need for public awareness and education.

Deputy Chief Hansen noted that the primary concern is reckless behavior. He noted that while youths generally behave appropriately when parents are present, issues arise when they are unsupervised, which has been the most common problem observed.

Council Member McGuire added that from a parent's perspective, there's a tendency to compare these activities to what they did as children. However, unlike a pedal bike, these electric motorcycles can reach speeds up to 28 miles per hour, creating a greater risk.

Sergeant Squire continued to review prepared presentation (Attachment B), explaining that motor-assisted scooters are stand-up devices that do not require operable pedals. These scooters are limited to 2,000 watts or 20 miles per hour. He noted that both private scooters and semi-public rental scooters operate under these limits, are legal to ride without registration or insurance, and may be used on sidewalks or roads as long as they do not endanger pedestrians or vehicle traffic.

Council Member McGuire expressed concern about safety risks with motor-assisted scooters, citing an incident where a young child, estimated around four years old, was attempting to ride a scooter across 4000 West at South Jordan Parkway. He noted that the child had difficulty controlling the scooter and was not wearing a helmet, raising concerns about the potential for serious injury. Sergeant Squire clarified that, under normal circumstances, additional restrictions on motor-assisted scooters are unlikely since they are treated like bicycles. However, if an incident involves a crash, enforcement can be applied retrospectively by assessing factors such as speed, rider familiarity, and whether negligence contributed to the accident.

City Attorney Ryan Loose added that officers retain discretion to intervene if they observe a situation that is clearly dangerous, such as a very young child riding at high speed. In such cases, officers may take immediate action to stop the activity to ensure safety.

Council Member Zander asked whether the city has any regulations governing the shared electric scooters, such as the green ones available for short-term rental, or if they operate without local oversight. City Attorney Loose explained that the city previously considered regulations for shared electric scooters but did not adopt any, as the city lacks the dense, downtown-style areas where these devices typically concentrate. He noted that their presence has increased in recent years and suggested the topic could be revisited.

Council Member Zander noted the growing use of shared electric scooters, particularly in Daybreak, and raised concerns from residents about the lack of city rules governing where these devices can be parked.

Sergeant Squire continued to review prepared presentation (Attachment B). He explained that signage regarding electric bikes and scooters along the Jordan River Trail is limited. He noted that the current city code does not fully align with state law, which excludes pedal bikes, motorized wheelchairs, electric assist devices, e-bikes, and scooters from certain restrictions. He clarified that these devices are allowed on sidewalks as long as users do not endanger pedestrians or vehicles. Officers retain discretion to educate and manage situations without formal enforcement if safety concerns arise.

Council Member Shelton asked what is excluding motor-assisted scooters. Sergeant Squire explained that, under state law, the language can be somewhat confusing. While motor-assisted scooters have the same rights as bicycles, they are contextually excluded from a particular sentence in the code. He noted the state code first defines bicycle rights, and then separately

defines motor-assisted scooters, granting them the same rights as bicycles while clarifying certain exclusions in specific sections of the law.

Sergeant Squire noted that near 10600 South and the Jordan River Trail, businesses rent E-bikes, and on a typical day, though fewer on very hot days, he estimated around 100 bicycles on the trail daily, with a majority being E-bikes. While most riders operate safely and reasonably, they are technically in violation of the current city code.

Council Member Zander clarified that riders are violating the city code because they are not allowed on the Jordan River Trail. Sergeant Squire responded because they are driving a motor driven cycle. Chief Carr added that staff is not suggesting any changes beyond what state law allows, which would permit this type of activity.

City Manager Lewis asked the council for direction on several points; whether they want staff to draft updated language to amend the city code, address signage issues to clarify where these devices are allowed, determine the level of public education and communication rollout, and decide how actively officers should engage in stopping, educating, and enforcing rules. He emphasized that the use of these devices is growing rapidly and sought guidance on how involved the council wants staff to be in managing the issue.

Council Member Shelton provided direction, stating that the city code should be updated to align with state law, which he considers reasonable. He asked whether the state law specifies a speed limit for bicycles or E-bikes. Sergeant Squire responded that the state law does not specify a speed limit, only that riders must operate their bicycles or E-bikes in a controlled and non-negligent manner. Council Member Shelton stated that the city should update its code to align with state law. He recommended preparing clear communications through social media, the city website, and newsletters to inform the public that electric motorcycles are not permitted on streets, sidewalks, or trails. He also expressed support for the education-first approach with enforcement that staff is implementing, noting it is a sound strategy.

Chief Carr clarified that the primary concern is with electric motorcycles, not E-bikes. Officers are not actively monitoring the age of E-bike riders unless there is reckless behavior. The main issues the department is encountering involve electric motorcycles. Council Member Shelton agreed and noted specific areas in Bingham Creek Regional Park where electric motorcycles are damaging the landscape and destroying portions of the park.

Council Member Harris inquired about the use of golf carts, side-by-sides, and four-wheelers, seeking staff thoughts on those vehicles. Sergeant Squire explained that the police department reviewed a detailed version of state regulations covering various engine sizes and vehicle capacities. Low-speed vehicles, such as tractors or golf carts with windshields, parking brakes, lamps, and horns, are addressed specifically. Under state code, golf carts are not permitted on public streets unless a city ordinance allows it. They may operate on bike paths but cannot cross streets, limiting practical use. Currently, Highland is the only city he is aware of that permits golf carts on roads under 25 mph, requiring a licensed driver and proper lighting and turn signals.

City Attorney Loose added that some privately owned streets within homeowners' associations may allow golf carts, but emphasized that this does not apply to public city streets, and any usage there is governed by private policy rather than city regulations.

City Manager Lewis asked the council if they had a preference regarding golf carts, whether to leave the current restriction in place and continue education and enforcement, or to consider changing the regulations.

Council Member Zander expressed concern about unsafe golf cart use in the community. She noted that while some golf carts are driven responsibly by adults, she has observed 12 and 14 year olds operating them recklessly, often with multiple passengers, particularly in school parking areas. She emphasized that such behavior poses a serious risk of injury and needs to be addressed through regulation. City Manager Lewis added that the issue extends beyond individual neighborhoods, noting he has observed golf carts being driven near City Hall and other public areas, highlighting the widespread nature of the concern.

Council Member Zander noted that while golf carts are not her primary concern, if regulations are implemented, they should include age restrictions, emphasizing that the more pressing issue is with electric dirt bikes. City Attorney Loose clarified that golf carts are currently prohibited except for very limited, known exceptions (like crossing at Glenmore for the golf course). He suggested that if there haven't been widespread issues, the city could maintain the current approach, leaving education and enforcement to officer discretion, rather than implementing new regulations.

Council Member Zander asked, if you get a call from somebody that says there's a reckless golf cart, what do you do? Sergeant Squire responded, that they still have the code that we can say you're driving an unlicensed, unregistered vehicle on the roadway. Depending on the call and what we observe, if the person is cooperative, we may be somewhat lenient, but if they're not, we could take further action.

Council Member Zander expressed support for addressing the issue of dirt bikes and electric motorcycles in the community. She noted that these vehicles have become increasingly prevalent and raise safety concerns. She emphasized the importance of an educational campaign, suggesting that communications be distributed across multiple platforms to inform residents that the city does not allow these vehicles, while framing the messaging in a way that assumes most people are unaware rather than acting intentionally.

City Manager Lewis recommended prioritizing an update to the city code before launching the education campaign. He suggested that the code be revised first to provide clear language, ensuring the educational materials align with the updated regulations. Once the code changes are adopted, the communications campaign can be implemented immediately. He inquired which trails the council would like to designate for E-bike use and which should remain restricted. He also asked whether updated signage is needed and suggested bringing back a plan specifying trail access for these devices.

Mayor Ramsey noted that the current signage is unclear, as many users do not recognize their devices as motorized vehicles. From an education standpoint, people often do not realize they are

in violation. She praised the recent video done for explaining the changes to Movies in the Park, noting it effectively communicated the reasoning behind the decision and was well received by the public. She suggested a similar approach for the E-bike and electric motorcycle issue; using officer experts to explain the rules, share experiences, and highlight recent accidents, including fatalities, to help the community understand the reasoning behind the regulations.

Council Member Zander emphasized the importance of visual demonstration in the educational materials, suggesting the video include both an E-bike and a motorized dirt bike so viewers can clearly see the differences and understand the rules being discussed.

City Manager Lewis noted that the internal training for officers includes an extensive slide deck with numerous examples, which can serve as reference material for the public education video. He stated that staff will begin implementing the code changes and educational materials, bringing the updates back to a future work session for council review before presenting them at a regular meeting.

Council Member Johnson motioned to recess the City Council Study Meeting and move to Executive Closed Session to discuss pending or reasonably imminent litigation and for the discussion regarding deployment of security personnel, devices, or systems. Council Member McGuire seconded the motion. Vote was 5-0, unanimous in favor.

RECESS CITY COUNCIL STUDY MEETING AND MOVE TO EXECUTIVE CLOSED SESSION

F. Executive Closed Sessions:

- F.1. Discuss pending or reasonably imminent litigation.
- F.2. Discussion regarding deployment of security personnel, devices, or systems.

ADJOURN EXECUTIVE CLOSED SESSION AND RETURN TO CITY COUNCIL STUDY MEETING

Council Member McGuire motioned to adjourn the Executive Closed Session and move back to the City Council Study Meeting. Council Member Shelton seconded the motion. Vote was 5-0, unanimous in favor.

Council Member McGuire motioned to adjourn the July 15, 2025 City Council Study Meeting. Council Member Johnson seconded the motion. Vote was 5-0, unanimous in favor.

ADJOURNMENT

The July 15, 2025 City Council Study Meeting adjourned at 6:26 p.m.

This is a true and correct copy of the July 15, 2025 City Council Study Meeting Minutes, which were approved on August 19, 2025.

A handwritten signature in black ink, appearing to read "Anna Chapman". The signature is fluid and cursive, with the first name "Anna" and the last name "Chapman" clearly distinguishable.

South Jordan City Recorder

ATTACHMENT A



TRANS-JORDAN

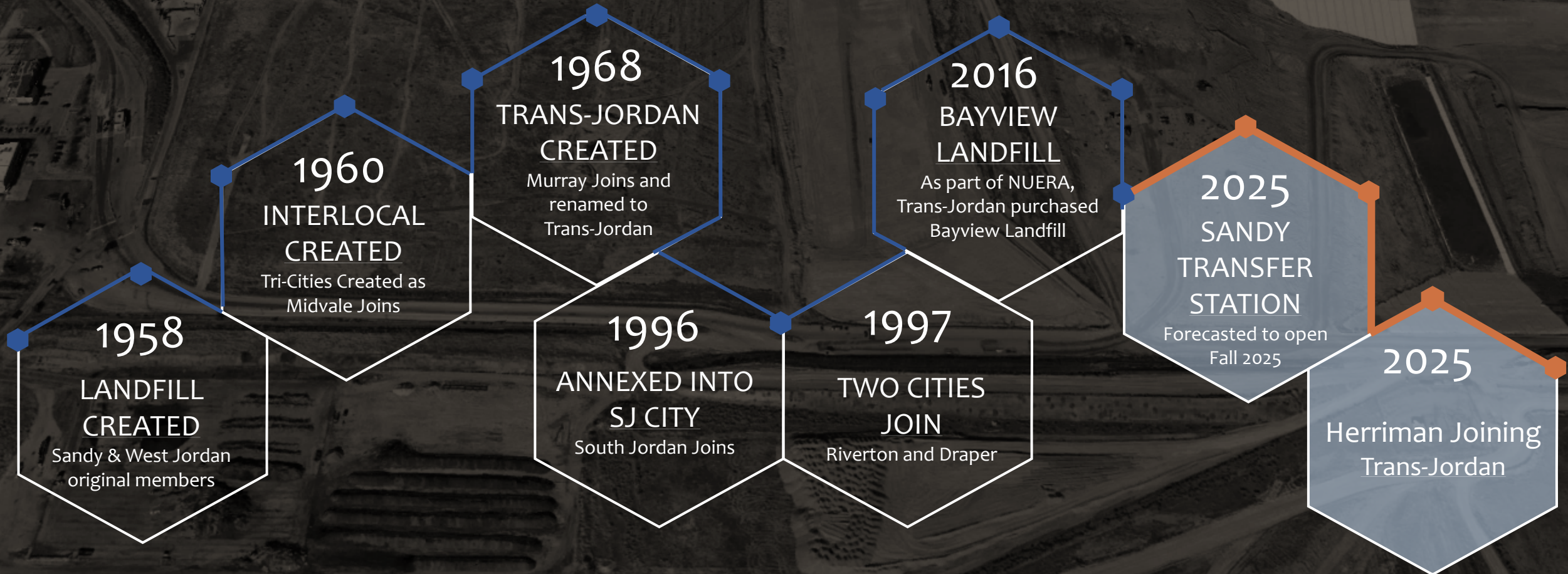
INTEGRATED SOLID WASTE MANAGEMENT

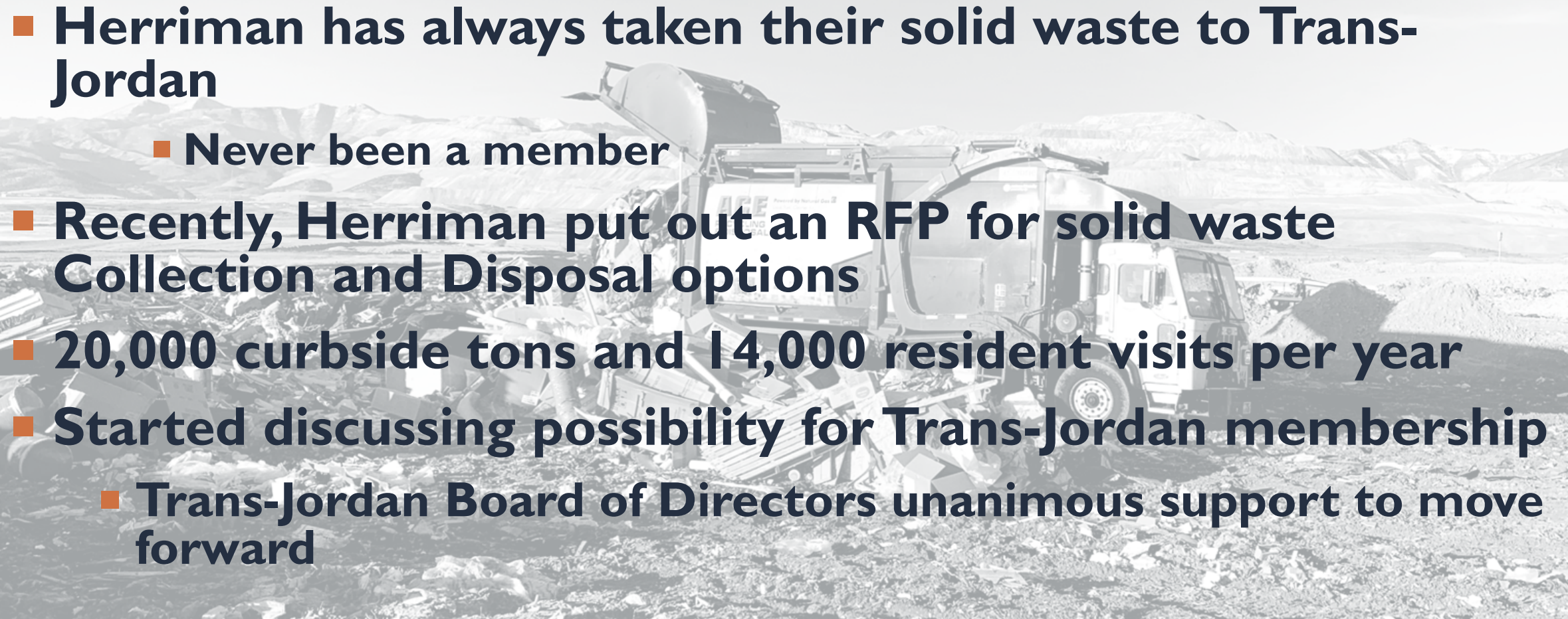
HERRIMAN CITY JOINING TRANS-JORDAN



TRANS-JORDAN

Past, Present, Future



- 
- **Herriman has always taken their solid waste to Trans-Jordan**
 - **Never been a member**
 - **Recently, Herriman put out an RFP for solid waste Collection and Disposal options**
 - **20,000 curbside tons and 14,000 resident visits per year**
 - **Started discussing possibility for Trans-Jordan membership**
 - **Trans-Jordan Board of Directors unanimous support to move forward**

HERRIMAN SOLID WASTE



- 
- A background image showing a recycling truck with its rear door open, dumping waste into a large pile of debris at a transfer station. The truck has "HERRIMAN RECYCLING & DISPOSAL" written on its side. The scene is set in a dry, hilly landscape.
- **Loss of 20,000 annual (full commercial rate) tons of revenue**
 - **Does TJ continue to allow 14,000 annual Herriman resident visits if they are taking their curbside waste somewhere else?**
 - **Resident visits are the most costly**

Both of the above issues would drive up costs for the member cities and their residents

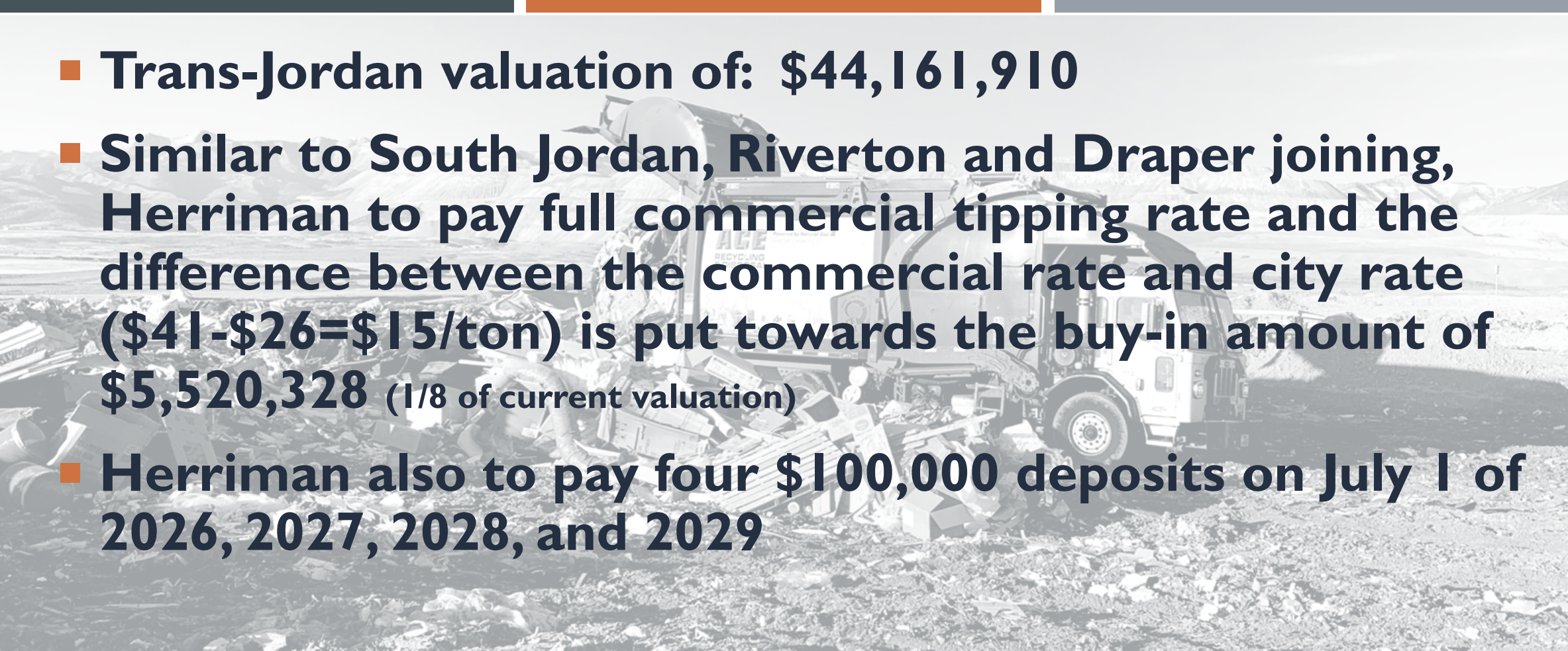
**IF HERRIMAN'S WASTE GOES
ELSEWHERE**



- 
- **Continue to receive Herriman waste now and in the future**
 - **Keeps costs down to ALL members**
 - **Economies of scale**
 - **Gives Herriman residents a place to take their waste**
 - **Both of the above become even more important as Herriman grows**
 - **Reduces pollution-Geographically, Herriman is located next to TJ**
 - **A close haul reduces carbon output and traffic**
 - **An additional city making the total membership 8 strong cities**

**BENEFITS TO MEMBER CITIES FOR
HERRIMAN JOINING**



- 
- **Trans-Jordan valuation of: \$44,161,910**
 - **Similar to South Jordan, Riverton and Draper joining, Herriman to pay full commercial tipping rate and the difference between the commercial rate and city rate (\$41-\$26=\$15/ton) is put towards the buy-in amount of \$5,520,328 (1/8 of current valuation)**
 - **Herriman also to pay four \$100,000 deposits on July 1 of 2026, 2027, 2028, and 2029**

AGREEMENT AND STEPS FOR HERRIMAN TO JOIN



Herriman City

Estimated Payment Schedule

Year	Payment	Balance	Notes
0	-	5,520,328	
1	300,000	5,220,328	
2	409,000	4,811,328	Payment includes \$100,000 installment
3	418,270	4,393,058	Payment includes \$100,000 installment
4	427,818	3,965,240	Payment includes \$100,000 installment
5	437,782	3,527,458	Payment includes \$100,000 installment
6	347,782	3,179,676	
7	358,215	2,821,461	
8	368,962	2,452,499	
9	380,031	2,072,468	
10	391,431	1,681,037	
11	403,174	1,277,863	
12	415,270	862,593	
13	427,728	434,865	
14	434,865	-	Principal sum retired in year 14
15	-	-	



ESTIMATED PAYMENT SCHEDULE



■ **CURRENT Seven Member Cities (Owners)**



MURRAY
CITY UTAH



- **TJ Formed by an Interlocal Agreement**
- **ALL 7 Current Owner Cities must adopt, by resolution, the SAME Amended and Restated Interlocal Agreement allowing Herriman to join as the 8th City**

**REQUEST OF THE CURRENT
MEMBER CITIES**



COMMITMENT TO MEMBER CITIES



Low Tipping Fees



Integrated Waste Management



Environmentally Sound



Residential Access



Long Term Disposal



Education & Outreach

INTEGRATED SOLID WASTE MANAGEMENT

Trans-Jordan is a committed partner with our community through the use of multiple solid waste management techniques

Trans-Jordan
Landfill

Residential
Recycling

Residential
Household
Hazardous
Waste

Beneficial
Land Use at
Landfill Site

TRANS-JORDAN

Beneficial use
of Landfill Gas
to power
production and
RNG

Sandy
Transfer
Station

Future
South Jordan
Transfer
Station

Bayview
Landfill



QUESTIONS?

JAREN SCOTT
EXECUTIVE DIRECTOR
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E-Bike Issues

SOUTH JORDAN POLICE
JULY 2025

South Jordan City Municipal Code

- SJMC currently restricts **any motor driven cycle** from operating in areas not designed for vehicle traffic. This includes electric assist bicycles (e-bikes) and electric assist scooters.
- Prohibits e-bikes and electric assist scooters from **sidewalks, trails, and parks**.
- Utah State Law provides the same riding rights and restrictions to e-bikes and electric assist scooters as it does bicycles

Trespass By Vehicle

- South Jordan City Municipal Code 10.28.090

*It is unlawful for any person to drive or park any motor vehicle, motorcycle or **motor driven cycle** upon any city owned property not designated for vehicular traffic or parking without permission of the city council.*

- Class C Misdemeanor with an \$85 fine
- Amended in 1999
- Option: Remove motor driven cycle language

Electric Assist Bicycles (E-Bikes)

- **State Law**

- **41-6a-102(11,12,13). E-Bikes**

an electric motor (750>Watts) equipped bicycle, *that must have operable pedals*, and can move without the use of a motor. Three types of e-bikes:

- Class 1 – provides assistance only when the rider is pedaling; SPEED < 20 MPH
- Class 2 – may be used exclusively to propel the bicycle; SPEED < 20 MPH
- Class 3 – provides assistance only when the rider is pedaling; SPEED < 28 MPH

E-bike *Age* Restrictions

Under 8 – Prohibited

Under 14 – Direct supervision by guardian or parent

Class 3 E-Bike

- Under 16 prohibited

EBIKE CLASSIFICATIONS WHAT'S THE DIFFERENCE



CLASS 1

**20MPH
PEDAL ASSISTED
NO ASSISTANCE WITHOUT PEDALING
SAME RULES AND ACCESS RIGHT AS
REGULAR BIKES**



CLASS 2

**20MPH
THROTTLE ASSISTED
CAN BE RIDDEN WITHOUT PEDALING
SAME RULES AND ACCESS RIGHT AS
REGULAR BIKES**



CLASS 3

**28MPH
PEDAL ASSISTED OR OPTIONAL THROTTLE
NO ASSISTANCE WITHOUT PEDALING
AGE LIMIT APPLIES
16+**

Not Allowed on Streets or Sidewalks



Surron Dirt Bike.
Speeds up to 68 mph.

This would be considered a motorcycle that would have to be registered, insured, and driven by a licensed driver with a motorcycle endorsement. These may also be registered as OHVs.

Motor Assist Scooter

- Definition:

A self-propelled device that has only two wheels, does not exceed 2000 watts or 20 mph. These are subject to the rules of a bicycle

- No registration or insurance required
- **UCA 41-6a-401(46) & 41-6a-1115(1)**



Motor Vehicle Defined

A vehicle that is self propelled by a motor

Motor driven cycle (SJMC)

- UCA Excludes: pedal bicycles, motorized wheelchairs, electric assist mobility device, e-bikes or scooters
- SJMC **doesn't provide exclusions for e-bikes or scooters**



Bicycle Rights

- **41-6a-102(7). Bicycles**

A wheeled vehicle propelled by a human using pedals, **including** e-bikes and **excluding** motor assisted scooters.

- Rights:

- i. Ride on the sidewalk so long as they are not riding in a negligent manner to endanger pedestrians or collide with vehicles [41-6a-1106]
- ii. Ride in the roadway so long as they ride in the same direction of traffic, and are nearest the right side of the road, unless they are avoiding a hazard or making a left turn [41-6a-1105]
- iii. Ride through a crosswalk *without* dismounting
- iv. Ride through a stop sign so long as they do not interfere with any immediate vehicle traffic or pedestrians [41-6a-1105]

