

Minutes of the
BOUNTIFUL CITY TRAFFIC SAFETY COMMITTEE

Thursday, November 8, 2023

2:00 p.m.

Planning Conference Room, Bountiful City Hall

Present: Committee Members:

Police Chief	Ed Biehler
Chairwoman, City Council Rep	Cecilee Price-Huish
City Engineer	Lloyd Cheney
Street Dept. Director	Charles Benson
Assistant City Engineer	Todd Christensen
Mayor	Kendalyn Harris

Attendees:

Citizen	Yumi Lamar
Citizen	Gary Davis
Citizen	Taylor & Sunda Holbrook
Citizen	Casey & Tracie Atkinson
Citizen	Matt Meyer
Citizen	Heidi Loyd
Citizen	Tara Best/Principal Holbrook
Citizen	Dillan Guthrie

Recording Assistant:

Terrie Basinger

WELCOME AND INTRODUCTIONS

Councilwoman Price Huish introduced and welcomed and asked participants for round table introductions.

-Approval of Minutes from June 21, 2023

Motion to approve these minutes made by Mayor Harris, seconded by Mr. Benson. Unanimous approval by committee.

DISCUSSION ITEM 1: Request for Stop Sign Installation at intersection of 1000 E/Center St.

Councilwoman Price-Huish asked for input from the citizens in attendance, after describing the background and reason for this item.

Time was turned over to Mr. Cheney. He pulled up an overview of the area on the screen. He explained the current situation regarding traffic and signage in this area, adding the very

beginning place is always an overview/study of the number of accidents in the area. The City follows is the MUTCD standard which provides guidance for the installation of signage. There have been a low number of accidents at this particular intersection and doesn't meet the minimum threshold for action based on the accident count, alone.

Mr Cheney explained the Engineering Department's review of the intersection:

A five year review of accidents at this intersection identifies 4 accidents. Of the 4 accidents, 3 are failure to yield accidents. The 4th was unique as the driver lost control, going too fast for conditions and went off the road. The standard for action is 2 accidents in 3 years or 3 accidents in 5 years.

In addition to accidents, the traffic volume is considered. The number of cars travelling this road have not been counted. This is not a location where data has been collected on a regular basis. The most recent information at the closest location was 976 cars on Center Street at Davis Blvd in 2019. Mr. Cheney states these are very typical numbers for a typical neighborhood. The volume on Center St would be considered "low volume".

The next consideration is geometry. This location is a typical 90-degree intersection. There is some slope from Center St., but it is only 8% and not unusual for the area. 1000 E has a minimal amount of slope to the North.

Existing signage in the immediate are includes the advanced signage for the school crossing and a speed limit sign for East bound traffic. There aren't a lot of speed limit signs because the speed, when not marked, is automatically 25 mph. Bountiful does not have a lot of speed limit signs due to the fact that the default speed limit is automatically 25 mph.

Citizen asked how many traffic tickets have been issued at this location. His concern is the number of drivers that he has witnessed driving much faster than 25 and they don't seem to see the sign.

DISCUSSION ABOUT SHRUBBERY/TREES AND TRIMMING: There is also a solid fence that is encroaching on the view, somewhat. Mr. Cheney explained the setbacks for compliance of such items.

Mr. Cheney stated that during his visit to the site he observed very few children that using the crossing on the morning of 31 Oct 2023. Mr. Cheney says that there was a lot of drop off traffic and less foot traffic. He expressed concern about the kiddie walk to the north of the intersection because the cars were parked, stopped and double parked where children are supposed to be safely able to access the kiddie walk.

Mr Cheney reviewed relevant criteria for Regulatory signs per the MUTCD guidelines:

- Stop signs should be used if engineering determines one or more of the following conditions exist.
 - o Intersection of a less important road with a main road, with the application of the normal right of way rule would not be expected to provide reasonable compliance with the law.

- The street entering a through highway or street
- An unsignalized intersection in signalized area

The first point is the most applicable. Additionally, stop signs are not to be used as a speed Control device.

- Stop signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as yield signs.
- Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgement. In most cases, the street carrying the lowest volume of traffic should be stopped.

Citizen input:

Matt Meyer asked if the MUTCD Manual is a nationwide standard. Mr. Cheney says this is a guidance document. Matt says that he has never lived in an area where there is not a stop sign on every corner. Mayor Harris explained that the City of Bountiful follows those standards. Mr. Myers asked why other cities choose to have stop signs much more frequently and why is Bountiful not? Mr. Cheney responded that they are following according to their interpretation.

Casey Atkinson is interested in how many speeding tickets there are at this intersection/area. Chief Biehler responded that data is not available as they have just changed to a new system and are unable to retrieve that. Chief Biehler says that the new speed trailer tracks the speed where it is placed and a citizen or group of citizens can request at Bountiful Police Department's website. Chief Biehler also explained that he went out to watch the traffic in this area and did not observe anyone speeding excessively. A concern was expressed speeding while children are going to and from school could result in a child being hit.

One of the other attending citizens says she understands that this might be data driven. She says that more parents drive their children because of safety concerns regarding crossing the intersections there. This is also during high school hours and high school age kids are less respectful of the speed limits. Does this have to be someone getting hurt or an accident that causes harm before something gets done? Mayor Harris explained that the committee is not saying that all of the citizens concerns are not valid or important but the data does drive the action as it is trackable.

Mr. Cheney says that speed is a concern and that people are speeding more in every neighborhood. He would like the citizens to be aware that this is a City wide and State wide issue. It is the citizens' responsibility to drive defensively and safely follow the traffic laws. Mr. Cheney related that recent experience in the City shows that signs and paint do not affect driver habits. He read from the MUTCD which stated that when there are too many stop signs, people tend to start ignoring.

Taylor Holbrook stated he gave Matt the MUTCD code information. He says that he understands the reason for minimal signage. The things that are important to them is that this is a right of way for school boundaries to get to school. He also expressed his concern that there is no sidewalk in part of this area. He feels this is a busier residential street, maybe not the busiest,

but the lack of sidewalks where children are supposed to walk to school is scary to him. He said his biggest concern is not the potential traffic accidents but potential pedestrian accidents. He feels there are definitely exceptions to the rule of traffic signs. He went on to identify other school areas with very similar situations and they have stop signs. Mr. Holbrook said that he works for another municipality and the standards will go out the window if/when a child is hit and/or harmed and feels that a simple stop sign at this location is not unwarranted.

Mr. Cheney showed the group Saferoutesutah.com, where he was able to pull up mapping specifically for each school.

Another citizen spoke out with her frustration by all of the red tape when all of the citizens are here expressing concern regarding the safety of these children and would like to see something before it is too late and tragedy hits. She would love to see a yield or stop sign, preferring stop. There have been over 300 people in the neighborhood that have signed a petition to get a sign.

Casey Atkinson thanked the committee for all of the information and consideration. He continued, saying he feels that there is a lot of speeding, and the slope warrants a stop sign and feels very lucky that, so far, none of their children have been hit.

One of the citizens also expressed concern that there is a church down the street where folks drive very carelessly from this group. She says they will purposely take certain routes so that they can drive faster. This population is right there in that neighborhood and are constantly driving those roads.

The principal says that, though she does not live in the neighborhood, she does feel strongly to advocate for her students and their safety.

A citizen, asked about the process to get a flashing sign for school crossing and a crossing guard.

Mr. Cheney read from a UDOT book giving guidelines for the criteria. After reading the checkmarks for what the guidance suggests, the crossing guard is optional. He offered to do a traffic study. He will commit to doing this, but it will not be immediate and may not happen until springtime 2024.

Crossing guard and walks are not paid for by the school district. Chief Biehler says that crossing guards are nearly impossible to find and keep.

Citizen would like to see the same amount of signage as Oakhill's Elementary School. Mayor Harris and Mr. Bensen explained that there is considerably more traffic at that location. Councilwoman Price Huish explained that she lived in this neighborhood and is intimately aware of the issues the citizens are presenting today. She says that there is a place in town that has thousands more cars and feels the City does not take these things lightly as she has had many conversations about these issues in several parts of the City. She understands that NONE OF US wants to EVER see a child hurt or killed. The City cannot control drivers and the bottom line, do we want to start controlling people? Do we have enough police in the department to do traffic speed control. She also understands that the incidents are very low at this location. She knows,

she feels their concern and worry, and understands what/why they are asking for. She explained that she trusts the folks on the committee. She knows they do their homework and are doing their best job. She wonders if a yield sign could have an impact.

Mr. Cheney says that there are many areas in Bountiful that do not have sidewalks. Councilwoman Price Huish says that was the nature of the way the City was built. She asked Chief Biehler if there are any reported/recorded pedestrian incidents at this location. He says, "no". Mr. Cheney says that regardless of sidewalk or not, it still doesn't preclude any property owners from adding a sidewalk. At the time of approval of when these lots were created, this wasn't a condition of approval. Right now, this is a condition of approval. There is a mechanism where, if a neighborhood got together and the majority of folks in favor of that, a sidewalk could be installed and could possibly be subsidized by the City with some sort of payback. This can be very impactful to yards to construct.

The citizens are less worried about the sidewalks and are far more concerned about getting a stop sign in this intersection.

There was much discussion about why time is being wasted in this meeting by Tyler. Mayor Harris and Chief Biehler requested that Tyler be respectful of the committee and the process. Chief Biehler further said this data is not reflective of EVERYTHING that happens at Center St. and 1000 E. He says this meeting shouldn't be an adversarial meeting and that we are here to look at all the dates and discuss solutions to the concern(s) presented by the citizens of the area. Mr. Cheney's recommendation would be a yield sign. The committee will discuss, and the City Council has the final decision. This is a meeting to discuss our options. He further states that this is not a place where a stop sign is required. Mr. Cheney said that his opinion is that the installation of yield or stop sign will not change the number of accidents.

Citizens stated they don't want a stop sign for North/South traffic, they would prefer to see East/West but Mr. Cheney says that was not the request presented today.

Councilwoman Price Huish says that she believes most drivers are honest drivers. Mayor Harris would also like to reevaluate a school crossing in this area, as well.

Taylor Holbrook feels the yield sign will only benefit the driver's safety and not the pedestrian safety. He also feels that the yield signs will also give East/West drivers more confidence to go faster, feeling there is not a need to even slow down a little.

Councilwoman Price Huish also noted that there are school crossing/pedestrian crossing signs that are visible to drivers (advance warning signs) that drivers are made aware of the upcoming crosswalk. She went on to say she understands that there are times of pure chaos at the school. A citizen asked if, after traffic studies/pedestrian studies are completed will a stop sign be installed then? East to West is her biggest concern. She would like to see us invest the money in a stop sign now, instead of using that money to put in yield signs.

Mr. Cheney and the Mayor would like to reevaluate the intersection after the signs are installed.

Mayor Harris put forth the motion for 2 yield signs for North/South bound traffic at Center Street and 1000 E with the stipulation that further study be done on the number of children walking to/from school at this location.

How long before a yield sign can be installed? The City Council must approve. Mr. Benson says once the City Council approves this, he can put the signs in the next day.

Taylor Holbrook would like to know if it is possible to do a winter study vs summer study. The principal says she does not have numbers. She knows that the kiddie walk requires oversight in the spring.

Mayor Harris again made a motion to add yield signs on 1000 E and commit to a traffic study. Councilwoman Price Huish seconded. Chief Biehler voted no on the yield signs stating his preference for stop signs North/South. Councilwoman Price Huish would agree offering a substitute motion for a stop sign North/South on 1000 East and Center with the crossing study. Chief Biehler seconded stating that he feels if it makes the citizens more comfortable and feel safer than it is worth it. Those voting in favor 3, Councilwoman Price Huish, Chief Biehler, Mayor Harris. Nays were Mr. Benson and Mr. Cheney. Motion passed.

Request for Sign Installation Prohibiting Loading or Unloading of Recreational Vehicles on Eagle Ridge Dr.

Mr. Cheney stated that parking on this street is NOT prohibited around this area. The precedent is not to regulate parking as it will likely cause a problem in other areas. He showed a route that is new, and feels people will likely start using this new route making it prudent to take a wait and see approach to this issue as a result. Councilwoman Price Huish agrees. Chief Biehler said he would not vote to restrict parking on that street as it will just push the parking issues somewhere else. He feels strongly that this is a public road and public roads are accessible to all citizens. He also says that if a car is blocking a driveway, the car will be towed. If a car is blocking a hydrant, the car will be towed.

Mr. Cheney stated that the request comes from a citizen who has complaints and concerns that people have blocked her drive and have tracked debris and mud.

Motion to accept the recommendation that no action be taken to prohibit made by Council Woman Price Huish, moved by Mayor seconded by Mr. Benson

DISCUSSION ITEM 3: Future Traffic Safety Committee Meeting Schedule and Agenda Items

Next Meeting to be Tuesday, January 23rd, 2024, at 2 p.m.

Motion to accept,

ADJOURN

Motion to adjourn, Councilwoman Price Huish, so moved by Mr. Cheney seconded by Mr. Benson, approved by the committee.

Cecilee Price Huish, Traffic Safety Committee Chair

DRAFT