

CLEARFIELD CITY COUNCIL MEETING MINUTES
6:00 PM WORK SESSION
September 9, 2025

City Building
55 South State Street
Clearfield City, Utah

These meeting minutes were created with the aid of an AI-powered transcription and summarization tool – Otter.ai and ChatGPT. The output was used as a draft and was subject to human review, editing, and fact-checking to ensure accuracy and compliance with city standards before publication. The City Clerk is responsible for the final content of these minutes.

PRESIDING: Mayor Pro Tem Dakota Wurth

PRESENT: Mayor Mark Shepherd (via Teams), Councilmember Karece Thompson, Councilmember Nike Peterson, Councilmember Tim Roper, Councilmember Megan Ratchford, Councilmember Dakota Wurth

STAFF PRESENT: City Manager JJ Allen, Assistant City Manager Spencer Brimley, City Attorney Stuart Williams, Community Services Director Eric Howes, Police Chief Kelly Bennett, Public Works Director Adam Favero, Public Works Deputy Director Braden Felix, Finance Manager Rich Knapp, Deputy City Recorder Chersty Titensor, Emergency Management Stockton Trujillo

VISITORS: Mona Johnson, Bruce Johnson, Scott Sneddon, Aple Sneddon, Tony De Mille, Danielle King

DISCUSSION OF A REQUEST FOR AN ADDITIONAL BUSINESS ACCESS ON 500 WEST NEAR ANTELOPE DRIVE

The meeting began with a detailed discussion regarding a request for an additional business access point for the business, Utah Laser Pro, at 500 West near Antelope Drive. The request came from Bruce Johnson, property owner of Tips Leasing, and Scott Sneddon, business owner and tenant of Utah Laser Pro, both of whom were present.

Braden Felix, Deputy Director Public Works, provided background information on the existing access configuration. He explained that the current access point to the business was constructed during road improvements in 2021. The access point was shared with a neighboring tow yard and the ability to access Utah Laser Pro's business required vehicles to make a U-turn and maneuver back to the storefront. Mr. Felix added that a "cost to cure" was paid to address improvements like asphalt and fencing as part of the access accommodations.

The traffic engineer at the time of construction recommended a 150-foot buffer between the intersection and any new access point, intending to minimize interference with turn lanes and maintain symmetrical access points on both sides of the road. The current traffic situation had

evolved since the construction of the 1st Street extension, which had introduced additional vehicle types such as buses and semis. While there was minimal traffic initially, volume had increased, although current traffic counts were unavailable. Staff noted that obtaining an updated traffic study would cost several thousand dollars.

Mr. Sneddon addressed the Council, emphasizing that the road was initially designed as a dead-end, with no anticipated through traffic. He outlined multiple operational and safety concerns, including difficulty making U-turns in larger vehicles, tow trucks blocking access during drop-offs, and visibility issues when exiting the business. He proposed adding a new access point roughly 90 feet from the intersection, just past an aqueduct, and suggested that a "right turn only" restriction could mitigate traffic safety concerns.

Further discussion among Staff and council members explored the implications of deviating from engineering standards. Councilmember Peterson expressed concern about making exceptions without solid traffic data and asked about current and anticipated traffic volumes, particularly given the road's connection to the Davis School District facilities. Planning staff noted that there was upcoming commercial development on the east side of the road, with aligned access points. This development was anticipated to be a car dealership, involving moderate commercial traffic, such as vehicle delivery trucks, but not continuous heavy flow.

Councilmember Roper brought up a comparison to a similar intersection near Clearfield High School, which deals with significant traffic at the Maverik gas station. Councilmember Peterson responded by describing frequent congestion and access issues at that location, underscoring the importance of maintaining safe ingress and egress distances from intersections.

Additional comments about the 500 West property from Mr. and Mrs. Sneddon and Councilmember Thompson highlighted everyday difficulties, including blocked access and tight turning radii that forced vehicles into oncoming traffic. These firsthand accounts supported the assertion that the current access configuration posed operational and safety challenges, especially for larger vehicles and during high-traffic times.

Several councilmembers and staff explored whether changes to internal property configuration or shared access agreements could help resolve the problem without violating engineering standards. They examined potential solutions such as modifying the internal fence line, restructuring business access points, and assessing the feasibility of property reconfiguration, particularly since the parcels were under common ownership. However, complications were noted due to parcel division, potential future sales, and the possibility of landlocking certain portions of the property if access was not legally guaranteed through recorded agreements.

Past decisions, including compensation for access loss and road changes, were reviewed as part of the historical context, with clarification that the City had acted in coordination with regional transportation planning when constructing the 500 West extension to improve regional traffic flow and connectivity to I-15.

Business owner Mr. Johnson expressed frustration that while he had been compensated for property adjustments during road construction, the resulting configuration caused operational

losses that exceeded the compensation. He also emphasized that the current middle area of the property was critical for maneuvering tow trucks and could not be sacrificed without negatively impacting emergency services and business operations.

Several council members and staff recognized the legitimacy of the concerns while cautioning against setting a precedent by overriding existing engineering standards for traffic safety. The idea of adding a limited-use curb cut—specifically a right-turn-only egress closer to the intersection—was proposed as a compromise to improve customer flow without inviting unsafe ingress or encouraging additional left-turn conflicts near a busy intersection. Concerns were raised that without strict controls such as signage or physical barriers like raised medians, the proposed exit could become a de facto entrance, leading to increased traffic hazards.

Mayor Pro Tem Wurth and other council members debated whether the issue was administrative or legislative in nature. While the group acknowledged that access decisions typically fell under administrative jurisdiction, they agreed that the situation warranted high-level discussion given the potential impact on business operations and public safety. Mayor Shepherd, joining remotely, supported exploring a solution that would allow for a right-turn-only exit, provided measures were in place to prevent it from being used improperly as an entrance. He reiterated the importance of helping local businesses succeed without compromising long-term traffic planning or engineering integrity.

During the continued discussion of a proposed egress change on a private property near a busy intersection, councilmembers and staff debated potential solutions, liabilities, and the role of the City in altering engineering standards for the benefit of private businesses. A suggestion to implement a raised median was proposed—like those used by UDOT in various locations—to prevent left turns from a parking lot onto a main road. One staff member estimated that such a median would stretch from the crosswalk up to the end of the turn lane. However, concerns were immediately raised about the impact that would have on semi-truck and commercial traffic, especially due to the tighter turn radius a median would create.

The financial burden of such infrastructure changes was addressed. Councilmembers noted that any cost for a raised median, curb cuts, or engineering plans should not fall on the City, as the issue stemmed from a private property request. There was consensus that a deviation from standard engineering design should only occur with a formal recommendation from city engineers to ensure public safety.

Mr. Sneddon, advocated against the raised median, citing its negative impact on truck access and suggesting instead that clear signage, such as “Do Not Enter” and “Right Turn Only” could guide traffic behavior effectively. Mr. Sneddon also volunteered his sign company to create compliant signage. Staff responded that any signage placed in the public right-of-way would still need to follow engineering and regulatory standards, and be designed and installed through proper administrative channels.

Alternative solutions were explored, including a “pork chop” style barrier or hardscape feature near the new egress to prevent left turns without the need for a full raised median. An example was cited from the Sinclair gas station on Highway 193, where a curb cut forces right-turn-only

access.

Several members, including Councilmember Peterson and the Mayor Pro Tem Wurth emphasized the political nature of the discussion. It was acknowledged that deviating from engineering standards to accommodate a private business's appeal posed long-term concerns about precedent and the potential for favoritism. The consensus of the Council was that such actions should not become commonplace and should only proceed with clear justification, zero cost to the City, and strict adherence to process.

Councilmember Ratchford raised a question about the maintenance responsibilities for the road, confirming that since the road in question was private, the City would not be responsible for any future repairs. Staff and the Council agreed that the proposed solution needed to preserve the integrity of City policy, minimize involvement, and push responsibility back to the private property owners.

The Council agreed, in principle, that staff could work with the property owner to explore and approve a solution—provided it was engineered professionally, implemented by a licensed contractor, and passed City inspection. JJ Allen, City Manager, clarified that formal council action would not be necessary because general consensus was sufficient to direct staff.

Adam Favero, Public Works Director, added that any design would need to come from a qualified engineering firm and be implemented to code. The importance of following established engineering practices and meeting traffic safety requirements was repeatedly emphasized.

Mayor Pro Tem Wurth reiterated discomfort with the precedent being set but acknowledged the unique circumstances that warranted limited involvement. The agreement was conditional on maintaining public safety, minimizing City liability, and ensuring long-term viability for the businesses affected.

Before concluding, a condition was added: the City would require a recorded cross-access easement to be established between all parcels utilizing the shared access road. This would guarantee legal access to all businesses regardless of future changes in ownership or land use.

The Council reaffirmed its intention to keep this a one-off, narrowly tailored exception, not a model for future policy.

DEPARTMENT UPDATES

POLICE DEPARTMENT REORGANIZATION UPDATE

Kelly Bennett, Police Chief, opened with an administrative update on departmental reorganization. He announced the promotions of now Lieutenant Josh Carlson and Sergeant Jayden Stevens, which allowed for the first time in decades the establishment of two lieutenants and an assistant chief. This restructuring divided responsibilities so that Lieutenant Carlson oversaw patrol operations while Lieutenant Manookin supervised records, investigations, and

administrative services. The City also assigned the mental health officer position to Blake Whitehead, who had expressed enthusiasm for crisis intervention work. The changes were intended to improve span of control and provide the assistant chief with more capacity to focus on accreditation efforts.

Councilmember Peterson then asked about crossing guard staffing. It was reported that two positions were in the hiring process and that no ongoing shortages were expected. Staff explained that a tiered response plan was in place, with cross-trained employees from other divisions available to fill in when needed.

OPIOID SETTLEMENT WITH PURDUE PHARMA & SACKLER FAMILY

Stuart Williams, City Attorney, reviewed an opioid settlement agreement involving Purdue Pharma and the Sackler family. Staff explained that although the City did not directly receive funds, participation in the settlement helped the State and County secure resources for public safety and rehabilitation programs. The settlement was valued at approximately \$7.5 billion, with funds earmarked for treatment and enforcement initiatives. Council members were informed that the settlement would be presented formally at a policy session later in September.

CAFC MEMBERSHIP REVENUE TRENDS

Eric Howes, Community Services Director, updated the Council on recreation center revenues after recent adjustments to membership fees. Staff reported increases in membership revenues of 30–36 percent above historic averages in the first three months of implementation. Daily admissions showed only a small decline overall, suggesting that membership growth was not negatively affecting daily use. Most staffing resources continued to be allocated to aquatic services, although anecdotal reports indicated rising demand in fitness and gym areas. Staff planned to continue monitoring usage trends and provide further updates in January.

MOC CONSTRUCTION UPDATE

Adam Favero, Public Works Director, updated the Council on the Municipal Operations Center construction project. The project was reportedly at 82 percent completion, though staff noted actual progress felt lower due to delays in civil work and the need to bring in a second contractor. The project timeline had shifted from June to late October or November, primarily because of grading and pavement challenges tied to groundwater conditions. Staff emphasized the importance of completing pavement work before winter and assured the Council that efforts were underway to keep the project within budget despite change orders related to data and electrical needs.

EVERBRIDGE

Stockton Trujillo, Emergency Management, introduced the Everbridge mass notification system, which replaced the County's prior Code Red alert platform. Everbridge was described as more effective, with broader coverage through third-party data and enhanced features for internal and external communication. The system had already been used by the County and was expected to

provide greater efficiency in emergency alerts at a significantly reduced cost compared to standalone subscriptions.

Councilmember Ratchford moved to adjourn at 8:31 p.m., seconded by Councilmember Thompson.

RESULT: Passed [5 TO 0]

YES: Councilmember Thompson, Councilmember Peterson, Councilmember Roper, Councilmember Ratchford, Councilmember Wurth

NO: None

**APPROVED AND ADOPTED
This 14th day of October 2025.**

/s/ Mark R. Shepherd, Mayor

ATTEST:

/s/ Nancy R. Dean, City Recorder

I hereby certify that the forgoing represents a true, accurate, and complete record of the Clearfield City Council meeting held Tuesday, September 9, 2025.

/s/ Nancy R. Dean, City Recorder