



# BOUNTIFUL CITY NEWSLETTER

*The City of Beautiful Homes and Gardens*

Dec. 1995 - Jan. 1996

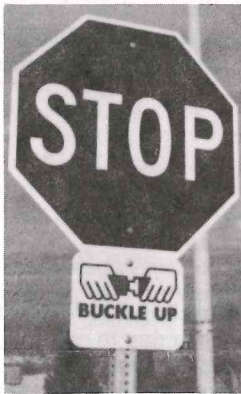
Published for Bountiful City Residents  
by Bountiful City Corp., 790 S. 100 East

## City Transportation Signage Is Tied To Uniform Engineering-Based Standards

According to City Engineer Jack Balling, one of the most common requests to his staff is one that can't—and probably shouldn't—be met.

"We get almost daily requests from citizens for traffic control signs, signals and other devices to regulate traffic in neighborhoods," says Balling. "The problem is that many of the requests are

**Under the uniform traffic control policy, stop signs cannot be used for speed control. The signs, in fact, are even deemed dangerous on minor residential streets.**



in conflict with nationally-accepted traffic regulation codes. Sometimes putting up a stop sign, for instance, is more dangerous for drivers than not to have any sign at all."

Like other cities, Bountiful complies with the State of Utah-adopted Manual on Uniform Traffic Control Devices prepared by the U.S. Department of Transportation. This manual is the governing standard throughout the U.S., and communities not conforming to the statistical-based rules place their taxpayers at risk of costly litigation and unsafe transportation policy.

Among frequent citizen requests:

**Slow Children at Play Sign...**The sign is not accepted by traffic engineers since studies found the signage led to a

false sense of security for children playing in the streets, only adding to the danger of childhood injuries.

**Speed Bumps or Dips to Control Speed...**Placement of bumps and dips in public streets is very hazardous, and communities throughout the U.S. have been held responsible for injuries caused when motorists lost control of their vehicles.

**Stop Signs...**According to the uniform regulations throughout the United States, "Stop signs should not be used for speed control." In fact, on minor residential streets, the use of stop signs has been found to be dangerous, creating an increase in accidents. Generally, unless the traffic volumes exceed 2,000 vehicles per day or the area is especially accident-prone, stop or yield signs are not warranted, and the normal right-of-way (yield to the right) governs.

**Traffic Signals (including left-turn signals)...**Not only is a traffic signal not a cure-all for any street intersection, but frequently the accident rate increases nearly double when a signal is installed. Therefore, before a traffic signal is installed, eight "warrants" are considered before an approval.

In making decisions, the Bountiful City Traffic Committee comes well-armed with information. Police officers log the site of every reportable traffic accident, and annual traffic volumes are measured on state and city roads throughout the community. The information is the key to all decisions. As an example, in 1993 there were 17 recorded accidents at 400 North and Main Street. This statistically-high rate

*Continued on Pg. 2*

### PUBLIC HEARING

**WED., JAN. 3  
7 P.M.**

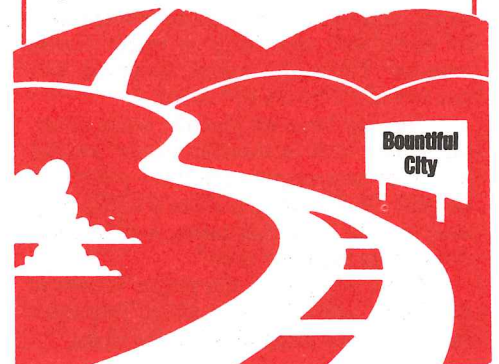
**Bountiful High Auditorium**

**Bountiful Blvd. Extension (Pg. 4)  
To Be Discussed - You Are Invited**

### Some Of The City's Busiest Streets

Some 45,000 vehicles will enter the intersection of 5th West and 5th South each weekday. Other high-volume sites and their daily vehicle count:

5th South .....	27,825
<i>(about 200 West)</i>	
Orchard Drive.....	17,325
<i>(near Bountiful High)</i>	
5th West .....	16,845
<i>(about 10th South)</i>	
400 East .....	14,714
<i>(about 400 North)</i>	
400 North.....	13,790
<i>(about 2nd West)</i>	
200 West.....	12,937
<i>(near Fred Meyer)</i>	
1800 South.....	12,352
<i>(just below Davis Blvd.)</i>	





Growth in new housing and population has resulted in traffic volumes increasing about 5% per year in Bountiful. Some areas have increased significantly: Orchard Drive south of 1800 South has seen a 19% traffic increase while housing development and the Bountiful Temple has led to a 25% increase on 400 North above 400 East.

## Police Will Emphasize Speed Limit Enforcement, Says Chief Rapp

Police Chief Paul Rapp says his department will strongly emphasize speed enforcement, not as a punitive measure but as an effective tool to increase safety.



Chief Paul Rapp

"There's no doubt that speeding is on the increase due to sheer increase of traffic congestion and population density," he said. "Unfortunately, greater population density means there are more pedestrians and more potential for injury accidents."

Chief Rapp reminded citizens that, unless posted differently, the speed limit in residential areas of Bountiful is 25 mph and the maximum speed in a "flashing" school zone is 20 mph. (see **Stiff Fines** on Pg. 3)

The Bountiful Police Department has used its computerized Reader Board to remind motorists of their speed, and Chief Rapp says speed enforcement will be increased, especially on major traffic arteries. The enforcement, however, will not include "Photo Cop" radar.

"It may have its place in some cities, but Photo Cop is counter to our overall policy of community-oriented policing," he said. "If our officers make a traffic stop they should be accountable, just like the driver who is pulled over."

Chief Rapp said the major causes of accidents are failure to yield, improper lookout, speed and following too close.

## Growth Not Confined Only To Bountiful...

Davis County remains one of the state's top growth-oriented regions, creating a higher-than-average jump in vehicle traffic.



According to the Utah Division of Air Quality, the county recorded barely over 4 million vehicle miles in 1994. Within 10 years, that figure should reach 5 million miles, an increase of 23%. In contrast, Salt Lake County traffic expected to grow by 28%, Utah County's by 19% and Weber County's by 18%.

Davis County's population is expected to grow from its current 210,000 to 254,000 within 10 years, an increase of 21%.



The most accident-prone intersection is 5th West and 5th South which carries about 45,000 vehicles per day. The left-turn signal resulted from statistics collected and reviewed by the City Traffic Committee.

## Signage in Bountiful Complies With National Uniform Standards

Continued from Pg. 1

led the committee to install two Yield signs, dramatically reducing the number of accidents in 1994 by some 70%. Similarly, an increase in accidents at 1600 North and 200 West (Pages Lane) was found to be largely due to motorists "running" a northbound stop sign. The decision was to erect a substantially larger 36" sign which, at this point, seems to have reduced the accident rate.

If the street or intersection involves a State road, the Traffic Committee uses the information to alert UDOT officials of traffic problems. In 1994, for instance, the only two intersections in the city which, considering traffic volume, had a higher than anticipated accident rate were 4th North/5th West and 5th West/5th South—both falling under the supervision of the State of Utah. Due to the combined 56 accidents, UDOT placed a left-turn

signal at 5th West/5th South (and is continuing to monitor the location) and is planning a combination left-turn signal/median reconstruction /east-west left-turn realignment at the 4th North/5th West intersection.

"The system works," says Balling, "but some well-meaning residents don't see the wisdom of a planned and uniform transportation policy. They see a problem at a particular site and want immediate action, not understanding that city officials must look at the overall picture and conform to national engineering-based standards. Although any accident is one too many, Bountiful residents should be aware that of the 32 intersections where three or more accidents occurred last year, 29 of the 32 were below the critical high ratio. This indicates that our streets are engineered for routine safety and our drivers by and large tend to obey traffic laws."



Concrete barriers like those used in the Centerville/Farmington I-15 project will be utilized in the Bountiful-area freeway expansion. Further expansion, however, will not come immediately.

## Transportation Challenges A Major Topic For Coming Legislative Session

State funding for highways will be increased, says Rep. Sheryl Allen. But she cautions that even if many millions of dollars magically appeared overnight, the expansion of I-15 could not begin immediately.

"Any expansion of the freeway system has to receive approval of the federal government," she says, "so the time delay means that congestion will certainly get worse before it gets better." Rep. Allen explained that before highway expansion can proceed, officials must review the environmental impact, air quality concerns and wetlands issues. Then of course, there's the challenge of finding the massive amount of funds associated with freeway expansion.

"With federal funding cutbacks, the State of Utah cannot rely upon federal grants," said Rep. Allen. "The state of Utah has built up a large surplus based on the strength of the economy, but the surplus money is not large enough to totally bail us out of our transportation problems. UDOT estimates that the state needs at least \$2.6 billion in new road construction—and that doesn't include any money for current maintenance and bridge/road repair.

"As the Utah Foundation reported, growth-related traffic congestion creates indirect costs to the public including wasted time in slowdowns, and an increase in air pollution. Clearly our existing highways are not adequate for our fast-growing population and mobile lifestyle."

The 1996 Utah Legislature which convenes in mid-January will also consider funding for land options and acquisition to preserve the corridor for the potential West Davis Highway. However, opinions differ on the merits of the highway, and, even if approved and funded, the West Davis would not be open to traffic for another 10 years.

Rep. Allen said a move will also be made to increase the gas tax, the state portion of which has not been increased since 1987. (About 25% of current gas tax revenues go to cities and counties for road maintenance and construction). Legislative plans also involve transportation alternatives such as mass transit, incentives for car pooling, and high-occupancy vehicle lanes.

One addition to I-15 has already been approved, however. UDOT has announced plans to construct an additional lane between the 2600 South interchange in Woods Cross and I-215, with the expansion providing drivers entering and leaving the belt route better access. Rep. Allen said that the construction will be done in phases with use of concrete barriers (and slightly narrower lanes) similar to the Fall construction on I-15 in Centerville and Farmington. Construction on the additional lane will begin next summer.



Rep. Sheryl Allen

## Public Works Dept. Can Help Inform On Flooding

Flooding in our city is caused principally by three sources: Mill, Stone and Barton Creeks can experience heavy flooding during a heavy snow melt or if a summer thunderstorm forms in their watershed. Local flooding, of course, can occur anywhere in the city. Although not as dramatic as high run-off in streams, sudden thunderstorms can still cover streets and yards and can flood basements and lower floors.

Residents should be aware that flooding can occur with little warning. A debris flow on Stone Creek in 1983 covered streets within 15 minutes of forming. Floods can also be dangerous as they are damaging. Even though floods appear to move slowly (some 3' per second), a flood two-feet deep can knock a man off his feet and float a car.

Past history is no indicator of whether or not you will experience future flooding, but if you are in the floodplain, the odds are that someday your property will be damaged.

### City Flood Services

The first thing you should do is check your flood hazard. Flood maps and flood protection references are available at the Bountiful Public Library. You can also visit the Engineering Department in City Hall to see if you are in a mapped floodplain. If so, staff members can give you more information as to past flood problems in the area and help in selecting an architect, engineer or contractor.

If requested, the Public Works Department will visit a property to review its flood problem and explain possible ways to stop flooding or prevent damage. Services are free by calling the Department at 298-6125.

### What You Can Do

Several of the city's efforts depend on your cooperation and assistance. For example:

- Do not dump or throw anything into the channels, streams or basins. Dumping in our storm drains or streams is a violation of city ordinance, and even grass clippings and branches can accumulate and plug channels. A plugged channel cannot carry water and, during rain, the water has to go somewhere. Every piece of trash contributes to flooding.
- If your property is next to a ditch or stream, please do your part and keep the banks clear of brush and debris. The County has a stream maintenance program which can help remove major blockages such as downed trees.
- If you see dumping or debris in the ditches or streams, contact the Public Works Dept. at 298-6175.
- Always check with the Building Department before you build on, alter, regrade or fill on your property. A permit may be needed to ensure that projects do not cause problems on other properties.
- Check out information on floodproofing and flood insurance.

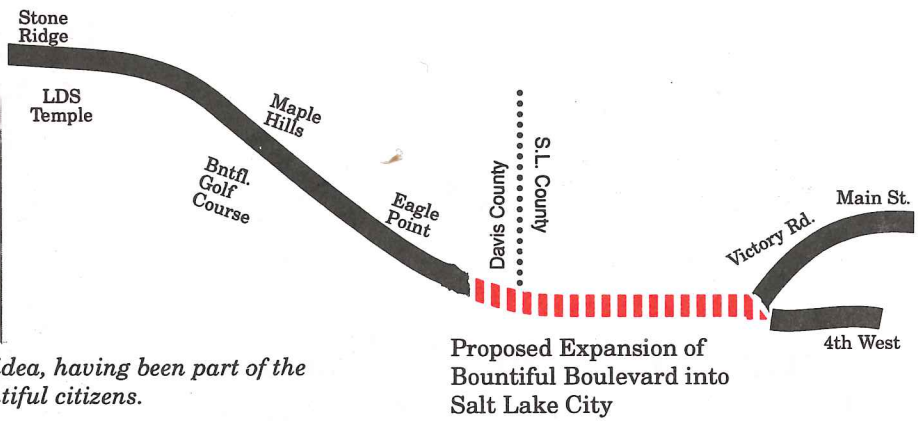
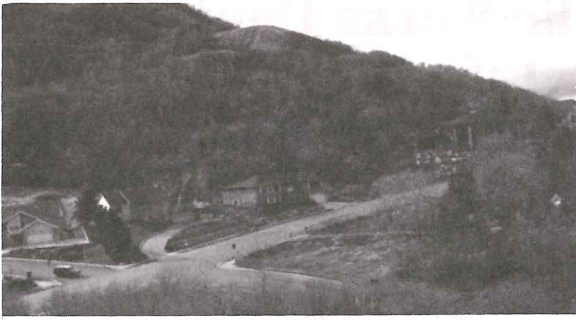
## Ouch! Legislature Increases Stiff Fine For Speeding In School Zones

Bountiful City has more than 30 school crossing zones in the city limits...And when you drive through them, slow down!

The new fine schedule established by the Legislature for school zone infractions:

MPH over	1st Offense	Subsequent
0-9	\$67.50	\$67.50
10-19	\$135.00	\$270.00
20-Plus	\$337.50	\$675.00

Fines for other non-school infractions range from \$49 to more than \$300



The extension of Bountiful Boulevard is not a new idea, having been part of the city's Master Plan prepared by Bountiful citizens.

# The Proposed Bountiful Boulevard Extension

• Questions & Answers Prepared by Tom Hardy, City Manager •

*What is the Bountiful Boulevard extension?*

Simply stated, it is the extension of the boulevard into Salt Lake City. Its purpose is to carry traffic from the east bench of Bountiful and North Salt Lake into Salt Lake City so these motorists will not have to drive through existing residential areas to reach I-15 or Beck Street.

*Is this extension a new idea?*

No. In 1963, a state highway department study analyzed the increased traffic expected from projected residential growth in South Davis County, and proposed a roadway connecting the upper bench of South Davis County to the bench in Salt Lake City called the Ensign Peak Parkway.

*Is the road going to be a major highway?*

No. The 1963 report stated that "while limited traffic usage does not warrant its development as a major facility, this route will provide a desirable parkway-type facility and scenic highway." That concept has not changed. The road will never be wider through Bountiful than its present width.

*Is it going to be a state highway?*

Yes and no. The portion of the road in Bountiful and North Salt Lake will be owned, regulated and maintained by those cities. The portion of the road in Salt Lake City, however, would be a state road similar to Victory Road.

*Where will the extension connect in Salt Lake?*

Early plans fed into the Avenues above the Capitol. In an effort to make the road more acceptable to Salt Lake City, the most recent feasibility study connects the extension to Victory Road or Beck Street near where the two roads come together.

*What will be the speed limit?*

Through Bountiful and North Salt Lake, each city council would designate the limit, most probably at 30 mph.

UDOT will be responsible for establishing the speed limit on the Salt Lake City portion of the road.

*Why haven't there been any public hearings on this extension?*

There have been many meetings where this extension was discussed, and it has been part of the Bountiful City Master Street Plan that was prepared by hundreds of Bountiful citizens. Every piece of property that has been developed along the boulevard has been required to build to a width and right-of-way standard that would safely carry the projected traffic load. **However, the city has set a public hearing for Jan. 3 at Bountiful High School to further explain the project and receive public comment.**

*When would the extension be completed?*

The boulevard is nearly complete to the south city limits of Bountiful and the last section would probably be done next year. Through North Salt Lake, the road has been started but is about two years away from completion. The further completion of the section connecting through Salt Lake County is dependent upon state funding.

*Wouldn't the extension be steep and dangerous?*

Most of the boulevard is fairly flat; the portion in Salt Lake County is designed as a 10% grade, about the same as 1800 South.

*How much traffic would the extension carry?*

The projected traffic volume on the extension in 2015 is between 6,000 and 10,000 vehicles per day—about the same number of cars as presently use 1800 South or 3100 South. Traffic would be less heavy the farther north one traveled.

*What is the cost?*

Current estimates are from \$12 million to \$15 million.

*Couldn't the money be better used for other projects such as widening I-15 or building the West Davis Highway?*

These are important projects, but they will not relieve the congestion that current Bountiful neighborhoods are experiencing from vehicles traveling through them to get down to Beck Street or I-15.

*Will this extension open up a large new area for development?*

No. The extension will go through gravel pit properties along the side of a hill at a 10% grade. Under current Salt Lake City zoning, most of this property is either not developable because of the slope or is publicly owned and will not be developed.

## Traffic Ordinance Prohibits Overnight Winter Parking, Requires Snow Removal

To accommodate snow removal, Bountiful city ordinance prohibits overnight street parking. The same ordinance also emphasizes safety by requiring property owners to clear sidewalks without tossing snow into the public streets.

The provisions:

No vehicle or trailer of any description shall be parked on any public street between the hours of 2 a.m. and 6 a.m. during the months of November, December, January, February and March or when it is snowing or within 12 hours after the beginning of the storm. (Due to the unique nature of the downtown area, the prohibition does not apply to Main Street between 500 South and 400 North.)

Snow and ice must be removed from sidewalks within 24 hours of the end of a storm, and it is unlawful to place snow from private or public property into a public street.