



BOUNTIFUL CITY
TRAFFIC SAFETY COMMITTEE AGENDA
Tuesday, November 8, 2023
2:00 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. Consider Approval of Minutes from 21 June, 2023 (5 Minutes)
3. Discussion Item: Request for Stop Sign Installation at the intersection of 1000 E / Center St. (30 Minutes)
4. Discussion Item: Request for Sign Installation Prohibiting Loading or Unloading of Recreational Vehicles on Eagle Ridge Drive (15 Minutes)
5. Future Traffic Safety Committee Meeting Schedule and Agenda Items (5 minutes)
6. Adjourn

Minutes of the
BOUNTIFUL CITY TRAFFIC SAFETY COMMITTEE
Tuesday, June 21, 2023
02:00 p.m.

Present: Committee Members:
Chairwomen, City Council Rep Cecilee Price Huish
City Council Woman Millie Segura Bahr
City Engineer Lloyd Cheney
Street Dept. Director Charles Bensen
Assistant City Engineer Todd Christensen
Madam Mayor Kendalyn Harris

Recording Assistant Terrie Basinger
Absent: Police Chief Ed Biehler

Regular Meeting – 02:00 p.m.
Planning Conference Room

WELCOME AND INTRODUCTIONS

Councilwoman Price-Huish made introductions and began the meeting.

CONSIDER APPROVAL OF MINUTES FROM

Motion to approve previous minutes from the May 23, 2023 was made by Councilwoman Segura-Bahr and was seconded by Mayor Harris. The motion passed unanimously.

DISCUSSION ITEM 1-Bountiful Blvd Bike Lanes Grant:

Mr. Cheney distributed a memo from 2016 which was prepared by Paul Rowland, (previous City Engineer). Mr. Cheney gave some time for the team to review the information. Mr. Cheney noted that many of the items in Mr. Rowland's memo are the basis for the current Grant Funding Application from UDOT and the Wasatch Front Regional Council. Mr. Cheney explained the different locations where the lanes will be dedicated to bikes and lanes will be shared. This is due to the amount of space available on the road. Mr. Cheney that UDOT will be most interested in the completion of the project. Mr. Benson would like some consistency in the lanes. Mr. Christensen feels that the dedicated lanes feel safe, but where it is a shared, there really aren't a lot of folks parking on the road in those areas and he would like to see just one transition instead of two. Councilwoman Price Huish

1 asked how wide Davis Blvd is. The answer was given that it varies. She
2 expressed concern regarding the shared lanes. She wonders if we could extend the
3 dedicated use north of Mueller Park Road, agreeing with Mr. Benson that the more
4 consistent, the better. Mr. Cheney explained that if we made a dedicated lane
5 there, parking would not be allowed. Striping it for a dedicated lane would make it
6 not available for parking where those homes are. He goes on to say that this area
7 really can only accommodate a shared use.

8 Councilwoman Segura-Bahr would like the transition be placed in a better spot
9 than it is currently (in front of the Golf Course)

10 Councilwoman Price Huish wonders if we can make the bike lane a priority over
11 parking. Mayor feels this is a tricky situation because then we would be telling
12 residents that they may not park in front of their own home.

13 Shared lanes will have a white bike symbol painted on the road, not on the
14 shoulder. Mayor Harris does like Councilwoman Price Huish's excitement for the
15 bicycle lanes. She feels happy this is finally moving forward.

16 Councilwoman Segura Bahr wonders if we can add a painted speed limit with the
17 bikes on the road. Mr. Benson says that can be done if it is in the budget.

18 Mayor Harris made a motion to have a shared bicycle lane from 1300 E to Chelsea
19 Drive, with dedicated lanes to the North Salt Lake border. The motion was
20 seconded by Councilwoman Segura-Bahr and voting was unanimous to approve.

21 **DISCUSSION ITEM 2-Review Traffic Counts 1993-2022:**

22 Mr. Cheney presented some historic traffic volumes throughout this time. In 1993 the
23 traffic on 500 W was approximately 10,000 cars daily. Current volume on 500 W is
24 approximately 29,000 cars. Current volumes were presented: 300 W 18,000 cars; 200
25 W and 500 S, nearly 27,000 cars; 400 N 1-16,000 cars. Orchard Drive volume is
26 approximately 17,000. Above Orchard Drive and again at Davis Blvd, the counts
27 show significant reductions in traffic volumes. Many of the counts are taken just
28 before school is out and while school is out. Traffic Count data has been collected for
29 many years and is helpful in identifying changes in travel patterns.

30 Councilwoman Price Huish wondered if there has ever been something discussed
31 about changing the traffic flow. Mr. Cheney responded that Bountiful doesn't really
32 have a large enough population to justify a change, and that the developed nature of
33 the City and the topography of the bench area would create problems to re-align
34 streets. Councilwoman Price Huish inquired if there is a way to improve 500 S due to
35 the amount of traffic on that road. She wonders if it might justify some economic
36 development as there are a lot of businesses here. Mr. Cheney explained that 500 S
37 west of 200 W is a UDOT facility. He explained that UDOT requirements have
38 previously complicated proposed developments in that area.

1 **DISCUSSION ITEM 3-Future Traffic Safety Committee Meeting Schedule**
2 **and Agenda Items:** Next meeting will be scheduled Wednesday, November 8,
3 2023, at 2:00 p.m.
4

5
6 **Adjourn Meeting at 3:17 p.m.**

7 Council Woman Price Huish motioned to adjourn, seconded by Council Woman
8 Segura-Bahr.
9

10
11 _____
Cecilee Price-Huish, Traffic Safety Committee Chair

Traffic Safety Committee Staff Report

ITEM 3

Subject: Request for Stop Sign Installation at 1000 E / Center St Intersection
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: Nov. 8, 2023



Background

Tracie Atkinson, 13 N 1000 E, requests the installation of stop signs for northbound and southbound traffic at the intersection of 1000 E and Center St. An afternoon accident on 22 Jan., 2023, where a vehicle came to rest in the front yard of the Atkinson residence, has been the event which has brought interest to the intersection. Mrs. Atkinson's request also expresses concern for children using the crosswalk on the east side of the intersection with the volume and speed of vehicles using Center St.

Analysis

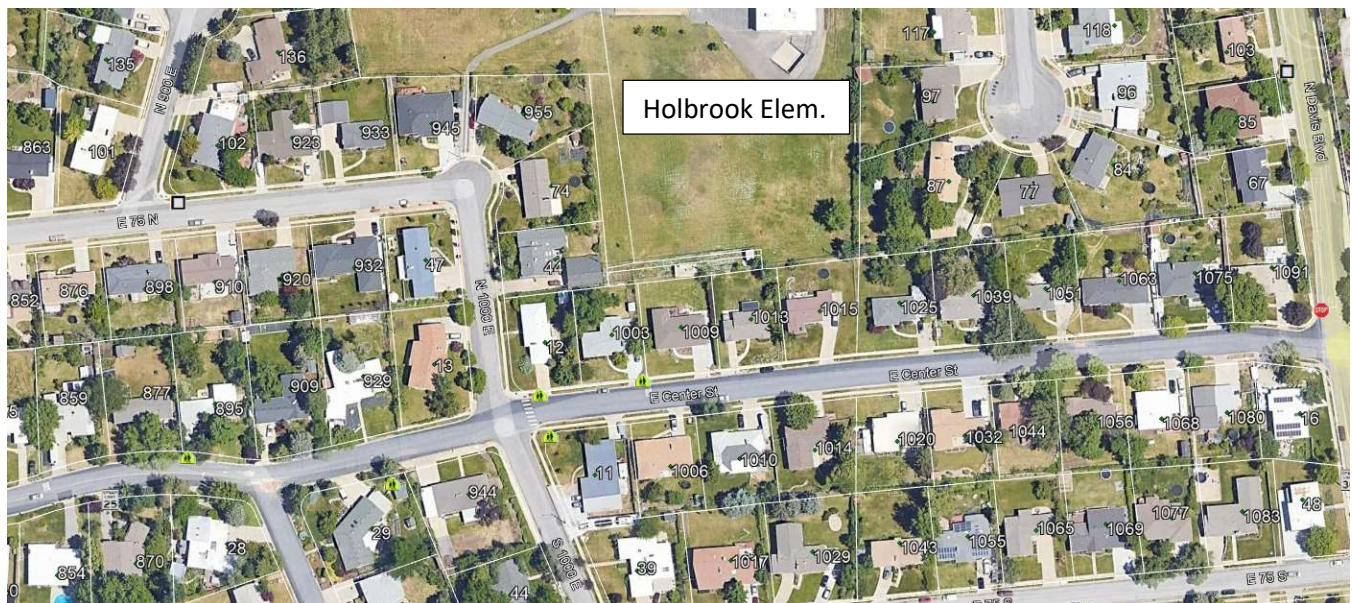


Figure 1 Center St. (from approx. 850 E to Davis Blvd) With existing signage

Accident History

A five-year review of accidents at intersection (2022-2018) identifies 1 accident in addition to the Jan. 2023 accident. A ten-year review of accidents identifies 2 accidents which occurred in 2016, for a total of 4 accidents in the ten-year period. Three of the four accidents are of the "Failure to Yield" (FTY) type, with the fourth accident being a single car crash which failed to negotiate a turn due to excessive speeds. In 2 of the 3 FTY accidents, drivers reported seeing the other vehicle in, or approaching the intersection before the crash occurred.

Traffic Volume

This intersection is not a location where the Engineering Dept. collects traffic volume information. The next closest intersection where data is collected is the Center St and Davis Blvd. intersection where traffic volume data is collected every 3 years. The latest volume (2022) for Center St was 863 cars. The volume from 2019 was 976 vehicles. These volumes are similar to streets in other residential neighborhoods and are not considered as “high volume”. Traffic in the morning and evening peak travel times would constitute the majority of those count volumes.

Intersection Geometry, Signage and Visibility

The intersection of Center St. and 1000 E is a standard 4 leg, perpendicular intersection. 1000 E St. on either side of the intersection slopes slightly to the North, with Center Street sloping down from East to West at approximately 8%. This configuration is similar to many intersections in the residential neighborhoods east of 400 E and Orchard Dr. Currently, there are no traffic control signs or devices in place to regulate traffic. Advance crossing signs and signs located at the crosswalk on the east side of Center St. are appropriately placed and are visible to the oncoming traffic on Center St. A 25 mph speed limit sign (for eastbound traffic) is installed at 854 E Center St, approximately 600 feet prior to the 1000 E intersection.

A field inspection of the intersection, conducted on the morning of 31 October, 2023 identified 2 issues that need to be addressed or the intersection to comply with 14-16-108 (C) of the Land Use Code related to Clear-View Areas:

1. 944 E Center St (SW corner of the intersection) has an overgrown Pfitzer hedge which is approximately 3 ft tall, as measured at the back of the sidewalk. This growth interferes with the identification of vehicles travelling eastbound on Center St. as shown in the photo, below:



Figure 2 Northbound View from 1000 E of Eastbound Traffic on Center St (Toyota 4 Runner, circled)

2. 13 N 1000 E (NW corner of the intersection) has installed a 3 ft tall solid fence along the Center St frontage has been constructed in the clear view area. Approximately one section of the fence encroaches. (see Figure 3)



Figure 3 Southbound View from 1000 E of Eastbound Traffic on Center St.

School Crossing

While at the intersection, I observed the routes and number of school-age children which used the intersection from approximately 8:20 am to 9:00 am. Three children (as individuals) and a pair of adults with 2 children in a wagon crossed from South to North. The majority of children observed used the north sidewalk on Center St and the east sidewalk on 1000 E to access the kiddie walk to the Elementary. There were a significant number of vehicles dropping off children at the “bulb” in the intersection of 75 N and 1000 E. At times vehicles were double parked, with vehicles parked on both sides of the street in that area. It is assumed that the volume of demands (by school age children) to cross Center St is not sufficient to meet the warrant (requirement) for a reduced-speed school zone and crossing guard.

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:

- 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
- D. High speeds, restricted view, or crash records indicate a need for control by the Stop sign.
- 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 City Engineer/Public Works Director, Police Chief and Street Department Director.

Recommendation

The City Engineer suggests the Committee forward a recommendation to the City to approve the following actions:

1. Resolve the clear vision issues with adjacent property owners.
2. Install yield signs for northbound and southbound traffic on 1000 E streets.

Significant Impacts

Installation of 2 regulatory signs (approx. \$120 ea) would be charged to the Street Dept.'s Street Sign Budget.

Attachments

Traffic Accident reports from 2023, 2019 and 2016

Accident Comments / Notes

V1 (Ford) was traveling north bound on 1000 East and entered the intersection of Center Street. V2 (Honda) was traveling west bound on Center Street and entered the intersection of 1000 East. Upon entering the intersection V1 was struck by V2, front end of V2 collided into the front passenger side of V1.

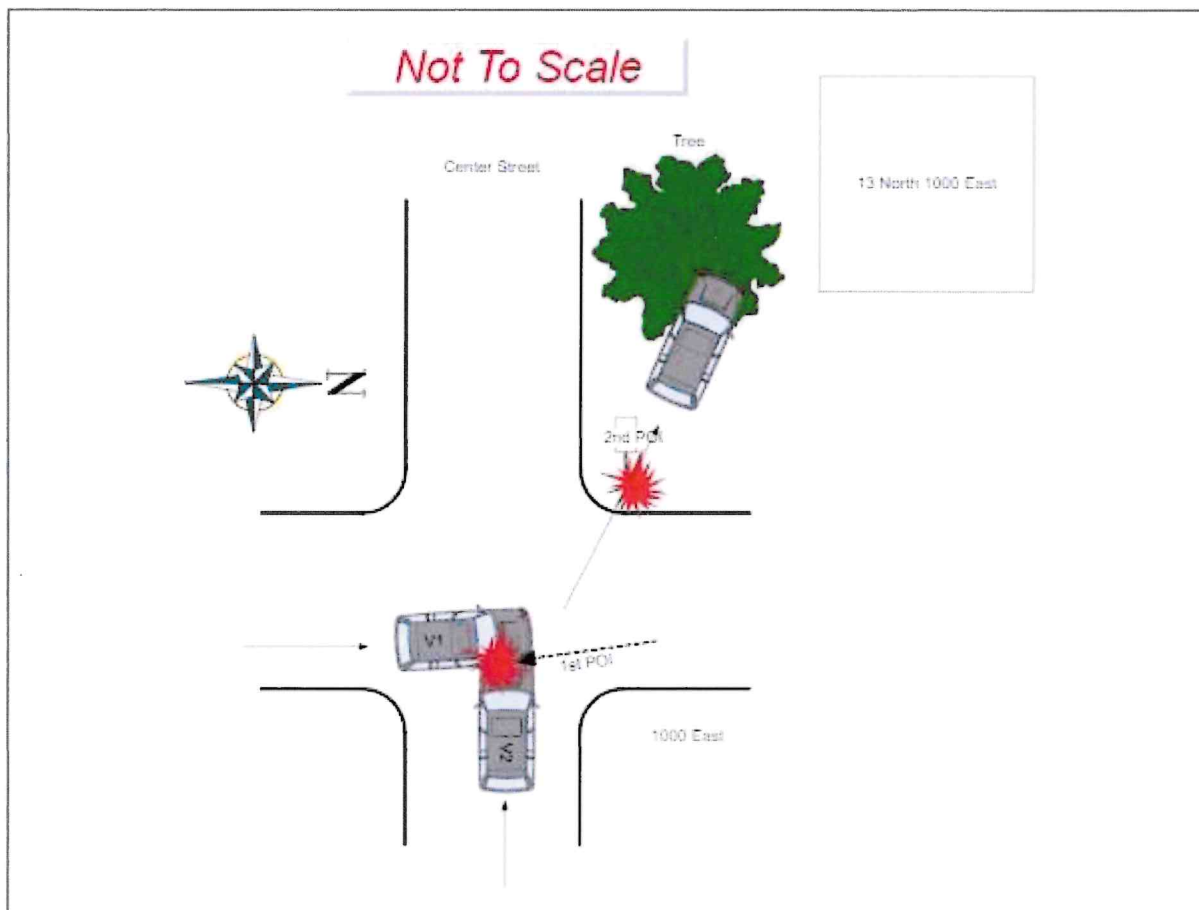
The collision caused V2 to travel off the roadway and over a city street sign and end up in a yard located at 13 North 1000 East. The collision caused major damage to both vehicles, both vehicles were disabled and towed.

The occupants of V1 were not injured, the driver of V2 sustained minor injury to her right shoulder and left hand area. Medical personal arrived and evaluated the driver of V2, she was not transported to a hospital.

The driver of V1 stated she saw V2 traveling west bound on Center street and entered the intersection. The driver of V2 state she did not see V1 enter the intersection.

The intersection where the accident occurred is not regulated with traffic control devices. However, it appeared both vehicles intersection at about the same time. Utah law requires the vehicle on the left, V1, to yield the right of way to V2 which approached from the right. The operator of V1 was issued a citation for failing to yield the right of way.

It should be noted that V2 traveled over a city street sign (damaged) and at least two sprinklers (damaged) belonging to the property owner of 13 North 1000 East. The remaining portion of the sign was collected and returned to the Streets Department.



Crash Diagram

1/22/2023 - Accident Date

Accident Comments / Notes

V1, a white Chevrolet Silverado, UT/W037VK, was traveling Westbound on Center Street, approaching 1000 East. V1 attempted to make a right hand turn onto 1000 East for Northbound travel.

V1 was traveling too fast to safely maneuver the vehicle while conducting this turn. Witness [REDACTED] estimated V1 to be traveling about 30 mph while conducting this turn.

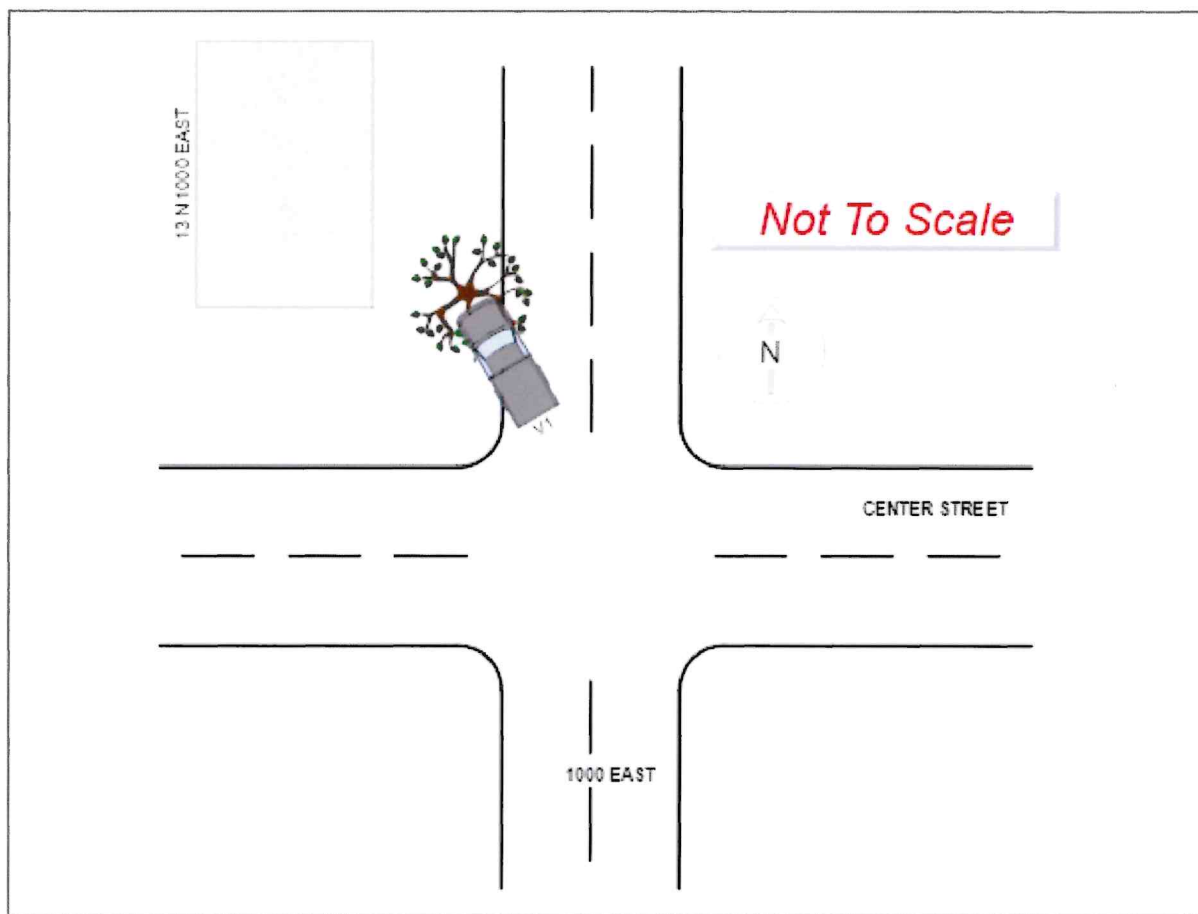
Driver of V1 reported she was driving too fast and lost control of the vehicle.

V1 ran off the roadway on the West side of the roadway and collided head on with a tree in the front yard of residence 13 N 1000 East.

Driver of V1 reported injury to her knee. EMS responded to provide care for driver of V1. Driver was not transported to the hospital. Driver was the only occupant of this vehicle. Driver was released to parent, [REDACTED].

V1 recieved severe damages to the front end of the vehicle. With driver side airbag deployment. V1 was towed by Dewaal & Sons Towing.

Driver of V1 recieved Citation #MV0005461



Crash Diagram

3/23/2019 - ACCIDENT DATE

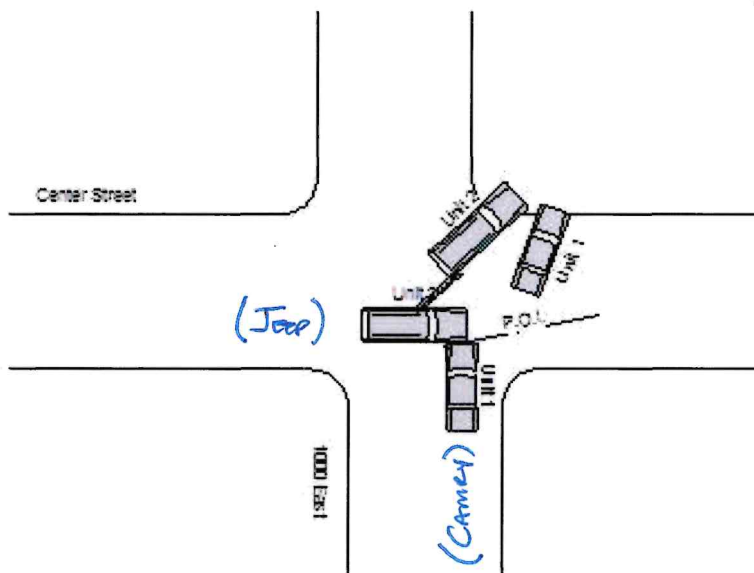
SEATING POSITION		INJURY		Person Type		Seating Position		Sex		Level		Area		Cause		Transported By		Safety Equipment		Used Properly		Air Bag		Ejection		Ejection Path		Extrication	
11 - Motorcycle Driver 21 - Motorcycle Passenger 18 - Front Row Other 28 - Second Row Other 38 - Third Row Other 48 - Fourth Row Other		50 - Sleeper Section of Cab (Truck) 51 - Enclosed Cargo Area 52 - Unenclosed Cargo Area 54 - Trailing Unit 55 - Riding on Vehicle Exterior 56 - Seating Position 11, Not Driver		57 - Right Side Driver 60 - Non-Motorist 97 - Other* 99 - Unknown																									
EMS Time Called: _____ EMS Time Arrived: _____ Disposition of Vehicle # 1: 02 TOWED BY: Zac's Towing Disposition of Vehicle # 2: 02 TOWED BY: Intermountain Towing																													

DIAGRAM of CRASH

☐ NO DIAGRAM - Reason: _____

1. Officer not at scene 2. Vehicles moved
3. Other _____

DLD# _____



DESCRIBE WHAT HAPPENED
(Refer to Vehicle by Number)

V1 (RED TOYOTA) WAS NORTHBOUND ON 1000 EAST APPROACHING THE INTERSECTION OF CENTER STREET. V2 (BLACK JEEP) WAS EASTBOUND ON CENTER STREET APPROACHING THE INTERSECTION OF 1000 EAST. BOTH VEHICLES ENTERED THE INTERSECTION AT APPROXIMATELY THE SAME TIME. AFTER IMPACT BOTH VEHICLES COLLIDED AS THEY WENT TO THE LEFT AND ENDING ON THE NORTH SIDE OF THE INTERSECTION UP AGAINST THE CURB. V1 STATED SHE WAS NORTHBOUND ON 1000 EAST AND APPROACHING THE INTERSECTION AND DID NOT SEE V2. DRIVER OF V1 STATED THERE WAS NO STOP SIGN AT THE INTERSECTION. DAMAGE TO V1 WAS TO THE FRONT BUMPER, HOOD, ENGINE COMPARTMENT AND TO THE REAR DRIVER'S SIDE PASSENGER DOOR FROM A SECOND IMPACT WITH V2. DRIVER OF V2 STATED SHE WAS EASTBOUND ON CENTER APPROACHING THE INTERSECTION OF 1000 EAST AND DID NOT SEE V1. SHE STATED IT WAS TOO LATE TO STOP BEFORE IMPACT. DAMAGE TO V2 WAS TO THE FRONT PASSENGER SIDE CORNER WITH DENTS, AND A DAMAGED WHEEL. ALL PARTIES STATED THEY WERE OK AND DID NOT NEED MEDICAL ATTENTION. FROM THE POINT OF IMPACT AND DAMAGE ON THE VEHICLES IT APPEARED AS IF V2 WAS PROBABLY THE FIRST IN THE INTERSECTION, BUT SINCE BOTH PARTIES STATED THEY DID NOT SEE EACH OTHER IT WAS UNKNOWN WHO ENTERED THE INTERSECTION FIRST, THERE WERE NO CITATIONS ISSUED.

OFFICER'S NAME	I.D. #	DEPARTMENT	CASE NUMBER	SUPERVISOR'S APPROVAL	DATE OF REPORT
PRINT Brett Scofield	3464	Bountiful	2016-003177		09/22/2016

9/22/2016 - ACCIDENT DATE

SEATING POSITION			INJURY			Person Type			Seating Position			Sex			Level			Area			Cause			Transported By			Safety Equipment			Used Properly			Air Bag			Ejection			Ejection Path			Extrication					
11 - Motorcycle Driver 21 - Motorcycle Passenger 18 - Front Row Other 28 - Second Row Other 38 - Third Row Other 48 - Fourth Row Other 50 - Sleeper Section of Cab (Truck) 51 - Enclosed Cargo Area 52 - Unenclosed Cargo Area 54 - Trailing Unit 55 - Riding on Vehicle Exterior 56 - Seating Position 11: Not Driver 57 - Right Side Driver 60 - Non-Motorist 97 - Other* 99 - Unknown																																															
EMS Time Called: 20:05 EMS Time Arrived: 20:15																																															
Disposition of Vehicle # 1: 01 Disposition of Vehicle # 2: 01			TOWED BY:																																												
VEH #1 DRIVER Transported to: Not Transported VEH #2 DRIVER Transported to: BAC																																															
Name: Vaha, Alfred U Address: 3606 Iowa Avenue, Ogden UT 84403 Phone: (801) 396-2551			DOB: 07/22/1995 Age: 21			Transported to: -																																									
Name: _____ Address: _____ Phone: _____			DOB: _____ Age: _____			Transported to: _____																																									
Name: _____ Address: _____ Phone: _____			DOB: _____ Age: _____			Transported to: _____																																									
Name: _____ Address: _____ Phone: _____			DOB: _____ Age: _____			Transported to: _____																																									

DIAGRAM of CRASH

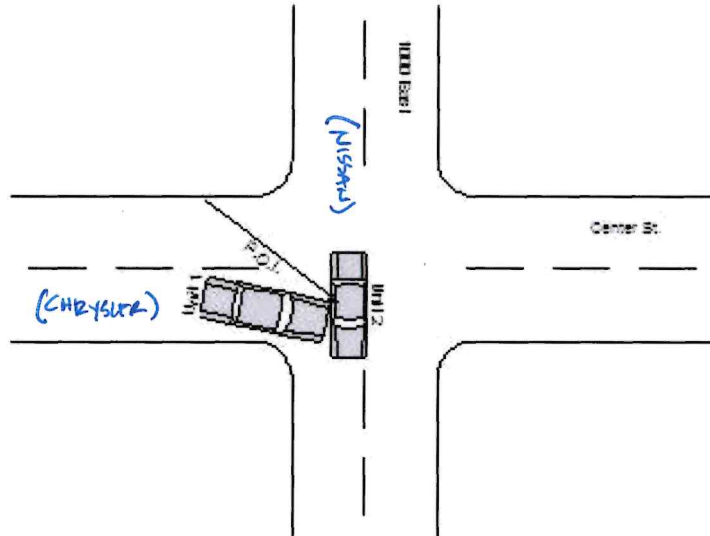
☐ NO DIAGRAM - Reason: _____

1. Officer not at scene 2. Vehicles moved
3. Other _____

DLD# _____



NOT TO SCALE



DESCRIBE WHAT HAPPENED
(Refer to Vehicle by Number)

V1 (RED CHRYSLER) WAS EASTBOUND ON CENTER ST. ENTERING THE INTERSECTION OF 1000 E, WHEN V1 HIT V2 (NISSAN) AS V2 WAS EXITING THE INTERSECTION. V1 SUSTAINED DAMAGE TO THE DRIVER'S FRONT CORNER OF THE VEHICLE. V1 WAS DRIVEABLE AND RETAINED BY OWNER.

V2 WAS SOUTHBOUND ON 1000 E AND WHILE V2 WAS EXITING THE INTERSECTION WITH CENTER STREET V2 WAS STRUCK ON THE PASSENGER SIDE IN THE MIDDLE OF BOTH PASSENGER DOORS. V2 WAS DRIVEABLE AND RETAINED BY OWNER.

V1 WAS FOUND AT FAULT OF THIS CRASH. 1000 E CENTER ST. IS AN UNREGULATED INTERSECTION, V2 WAS ALREADY OCCUPYING THE INTERSECTION AND WAS ALMOST CLEAR FROM IT WHEN V1 HIT V2. THE DAMAGE AND THE DIAGRAM WILL DEPICT THE LOCATION.

OFFICER'S NAME	I.D. #	DEPARTMENT	CASE NUMBER	SUPERVISOR'S APPROVAL	DATE OF REPORT
PRINT Ryan Newbold	4086	Bountiful	2016-003692		11/06/2016

11/06/2016 - ACCIDENT DATE

Traffic Safety Committee Staff Report

ITEM 4

Subject: Request for Sign Installation Eagle Ridge Dr (700 N-800 N)
Author: City Engineer, Lloyd Cheney
Department: Engineering
Date: Nov. 8, 2023



Background

Kathy Campbell, 739 N Eagle Ridge Dr., requests the installation of signs on Eagle Ridge Drive in the area between the intersection at Skyline Drive and the parking lot at the "B" which would restrict loading and unloading of atvs, utvs and similar recreational equipment.

Analysis



Figure 1 Eagle Ridge Drive, Skyline Drive Intersection to "B" Parking Lot

History

During the summer, and other high-use times of the year, recreational users use the paved section of Eagle Ridge Drive for unloading, parking and loading of their vehicles and recreational equipment. This use can encroach on resident's driveways, inhibit the pickup of garbage and restrict mail delivery. Recreational vehicles also track mud and debris from the parking area to the street.

Existing Conditions

Eagle Ridge Drive is a 54 ft wide right of way with a 30 ft pavement width. Each side of the street has a 6 ft park strip and a 4 ft wide sidewalk. No parking restrictions are currently in place in this area. On-street parking on one side of the street reduces the available width for vehicles to approximately 20 feet, which is passable for two way traffic, but requires drivers to reduce speed. When parking occurs on both sides of the street the road is reduced to a single travel lane.

Connection to Eagle Ridge Dr.

With the imminent completion of the connection of Eagle Ridge Drive to Bountiful Blvd, the use of the "B" parking lot and surrounding streets should be observed and re-evaluated.

Implementing a parking restriction in this area would have similar consequences to the restrictions on parking which have been experienced with the local high schools. Those restrictions resulted in relocation of the problem rather than the eliminating it, and an increase in the associated enforcement effort.

Department Review

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

Recommendation

The City Engineer suggests no action be taken on the request. Issues with obstructing access to the homes should be resolved with assistance from the Police Dept. Issues with the tracking of dirt, mud or debris should be brought to the attention of the Street Dept.

Significant Impacts

None

Attachments

None.