



BOUNTIFUL CITY
TRAFFIC SAFETY COMMITTEE AGENDA
Tuesday, December 10, 2024
5:00 p.m.

NOTICE IS HEREBY GIVEN that the Bountiful City Traffic Safety Committee will hold a meeting in the Planning Conference Room, Bountiful City Hall, 795 South Main, Bountiful, Utah, 84010, at the time and on the date given above. The public is invited. Persons who are disabled as defined by the American with Disabilities Act may request an accommodation by contacting the Bountiful Engineering Dept. at 801-298-6125. Notification at least 24 hours prior to the meeting would be appreciated.

1. Welcome and Introductions.
2. Discussion Item: Bountiful Elementary Crossing Guards and Access (20 Minutes)
3. Discussion Item: Consider Request for Pavement Markings in the 400 N / 400E Intersection (10 Minutes)
4. Discussion Item: Consider Request for a Stop Sign at the 700 S / 750 E Intersection (10 Minutes)
5. Discussion Item: Consider Request for an Exception to Overnight Parking Regulation for Colonial Gardens PUD 400 N / 400 E (10 Minutes)
6. Future Traffic Safety Committee Meeting Schedule and Agenda Items (5 minutes)
7. Adjourn

Traffic Safety Committee Staff Report

Item 2

Subject: Bountiful Elementary Plan Crossing Guard and Access Discussion
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: Dec. 10, 2024



Background

Within the last month, The Engineering Dept. and the City Council have received comments from parents of students at Bountiful Elementary School expressing concerns over the lack of a crossing guard at the crosswalk in front of the school on 50 W and the “confusion...chaos...and free for all” that occurs during the daily drop-off and pick-up times. The purpose of this agenda item is to discuss the current and future needs of the school related to student routing and safety plans.

Access plans are required by the Utah Code 53G-4-402:

- (19) (a) A local school board shall establish for each school year a school traffic safety committee to implement this Subsection (19).
- (b) The committee shall be composed of one representative of:
- (i) the schools within the district;
 - (ii) the Parent Teachers' Association of the schools within the district;
 - (iii) the municipality or county;
 - (iv) state or local law enforcement; and
 - (v) state or local traffic safety engineering.
- (c) The committee shall:
- (i) receive suggestions from school community councils, parents, teachers, and others, and recommend school traffic safety improvements, boundary changes to enhance safety, and school traffic safety program measures;
 - (ii) review and submit annually to the Department of Transportation and affected municipalities and counties a child access routing plan for each elementary, middle, and junior high school within the district;
 - (iii) in consultation with the Utah Safety Council and the Division of Family Health Services, provide training to all students in kindergarten through grade 6, within the district, on school crossing safety and use; and
 - (iv) help ensure the district's compliance with rules made by the Department of Transportation under Section 41-6a-303.
- (d) The committee may establish subcommittees as needed to assist in accomplishing the committee's duties under Subsection (19)(c).

The last Student Neighborhood Access Plan (SNAP) received by the City was for the 2011/2012 school year. During the 6 years that I have served as the City Engineer, I am not aware of an access plan having been submitted by any of the elementary or junior high schools in Bountiful.

The current process for preparing and maintaining this plan is done through the use of UDOT's Safe Routes website (www.saferoutes.utah.gov). As of the writing of this memo, no information related the access plan for Bountiful Elementary is shown on the website.

Analysis

School Crossings

Bountiful Elementary has 6 crosswalks which are marked as school crossings in the immediate vicinity of the school. Crossing guards are provided by the City for crosswalks on the North and East legs of the roundabout at the 1500 S/ Main St/ 200 W intersection, and the 1500 S/ 50 W intersection. The remaining crossings at 1640 S 200 W and the crossing at 1600 S/ 50 W (in front of the school) do not have City-furnished crossing guards.



Figure 1 Bountiful Elementary Site, August 2024

The Utah Department of Transportation has developed the manual for Traffic Control in School Zones, which governs the implementation of traffic controls near schools. Per the Manual, crossing guards for elementary schools are only required at specific locations:

1. All Reduced Speed School Zones
2. School Crosswalk Zones at signalized intersections (speed limit ≥ 30 mph)
3. All roundabouts.

Each of the concerns raised about the school crossing at 1600 S 50 W noted that a crossing guard was not present. Based on the requirements listed above, it is my opinion that one is not required. This is consistent with the conditions at five other elementary schools located in residential neighborhoods (Meadowbrook, Tolman, Holbrook, Oakhills, and Valley View) and is noted in previous Traffic Safety Committee items from November, 2001 where a review of a request for a crossing guard on 50 W and also in a February 2004 Traffic Safety Committee review of a request for a crossing guard in front of the former Washington Elementary school.

New Elementary School Access

The new Bountiful Elementary site includes improvements related to the circulation of traffic for student drop-off and pick up. This area will be relocated from the current location in the northeast corner of the school property to a new driveway at the south east corner of the school property on 50 W. The new drop off area is significantly longer, and has a segment which

can accommodate 2 lanes of traffic. It is unknown if the school intends to provide a traffic circulation plan for review. The site also includes a separate circulatory route for bus service. It is unknown at this time if busses will be routed north or south on 200 W to exit the site. No new school crossings are anticipated at this time.

Department Review

This report has been reviewed by the City Engineer/Public Works Director, Police Chief and Street Department Director.

Recommendation

The City Engineer makes the following recommendations:

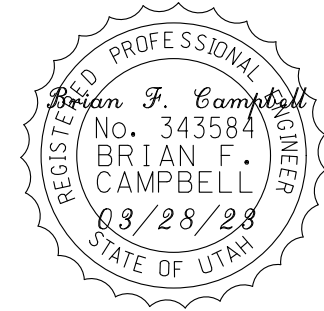
1. Maintain the current level of staffing for crossing guards, as outlined in UDOT's Traffic Control in School Zones manual.
2. Support the development of an access/routing plan for Bountiful Elementary, to be submitted to the City, as soon as possible. This plan should include specific details for vehicular and pedestrian traffic routes.
3. Monitor traffic flows as parents and students begin to use the new facility.
4. Implement adjustments to the plan, as needed.

Significant Impacts

A new traffic pattern is expected to cause minor delays for users and residents as users become used to the new situation.

Attachments

Bountiful Elementary Grading and Drainage Plan



REV	DATE	DESCRIPTION
A	6-20-23	ADJUSTED GRADING FOR ADA PARKING STALLS
B	6-23-23	ADDED EXISTING STORM DRAIN BOX INFORMATION
C	6-23-23	UPDATED DRAINAGE DESIGN
D	6-23-23	UPDATED GRADING DESIGN
E	6-27-23	ADDED DRAINAGE BOX SIZES
F	6-23-23	ADDED PATTERN FOR REVERSE PAN CURB AND GUTTER
G	6-28-23	ADDED ANNOTATIONS FOR ALL ROOF DRAIN LINES
H	7-5-23	ADDED NEW CURB TYPE FOR FIRE LANE ACCESS
AS1814	2-8-24	REVISED LOW BACK TO STANDARD CURB AND PERF. PIPE TO STD. PIPE, ADDED GUTTER INLET BOX

DSD BOUNTIFUL ELEMENTARY REIMAGINED
1620 S 50 W, BOUNTIFUL, UT 84010
CONFORMED DOCUMENTS

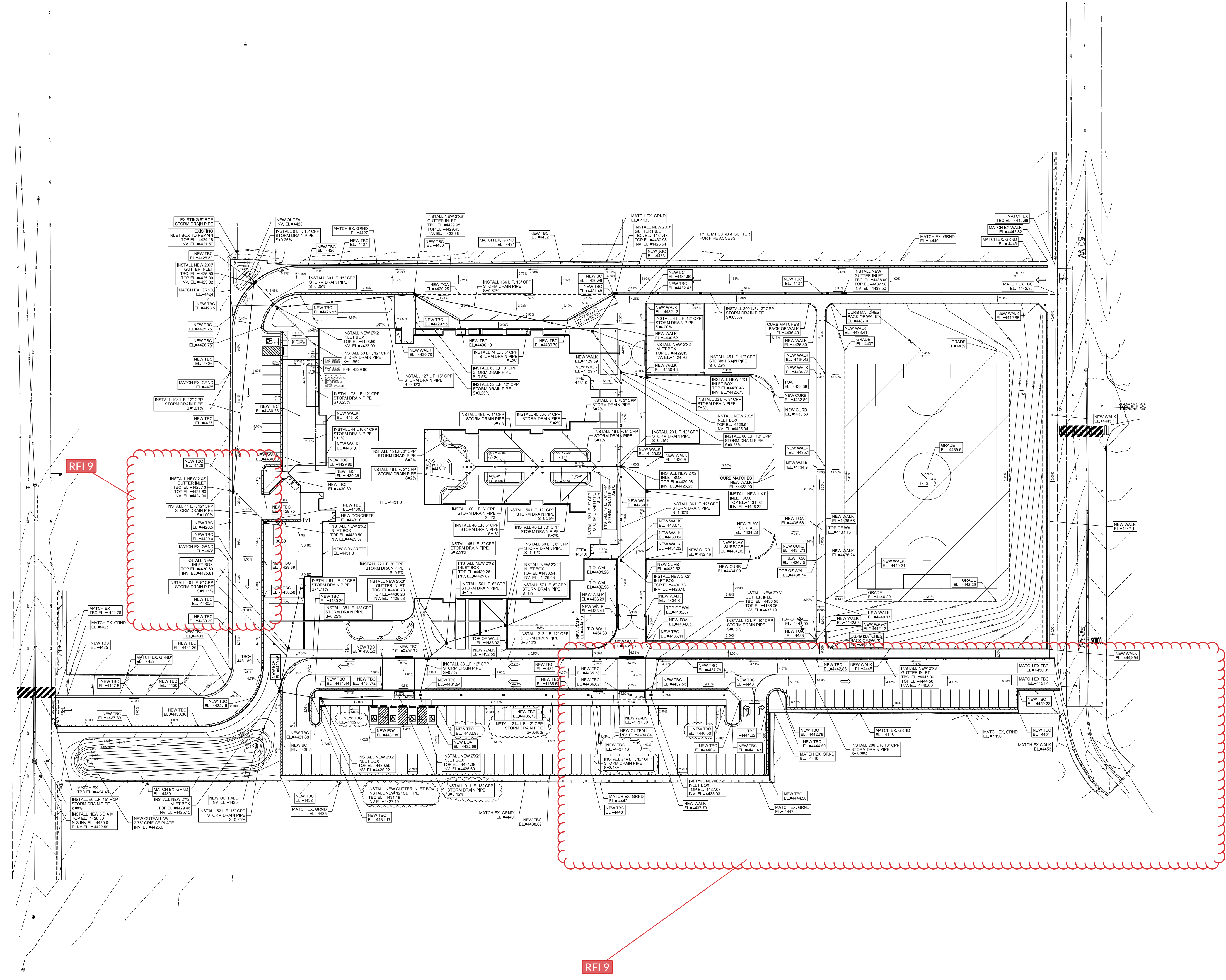
LEGEND

- LIGHT POLE
- POWER POLE
- STREET SIGN
- MAIL BOX
- TREE
- CATCH BASIN
- POWER BOX
- VALVE
- EXISTING BUILDING
- PROPOSED PAVEMENT
- EXISTING CURB & GUTTER
- LIMITS OF DISTURBANCE
- EXISTING ELEVATION TO REMAIN
- PROPOSED ELEVATION
- 1.9% DOWNWARD GRADE
- 4258 EXISTING INDEX CONTOUR
- 4258 EXISTING MINOR CONTOUR
- 4258 PROPOSED CONTOUR
- PROPOSED MINOR CONTOUR
- PROPOSED CURB & GUTTER
- NO BACK CURB
- REVERSE PAN CURB & GUTTER

GRADING & DRAINAGE NOTES

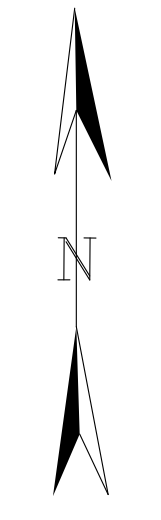
- SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND SPECIFICATIONS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING ALL SOFT, YIELDING OR UNSUITABLE MATERIALS AND REPLACING IT WITH SUITABLE MATERIALS AS SPECIFIED IN THE SOILS REPORT. ALL EXCAVATED OR FILLED AREAS SHALL BE COMPACTED TO 95% OF MODIFIED PROCTOR MAXIMUM DENSITY PER ASTM TEST D-1557 EXCEPT UNDER BUILDING FOUNDATION WHERE IT SHALL BE 95% MIN. OF MAXIMUM DENSITY. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL NOT EXCEED 2% ABOVE NOR 3% BELOW OPTIMUM. CONTRACTOR SHALL SUBMIT A COMPACTION REPORT PREPARED BY A QUALIFIED REGISTERED SOILS ENGINEER, VERIFYING THAT ALL FILLED AREAS AND SUBGRADE AREAS WITHIN THE BUILDING PAD AREA AND AREAS TO BE PAVED, HAVE BEEN COMPACTED IN ACCORDANCE WITH THESE PLANS AND SPECS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT.
- THE CONTRACTOR IS TO USE BEST MANAGEMENT PRACTICES FOR PROVIDING EROSION CONTROL FOR CONSTRUCTION OF THE PROJECT, SPECIFIC DETAILS SHOWN SHALL BE USED IN COMBINATION WITH OTHER ACCEPTED LOCAL PRACTICES.
- EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF CONTRACTOR'S FAILURE TO VERIFY LOCATIONS OF EXISTING UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT.
- IF AT ANY TIME DURING CONSTRUCTION ANY UNFAVORABLE GEOLOGICAL CONDITIONS ARE ENCOUNTERED, WORK IN THAT AREA WILL STOP UNTIL APPROVED CORRECTIVE MEASURES ARE OBTAINED FROM THE ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING HIS OWN ESTIMATE OF EARTHWORK QUANTITIES.
- WHERE NEW CURB AND GUTTER IS BEING CONSTRUCTED ADJACENT TO EXISTING ASPHALT OR CONCRETE PAVEMENT, THE FOLLOWING SHALL APPLY: PRIOR TO PLACEMENT OF ANY CONCRETE THE CONTRACTOR SHALL HAVE A LICENSED SURVEYOR VERIFY THE GRADE AND CROSS SLOPE OF THE CURB AND GUTTER FORMS. THE CONTRACTOR SHALL SUBMIT THE SLOPE AND GRADES TO THE ENGINEER FOR APPROVAL PRIOR THE PLACEMENT OF CONCRETE. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY SECTION WHICH DOES NOT CONFORM TO THE DESIGN OR TYPICAL CROSS SECTION. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR CURB AND GUTTER POURS WITHOUT THE APPROVAL OF THE ENGINEER.

SCALE: 1"=50'
PRINTED 30"x42"



RFI 9

RFI 9



Traffic Safety Committee Staff Report

Item 3

Subject: Request for Pavement Markings in the 400 N / 400 E Intersection
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: Dec. 10, 2024



Background

The Engineering Dept. received a request for additional pavement markings in the 400 N / 400 E intersection. Erica Adams, resident of Bountiful, reports her experiences of having vehicles begin to leave the proper lane alignment (for the inside lane) as they travel westbound on 400 North across the intersection.

Analysis

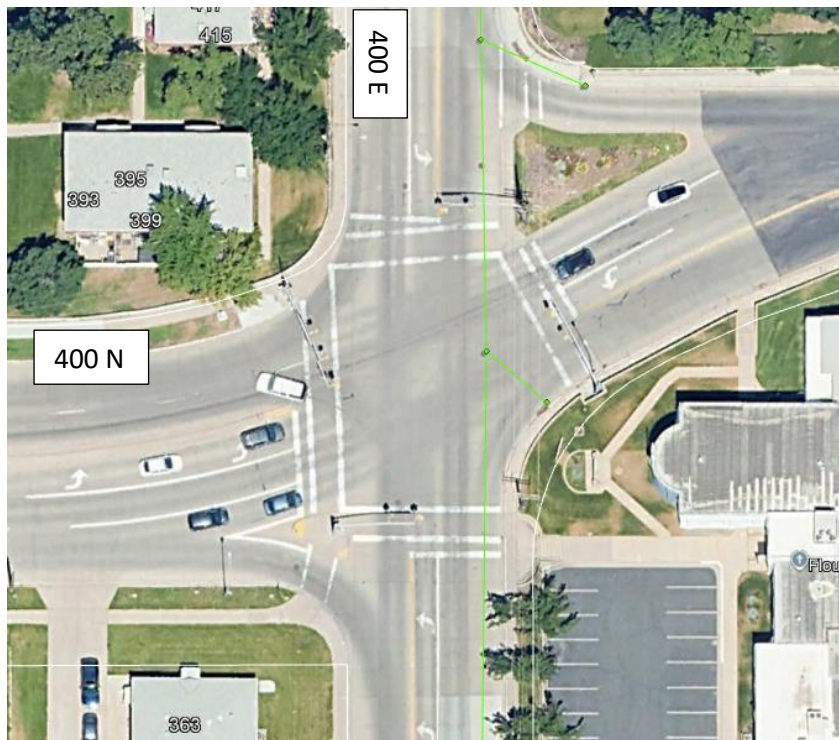


Figure 1 400 N 400 E Intersection

Accident History

A five-year review of accidents at intersection (2023-2019, 12 accidents) did not identify any of which resulted from the conditions reported by Ms. Adams. Interestingly, a 2019 accident report did describe an accident for westbound traffic where a vehicle in the outside lane attempted to change to the inside lane, striking a car traveling in the inside lane, but the location of the accident is the only similarity as the driver who caused the accident stated that the attempt to change lanes was intentional.

Intersection Geometry, Signage and Visibility

This location is one of the largest intersections in the City's road system, especially in the North-to-South direction. For Eastbound and Westbound traffic the visibility of lane markings across the intersection is very good, even with the angular approach.



Figure 2 Westbound view from Google Earth Streetview

Pavement Marking Options

There are options for additional pavement markings which could be considered:

1. Skip line marking across the intersection.
2. Arrow lane markings

Department Review

This report has been reviewed by the City Engineer/Public Works Director, Police Chief and Street Department Director.

Recommendation

Staff recommends no action be taken at this location due to adequate visibility and the relative infrequency of reported accidents resulting from the reported condition.

Significant Impacts

None

Traffic Safety Committee Staff Report

Item 4

Subject: Request for Stop Sign Installation at 750 E / 700 S Intersection
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: Dec. 10, 2024



Background

Jason Dunnigan, 770 E 700 S, requests the installation of stop signs at the intersection of 750 E and 700 S. Mr. Dunnigan's request expresses concern for the volume and speed of north-south traffic on 750 E between Mill St and 500 S.

Analysis



Figure 1 Vicinity Map with highlighted area of the intersection at 700 S 750 E

General Information

The southern section of 750 E (700 S to Mill St.) was constructed as part of the Bali Hai Plat in approximately 1959. The northern section from 700 S to 500 S was built as part of multiple subdivisions, also approved in the late 1950's. The 50 foot wide right of way includes a 30 foot wide asphalt pavement, 4 ft wide sidewalks and 4 ft wide park strips on each side of the street. This is representative of the construction standards for residential streets throughout Bountiful.

Accident History

A ten-year review of accidents at intersection (2024-2014) shows there have been no reportable accidents. During this period, only 2 reportable accidents are documented between 500 S and Mill Street.

Traffic Volume

This intersection is not a location where the Engineering Dept. collects traffic volume information. However, data from a combined traffic volume and speed study conducted from Monday (12/9) through the morning of Tuesday (12/10) will be provided at the Committee Meeting. As a matter of reference, traffic volume from nearby 800 E ranges between 1650 vehicles per day at 500 S to 754 vehicles per day at 400 N. With several nearby high volume uses in the area (Bountiful High School, Creekside Park, LDS church, and Lakeview Hospital), it is reasonable to expect the traffic volume on 750 E to be higher than other residential neighborhoods.

Intersection Geometry, Signage and Visibility

The intersection of 700 N and 750 E is a standard 4 leg, perpendicular intersection. 750 E St. on either side of the intersection slopes slightly to the North, with 700 N sloping down from East to West at approximately 8%. This configuration is similar to many intersections in the residential neighborhoods east of 400 E. Currently, there are no regulatory signs at this intersection or at any of the intersections in the immediate vicinity. As with many other residential neighborhoods, the area is subject to the 25 mph speed limit for streets without a posted speed limit sign.

MUTCD Requirements for Regulatory Signs

The Manual on Uniform Traffic Control Devices (MUTCD) is the national standard which outlines the standards and conditions for regulatory signs such as Stop and Yield signs.

The following guidance is listed for these types of signs:

- (Pg 50) Stop signs should be used if engineering judgement indicates that one or more of the following conditions exist:
 - A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
 - B. Street entering a through highway or street;
 - C. Unsignalized intersection in a signalized area; and/or
- High speeds, restricted view, or crash records indicate a need for control by the Stop sign.
- Yield or Stop signs should be considered where crash records indicate that 5 or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3 year period, or that 3 or more such crashes have been reported within a 2 year period.
- Stop signs should not be used for speed control.

- 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.

Department Review

This report has been reviewed by the Police Chief and Street Department Director.

Recommendation

The City Engineer recommends no regulatory (Stop or Yield) signs be installed and the issue be referred to the Police Dept. for focused traffic enforcement.

Significant Impacts

Attachments

None

Traffic Safety Committee Staff Report

Item 5

Subject: Request for Winter Parking Exemption at Colonial Gardens
P.U.D. 400 N 400 E

Author: City Engineer, Lloyd Cheney

Department: Engineering

Date: Dec. 10, 2024



Background

Aubrey Turley, Homeowner and Board Member of the Colonial Gardens P.U.D. (NW corner of 400 N & 400 E), requests the P.U.D. be granted an exemption to the City's winter parking ordinance, similar to what is listed in the Bountiful City Code for the portion of Main Street between 400 N and 500 S.

Analysis

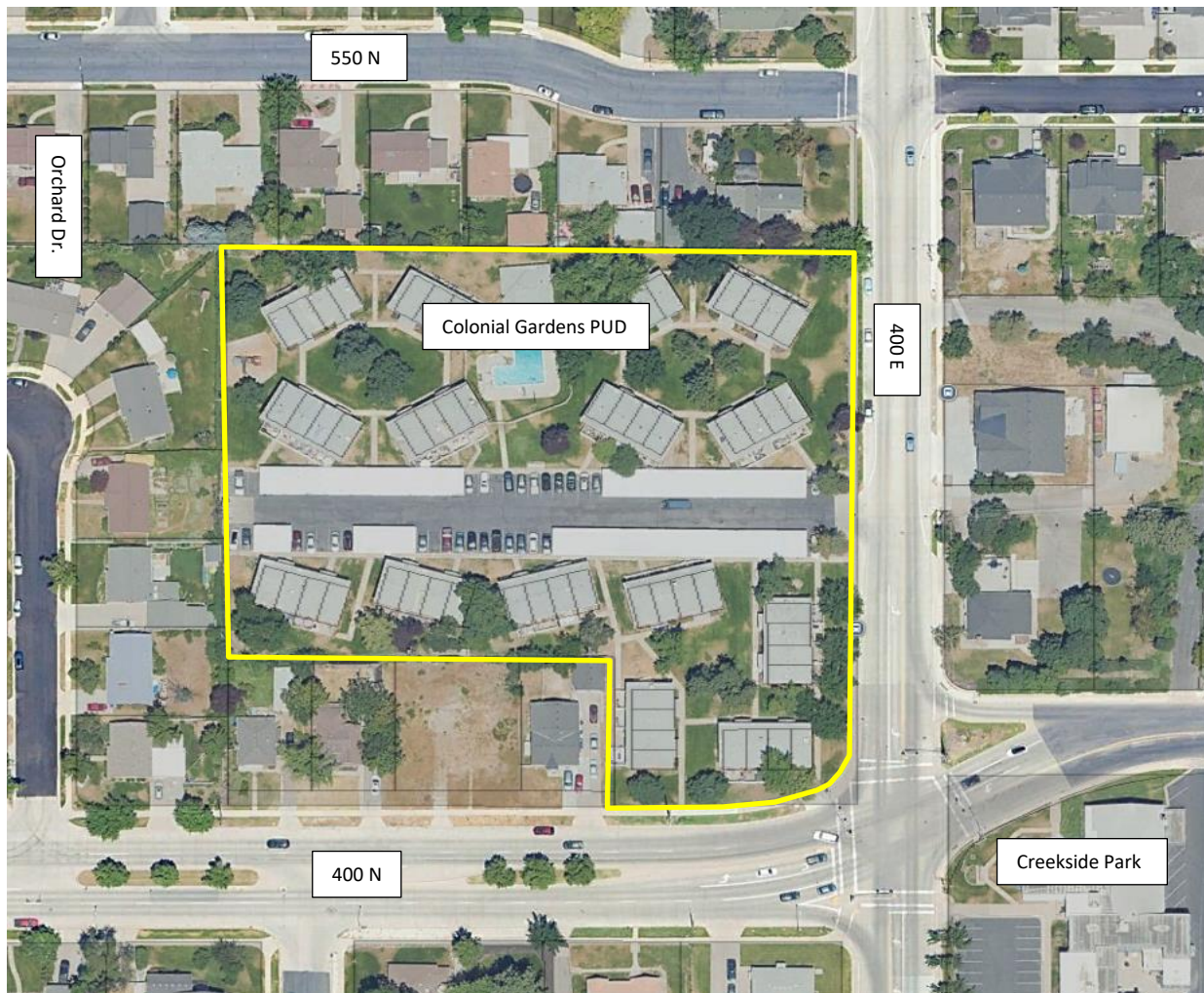


Figure 1 Colonial Gardens PUD located at the NW corner of the intersection at 400 N 400 E

General Information

The 60 unit Colonial Gardens P.U.D. was developed in the late 1950's. Parking facilities are centrally located in the development, with a mix of covered and uncovered parking spaces. The Engineering Dept. has estimated 94 stalls are provided in the development but that number is based on the measured stall dimensions obtained from Google Earth and the measured length of the parking areas.

Ms. Turley, in her email, noted that residents routinely park on the street during the months when the winter parking ordinance (Bountiful City Code Section 13-1-103 (1) and (2)) is not applicable. During the winter, residents have been able to park at Lindquist Mortuary (763 N 400 E) and the Flourishing Grace Church (390 N 400 E). The community is currently in a situation where even with these additional resources, they are unable to meet the parking demand for the community. In addition, there are concerns for safety due to the distance between the overflow parking sites and the wintertime conditions of snow and ice on the sidewalks.

Administrative Authority

After reviewing the applicable City Code, it is the opinion of the City Staff that an exemption or modification to the City Code is outside the purview of the Traffic Safety Committee. With both the specific exemption for Main Street and the Land Use Code parking standards having been approved as a Legislative function, it is Staff's opinion that the appropriate process would be to refer the request to the to be considered as a Code Text Amendment for either a change to the Land Use Code parking standards (Title 14 Chapter 18) or as an amendment to City Code Parking Limitations (Title 13 Chapter 1) as is done for other code modification requests.

Additional Considerations

Staff from the Engineering and Planning Departments are willing to meet with representatives of Colonial Gardens to explore other on-site parking opportunities and other possible solutions to help address the parking deficiency.

Department Review

This report has been reviewed by the Police Chief and Street Department Director.

Recommendation

The City Engineer recommends the request be processed as an application for a City Code Text Amendment, subject to the submission of a completed Application and payment of the Application Fee.

Significant Impacts

None

Attachments

None

Traffic Safety Committee

Administrative Policy

Approved July 2020



Purpose of the Traffic Safety Committee

The Traffic Safety Committee reviews traffic and pedestrian-related issues and recommends solutions for adoption by the Bountiful City Council. Issues may be identified by City staff, the general public, or Bountiful's elected officials.

Membership and Voting

The members of the Traffic Safety Committee will consist of the three (3) elected members of the Streets & Sanitation Budget Committee, the City Engineer, the Chief of Police (or designee), and the Streets Director (or designee). All are voting members. The City Attorney (or designee) from the Legal Department shall also participate as a non-voting member.

No action shall be taken by the committee unless a quorum of 4 voting members is present. Positive recommendations to the City Council require a majority of members in attendance to vote in the affirmative. A tie vote will be forwarded to the City Council without a recommendation from the Committee. Negative recommendations will not be forwarded to the City Council.

Schedule and Public Participation

The City Engineer will convene the Traffic Safety Committee as needed. The public is welcome to attend and observe Committee meetings. Public comment will not be taken at the meeting.

Recommendations and Final Decision Making Authority

The Traffic Safety Committee will make recommendations to the City Council who shall have final decision-making authority.

Specific Roles and Responsibilities

Chair of Streets and Sanitation Budget Committee

- Chair of the Traffic Safety Committee.

City Engineer

- Convenes the Traffic Safety Committee as necessary
- Prepares meeting agenda
- Arranges for minutes to be taken
- Ensures compliance with the Open and Public Meetings Act including noticing

Streets Director

- Advises the Committee on implementation-related issues (maintenance, cost, schedule).