

STREETS AND TRAFFIC SAFETY COMMITTEE MEETING

**Tuesday, July 10, 2018
6:00 P.M.**

NOTICE IS HEREBY GIVEN that the Streets and Traffic Safety Committee of Bountiful, Utah will hold a meeting in the Planning Conference room at City Hall, 790 South 100 East, Bountiful, Utah, at the time and on the date given above. The public is invited to the meeting. Persons who are disabled as defined by the Americans With Disabilities Act may request an accommodation by contacting the Public Works Director at 801.298.6125. Notification at least 24 hours prior to the meeting would be appreciated.

AGENDA

1. Request for 25 MPH Speed Limit Signs on Mill Street near Creekside Park
2. Consider 4-Way Stop at 1800 South and 200 West while replacing vehicle damaged Flashing Stop Sign Assembly.
3. Changes to School Parking Restrictions on city streets around Viewmont and Bountiful High Schools.
4. Reports.

Traffic Safety Committee Staff Report



Subject: Installation of 25 MPH Speed Limit Signs and Playground Warning Signs on Mill Street near Creekside Park

Author: City Engineer, Paul Rowland

Date: July 10, 2018

Background

We have had requests to place Speed Limit Signs on Mill Street near the new Creekside Park. Because of concerns about the increased pedestrian use around the new park, speed studies have been done to verify the need for further traffic control.

Analysis

Mill Street is a street which has been receiving enforcement attention from the BPD for decades (personal experience, July 1972). Officer Turner Burningham received a well-deserved reputation for ticketing speeders on Mill Street from the late '60 into the '80s. A traffic volume and speed study was conducted on Thursday June 14 and showed an 85th percentile speed of just under 34 MPH. That is almost 10 MPH over the speed limit, indicating it would be appropriate to install 25 MPH speed limit signs along the street as a reminder to the 2,500-3,500 drivers traveling the road every day. Refer to the attached aerial photo for the proposed locations. Stepped up enforcement by a 21st century Turner Burningham would be helpful also if the Police manpower was available.

In addition to Speed Limit signs, the MUTCD has a warning sign for this type of application. The W15-1 Playground Warning sign is designed to warn motorists when there is a playground adjacent to the road and where pedestrians would be expected. Placing these warning signs at the east and west ends of the park would be appropriate.

Department Review

This has been reviewed by the City Engineer and Police Chief .

Significant Impacts

Hopefully drivers will more closely obey the speed limit.

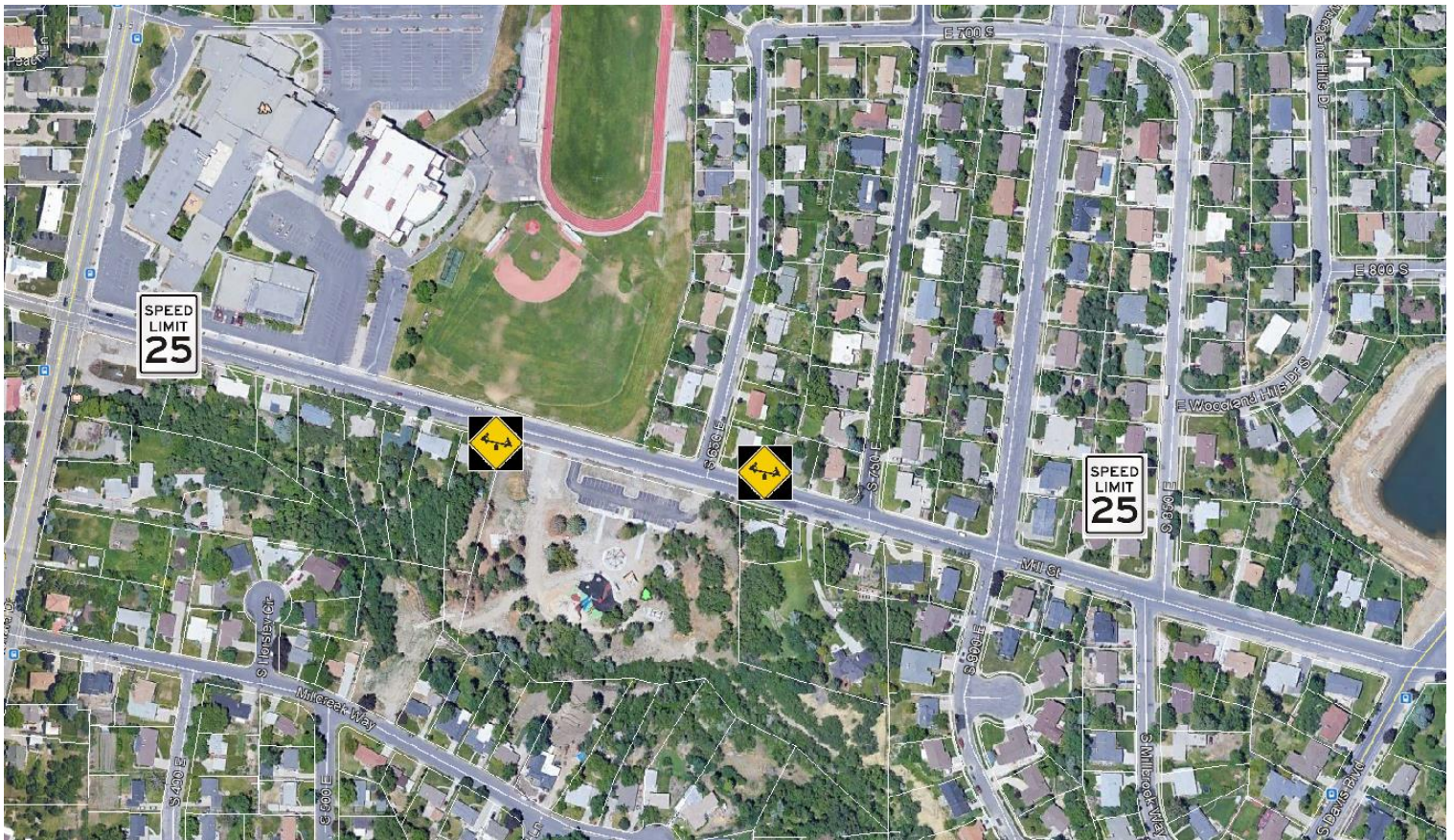
Recommended Action

Install 25 MPH Speed Limit Signs and Playground Warning Signs at the locations shown on the aerial photograph.

Attachments

Lovely Color Aerial Photo showing the location of the new speed limit and park warning signs.

Mill Street with 25 MPH and Playground Signs



Traffic Safety Committee Staff Report



Subject: Replace Flashing STOP Sign Assemblies with Blinking LED STOP Signs at 200 West 1800 South
Author: City Engineer, Paul Rowland
Date: July 10, 2018

Background

As the result of a traffic accident in mid-June, the city has the not so rare opportunity to replace the Stop sign assemblies at the intersection of 200 West and 1800 South. This intersection has traditionally had one of the highest Accident/million vehicle counts in the city, and we have gone through an entire evolution of sign changes in an attempt to make safer. New sign technology and the need to go to the next step in the progression are reasons to discuss a possible change in the traffic control at the intersection.

Analysis

Starting many years ago, the intersection of 1800 South and 200 West has been a traffic problem. Because there is really not a very high vehicle count moving through the intersection, even a few accidents make the accident/million count high. Although the number of accidents is not what would be considered statistically "out of control", the accident counts are higher that we would expect.

The City has been through several steps in an attempt to make things safer at the intersection. An overhead flashing light was removed because N-S traffic would stop, then proceed to pull out in front of E-W traffic saying that they thought it was a 4 Way Stop. Accidents went down for a year. When we started seeing the same reports again, "Cross Traffic Does Not Stop" plaques were added to the stop sign posts. That worked for a while and then accidents went up again. Bigger signs with flashing beacons were added with the same kind of temporary reduction.

Since all of the previous steps have only resulted in a temporary reduction in accidents, it is time to review the next step, 4-Way Stop.

From the MUTCD:

"Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal."

A 4-Way Stop has not been considered in this location because the traffic on 1800 South is so much greater than 200 West, about double. However, the traffic on 1800 South decreased a few years ago when improvements were made along 2600 South, and the traffic on 200 West has slowly been increasing. Still the traffic on 1800 South is much higher. However, the MUTCD has some further guidance which I believe qualifies this intersection for the installation of a 4-Way Stop.

Again, from the MUTCD:

"The following criteria should be considered in the engineering study for a multi-way STOP sign installation:...

B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions."

A quick review of the crashes at the intersection shows that there have been 5 or more reported accidents in 6 of the last 10 years. The other years were when we installed new signage and the accident count went down. I believe that the installation of a 4-Way Stop is the appropriate next step in the progression of the intersection toward a safer place to travel.

In addition to making the intersection a 4-Way stop, I am proposing that new blinking LED signs be installed. The LED version of the blinking sign assembly is effective in drawing drivers attention to the fact that there is a stop, particularly on 1800 South which hasn't had a stop since the early '70's, when 1800 South was completed from 200 West to Main Street.

Department Review

This has been reviewed by the City Engineer and Police Chief .

Significant Impacts

The installation of new traffic control always causes accidents rates to change until the driving public gets used to the change. Installing a 4-Way stop may temporarily cause a few extra accidents, but with the blinking Stop assemblies, the learning time should be short.

Recommended Action

Install 4 new blinking LED Stop signs making the intersection a 4-Way Stop.

Attachments

Lovely Color Aerial Photo showing the location of the 4-Way Stop and a photo of the blinking LED Stop Sign.

1800 South 200 West 4-Way Stop



Traffic Safety Committee Staff Report



Subject: Student Parking on City Streets near Bountiful High and Viewmont High
Author: City Engineer, Paul Rowland
Date: July 10, 2018

Background

Several years ago, on street parking problems around Bountiful's two high schools prompted the Council to take the somewhat drastic step of posting several streets with No Parking During School Hours signs. Fifteen years of experience has shown that the problem was not solved by that action, and in many cases just pushed the problem to new areas farther from the schools.

The construction of Farmington High (go Phoenix) will change the student populations at both Bountiful and Viewmont, and it will greatly change the area from which students are driving. With those changes in mind, this is the proper time to once again visit the problems caused by the students continuing to park and litter on city streets in front of private residences.

Analysis

A brief review of this problem shows that complaints about parking around our two high schools goes back to before 1997, and that the Council acted by approving the first No Parking During School Hours signs in 2000. At that time the residents were warned that enforcement would not be a priority and that the restrictions would apply to all parking, not just students. The TSC also reviewed that just such parking restrictions would force the problem into other neighborhoods farther from the schools. That indeed has been the case and additional signs and "No Parking" areas have been added over the years.

The problem continues and we find ourselves reviewing this problem again after more than two decades. Chief Ross will take the lead at the TSC Meeting in discussing our current situation and possible changes that can be made at the two schools. Items for the discussion will include:

- First signs put up over 18 years ago due to complaints
- Additional signs put up over the years as students have been pushed to outlying streets
- Additional requests for no parking signs are still being made
- The new Farmington High School opening in the fall will reduce student population in both schools

Some improvements have been made besides the No Parking signs as a result of ongoing discussions between residents, city and the school district over the past 15 years:

- Enforcement from school officers and patrol

- Parking space expanded due to remodeling at both high schools
- Ongoing student education
- City moved garbage pickup schedule earlier in the day to reduce congestion

As the City Staff tasked with responding to these concerns, we feel the current trajectory is unsustainable, and that we cannot sign our way out of this problem. There is a strong feeling that other solutions need to be found.

Chief Ross' discussion will include options from doing nothing to increasing parking on the school property to removing the school day No Parking areas. The Chief will also review previous interactions with the neighbors and discussions with the Davis School District and where the city sits in relation to this problem.

Department Review

This has been reviewed by the City Manager, City Engineer and Police Chief .

Significant Impacts

The impacts of this discussion will depend on the recommendation the TSC makes to the full Council, varying from no impact to the impact of once again allowing unrestricted parking on city streets around the schools.

Recommended Action

After reviewing the options, Staff recommends that the Traffic Safety Committee recommend to the full Council that the No Parking During School Hours areas be eliminated and the signs be removed after the Council has had an opportunity to gather comment from the affected public.

Attachments

Aerial Photo showing the Viewmont No School Day Parking areas
Aerial Photo showing the Bountiful High No School Day Parking areas

Viewmont High No School Day Parking Areas



Bountiful High No School Day Parking Areas

