

hour. Mr. Cheney expressed concern as these speeds are concerning, and it is time to consider additional measures that can be taken to help people slow down in residential areas.

North Canyon Rd, 400 E to Davis Blvd

Last year, the City Council approved the installation of 30 mph pavement messages for both East and West bound traffic. 2020 speed data showed an 85th percentile speed of 37.6 mph. This summer (August) showed pretty much the same speed as previously recorded. The majority of traffic on North Canyon Road exceeds the posted limit. The results of the speed study indicate that motorists are not seeing the posted speed limit signs. Mr. Cheney explained that in his experience, signs don't generally work. People don't seem to see them and appear to be "sign blind". He explained that people drive the speed that they perceive as safe.

Councilwoman Price Huish asked what measures work in mitigating the excess speed. Mr. Cheney expressed his opinion that enforcement is the best method.

Councilwoman Price Huish asked how we complete the study that gives us the data we've received? Mr. Cheney explained the method used and how it works.

300 W, 3100 S to Orchard Dr.

The Engineering Dept received a study request for 300 W, which tends to be a shortcut between Orchard Drive and 3100 South. 300 W is a very narrow street without sidewalks that was constructed while the area was under the jurisdiction of Davis County. In 2007, the City added striping to the roadway. Of primary concern to the residents is the use of the roadway by school children who walk to Boulton Elementary. The speed study has identified the 85th percentile speed as 32 MPH, which is slightly lower than the results of the other studies. Half of the vehicles were driving 30 MPH. Mr. Cheney feels that this may be a good candidate for curb returns at the intersections or measures that reduce the travel width. On street parking and the construction of sidewalks could be addressed. Many streets in this area lack sidewalk, and funding these types of project would take resources that have not previously been used for these projects. In the past, the city has utilized improvement districts.

Councilwoman Price Huish requested more info on the "curb return" Mr. Cheney explained showing an example of a curb restriction that could be constructed. Curb returns would extend into the roadway to restrict the drive lane and create more "awareness" of speed.

Mr. Cheney explained that the City receives frequent requests for some type of speed bump, but the City is reluctant to create those due to the damage they can potentially do to the snow equipment.

One of the citizens present said that he uses that shortcut but that it does get congested due to the parking on that narrow road.

Councilwoman Price Hush asked Mr. Cheney about the potential for stop signs along that road. Mr. Cheney explained that, by law, Stop Signs are prohibited from being used as a speed control method.

Bountiful Blvd, Indian Springs to North Canyon Rd

The City has received several requests for a speed study at this location. 30mph pavement messages were installed several years ago near the ends of the study segment. The speed study shows an 85th percentile speed of 38 MPH. Mr. Cheney feels this tells us people aren't seeing the signs and are driving aggressively through this portion of Bountiful Blvd. Mr. Cheney commented that speeds may be influenced by the changes in the grade and alignment in this segment of Bountiful Blvd. Mr. Cheney says that this is another area where additional measures are necessary to address speeding.

In related discussion, Mr. Cheney expressed that speeding is a common complaint that is received regardless of location in the city. It is symptomatic of the way we drive. Chief Biehler says that BPD conducts a 2 week long study with the department's speed trailer. He explained that they are able to get data from those trailers. He went on to explain that the city does not have large enough population to have only traffic enforcement. The information collected is shared with officers so they may know where the greatest concern for speeding is and they can take measures to enforce it in those locations sometimes, when there is enough time or people to do so.

Chief Biehler shared statistics from this past summer when the Student Resource Officers were out to help w/traffic enforcement. 876 stops were performed and 752 citations were issued. Some of those citations were warnings. They try to have a good balance of warnings and citations. They also handled 34 traffic accidents in 3 months. He feels that they can be effective when they have the manpower, but school is back in session now and those officers are no longer available for traffic assignments.

Chief Biehler also stated that there has been a lot of concern regarding auto-pedestrian/crosswalk safety. He identified the biggest problem area in Bountiful as the intersection of 500 South and 200 East. BCPD had officers take one day a week and do an hour to two at a crosswalk. Chief says they were busy. He says it takes 10 to 15 minutes to stop a speeder and issue a citation. He says that The Department had a decoy pedestrian, he says that it was well noted so as not to trick people but to change behaviors, and there were several citations given from this exercise. During this exercise, they set cones out, they followed the rules, and it didn't change people's behaviors. He felt that if he had double the officers for this exercise, they would have written double the citations. Chief Biehler agreed that signs and lines painted on the roads really don't affect motorist behavior. Mayor Harris asked what the majority of the citations were given for. Chief Biehler said they were mostly for failure to yield to a person in a crosswalk.

Councilwoman Segura Bahr asked if it would be effective to reduce the speed limit in those areas where speed is a concern. Mr. Cheney says he feels the best way to mitigate speeding in neighborhoods would be to provide enforcement since drivers don't seem to pay attention to signs. Chief Biehler says 100 W between 500 S and 400 N is an example of a wide road where drivers tend to drive faster. Mr. Cheney cited an additional example where shoulder stripes were added on 1800 S to help the perception that the street is narrow, and to accommodate parking. Chief Biehler also identified 200 W in Centerville as a 30mph road and Main St through the same stretch is a 40mph. Drivers tend to speed on 200 W but go slower on Main St.

Ms. Coleman says that she noticed that most people slow down when they see people using the road. She feels the same way. She says that she feels Orchard is very dangerous but having people in numbers helps people slow.

Chief says that, generally, BCPD does not stop folks going 6mph over because they don't have the resources. Chief says they try not to be too aggressive in issuing citations.

Mr. Cheney says that Bountiful City runs on a thin staffing. We all allocate resources where we can. He explained that we are happy to do whatever we can within the resources at our disposal. We do have financial constraints that we are obligated to abide by.

Councilwoman Price Huish follow up question to the pedestrian report. Looking at 200 E 500 S crosswalk (being a place she gets many many emails about). She says driving East the morning sun makes it very hard to see the signs at the same time kids are going to school. Question regarding lighted yield signs and zebra crosswalks? Do lit yield signs change behaviors? Chief says that the flashing school crossing signs seem to be affective. He cited a trip to CA and the fact that they have flashing pedestrian lights and they seem to work. Mr. Cheney opened a picture on the screen of a pedestrian crossing light in Syracuse. He stated that he doesn't know any municipality that has been able to install one of them, but he does know that the bar for getting them is set high. The cost is high but coming down and the technology is getting better. He showed another that is a school crossing with LED's and are run by solar. Charles says that the solar batteries only last about 12 to 18 months. Mr. Cheney would like the city to discuss what criteria would be required. He also feels that they need to be regulated. This will be something on the table for some time to make a decision as to whether or not we will do this and where to implement.

Councilwoman Price-Huish is also interested in "zebra cross walks".

Mr. Cheney indicated that the Engineering Dept still needs to complete one more speed study on Indian Springs Rd as a follow up to the installation of speed limit signs that were previously approved and installed.

DISCUSSION ITEM 2: Review of School Crossing Criteria

Mr. Cheney explained the process for school crossings by reading from the information included in the committee's packet. The school district is responsible for routing a walking path that is safe for students annually. He showed the committee where to locate the "Safe routes" map for schools online through the Saferoutesutah.com website. Mr. Cheney says that in the 4 years he has been here, he has not had any contact from The Davis School District and says it is not for lack of attempts to contact them on the part of the city regarding a safe walking routes for the students. Mr. Cheney also explained the City's role for reduced speed school zones from the Stae Code. The city is responsible for crossing guards, installing the reduced speed school zone (RSSZ) equipment, including providing power to warning lights and turning on and off the warning lights, maintenance of the RSSZ and notification to the DOT of RSSZ's on state highways that are in need of maintenance. The budget for crossing guards is almost \$156,000 a year which is funded solely by the city with no contribution by the schools or the school district.

The Engineering Department has completed several studies in the last four years of school children and crosswalks at the intersections of 100 E and 200 E on 500 S. In each case, there haven't been enough children using crosswalks to justify a change in what is currently in place.

There is a very specific set of criteria that has been put together by UDOT that has to be met as part of a local amendment for school zone safety and the following needs to be evaluated; Width of road, number of kids that cross, how much traffic, how much time between cars and how fast cars are going, etc., each of these criteria are taken into consideration.

Elise Burke says that she works at Bountiful Elementary School where they do not have a school crossing guard. She says they have flags for the children to use to cross the street and, apart from reminding parents to NOT pick up their children in the middle of the street or at the cross walk and reminding the parents to slow down, it seems to work pretty well.

Mr. Cheney says the most recent requests he has been getting are from Tolman Elementary and feels more research needs to be completed in that area to quantify how the children are actually crossing East to West there.

DISCUSSION ITEM 3: Request for No Parking Zone

Bountiful Irrigation has requested a no parking zone on the south side of 400 South across from Carl's Fine Cars. It is a narrow street. The proximity of the building to the curb is limited. In the summertime, Bountiful Irrigation needs to access a manhole in this area. This manhole contains a regulator valve that regulates the irrigation system for a large part of town. Bountiful Irrigation stated that it is not uncommon for cars to be parked directly over the manhole. It is also very near the corner and the crosswalk and that limiting the parking so close to the intersection would have minimal impact to available parking in the area. Mr. Cheney recommended the committee approve the no parking zone. Creation of the No Parking zone would require the curb to be painted red a sign installed. Mr. Benson provided an estimated cost of less than \$200.00 for this project. Councilwoman Price Huish made a motion for affirmative recommendation to create the No Parking zone to be forwarded to the City Council. The motion was seconded, and was passed by the committee with a unanimous vote. Councilwoman Segura Bahr requested staff to discuss the installation with the business owner and make them aware.

DISCUSSION ITEM 4: Request for Installation of Convex Mirror at Villa Nova Condominiums, 1950 S 200 W

The HOA at Villa Nova has requested the installation of a convex mirror on 200 W to assist with improving visibility for vehicles leaving their development. The request is made as a result of the cars parked on the street reducing visibility of traffic on 200 W. Mr. Cheney presented several pictures he took from the perspective of the driveway in Villa Nova and the adjacent complex. Mr. Cheney related the City's efforts to work with management of the adjacent Bristol Village complex on the parking issue. The management company for Bristol Village did present a modification to the rules of the HOA which would restrict residents from parking on the street, but the measure met stiff resistance and was not approved by the HOA. Mr. Cheney also explained the City's experience in creating and enforcing parking restrictions in other locations throughout the City as resulting in the relocation of the same parking issues to adjacent properties or neighborhoods.

Mr. Cheney told the committee that he has spent a significant amount of time looking for guidance for the installation of a mirror, but there really is no guidance from any kind of traffic authority for the installation or placement of mirrors. The only available reference data for placement was published in Australia. While sympathetic to the issue Villa Nova is facing, he

does not want to establish criteria for installing such a device which is not regulated and could put the city in a precarious position. He noted that convex mirrors are installed within private developments such as parking garages where visibility is limited. In addition to the lack of regulation, mirrors also present maintenance concerns: fogging, accumulation of ice and snow and are susceptible to vandalism. Mr. Benson expressed concerns that the installation of a mirror would need to meet street safety standards. Mr. Cheney also cited the Australian studies where the Convex Mirror's which identified a limited distance of effectiveness. At this location, installation would affect the existing trees (in the park strip) and could have further reduced effectiveness.

Councilwoman Price-Huish asked, "from a public safety standpoint, have there been a lot of accidents in this location?" The Villa Nova citizens say they are mostly anecdotal.

One stated that there are several cars ("solidly packed right up to the edge of the drive") and one cannot see cars coming w/out putting one's nose (of the car) out into the road. Another concern is that there are no stripes on the road and the folks driving on it are not looking for the driveway folks coming out. He says that he doesn't know what the answer is, but they proposed the mirror to make *something* happen. He feels this is a hazard and would prefer to get ahead of any potential issues rather than look back and wish it was taken care of. He expressed that their citizens are frightened and have had many near misses. Another Villa Nova citizen stated that it is not uncommon to have a row of trucks and it is impossible to see past them. This is also the only outlet for Villa Nova (VN) and Crystal Village. Approximately 200-225 residents live in these complexes.

Chief Biehler cited the Australian study data and explained that the Mirror would only be affective for 60 feet and would only allow for 1-2 seconds of time for those coming out of the drive.

Mr. Cheney explained that there was another development that had a similar request last year. In this location, the entrance to the development is similar to a street intersection rather than the drive approach style entry at Villa Nova. For this location, the Traffic Safety Committee recommended (and the City Council approved) the creation of a No Parking Zone adjacent to the entry to help improve the visibility.

Councilwoman Segura-Bahr asked Mr. Cheney if it would be possible to create the no parking zone. Mr. Cheney recommended the Committee table the action to install the mirror and allow further time to determine if this is an appropriate action.

Councilwoman Price-Huish would like to know if the other property has given feedback regarding the no parking zone working. Mr. Cheney says that they have not contacted our office to complain or give positive feedback regarding this new parking. Mr. Cheney expressed concern that a no parking zone would just move the problem up the street.

Mayor Harris asked the Chief Biehler what is legal? How close can the citizens park to the driveway now? Chief Biehler responded that parking is legal right up to the drive approach.

Councilwoman Segura-Bahr asked if there are any other outlets to the property? A citizen of VN answered in the negative further stating that the adjacent land is not their property and the owner of said property is not likely interested in allowing a throughway for VN's use nor do they believe that it would be physically possible. Councilwoman Price-Huish asked if there is a possibility that the convex mirrors could be placed on the Villa Nova Property? Citizen VN says looking N or S is where they cannot see and doesn't think that would work explaining his reasoning. Citizen VN says that her sister lives in CA in a complex that has the mirror as described and they are not able to see either. Mr. Cheney brought up a diagram on the computer for the panel to see what the

There was discussion regarding the installation of a convex mirror in the city (on private property) where a convex mirror is installed. Councilwoman Price-Huish would like to find it and bring this information to the next meeting.

The parking issue began with the completion of the Bristol Village development. During the winter months, it is not a problem due to the parking rules in Bountiful. Mr. Cheney explained a few things regarding PUD requirements and what they are allowed to do but the one thing that no one can control but the property owner is how they utilize their garage. If they choose to use it for storage (or something else) and not for parking their car, there is nothing we can do about that.

Councilwoman Price-Huish proposed the issue be tabled until the next traffic safety meeting and until further study can be completed. Citizen VN would like to have a bit of a timeline of the next meeting. Mr. Cheney feels that it will be done prior to the holidays, possibly October. Councilwoman Segura-Bahr says we would like to have these meetings quarterly. Councilwoman Price-Huish cited public safety concerns and setting precedence for many to be allowed. Mr. Benson expressed his concern that a mirror could be run into and it could fall and break.

Councilwoman Segura-Bahr would like to know if VN could potentially do some research to create a street like entrance/exit to allow for red curbing. Mr. Cheney says there is a possibility for VN to do that, but the impact would be on the public right of way. Mr. Cheney feels that this particular study would not be very involved.

Citizen VN says that if they could have that much more visibility, that would be huge. When asked if there is enough room for folks pulling out and in to feel comfortable, Citizen VN says yes.

Mr. Cheney committed to doing a study on red zone and no parking.

The motion to table this until the October meeting was seconded, and approved by the Committee

DISCUSSION ITEM 5: Request for Crosswalk at the Intersection of Mueller Park Road and Chokecherry Drive

Mr. Cheney feels this is appropriate due to the fact that there are no marked crosswalks on Mueller Park Rd. between Mueller Park Jr. High and the intersection of Bountiful Blvd. There is adequate visibility for this crosswalk. There is also a new development that will be bringing new

homes and more people. Mr. Cheney explained that there will be added expense for this crosswalk to build in a proper ADA curbing.

Councilwoman Segura- Bahr expressed concern over the curve in the road near the crosswalk proposed. Mr. Cheney says that the curve is slight and there is plenty of room for vehicles to see pedestrians in the crosswalk. This crosswalk will also require appropriate pedestrian crossing signage. Charles says the signs have about a 10-year life (about \$1,000.00) and the stripes will have to be painted once a year (about \$100.00 a year). Construction of ADA ramps is expected to cost \$2,000-\$3,000 each but could cost as much as \$5,000, depending on location conditions.. This could be built within the current budget year but would likely be constructed during next year's construction season.

Councilwoman Segura-Bahr would prefer to see a crosswalk in front of the church across from the school as more folks cross the street at that location. Councilwoman Segura-Bahr wonders if there is another place in the city that money could be better spent.

Residents have requested the crosswalk where it has been proposed by Mr. Cheney and that is the reason this was put forth. Councilwoman Segura-Bahr would defer to the priority of this type of improvement based on recommendations by Chief Biehler and Mr. Cheney. Councilwoman Price-Huish motioned to this recommendation until the next meeting with all members voting in favor. Mr. Cheney voted "nay" and expressed the opinion that a decision should be made. A second motion was made to not recommend any action be taken at this location which was passed unanimously by the Committee.

DISCUSSION ITEM 6: Schedule of Future Traffic Safety Committee Meeting & Agenda Items

There are several items on the future agenda that address crosswalks. The other items could potentially take 3 meetings to cover. Councilwomen would like to have Mr. Cheney and the Chief prioritize the future agenda items.

Comments and suggestions:

Mr. Randy Goodrich spoke to his logging of his own speed study at Davis Boulevard and North Canyon Road and is explaining how folks crossing going east or westbound crossing won't wait for people turning into their drives and are crossing the double yellow line all while entering the intersection as well.

He says the "near misses" aren't logged but there are so many of them at this intersection. He went on to explain that there was also a woman hit and badly injured at this intersection. He says he is logging a lot of this.

Another citizen says that people often don't stop for the stop sign on Davis Blvd Southbound. He says he sees near misses multiple times a week and also expressed serious concerns regarding the inability of drivers to see the cross traffic.

He expressed a great interest in LED flashing speed signs. Mr. Cheney says that there has been no public interest in this type of sign at all in Bountiful. Mr. Goodrich feels that Bountiful citizens have strong feelings about paying for things such as this type of sign when they already

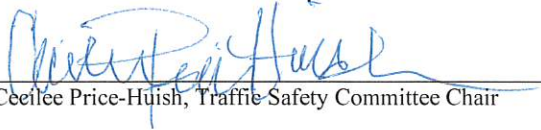
feel so heavily taxed. He would like the city to reevaluate the requirement of applicants paying half of the bill. He does feel that most drivers don't even realize that they are speeding. The desire is to complete a more comprehensive study regarding a fix for this intersection. Mr. Cheney says that our engineering intern drove through the city for a corner view compliant trees/shrubs and that corner was in compliance. Mr. Goodrich would love for Bountiful City to give the intersection another look as the speeding, visibility, distracted driving and road rage are a serious issues.

Mr. Cheney expressed the problem with limited resources. He has thought about how a roundabout would work in this intersection. There may be some possibilities in the future. Mr. Cheney explained that anytime you do anything with Davis Blvd we have to involve the Bureau of Reclamation.

Mr. Goodrich wonders if removable speed bumps might be an option for traffic calming.

ADJOURN

Councilwoman Price-Huish moved to adjourn the meeting. The motion was seconded and approved. The meeting adjourned at 13:00.



Cecilee Price-Huish, Traffic Safety Committee Chair