

AMERICAN FORK CITY COUNCIL  
JANUARY 21, 2016  
WORK SESSION MINUTES

ATTACHMENT

Members Present:	James H. Hadfield	Mayor
	Kevin Barnes	Councilman
	Carlton Bowen	Councilman
	Brad Frost	Councilman
	Rob Shelton	Councilman
Members Absent:	Jeff Shorter	Councilman
Staff Present:	Craig Whitehead	City Administrator
	Nestor Gallo	Engineer
	Richard Colborn	City Recorder
	Cathy Jensen	Finance Officer
	Kriss Garcia	Fire Chief
	George Schade	IT Director
	Cherylyn Egner	Legal Counsel
	Derric Rykert	Parks and Recreation Director
	Lance Call	Police Chief
	Audra Sorensen	Public Relations/Economic Development
	Dale Goodman	Public Works Director
	Adam Olsen	Senior Planner
	Wendelin Knobloch	Associate Planner
	TJ Warnick	Streets Superintendent
	Ray Garrett	Cemetery Sexton
	Jason Thomson	Parks Superintendent
	Mark Coddington	Cemetery Lead Man
Others present:	John Woffinden	Planning Commission Chairman

WORK SESSION

The American Fork City Council met in a work session on Thursday, January 21, 2016 in the American Fork City Administration Building, 51 East Main Street, commencing at 4:48 p.m.

CITY COUNCIL STUDY ITEMS

1. WINTER STORM MANAGEMENT PRESENTATION (*Requested by Dale Goodman, Public Works*)

Mayor Hadfield welcomed those in attendance to the work session.

Dale Goodman presented information regarding Winter Storm Management. It is included in these minutes as an **ATTACHMENT**. The priority for snow removal was 1)

Major Collector Roads, 48 lane miles; 2) Minor Collector Roads, 65 lane miles; 3) Thru Residential Streets, 72 lane miles; 4) 404 Cul-de-sacs and short dead ends, 39 lane miles; Total 186 lane miles. He reviewed the City's equipment and qualified personnel used for snow removal. Others could be pressed into service utilizing pickup trucks with plows that did not require a CDL.

Councilman Barnes asked what was done for the snow storm on Christmas.

Mr. Goodman answered that they had five trucks out.

Mr. Whitehead continued that in the future with a major snow event like the one on Christmas, they would go to 12 hour shifts which was not that much longer than a regular shift.

Councilman Shelton thanked the workers for their efforts on Christmas Day. He noted that 3 or 4 days later, however there were still some side streets that had not been taken care of.

Mr. Goodman explained that this presentation was about recommendations for improvement going forward.

Councilman Bowen stated that he was out in his driveway on Christmas morning pretty early when one of the snowplows went by. He was really impressed. He asked that that be passed along.

Mr. Whitehead suggested that a category rating for storms for purposes of response and public information would be helpful. They had been looking at this for a while.

Councilman Shelton thought the existing plan was developed under Mayor Thompson and suggested that there was a need to update.

Mr. Goodman referred to **page 3 of the ATTACHMENT** that showed Recommendations for Improvement.

Councilman Bowen asked the cost of getting a brine system on a truck.

Mr. Goodman answered that to set up a brine making operation was \$100,000. Right now the City had one truck set up with brine pre-treatment. They were currently getting brine from Lehi City. To retro-fit a truck with a brine set up was about \$8,000 to \$10,000. On a new truck it was about \$3,000. He addressed replacement trucks and snow blades need for existing pickup trucks to be used in cul-de-sacs. A snow box was also requested. It was recommended that when ½ ton trucks were up for replacement that they be replaced with ¾ ton trucks. Also requested was a Tool Cat that was like a bobcat but it was more like a truck with 4-wheel steering and a much tighter turning radius at 17-feet, less than half that of a pickup truck. It could be used on lawn as it was not a skid steer so there were a lot of good uses for it along with its many attachments.

Councilman Frost felt that in his estimation they had one storm in the last three years that had really caused a problem and that was this year. The question had to be asked if they

had to plan for that worse day even though it was once every three years.

Mr. Goodman thought that storm categorizing would also help the public. Newer trucks had GPS tracking. It was expensive to retrofit GPS tracking.

Councilman Frost asked if it was ever thought about how a cul-de-sac was plowed.

TJ Warnick responded that it was one pass in and one pass out.

Mr. Goodman discussed communications and recommended the use social media, the website, and directly to residents prior to major events through Civic Ready to inform and remind residents to remove vehicles from the street.

Councilman Barnes commented that there was a lot of talk about getting cars off the street before a snow storm but it seemed to never happen.

There was discussion of friendly reminders to ticketing to towing.

Councilman Bowen thought that the reality was that enough people had enough more cars, especially in some of the older areas, than their homes were designed for. They were going to park on the streets pretty much no matter what and just get plowed around. He thought people could be encouraged to do their best but he did not think the problem could be totally solved. There was just not enough parking in a lot of cases.

Councilman Frost asked if getting the cars off the street really increased the ability to plow the road.

Mr. Goodman answered that it did.

Mr. Warnick replied that with cul-de-sacs it may determine whether they could send a truck in or not. Most parked at a 90-degree angle to the curb.

Mr. Goodman came back to the brine application noting that it would actually reduce the amount of salt used up to about 30 percent. This year, so far, just over 600 tons of salt had been used.

Mayor Hadfield commented that using salt on the roads was not the end of the problem. They then had to go out and sweep the salt off the streets so it did not infiltrate into the ground when the rains came.

Councilman Shelton asked Mark Coddington about plowing in cul-de-sacs.

Mr. Coddington reported that they had the west side of town and after a four-inch storm it took them a week of 8-hour days to get the job done. They used a 1½ ton dump truck with an 8½ foot snow blade.

Jason Thomson stated that you had to pay attention to parked cars, fire hydrants, and mailboxes.

Ray Garrett added that if there was a funeral the cemetery truck, backhoe, and manpower were out of service for snow removal. This month they buried 22 people in 12 days.

Mr. Warnick added that with a snow box all the parking lots in the City could be done quicker with one piece of equipment than with all of the trucks.

Councilman Barnes was supportive of two additional snow blades and the Tool Cat to begin with.

Councilman Bowen suggested contracting out snow removal in some of the cul-de-sacs.

Councilman Frost thought that some contractors would go for it.

Councilman Shelton thought by using existing employees with more equipment, the City would save more money than contracting it out.

Mayor Hadfield asked Dale Goodman to do a cost benefit analysis for the upcoming budget.

2. ADJOURNMENT

The work session adjourned at 5:26 p.m.

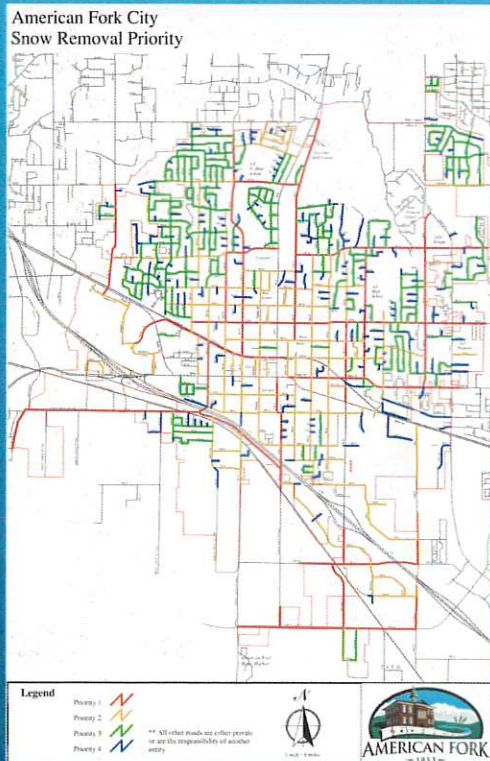


Richard M. Colborn  
City Recorder



# AMERICAN FORK PUBLIC WORKS

## Winter Storm Management



## CURRENT SNOW REMOVAL PRIORITIES

1. Major collectors - 48 lm
  2. Minor collectors - 65 lm
  3. Thru residential streets - 72 lm
  4. 404 Cul-de-sacs and short dead-ends - 39 lm
- Total - 186 lane miles



PUBLIC WORKS	
6	Heavy duty trucks w/ plow & salter
2	Medium duty trucks w/ plow
4	Medium duty trucks w/o plow
3	Backhoes
1	Loader (used at Salt Dome)

PARKS & CEMETERY	
2	Medium duty trucks w/ plow
1	Backhoe
1	Loader w/o plow
1	Skid steer w/o plow

## TABLE OF EQUIPMENT

### Public Works, Parks & Cemetery

- ▶ 20 CDL qualified drivers who have heavy duty truck operating experience, most of whom also have experience with snowplow/salter operations. The balance can be trained.
- ▶ Another 15-20 personnel with driver's licenses that could be trained to operate medium duty trucks with plows.

## TABLE OF PERSONNEL



- Coordinated and synchronized mobilization for all personnel tasked with street, parking lot and cul-de-sac snow removal through the Streets Supervisor.
- Develop a cul-de-sac specific plan, possibly including contracting.
  - Have additional medium duty trucks begin immediately on cul-de-sac snow removal.
- Additional plows for existing medium duty trucks - \$4,000 each
- Snow box plow for the skid steer and wheel loader - \$2,400-\$3,000
- 3-yr lease of a Tool Cat with snow box plow and angle broom attachments - \$51,284
- Setup of a brine-making operation - \$100,000
- Setup a medium duty trucks for brine pre-treatment of problem areas - \$6,000 each
- Add brine systems on all heavy duty trucks, where possible.

## RECOMMENDATIONS FOR IMPROVEMENT

- Develop a "category" rating for storms, for purposes of response and public information
  - Post category system information and current storm category rating on website
- Have GPS and activity tracking on trucks
  - System will track not only location/route of vehicle, but where plowing and salting occurred
  - This will have to be put in place as new trucks come online – retrofit is not possible
- Improve communications with residents through website, social media, and utility billing
- Communicate with residents directly, prior to major events using Civic Ready
  - Remind them to check website for storm/management info, and to get vehicles off the streets
- Begin warning and then ticketing vehicles parked on the streets during storms

## RECOMMENDATIONS FOR IMPROVEMENT



## BENEFITS OF BRINE APPLICATION

- Prevents snow/ice from bonding with the road
- Instantly activates rock salt for faster "bare road" conditions
- Reduces the amount of rock salt used by up to 30%
- Improves rock salt's ability to melt ice from 19° to -6°.

## RECOMMENDATIONS FOR IMPROVEMENTS

Q&A