



**BOUNTIFUL CITY**  
**TRAFFIC SAFETY COMMITTEE AGENDA**  
**Thursday, August 25, 2022**  
**10:00 a.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: Review of Speed Studies at 4 Locations**
  - a. 400 E between North Canyon Rd and Edgehill Dr
  - b. North Canyon Rd between 400 E and Davis Blvd
  - c. 300 W between 3100 S and Orchard Dr.
  - d. Bountiful Blvd between Indian Springs Rd. and Canyon Creek Dr.
3. **Discussion Item: Review of School Crossing Criteria.**
4. **Discussion Item: Request for No Parking Zone**  
Request by Bountiful Irrigation
5. **Discussion Item: Request for Installation of a Convex Mirror at Villa Nova Condominiums, 1950 S 200W**  
Request by Villa Nova HOA
6. **Discussion Item: Request for Crosswalk at the Intersection of Mueller Park Road and Chokecherry Drive**  
Request by Tamra Adamson, 1501 Mueller Park Rd
7. **Schedule of Future Traffic Safety Committee Meeting and Agenda Items**
8. Adjourn

# Traffic Safety Committee Staff Report

ITEM 2

**Subject:** Review of Speed Studies  
**Author:** City Engineer, Lloyd Cheney  
**Department:** Engineering  
**Date:** August 25, 2022

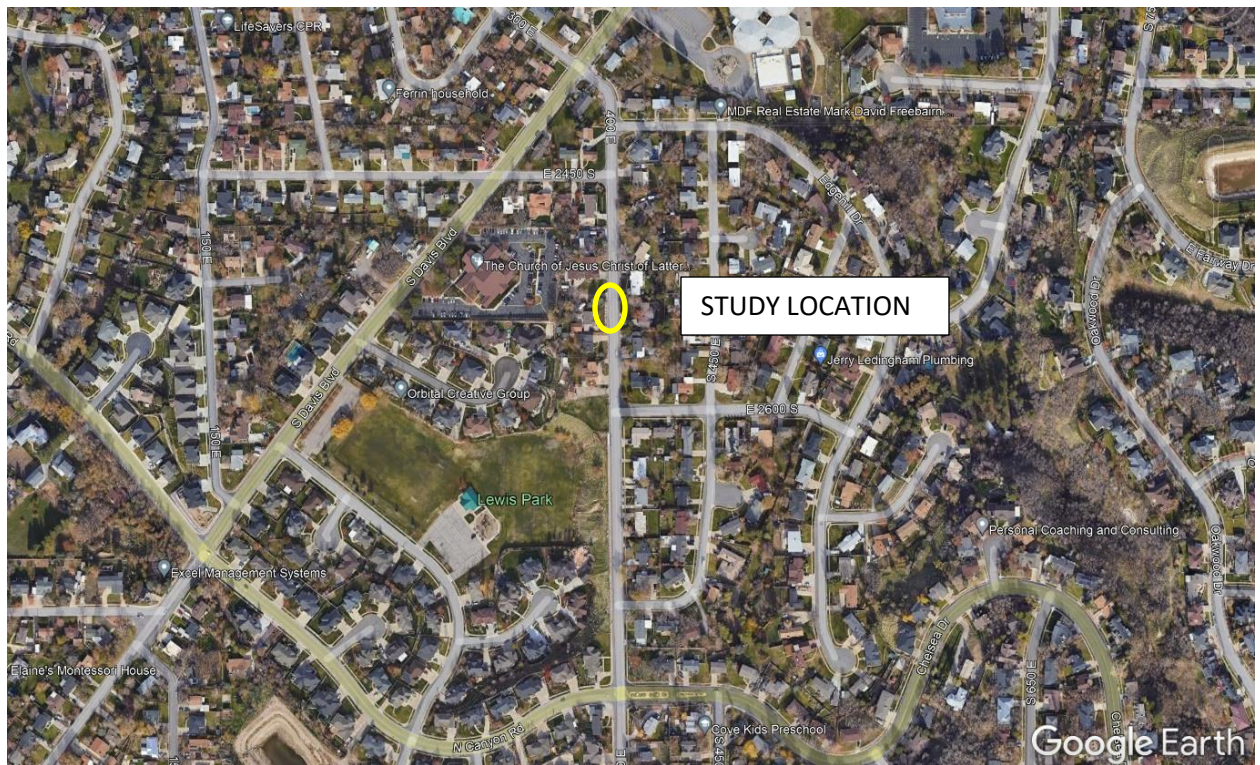


## Background

The Engineering Department receives frequent comments about speeding in various locations around the City. In response to these comments, a speed study may be conducted to better understand the situation. The following speed studies were conducted this summer to: 1) Reassess driver habits on 400 E (north of North Canyon Drive), 2) Evaluate the effectiveness of speed limit signs which were installed last year on North Canyon Drive west of 400 E, 3) Evaluate speeding on 300 W between Orchard Drive and 3100 S, and 4) Evaluate speeds on Bountiful Blvd between Canyon Creek Drive and Indian Springs Road.

## Analysis

- 1. 400 E Speed Study:** In 2020, the Engineering Dept. conducted 2 speed studies on 400 E, one on the North side of Davis Blvd, and one just north of North Canyon Drive. The respective 85<sup>th</sup> percentile speeds for these locations was 33.6 mph and 34.7 mph, respectively. The 2022 speed study, conducted at a location north of North Canyon Drive produced an 85<sup>th</sup> percentile speed of 36.2 mph. This is a location where speeds are reaching a threshold for additional measures.





2. **North Canyon Drive Speed Study:** In August of 2021, the City Council authorized the installation of 30 MPH pavement messages at 4 locations on North Canyon Road as a measure to remind drivers of the speed limit on North Canyon Rd between 400 E and Orchard Drive. A September 2020 speed study identified the 85th percentile speed as 37.6 mph. The August 2022 speed study revealed an 85<sup>th</sup> percentile speed of 36.5 mph. According to the most recent data, it would appear that the new pavement messages (30 MPH) have had very little effect on traffic speed. On a more positive note, speed related phone calls from residents has decreased.



3. **300 W Speed Study:** Residents in the area of 300 W between Orchard Drive and 3100 S have commented on the speed of vehicles travelling on 300 W. 300 West is a narrow right of way (50' ROW, 27' asphalt) which was approved while the area was under the jurisdiction of Davis County (1950). The area was annexed into Bountiful in 1987 and 1992. In approximately 2007 the City installed a double yellow centerline and white shoulder line to address cars using the center of the pavement due to parking on both sides of the street. Many of the streets in this area do not have sidewalk, which is a concern expressed by residents for those children who walk to school. Our 2022 speed study has identified the 85<sup>th</sup> percentile speed as 32.0 mph. While this may seem concerning, nearly half of the vehicles in the study were travelling at 30.2 mph, which is fairly common in residential neighborhoods.





4. **Bountiful Blvd between Canyon Creek and Indian Springs:** Bountiful Blvd between Canyon Creek and Indian Springs lies at the bottom of long vertical curve and the midpoint of a large horizontal curve. This is the perfect recipe for drivers to disregard the speed of their vehicle by concentrating on the roadway geometry or by aggressive negotiation of the horizontal and vertical alignments. The August 2022 speed study at this location indicated an 85<sup>th</sup> percentile speed of 38.5 mph. Since this value exceeds 10 mph above the 85<sup>th</sup> percentile speed, it is appropriate to consider some additional measures at this location to reduce speeds.





### **Department Review**

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

### **Recommendations**

Given the lack of conclusive evidence that pavement messages are effective (no effect on North Canyon Rd as installed in 2021, and the existing 30 MPH pavement messages located on Bountiful Blvd south of the study area, the following actions are recommended to the City Council for implementation:

- 1) Increase traffic enforcement activities;
- 2) Evaluate potential installation locations for a pair of solar powered dynamic radar speed signs at 2 locations to be funded and installed in FY 23-24.

### **Significant Impacts**

No financial impacts are anticipated for this budget year.

# Traffic Safety Committee Staff Report

ITEM 3

**Subject:** Review of School Crossing Criteria  
**Author:** City Engineer, Lloyd Cheney  
**Department:** Engineering  
**Date:** August 25, 2022



## **Background**

Bountiful City frequently receives requests from residents for the installation of crosswalks for use by elementary and junior high students. The purpose of this discussion item is to help Traffic Safety Committee members to better understand the requirements of State Code, available resources and City responsibilities.

## **Analysis**

1. **UCA 53(G)-4-402(17)**: State Code states: “a local school board shall establish a school traffic safety committee each year.” The committee is required to include a representative of the schools within the District, a PTA representative, a municipality representative, a state or local law enforcement representative and a representative of state or local traffic safety engineering. The committee is required to:
  - Receive comments *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.
  - Review and submit annually to the DOT and affected municipalities and counties a child access routing plan for each elementary, middle, and junior high school within the district.
  - Consult the Utah Safety Council and the Division of Family Health Services and provide training to all school children in grades k-6 within the district on school crossing safety and use; and
  - Help ensure the district’s compliance with rules made by the DOT under section 41-6a-303.
2. **Safe Routes Utah**: Child access routing plans can be found at [www.saferoutes.utah.gov](http://www.saferoutes.utah.gov). (Reminder, this is for Elementary and Junior High schools only.)
3. **Bountiful City’s Responsibilities**: UCA 41-6a-302 (Traffic Code) defines the City’s responsibilities for *reduced speed school zones (RSSZ)*:
  - ❖ Written assurance that the local highway authority complies with the following requirements:
    - Provide, train and supervise school crossing guards
    - Operation of RSSZ, including providing power to warning lights and turning on and off the warning lights
    - Maintenance of RSSZs
    - Notification to the DOT of RSSZs on state highways that are in need of maintenance

- Budgetary Implications: “ (7) Each local highway authority shall pay for providing, training and supervising school crossing guards...”

17															17	
18	PSAP 911 - CAPITAL PROJECTS														18	
19	TOTAL PSAP E911 - CAPITAL										0	0	0	0	0	19
20															20	
21	BUDGET SUMMARY														21	
22	104210	Police	6,326,110	6,516,462	6,718,352	2,844,118	3,477,756	6,321,874	6,359,907	0	7,330,271	970,364	22			
23	104215	Police Reserves	2,054	597	1,189	1,028	8,675	9,703	10,000	0	10,000	0	23			
24	104216	Police Crossing Guards	138,365	132,358	106,928	57,589	72,756	130,345	151,049	0	155,710	4,661	24			
25	104217	School Resource Officer	354,113	313,190	403,921	254,199	228,268	482,467	380,697	0	442,898	62,201	25			
26	104218	Liquor Law Enforcement	58,977	41,401	37,416	7,184	29,175	36,359	36,359	0	42,000	5,641	26			
27	104219	PSAP - E911	563,972	581,413	668,666	703,619	745,187	1,448,806	1,527,964	0	1,513,589	(14,375)	27			
28	TOTAL POLICE - GEN. FUND		7,443,591	7,585,421	7,936,472	3,867,737	4,561,817	8,429,554	8,465,976	0	9,494,468	1,028,492	28			
29	454210	Police Capital Improvements	438,755	107,219	297,672	140,008	141,208	281,216	857,000	0	877,635	20,635	29			
30	454215	Police Reserves	0	0	0	0	0	0	0	0	0	0	30			
31	454217	School Resource Officer	0	0	0	0	0	0	0	0	0	0	31			
32	454219	PSAP - E911	0	0	0	0	0	0	0	0	0	0	32			
33	TOTAL POLICE - CAP. PROJ.		438,755	107,219	297,672	140,008	141,208	281,216	857,000	0	877,635	20,635	33			
34														34		
35	TOTAL POLICE - GEN. & CAP.		7,882,346	7,692,640	8,234,144	4,007,745	4,703,025	8,710,770	9,322,976	0	10,372,103	1,049,127	35			

The amount allocated in the Police Dept. FY 2023 Crossing Guard budget line item is **\$155,710**. FY 2023. It should be noted that neither the schools nor the school district reimburse the City for this expense.

### Department Review

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

## Recommendation

This item is informational in nature and no action is necessary.

### Significant Impacts

N/A

## Attachments

N/A



# Traffic Safety Committee Staff Report

ITEM 4

**Subject:** Request for No Parking Zone at approx. 10 E 400 S  
**Author:** City Engineer, Lloyd Cheney  
**Department:** Engineering  
**Date:** August 25, 2022



## **Background**

Bountiful Irrigation (irrigation service provider, not a City Department) requests installation of a No Parking Zone on the south side of 400 South Street, immediately east of Main Street. Bountiful Irrigation has a pressure reducing station on the south side of the street approximately 20 feet from the edge of the concrete pavement and 25 ft from the painted crosswalk. During the irrigation season, regular (frequent) access is needed for maintenance purposes. They are finding it a common occurrence for a vehicle to be parked over the manhole lid, and locating the driver/owner can be difficult.

## **Analysis**

Conditions in this area are less than ideal for parallel parking on the south side of 400 South. Visibility from the driveway/parking area behind the existing building can be adversely impacted by cars parked on this side of the road due to the very narrow asphalt strip (approx. 2 feet wide) between the curb and the existing building which provides the only view for eastbound traffic for cars pulling out of the parking area without actually entering the roadway. In addition, UCA 41-6a-1401 prohibits parking within 20 ft of a marked crosswalk, which is also frequently violated at this location, and other similar locations downtown.



Figure 1 South Side of 400 S, East of Main St.



**Department Review**

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

**Recommendation**

It is suggested that the Traffic Safety Committee forward a recommendation to approve the installation of “a No Parking Here to Corner” sign and 20’ of painted curb (red) to the City Council.

**Significant Impacts**

Charles Benson, Street Dept. Director will provide an estimate for the installation of signage and paint.

**Attachments**

N/A

# Traffic Safety Committee Staff Report

ITEM 5

**Subject:** Request for Convex Mirror Installation, 1950 S 200 W  
**Author:** City Engineer, Lloyd Cheney  
**Department:** Engineering  
**Date:** August 25, 2022



## **Background**

Residents of the Villa Nova Condominiums, 1950 S 200 W, are requesting installation of a convex curved mirror to be installed on the east side of 200 W, across from the Villa Nova driveway, to improve their ability to see oncoming traffic on 200 W from the Villa Nova drive approach. This request accompanied a petition which was submitted to the City Manager.

## **Analysis**

At this location, 200 W is a 60 ft wide right of way with a 40 ft wide asphalt surface. This cross section can accommodate parallel parking on both sides of the street (9 ft assumed utilizing 8 ft of asphalt) leaving 2~12ft travel lanes for northbound and southbound traffic. From a driver's perspective, this width of travel lane is adequate, but would feel narrow.

The Villa Nova Condominium complex (1950 S 200 W) was constructed in approximately 1975. The Huntington Apartment complex (1995 S 200 W, located immediately south of Villa Nova) was constructed in 2012. Until the time that the Brighton Homes Bristol Village project (1940 S 200 W) was completed in 2019, Engineering and Planning Dept. staff members received few, if any complaints about parking on 200 W in the area of the Villa Nova drive approach. However, with the completion of Bristol Village, complaints from neighboring properties on the west side of 200 W began. From 2019 until 2021, Planning Dept. staff worked with the management agency for the Bristol HOA in an effort to have them coordinate and manage parking of the development. Residents of the Bristol project "were extremely upset" when the management company presented a parking amendment which would require owners and guests to not park on 200 W. No further action was taken by the HOA.

Villa Nova's request to install a convex mirror in the 200 W right of way is a unique solution typically used in parking areas, driveways or other areas with restricted sight lines that are on private property. There are no accepted guidelines from federal or state agencies nor from the Manual on Uniform Traffic Control Devices (MUTCD) which describe the installation requirements for these devices in the public right of way. In addition to the lack of guidance, frequently described issues with these devices include: difficulty in maintaining proper alignment to the roadway due to wind or other factors, distortion of vehicle images which affects the perception of the speed and location of oncoming vehicles and poor visibility of the mirror image during adverse weather events. It was also noted that these types of mirrors function poorly at night due to reflections of light from adjacent light sources or oncoming traffic. Other research from Australia suggests that even the largest mirrors have a limited effective viewing distance. For example, a 800mm (30") diameter mirror has a recommended viewing distance of 20 meters (65 ft). If a mirror of this size were to be installed on the east side of 200 West (in the park strip), the mirror could be obstructed by parked vehicles or the existing



trees and would not provide any appreciable increase in the visibility of either northbound or southbound traffic on 200 W.



Figure 1 200 W Street, showing adjacent development projects

This situation has many similarities to the creation of No Parking zones which were designated around the local high schools in an effort to regulate the impacts of on-street parking by students to the residents living in the adjacent neighborhoods. The result of establishing these No Parking zones was not the intended elimination of parking issues, but rather the expansion and relocation of the problem to areas farther away from the schools. Implementation of a similar approach to parking on 200 W is expected to result in the relocation of the problem to the east side of 200 W and the properties farther north and south.

#### **Department Review**

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

#### **Recommendation**

It is suggested that the Traffic Safety Committee forward a recommendation to deny the request for installation of a convex mirror to the City Council.

#### **Significant Impacts**

N/A

#### **Attachments**

N/A

# Traffic Safety Committee Staff Report

ITEM 6

**Subject:** Request for Crosswalk at the Intersection of Mueller Park Rd and Chokecherry Dr.  
**Author:** City Engineer, Lloyd Cheney  
**Department:** Engineering  
**Date:** August 25, 2022



## Background

Tamara Anderson, 1501 Mueller Park Rd has requested the Traffic Safety Committee consider the installation of a crosswalk at the intersection of Mueller Park Rd and Chokecherry Dr.

## Analysis

1800 S / Mueller Park Rd is a main collector for east-west traffic in Bountiful. It serves as a major access route to destinations such as Mueller Park Jr High, the Bountiful Ridge Golf Course, Bountiful Temple, Mueller Park Canyon and many of the residential neighborhoods located east of Bountiful Blvd.



Figure 1 1800 S / Mueller Park Rd 1150 E to Bountiful Blvd

There are very few marked crosswalks on 1800 S / Mueller Park Rd, with the existing crosswalk at 1150 East being the only cross walk between Mueller Park Jr High and the intersection of Bountiful Blvd. While there is adequate internal pedestrian circulation within the Chokecherry Drive “circle” and the neighborhoods to the west and south, there is only one potential connection location from this area from 1200 E to the Bountiful Blvd intersection.

A review of sight distances on 1800 S/ Mueller Park Rd for a potential crosswalk shows that there is adequate stopping sight distance (200 ft) for the posted speed limit of 30 mph for eastbound and westbound traffic.



**Department Review**

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

**Recommendation**

It is recommended that the request for installation of a crosswalk on the west side of the intersection at Chokecherry Drive and Mueller Park Rd be forwarded to the City Council for approval.

**Attachments**

N/A