



MURRAY CITY MUNICIPAL COUNCIL COMMITTEE OF THE WHOLE

The Murray City Municipal Council met as a Committee of the Whole on Tuesday, May 6, 2014, in the Murray City Center, Conference Room #107, 5025 South State Street, Murray Utah.

Members in Attendance:

Brett Hales	Council Chair
D. Blair Camp	Council Member
Jim Brass	Council Member
Diane Turner	Council Member
Dave Nicponski	Excused

Others in Attendance:

Ted Eyre	Mayor	Doug Hill	Public Services Director
Janet M. Lopez	Council Administrator	Charles Turner	Resident
Eliot Setzer	Resident	Danny Astill	Murray Water
Marcy Demillion	NPS	Phil Sarnoff	Bike Utah
John Herbert	SLCO	Rick Hughes	Resident
Jennifer Brass	Resident	Kellie Challburg	Council Office
Justin Snarr	Resident/Biker	Miles Schaffer	Resident
Evanny Schaffer	Resident	Duane Schaffer	Resident
Michael Astle	Resident	Keith Bateman	Resident
Kate Sturgeon	Resident	Teresa Rigby	Resident
Charlie Kulp	Resident	Mike Squires	Resident

Chairman Hales called the Committee of the Whole meeting to order and welcomed those in attendance. He excused Mr. Nicponski.

Approval of Minutes

Chairman Hales asked for approval for the Committee of the Whole minutes dated April 1, 2014. Ms. Turner moved approval. Mr. Brass seconded the motion. All were in favor.

Business Item #1

Bicycle Lane Discussion- Doug Hill

Mr. Hill noted that this was a policy discussion and an attempt to get direction from the elected officials. He has updated the Mayor on roads relative to bike routes. He

believed it would be useful to update the Council and let them know of upcoming plans.

His presentation was not intended as a debate on the value of bike routes. He acknowledges that bike lanes are good for communities, notwithstanding the challenges. He has received emails from members of the community offering ideas also. Mr. Hill commented that those biking residents may be the real experts in this area.

Mr. Hill showed a slide of the 2003 General Plan that was adopted by the City. He said it is a fair question as to what changes have been made regarding trails since the 2003 plan was adopted. He noted that the trails are identified on the map and represent many different uses. Back in 2003, there was a plan to turn Winchester Street into a parkway trail, similar to the Jordan River, which didn't happen; it was cost prohibitive for the City to acquire the land. In 2003, nearly every major east-west and north-south street in the City was marked to have some type of bike route; either a bike lane, a *share the road* lane, or something similar.

Since the 2003 General Plan was developed, there was an organization created called UCATS (Utah Collaborative Active Transportation Study). UCATS is a coordinated effort of bike lane planning by UDOT (Utah Department of Transportation), UTA (Utah Transit Authority) and the metropolitan planning areas. UCATS has identified bike routes in the City, although not quite as many were on the 2003 Murray General Plan. Murray has a representative that meets with UCATS, and they are currently contemplating changing one of the streets in Murray City. He noted that bike routes are an evolving feature until they are actually built. Bike lanes require a lot of coordination between the surrounding communities. Many roads that travel through Murray are State roads, and the City doesn't have control over those. For example, 900 East is a State road, but is identified as an excellent route for biking, as well as parts of 4500 South and 5300 South.

Mr. Hill mentioned that he has spoken with Tim Tingey, the ADS (Administrative & Development Services) Director. The City will update the General Plan next year, and is in the process of selecting consultants. This is an opportunity for everyone to define policies on bike routes. He believes this plan could be significantly different for bike routes than the 2003 General Plan.

Mr. Camp asked about the Little Cottonwood Creek trail that was proposed back in 2003. He believes that involved a lot of private property and asked if property acquisition was noted. Mr. Hill stated that there is also a trail planned along Big Cottonwood Creek in Murray City.

The 2003 General Plan detailed that if opportunities exist, then the City should work with property owners and develop the trail. A similar situation happened when IHC (Intermountain Health Care) built the hospital, and IHC dedicated property to the City and built the trail along Little Cottonwood Creek. He commented that along the trail further west, most of that property belongs to private owners.

There have been both positive and negative responses to acquiring the property. For example, the owner of the Fun Dome property was not willing to dedicate property to the City and didn't want people walking through the area. Ultimately, it depends on the priority of the project, stated Mr. Hill. Mr. Camp mentioned that the area east of that would be difficult and would involve many private yards. Mr. Hill agreed.

Mr. Brass noted that with the Fireclay development, there was a commitment to put pathways along the creek. If the City commits some of the commercial projects to assist in developing paths along the creek, it would be beneficial. Mr. Hill said the ADS office reviews the General Plan and makes those requests when a property has a designated trail system.

Ms. Turner asked about the process of coordinating with the State on State roads, to encourage more development. Mr. Hill feels like the State would work with the City and help restripe the streets. New regulations require the construction of "complete streets", when using Federal money. "Complete streets" include bike lanes, park strips and aesthetic features. The State may ask the City to participate financially, but would be willing to work with the City.

Mr. Hales asked who the representative from Murray was for UCATS. Mr. Hill replied that it was Kim Sorenson.

Mr. Hill stated that his next slide showed the ability of the City with regards to restriping roads. This information comes from AASHTO (American Association of State Highway Officials). Murray uses several guidelines for roads. The Federal guideline is MUTCD (Manual on Uniform Traffic Control Devices) and that is required especially when using Federal money. Most commonly used is MUTCD, but AASHTO is also a well-recognized guideline. There is another guideline, similar to AASHTO, but was developed by different City officials. Mr. Hill will refer to the AASHTO guide lines for this presentation. There are four main bullet points:

- City roadways with posted speeds in the 30-40 mph range should have a five foot minimum bike lane. That would include most of the roads in consideration in the City.
- If parking is allowed on the road, then there needs to be a seven foot parking width, including the gutter pan if necessary. Mr. Hill said Trae Stokes was present also and is a very good engineer, and prefers to not use the whole gutter pan for consideration, since many people do not park right next to the curb. Mr. Hales asked if Vine Street allowed for that. Mr. Hill replied that it did.
- Traffic lanes- the ideal travel lane is 12 feet wide, with a minimum of 11 feet. There needs to be a comfortable width when squeezing the traffic lanes down.
- If there is a center lane, often referred to as a training or a suicide lane, then the width could be reduced down to 10 feet. That would be similar to 1300 East with the homes and businesses on that street.

Mr. Hill showed a slide of three basic bike lane concepts:

- Shared lane- this lane is not dedicated only for bicycles. It is a lane shared by parking cars and bicyclists. Bikers don't particularly care for shared lanes because a parked car could cause the bicyclist to swerve into traffic.
- Dedicated lane- this is the type most preferred by bicyclists. If parking is allowed on the road, then the bike lane would be on the traffic side of the car. The car could be parked by the curb, then there would be the minimum 5 foot wide bike lane. There would be striping on both sides of the bike lane, and signage on the pavement itself, as well as pole signs to be placed on either side of the road.

- If parking isn't allowed, then the bike lane could be against the curb and gutter. The curb and gutter should not be considered as part of the 5 foot width, because it isn't a smooth surface. There would have to be no parking signs added also.

The last major road reconstructed in the City was 4800 South and presented an opportunity to research bike lane options. The decision was that a shared bike lane would be best for that street. This decision was not made lightly; an engineering company was hired to determine the best option. If there was a dedicated bike lane, then parking must be prevented along the sides of 4800 South. There wasn't enough width for parking, bike lane, and two travel lanes. There was a survey done to residents in that area, and the majority of the people would like a bike lane, but the majority of people living on 4800 South didn't want it because they wanted to park cars on the street. They were concerned with parking for visitors. The decision was made to make it a shared bike lane. There is signage saying it is a share the road or a bike route; not a bike lane. Mr. Brass added that the S turn in the street complicated things also.

Mr. Hill added that not all the streets in Murray are uniform in the width.

Mr. Hill said the City is in the process of reconstructing 5900 South and within the next few years a road would be constructed between 900 East and 700 West. The City is still working on funding for that road to continue east of 1300 up to Van Winkle. There needs to be additional right of way purchased to widen that road.

The profile of 5900 South is similar to 4800 South. There isn't room for both a shared lane and a dedicated lane. In a meeting with Mayor Eyre and Council Member Hales, the decision was made to have a shared bike lane. That decision could still be changed before the striping is done. He is aware that the biking community would prefer dedicated lanes and no street parking. Mr. Hales said he believes the community overall would rather see a shared bike lane, than no lane at all. Mr. Hill agreed.

Mr. Hill showed a slide of 1300 East. If four lanes of traffic, and a center island are maintained on 1300 East, there isn't enough shoulder to have a bike route. The recommendation is not to have a bike route on 1300 East, unless a lane of traffic is eliminated. He added that 1300 East is a busy street and carries a lot of traffic, so the center lane is needed as a turn lane.

Winchester Street has been identified as a possible bike route, and is on the UCATS list. Winchester is almost identical to 1300 East and carries high traffic also. City engineers do not feel like Winchester would be a safe route, unless a lane of traffic is eliminated.

Mr. Hill stated that they believe Vine Street creates the best opportunity for the City to install a dedicated bike lane. There are areas on Vine Street that the street narrows and the City hasn't purchased the land for the right of way. The City could possibly restripe Vine Street between the Trax station and 900 East. If the center lane was eliminated, it would allow room for parking, a bike lane, and two lanes of traffic. The only downside would be when a car needs to turn left, it would stop the lane of traffic, but it doesn't have as much traffic or as high as speeds as 1300 East. It is also believed that 900 East would be a good option and work with the State to make 900 East a good North-South option.

The City would have to pay approximately \$35,000 to remove the current striping and restripe Vine Street from State Street to 900 East. The funds have not been set aside in this upcoming year's budget.

Ms. Turner commented that the City has advisory councils for different issues in the City, and perhaps there should be an advisory council of Murray residents that have biking knowledge. Mr. Brass said that task forces of involved citizens have worked well before, and may be appropriate on this issue also. Ms. Turner noted that Mr. Keith Bateman was able to show the Council some biking areas in the City and that was extremely helpful.

Mr. Hill said his staff would be happy to help in any way. Another option is that there is already a Park and Recreation advisory board established that is involved in biking and they may be helpful also.

Mr. Hales asked if the Council was supportive of establishing a task force to study areas for bike lanes. Mr. Camp said he would support it. Mr. Brass agreed.

Mr. Brass stated that he had just attended a presentation for developing the downtown and the critical element of trails and paths. He noted he was on the Council when the Master plan was adopted and they all regretted the fact that there was zero participation from the citizens. Of a city of 45,000, only eight citizens attended the meetings. He said that G.L Critchfield, an attorney with Murray City said that critical areas of the General Plan should be reviewed this time, and get citizen input. He believes this should be done also with bike lanes. There is a \$33,000 cost, and could probably be budgeted for, but would like the expertise and input from the biking community, as well as the citizens that live on those streets. He stated that is a balance of keeping the residents safe and happy. He would prefer an informed task force to help with the planning.

Mr. Hales commented that he has had interested citizens also, especially in the Vine Street and 900 East areas. He asked Mr. Zollinger if he could try and find \$33,000 in the budget.

Mr. Hales and Ms. Turner thanked the citizens that were present for the bike lane discussion.

Business Item #2

**Murray City Water System Report- Doug Hill and
Danny Astill**

Mr. Astill said he would try and make a quick presentation. He added that it is a requirement to report to the Council on the water system. He handed out copies of the water quality report. There have been about 16,000 copies of the water report mailed to the citizens.

He feels like Murray has a good water system, and would grade the City with a 7 out of a scale of 10. There is room for improvement, and the system isn't perfect, but they are working hard towards improvement. There was one reporting violation because the City failed to sample for pesticides, and it was found in one of the sources. Out of the 20 sources, one of the sources has eight springs that are all treated independently. There are 300 parameters to test for; quarterly, yearly and up to every ten years.

The water system is in great shape. Since 2009, there hasn't been a rate increase. Revenues have been level, which allowed the fund to be built up for larger projects.

Murray delivers approximately three billion gallons per year, which is minimal when compared to Jordan Valley.

Last year, the water usage was lower, even though it was one of the hottest years on record. That lower usage was attributed to a couple of good summer storms, and also a message on conservation. The average home used .63 acre feet last year, and usage has been as high as .90 acre feet in the past. This is a good indication of lower usage hopefully in the future.

There are constant projects of replacing four and six inch lines throughout the system. Currently, staff is working on 5900 South and just the water line portion of that project costs \$1 million. The drilling of the McGhie well will cost \$755,000, without additional expenses. The Myrtle Avenue water line was recently replaced, as well as Red Rose, and Avalon Drive is in the process of completion. Briar Meadow and a portion of Westridge would be done later this fall. Mr. Camp asked what size of line would be installed at 5900 South. Mr. Astill replied it would be a 12 inch line. It is a main feeder that comes through the City, along with Vine Street and Winchester Blvd. Approximately 2/3 of the water is on the east side of the City and about 1/2 of the water comes from sources outside the City boundaries.

The water trends of per capita use continue to fall so the supply is in good shape, noted Mr. Astill. The City is trending similar to the County. He showed a slide showing that the City is in the 90th percentile of precipitation. The precipitation is what recharges the wells because Murray is a 100% groundwater system. The rest of the County has stated that they will be able to meet all commitments to deliver water this year, and have some remaining for the coming year.

The current demand is about 4.8 million gallons per day. There is a little variation, but that is the average. The peak demand hours begin about 6:00 a.m. until 10:00 a.m.

Before the conservation efforts began, the maximum demand reached nearly 28 million gallons per day. After the conservation education, the demand dropped to approximately 17 million gallons per day. The maximum supply used to be about 30 million per day, but the City could now probably meet 32 million or 33 million per day.

Ms. Turner asked about the conservation effort. Mr. Astill said that they attempted to educate on such things as watering the lawn at certain times of the day, monitor sprinklers during rainy weather, etc. The State began the "*slow the flow*" campaign and that was a very successful campaign.

The west side wells indicate that the level of the static water in the wells is rising, which means the aquifers are being recharged properly.

The east side wells are very similar and are remaining static or dropping.

There was a big change in the McGhie well. The well just wasn't producing and required the re-drilling. There are better numbers coming from the rebuilt springs.

Conservation education efforts are continuing using social media also. The water department sends out newsletters and journal updates. There have been programs sponsored such as “fix a leak week” and “water sense.” The department has replaced 83 toilets, and 17 shower heads since the end of February, using rebates. The *Tap into Murray quality* program partners with the Power and Water Department to visit the 4th grades at the schools and discuss conservation. There was also an art contest for the 4th graders.

The marketing campaign really talks about the Water Department and that they are selling a quality service. It is a good system that helps the City to grow.

Currently, the department is attempting to meet recent regulations and visiting businesses, and new businesses are required to meet backflow requirements.

For the future, the department is concerned about water quality, changing regulations and infrastructure issues. Security issues are also a concern. The department is working on emergency planning, technology updates and maintaining their financial viability. The manpower in the department is critical to maintain the well trained employees.

Mr. Hales thanked him and apologized for leaving him such little time.

Announcements

Ms. Lopez announced that there would be cake after the meeting to celebrate the birthday of Diane Turner and everyone is welcome to join.

Mr. Hales adjourned the meeting.

Council Office Administrator II
Kellie Challburg