



BOUNTIFUL CITY
TRAFFIC SAFETY COMMITTEE AGENDA
Tuesday, August 24, 2021
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.

Bountiful City Traffic Safety Committee meetings, including this one, are open to the public. In consideration of the COVID-19 Pandemic, Bountiful City will be observing social distancing and may limit the number of people at the meeting.

1. Welcome and Introductions.
2. **Discussion Item 1: Consideration of a Crossing Guard at 325 West 1000 North**
Request by James Campbell, Principal, Meadowbrook Elementary
3. **Discussion Item 2: Consideration of Installation of 30 MPH painted pavement message at approximately 209 E North Canyon Road**
Request by Bountiful City Engineer
4. **Discussion Item 3: Consideration of Centerline Striping and Signage at 2 locations on Hidden Lake Drive**
Request by Bruce Bingham, Bountiful Resident
5. **Discussion Item 4: Consideration of No Parking at Lyman Lane (approx. 1800 N) / 200 W Intersection**
Request by Call Meadows P.U.D. Homeowners Association
6. **Discussion Item 5: Installation of Blind Child sign**
Request by Sharon Lloyd
7. **Discussion Item 6: Consideration of Installation of 25 mph Speed Limit Signs on Indian Springs Rd.**
Request by Allison Fletcher 421 Indian Springs Rd.
8. **Adjourn**

Traffic Safety Committee Staff Report

ITEM 1

Subject: Consideration of a Reduced Speed School Zone and Crossing Guard at 325 W 1000 N
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: August 24, 2021



Background

James Campbell, principal at Meadowbrook Elementary, has requested the City's consideration of the addition of a crossing guard for the existing crossing at 275 W 1000 N.

Analysis

The crossing location at 275 W 1000 N has been a regular topic of discussion and modification over the years. 1000 N is a major route for access to and from I-15, Viewmont High School, and the surrounding neighborhoods. Most of the students who attend Meadowbrook El. walk, bike or are driven to school. Approximately 40 students live in the neighborhood on the north side of 1000 N, but very few utilize the crosswalk due to the current situation.

In 2019, the Traffic Safety Committee approved the installation of 30 mph speed limit signs between 500 W and 200 W. Unbeknownst to the Engineering Department and the Committee, the increase in the speed limit provided the final criteria to warrant installation of a Reduced Speed School Zone and *require* an adult crossing guard to be in attendance. Due to the locations of exiting driveways Engineering Dept Staff would recommend that the crossing be located at 325 West instead of 275 West. This location is more centralized to the neighborhood to the North and would only require children to cross 1000 N to access the kiddie walk from 800 N.

A major road reconstruction project is planned for the summer of 2021 on 1000 N between 500 W and 200 W. The necessary signage, striping and flasher assemblies will be installed as part of the project. Construction is expected to be completed by September, 2021.

Department Review

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

Recommendation

Install a new Reduced Speed School Zone, complete with all required hardware, signage and striping, and hire a crossing guard for this location.

Significant Impacts

No significant impacts are anticipated.

Attachments

Aerial Photography of the location

Reduced Speed School Zone Signage and Striping Information

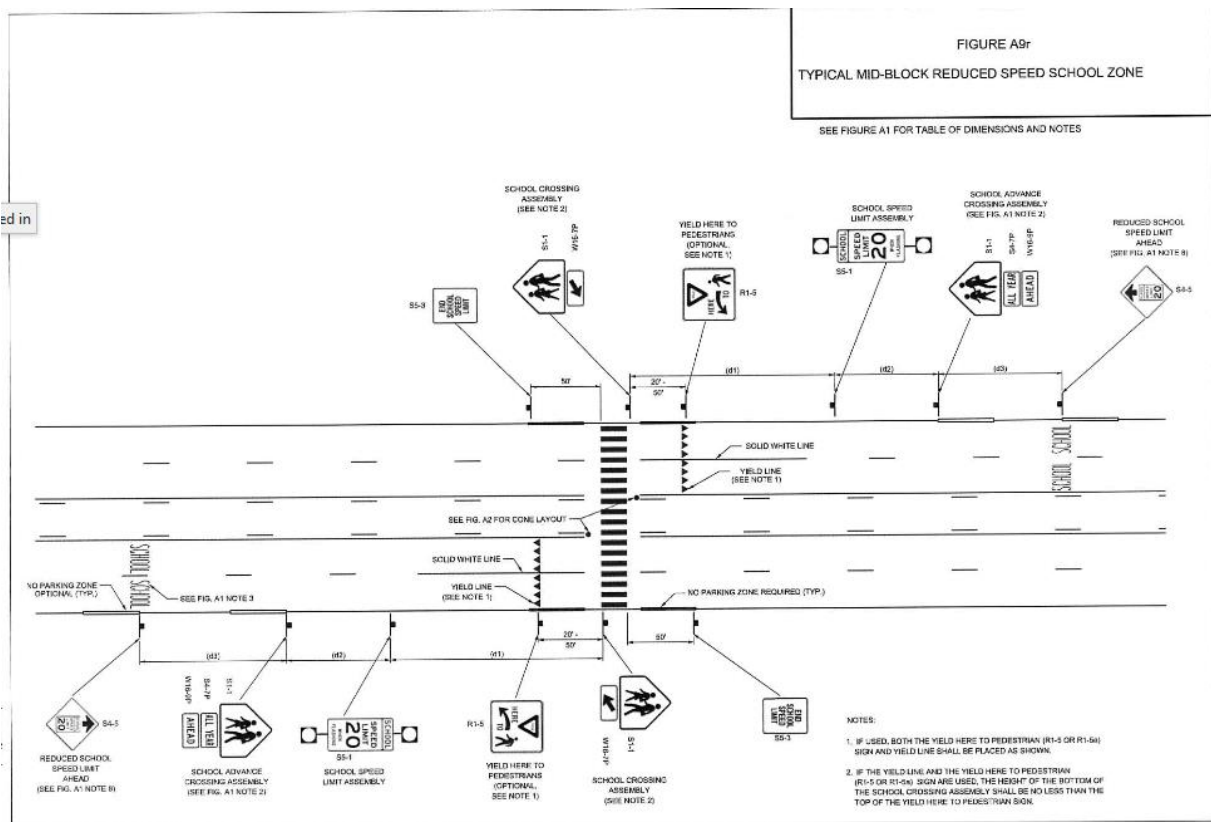


Figure 1 Existing Crossing Configuration at 275 West



Figure 2 Proposed Crossing Location at 325 West

ed in



SIGNING, STRIPING, AND NO PARKING PLACEMENT TABLE									MINIMUM SOLID WHITE LINE LENGTH
POSTED OR 85TH PERCENTILE SPEED (MPH)	SCHOOL ADVANCE CROSSING AND TURN ASSEMBLIES (d)	SCHOOL SPEED LIMIT ASSEMBLY (d1)	SCHOOL ADVANCE CROSSING ASSEMBLY (d2)	REDUCED SCHOOL SPEED LIMIT AHEAD (S4-3) (d3)	NO PARKING ZONE LENGTH				
					AT X WALK AND AT SIGNS AS SHOWN IN FIGS. A3-A15,A17	AFTER CROSSWALK (SEE FIG. A2 AND A6 FOR "W")			
						W ≤ 50'	50' < W < 70'	W ≥ 70'	
25	250'	150'	100'	NA	60'	40'	25'	20'	150'
30	325'	150'	100'	130'	85'	50'	36'	25'	150'
35	400'	200'	175'	215'	115'	70'	50'	35'	200'
40	475'	250'	250'	340'	150'	90'	65'	45'	250'
45	550'	250'	300'	500'	190'	110'	80'	55'	250'
50	625'	250'	400'	640'	230'	140'	100'	70'	250'

Traffic Safety Committee Staff Report

ITEM 2

Subject: Consideration of Installation of 30 MPH Pavement Messages on North Canyon Road
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: August 24, 2021



Background

In the fall of 2020, I received several emails from residents on 400 E and North Canyon Road (in the area around Lewis Park) regarding excessive speeds on each road. The Engineering Department set up traffic counting equipment at each location to evaluate.

Analysis

North Canyon Road serves as a collector street from the areas south of the golf course via Chelsea Drive, Bountiful Blvd and 400 E. It provides an easy connection to Orchard Dr, 2600 S, Hwy 89 and I-15. From 400 E to Orchard Drive the grade of the road is approximately 7%. The combination of the downhill grade and curve to the right (for westbound traffic) influence driver perception of acceptable speed on this section of roadway.

The speed study produced the following data:

Vehicles Counted:	4016
85 th percentile speed:	37.6 mph

The study did not differentiate between eastbound (uphill) or westbound (downhill) traffic. Approximately 79% of the vehicles speeds counted in the study exceeded the posted speed limit of 30 mph. This result is an indication that the majority of drivers perceive that it is safe and acceptable to travel above the posted speed limit in this area. The 30 mph speed limit was established in 1998 or 1999 with the development of the subdivision.

There are several options which could be implemented to remind drivers of the posted speed limit. I believe it would be prudent to start with the simpler options such as installing "30 MPH" pavement messages in two locations in each directions. If additional measures are needed, I think it would be appropriate to install solar powered (or hard wired) radar speed signs. I would not advocate for permanent speed bumps, speed humps or speed tables due to snow removal operations. There are options for these measures that could be installed temporarily (seasonally).

Department Review

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

Recommendation

Install 4 "30 MPH" pavement messages on North Canyon Road, at the locations indicated in the attached graphics.

Significant Impacts

There will be an added cost to repaint the pavement messages on an annual basis. A yearly evaluation of the impact on speeds should be conducted, and results brought to the TSC for additional modifications in 3 years.

Attachments

Aerial photography of proposed pavement marking locations

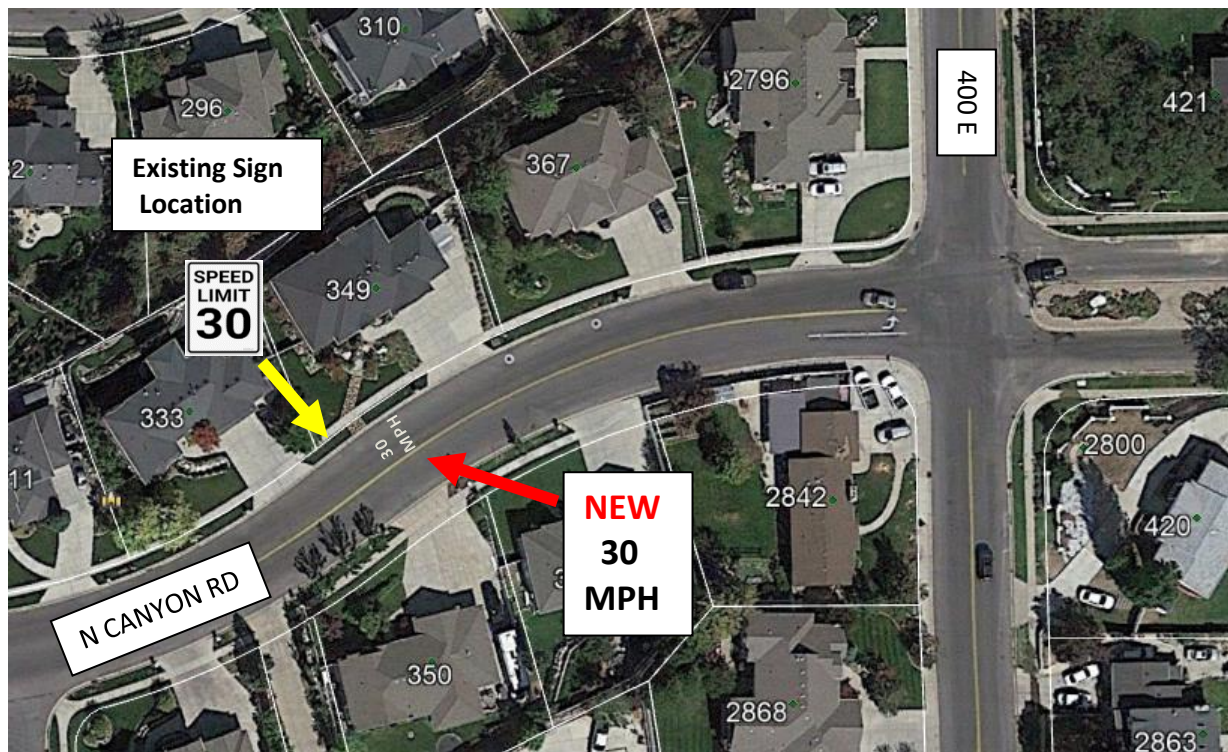
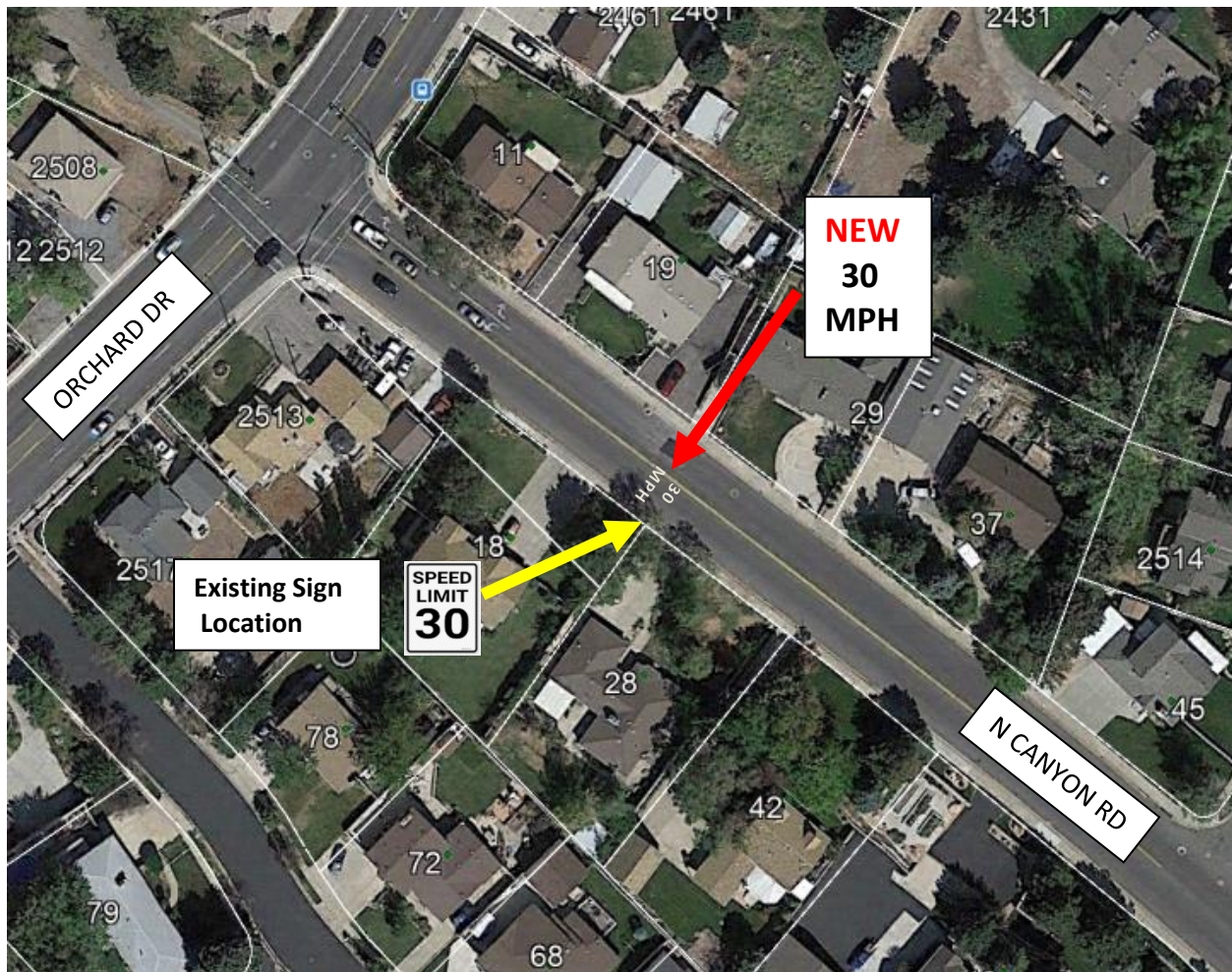


Figure 1 Proposed Pavement Message Location





Traffic Safety Committee Staff Report

ITEM 3

Subject: Consideration of Installation of Centerline Striping and Signage at Two locations on Hidden Lake Dr
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: August 24, 2021



Background

Mr. Bruce Bingham, resident at 4819 S Canyon View Circle, has requested the City's consideration of the installation of centerline striping at two locations on Hidden Lake Drive.

Analysis

Hidden Lake Drive is the primary access to the upper lots in the Summerwood Subdivision and the Hidden Hollow PUD. Because of the terrain in the area, the road alignment was designed with minimal centerline radius and a grade of approximately 11% for the southern turn and approximately 15% for the northern turn. In both locations the road makes more than a 180° turn, and would be considered as built at the limits of acceptable geometry for a residential neighborhood. Neither section of roadway has been striped with a centerline.

Mr. Bingham's request is the result of his observation of reckless driving in the form of excessive speeds, loss of control, cutting of the corners.

Given the geometry and steepness of the road, the installation of W1-1 signs with an associated advisory speed plaque (20 mph) double yellow centerline striping would meet the MUTCD criteria for installation, based on engineering judgement.

Department Review

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

Recommendation

Install a 4 new W1-1 turn signs with advisory speed plaques and double yellow centerline striping on Hidden Lake Drive as indicated on the attached graphics.

Significant Impacts

No significant impacts are anticipated.

Attachments

Aerial Photography of the location



Figure 1 Hidden Lake Drive (north curve)



Figure 2 Hidden Lake Drive (south curve)



W1-1

W1-1 Turn Warning Sign



W13-1P Advisory Speed Plaque

Traffic Safety Committee Staff Report

ITEM 4

Subject: Consideration of Installation of No Parking Zone at Lyman Lane / 200 W Entrance to Call Meadows P.U.D.
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: August 24, 2021



Background

Jessica Alford, President of the Call Meadows P.U.D. homeowners association requests consideration of the installation of No Parking Zones on the north and south sides of the intersection at Lyman Lane and 200 West Street. Ms. Alford included copies of a petition which was circulated to the members of the Homeowners Association that included approximately 60 signatures from residents of Call Meadows and Pages Place P.U.D.

Analysis

200 West is a major collector which provides connectivity to the Centerville business district and I-15 access to the north, the South Davis Rec Center, downtown Bountiful, Woods Cross and communities to the south. The traffic volume on this road segment averages approximately 12,000 vehicles per day.

The Call Meadows HOA are concerned that overflow parking congests the intersection and restricts visibility which has been a contributing factor to traffic accidents. This intersection is coincident with the access to the Country Springs development on the east side of 200 W. A review of accidents in the area has shown 6 accidents in the last 10 years, with 2 ~ 2 year periods where there were no accidents. This does not meet the MUTCD threshold for action in the intersection (3 accidents in a year or 5 accidents in any 12 month period).

Department Review

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

Recommendation

Install a 2 new No Parking signs with 30 ft of curb (painted red) as indicated on the attached graphic.

Significant Impacts

No significant impacts are anticipated.

Attachments

Aerial Photography of the location
Excerpts from the Utah Driver's Handbook

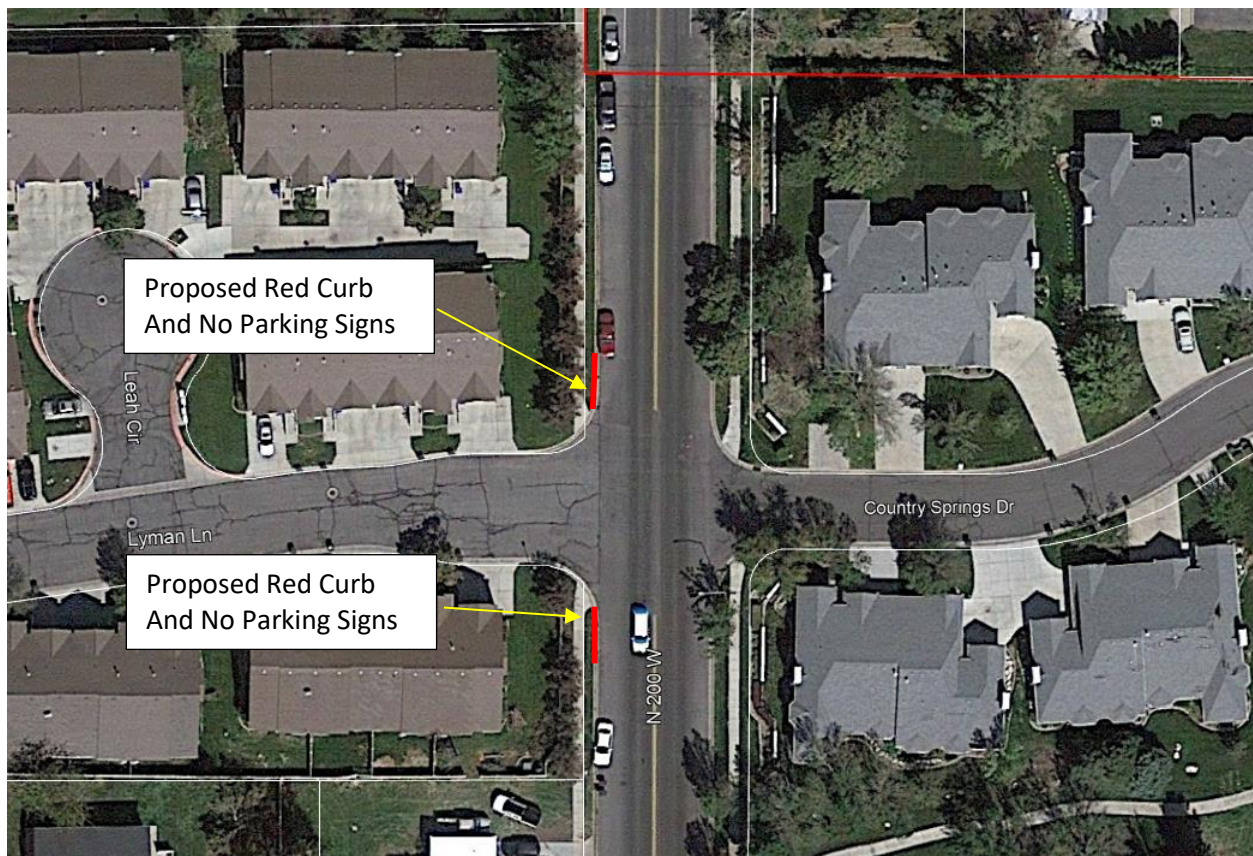


Figure 1 Pages Place PUD Proposed Red Curb Installation

UTAH DRIVER HANDBOOK 2020 v.2



THIS HANDBOOK IS AVAILABLE AT dld.utah.gov

Department of Public Safety
Driver License Division
PO Box 144501
Salt Lake City, Utah 84114-4501
801.965.4437; 888.353.4224
dld.utah.gov

Scan QR code to schedule appointment



Gary R. Herbert, Governor
State of Utah
Jess L. Anderson, Commissioner
Department of Public Safety
Chris Caras, Director
Driver License Division

BEING PASSED

Stay in your lane and hold a steady speed to let the driver pass you.

NEVER PASS:

- If there is an oncoming vehicle.
- If your view is blocked by a curve or hill.
- At intersections, or another car when stopped at a crosswalk.
- Before a railroad crossing or bridge.
- In a no passing zone.
- Slow down when passing bicyclists to give them as much space as you can.

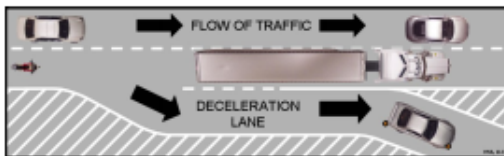
EXITING A ROADWAY

When exiting a roadway you should plan ahead to make a safe exit. Move to the exit lane early to avoid having to make a quick lane change and keep a steady speed as long as you are on the main road. Signal, move to the exit or deceleration lane and slow to exit speed. Check for posted speed in the exit or deceleration lane and cancel your signal.

SCHOOL BUS

If a school bus is displaying alternating flashing red light signals, visible from the front or rear you need to stop immediately before reaching the bus. Do not proceed until the flashing red lights stop.

If you are traveling on a divided highway having four or more lanes with a median separating the traffic, it is only necessary for the vehicles traveling in both lanes behind the school bus to stop, and not the traffic traveling in the opposite direction.



If you are traveling on a two-lane roadway, traffic in both directions are required to stop. If you are traveling on a four-lane roadway without a median, traffic in both directions are required to stop. If you are traveling on a highway having five or more lanes and having a shared center turn lane, it is only required for the vehicle in both lanes behind the school bus to come to a complete stop. Vehi-



cles traveling in the opposite direction are not legally required to stop.

PARKING

You must make sure that your vehicle is not a hazard when it is parked. Always park in a marked parking area. When parking along the road, park your vehicle as far from traffic as you can. If there is a curb, park close to it.

In the interest of public safety, there are several places where you are not allowed to park:

- On a sidewalk.
- In front of a public or private driveway.
- In an intersection.
- Within 15 feet of a fire hydrant.
- On a crosswalk.
- Within 20 feet of a crosswalk.
- Within 30 feet of any flashing beacon, stop sign, yield sign, or traffic control signal.
- In an area which is posted for pedestrian use or within 30 feet of the edges of that area.
- On any railroad track or within 50 feet of the nearest rail of a railroad crossing.
- Within 20 feet of the driveway entrance to any fire station and if signs are posted, you may not park on the opposite side of the road if you are within 75 feet of the fire station entrance.
- Alongside or opposite any street excavation or obstruction when stopping or parking would block traffic.
- On the roadway side of any vehicle stopped or parked at the edge or curb of a street (no double parking.)
- On any bridge or other elevated highway structure, or in a highway tunnel.
- At any place where official signs prohibit stopping.
- On the shoulder of any interstate highway—these areas may be used only if your vehicle breaks down or you are in physical distress.
- Red painted curbs or red zones.

NO PARKING ZONES

Check for signs or painted curbs that may ban or limit parking. Some no parking zones are indicated by colored curb markings.



Traffic Safety Committee Staff Report

ITEM 5

Subject: Discussion of Adoption of a Policy for Installation of
Warning Signs for Children With Disabilities
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: August 24, 2021



Background

Bountiful City has not adopted an official policy which outlines a process to review and approve requests for the installation of warning signs for children with disabilities. Warning signs which are intended to alert drivers to the potential presence of children with disabilities such as blindness, deafness, autism or other conditions are not officially recognized by the MUTCD but are installed by communities based on requests from parents/guardians.

Analysis

Since these signs are not officially recognized or regulated under the MUTCD, the approval for installation of these signs falls to the City Council. The consensus in the industry is that these signs are of limited effectiveness, but do serve a useful purpose.

Department Review

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

Recommendation

The City Engineer recommends the Traffic Safety Committee adopt the policy for warning sign installations.

Significant Impacts

No significant impacts are anticipated. The policy outlines the requirement of the parent/guardian to pay for the sign materials. Bountiful City will install and remove the signs.

Attachments

Draft Policy



BOUNTIFUL

City of Beautiful Homes and Gardens

RANDY C. LEWIS
MAYOR

CITY COUNCIL
MILLIE SEGURA BAHR
KATE BRADSHAW
KENDALYN HARRIS
RICHARD HIGGINSON
CHRIS R. SIMONSEN

CITY MANAGER
GARY HILL

Bountiful City Engineering Department

DRAFT Policy for Installation of Warning Signs for Children with Disabilities

Date: 24 August 2021

1.0 PURPOSE

The purpose of this policy is to standardize the administrative procedures used by Bountiful City for the installation of warning signs for children with disabilities.

2.0 ELIGIBILITY CRITERIA

- 2.1 Age: Children must be between the ages of 2 and 18 at the time of the sign request.
- 2.2 Evidence of Disability: A certification may be submitted by the parent/guardian as part of the request for a sign.
- 2.3 Sign requests shall be reviewed by the Traffic Safety Committee, and a recommendation for approval submitted to the City Council for final approval.
- 2.4 Signs will be removed when the child moves from the residence or at the 18th birthday of the child.

3.0 INSTALLATION

- 3.1 Signs will only be installed on residential streets where the default or posted speed limit is 25 mph.
- 3.2 Signs will be installed at the extension of the nearest adjacent property line (where possible) but not farther than 150 feet from the property lines of the home of the parent or guardian responsible for the child.
- 3.3 Parent/Guardian shall notify the Street Department Director if the child moves or when the child turns 18, at which time the signs will be removed.
- 3.4 Parent/Guardian agrees to pay the material costs for sign installation. Bountiful City will provide labor and equipment.

City Engineer | Public Works Director

Lloyd N. Cheney, P. E., P.L.S.

City Engineer | Public Works Director • Bountiful City Engineering Department
790 South 100 East • Bountiful, Utah 84010 • (801) 298-6125 • FAX (801) 298-6033
CELL (801) 643-1140 • lcheney@bountifulutah.gov

\\bountiful.gov\\files\\Dept\\Engineering\\Policies and Procedures\\Draft Disability Warning Sign Installation Policy.doc

Traffic Safety Committee Staff Report

ITEM 6

Subject: Consider Installation of Warning Sign for Child With Disability at 72 Viewcrest Circle
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: August 24, 2021



Background

Sharon Lloyd, 72 Viewcrest Circle, requests consideration of the installation of warning signs for her four year old son who has Sticklers Syndrome which affects his vision.

Analysis

Since these signs are not officially recognized or regulated under the MUTCD, the approval for installation of these signs falls to the City Council. The applicant's home is a corner lot located at the Viewcrest Drive and Viewcrest Circle intersection, and is also in close proximity to the intersection of 75 South and Viewcrest Drive, so it would be appropriate to add an additional sign to cover the streets approaching the Lloyd's home.

Department Review

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

Recommendation

The City Engineer recommends the Traffic Safety Committee forward a positive recommendation to the City Council for installation of the signs, per the policy, as shown in the attached map.

Significant Impacts

No significant impacts are anticipated. The policy outlines the requirement of the parent/guardian to pay for the sign materials. Bountiful City will install and remove the signs.

Attachments

Vicinity map with sign locations.

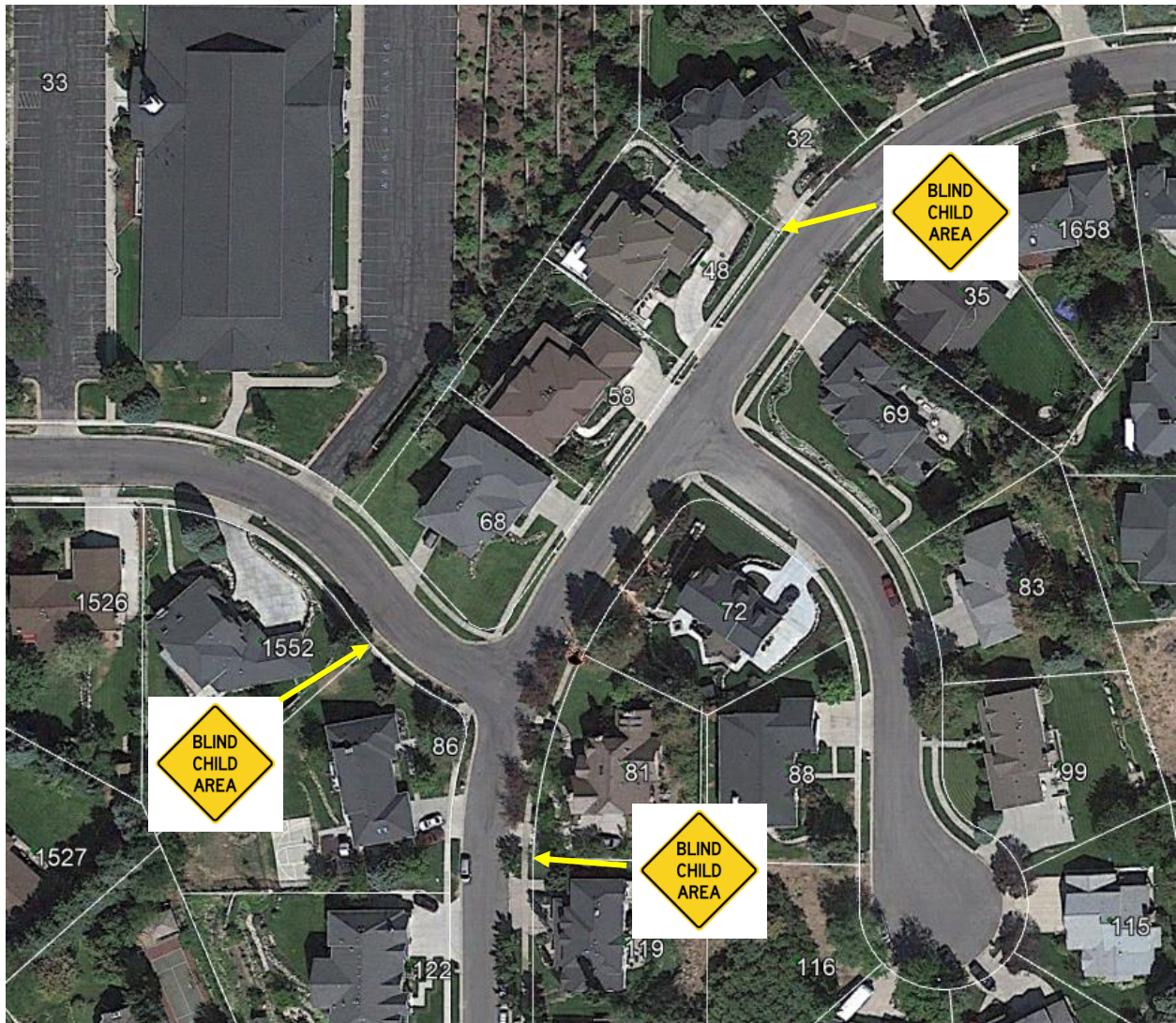


Figure 1 Proposed Sign Installation Locations

Traffic Safety Committee Staff Report

ITEM 7

Subject: Consider Request for Installation of 25 MPH Speed Limit Signs on Indian Springs Road
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: August 24, 2021



Background

Allison Fletcher, 421 Indian Springs Road, requests consideration of the installation of 25 MPH speed limit signs on Indian Springs Road. Mrs. Fletcher has also requested speed bumps to be installed.

Analysis

Indian Springs Rd is a minor collector road which provides connectivity from Bountiful Blvd to the 400 E/3100 S intersection. It is a narrow (two lane, 28 ft pavement width) road with a sharp curve near it's east end. This segment of road is approximately 2700 ft long with slopes ranging from 5 to 15%. The steeper portions of the road are relatively close to the stop signs at either end of the segment. The sharp curve is signed with chevron arrows to alert drivers to the change in roadway alignment. There are no speed limit signs currently posted on this street.

The Engineering Department conducted a speed study on July 28, 2021. Of the 885 vehicles that were counted, approximately 90% of the cars exceeded the default speed limit of 25 mph. The 85th percentile speed was calculated at 34.4 mph, and would indicate that a pair of 25 mph speed limit signs would be an appropriate action to take.

Mrs. Fletcher has also requested the City install speed bumps in this road segment. While this may be an appropriate action to take in more favorable geometric conditions or where the roadway has better exposure to the sun during the winter months, it is the opinion of the City Engineer that this would not be an appropriate location to install speed bumps. Speed bumps pose issues for snow removal and are not generally considered to be appropriate speed control measures on streets with a steep grade.

Department Review

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

Recommendation

The City Engineer recommends the Traffic Safety Committee forward a positive recommendation to the City Council for installation of two 25 mph signs on Indian Springs Rd, as shown in the attached map.

Significant Impacts

No significant impacts are anticipated. The Engineering Dept will conduct a speed study approximately one year after the signs have been installed to understand the effectiveness of this action.

Attachments

Vicinity map with sign locations.

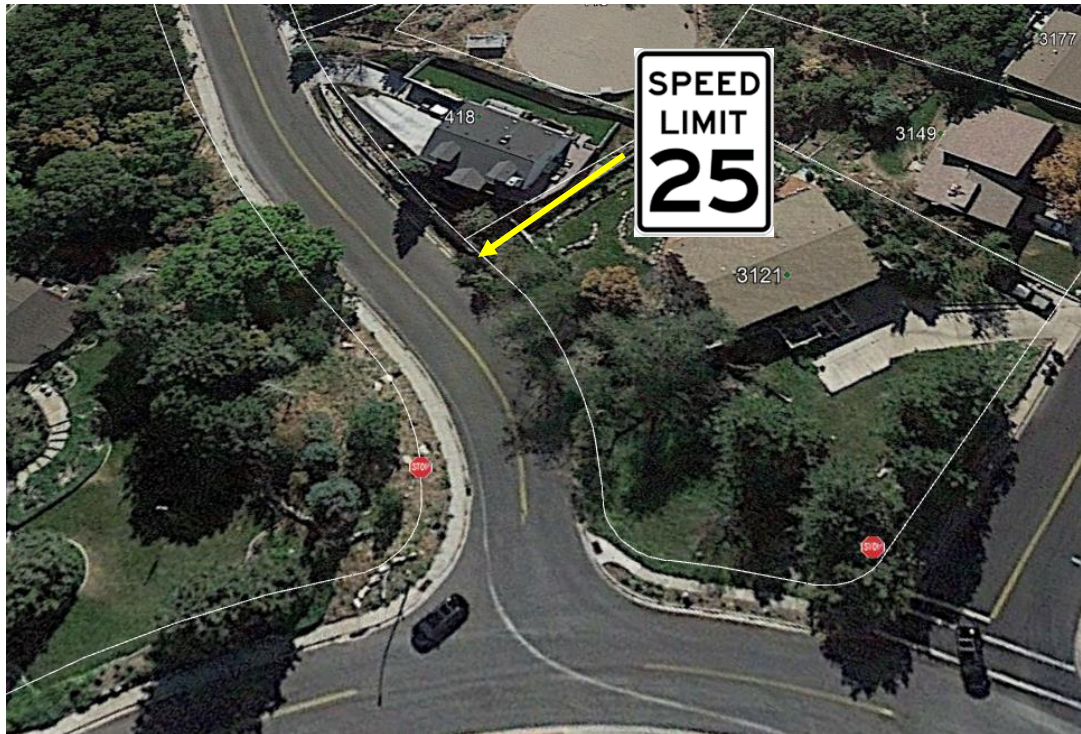


Figure 1 Speed Limit sign location for eastbound traffic



Figure 2 Speed Limit sign installation location for westbound traffic