

**BLUFFDALE CITY COUNCIL AND
PLANNING COMMISSION
JOINT MEETING MINUTES
Wednesday, February 4, 2015**

Present:

City Council Members:

**Mayor Derk Timothy
Alan Jackson
Bruce Kartchner
Ty Nielsen
Heather Pehrson
Justin Westwood**

Planning Commission Members:

**Brad Peterson, Chair
Von Brockbank
Kory Luker
Connie Pavlakis**

Others: **Grant Crowell, City Planner/Economic Development Director
Anika Estioko, Code Enforcement Officer
Gregg Scott
Jason Green
Carlye Sommers**

Excused: **Johnny Loumis, Jr.**

BUSINESS MEETING

Chair Brad Peterson called the meeting to order at 7:00 p.m.

1. Invocation and Pledge.

Mayor Timothy offered the Invocation. Brad Peterson led the Pledge of Allegiance.

2. Public Comment.

There were no public comments.

3. Approval of Minutes from the January 7, 2015, Meeting of the Planning Commission.

The minutes were reviewed and amended.

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Connie Pavlakis moved to approve the minutes of the January 7, 2015 meeting, as amended. Von Brockbank seconded the motion. Vote on motion: Brad Peterson-Aye, Von Brockbank-Aye, Kory Luker-Aye, Connie Pavlakis-Aye. The motion passed unanimously.

4. Work Shop by the Wasatch Front Regional Council to Implement a Complete Streets Policy, Greg Scott from WFRC and Jason Green from Lochner, Presenters.

Greg Scott from the Wasatch Front Regional Council (WFRC) was present along with Jason Green and Carlye Sommers from Lochner Engineering. Mr. Scott stated that their job is to help facilitate a Complete Streets Policy. Duties to be accomplished Days 1 through 3 were outlined. He explained that on Day 1 the 10 elements of a policy would be identified. Ms. Sommers would be facilitating a vision and the applications of a policy. On Day 2 a working group will be identified to discuss the matter in more depth. April 1 was tentatively scheduled to draft a policy from tonight's discussion and the working group. The group will also address street typologies.

Mr. Scott explained that the premise behind complete streets is twofold. First streets are a huge public asset. In a typical city, streets comprise about 30% of the land area. They are also a huge expenditure for government. Last year between local, state, and federal \$1,000 was spent on transportation for every man, woman, and child in the country. He explained that with a little bit of additional effort they can take the goals the City has and use those assets to achieve them. Under that premise, each street is tailored to achieve the community's goals.

Another common objective for complete streets is that all users are considered each time an investment is made. That is important because streets can bring people together or divide communities. Of the \$1,000 spent, 75% comes from general funds. Mr. Scott showed examples of what complete streets look like. He stated that about one-half of Utahans do not own a car. These include primarily the elderly, children, and the disabled. Sidewalk and bike lanes were discussed in terms of how they save lives and increase safety. Mr. Scott also reported that complete streets equates to more activity and an improved sense of well-being.

Air quality issues were discussed. Mr. Scott reported that one-third of car trips are one mile or less. The benefits of eliminating short trips are disproportionate since 25 to 41 percent of emissions are unrelated to the distance traveled. He stated that studies have shown a direct connection between homes within a major intersection and low birth weight babies. The potential was a 12% decrease by eliminating short car trips. From a congestion standpoint, Mr. Scott stated that most suburban congestion is the result of short trips.

Mr. Green identified key elements of what a Complete Street Policy would include. The first would include setting a vision and considering all uses, users, and exceptions. He explained that the idea is to create a complete system. Thought should be given to key uses and where they should be located. Design criteria should also be considered. Other elements included contact sensitivity, performance measures, and implementation. Mr. Green stated that for decades level of service has been the key criteria in determining project performance. Level of service issues will analyze the flow of traffic and grade it with an A being a free flow to F being obstructing traffic.

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Mayor Timothy commented that they were currently going through an Access Management Plan on Redwood Road that the public would be involved in. Public meetings were held and UDOT was involved in the process and wants the City to have a policy in place that all can agree on. He felt that in some cases the City can help itself down the road by having a plan in place. With regard to UTA, the Mayor stated that regardless of how much they discuss with them the City's future, their maps still never include Bluffdale. Mr. Scott stated that he had been told multiple times by UDOT that they want to see the community have a plan in place. If Bluffdale has a plan in place it is much more likely that they will bend the rules. Mayor Timothy stated that in the future there needs to a way to work with organizations outside the City for the Complete Streets Plan. He explained that Bluffdale and Riverton worked together and entered into an interlocal agreement with regard to the aesthetics of the bridge.

Mr. Scott stated that UDOT and UTA serve on the Complete Streets Steering Committee and are aware of the situation. Because this is a pilot program, Connie Pavlakis asked if there is an advocacy group working to bridge the gap between the state and the individual. Mr. Scott stated that they are working on a program called the Complete Streets Liaison Program so that UDOT, the County, and UTA will have a liaison who is trained to work with the communities.

Mr. Green stated that in order to be awarded funding for a project, it must be linked with various elements. Funding issues were discussed. Mr. Crowell stated that there has always been funding available for enhancements. The City applied for UDOT to put bike lanes on the road. There is very little money and a large number of applicants. As a result, it was suggested that the City apply under the Air Quality Program. The frustration was that the City was applying for UDOT to put bike lanes on their road. It seemed obvious to many that that was a route that a lot of people use.

Mayor Timothy suggested the City take advantage of the fact that UDOT has certain motivations and work together. For example, they are motivated to give the City 14600 South. That motivation will have a cost in order for the City to continue with Porter Rockwell Boulevard and cross a river. Mr. Green suggested it be tied to the City's General Plan and land uses. Mayor Timothy stressed the importance of Porter Rockwell Boulevard and stated that the City has plan for what they want it to look like, which doesn't include seven lanes. He asked where a Complete Streets Plan can take over and allow them to plan for transit to relieve some of the burden. Mr. Scott stated that it comes from both the master planning approach and small improvements made by the Development Review Committee (DRC). For example, Centerville elected to allow the DRC to take on a different role each year when approving their transportation budget and look at all of the projects and determine how to include all users.

Bruce Kartchner asked how the user aspect can be addressed from a ratio standpoint. He was aware that outside of Bluffdale there are huge forces to get development into conformity with things that other people want. Typically it is tied to some kind of funding that tends to take over. While Council Member Kartchner was interested in the concept, he was reticent to move forward too quickly since he was not convinced that what the community wants will drive the process. Mr. Scott remarked that there are competing interests and this strengthens the City's position. He

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explained that the established goals things were determined by the City who will choose the vision and how it is applied.

Mr. Scott stated that the City will have an advantage by having a Complete Streets policy in place. From WFRC's perspective they are more likely to obtain funding. J. Lee Bertoch remarked that Bluffdale is a bedroom community and what is being proposed pertains to a municipality with a city center where citizens can walk. Bluffdale currently doesn't have such a place. He asked how it applies to Bluffdale without those amenities. He asked if the ultimate goal is to reduce pollution by driving less or preliminary planning before allowing development to occur. Mr. Scott explained that the City will choose its own goals.

Heather Pehrson felt like the City was part of a transportation structure that goes beyond Bluffdale. Even if they consider just who lives in Bluffdale they should recognize the fact that the streets are still used by non-residents. They will better meet the needs of the citizens if they accommodate that demographic.

Mr. Scott stated that their job is to facilitate the process and asked that they trust that together they can come up with a policy that is appropriate for Bluffdale. Heather Pehrson asked how private streets will be addressed. Mr. Scott referenced Element 3 pertaining to the types of projects involved. He explained that the City can choose to do private streets or not. Mayor Timothy stated that it is important to remember that complete streets is a method of analyzing all of the uses and determining what uses to go into the road. Rather than creating a standard, it is creating a method for making decisions. Having a plan in place helps in obtaining funding.

Carlye Sommers led the discussion on what the City would like to include in a policy and what the vision would be. Connie Pavlakis hoped to include something for equestrian users. She commented that she frequently sees people walking horses down the sidewalk and hoped to provide a place for them to go. Bruce Kartchner suggested including efficiency and safety as part of the vision. Heather Pehrson suggested there be trail connectivity.

Mr. Green urged those present to think about what would bring the community to accept complete streets such as safety, access to schools, biking, etc. Connie Pavlakis considered safety to be an issue but also felt that for much of the City, maintaining the rural feel of the community was important. Ty Nielsen debated as to whether safety, aesthetics, and beautification are connected since in providing safety they use aesthetics and beautification.

Ms. Sommers suggested the group think about users such as other communities using City streets. Heather Pehrson commented that it benefits Bluffdale citizens to accommodate the traffic through the community. She noted that it has to be at least considered and dealt with. She acknowledged that City streets are used as a thoroughfare for many people. In addition, they have typical users and tend to get more construction type vehicles.

Traffic and safety issues were discussed. Mr. Crowell thought the best option was to get a feel for what other communities with similar issues have done. Connie Pavlakis felt that the only thing the

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City can enforce is continual use. Mr. Scott considered it better to not have to rely on signs. Through design they can communicate what position they have in the street, what their roles are, and what the pecking order is. Design can influence behavior where signs alone cannot.

Utility coordination issues were discussed. It was noted that anytime there is new construction, utility providers are supposed to obtain a permit from the City. Ms. Sommers suggested the group think of it in terms of when they would have the opportunity to implement the policy. It was suggested that they go back to the vision and look at the items listed. Connie Pavlakis stated that currently major work is being done on parks and trails. The connectivity for any roads pertaining to trails would be an upcoming project if determined to be needed.

Bruce Kartchner stated that part of his vision would include cost effective road construction and maintenance. Prior to construction or improvements taking place a determination should be made as to whether there is a way to incorporate the complete streets vision before moving forward. Exceptions were identified such as local consideration, safety, and physical constraints. Brad Peterson pointed out that frequently the City doesn't have control over many City roads.

With regard to which roads to focus on, Connie Pavlakis recommended they focus on collectors and arterials. Ty Nielsen stated that with snow removal they have to first address arterial roads, followed by secondary roads, and then cul-de-sacs. Mayor Timothy suggested they stick with the new construction and reconstruction.

Ms. Sommers asked the group to identify Bluffdale's strengths in putting a policy together. Brad Peterson commented that they have a good City Council that works well together. In the past that has not been the case and has had a negative impact on the City. They are at a critical time, however, where the City's aesthetics and demographics are starting to change. Mayor Timothy felt that over the last few years the City has done a very good job in terms of long-term planning. Recently all of the long-term plans have been redone and they are focused on the short-term plans matching the long-term plans. Heather Pehrson commented that the City has also considered the other aspects of roads. The Mayor stated that all of the City's roads were categorized to determine which ones are redone every year. Ty Nielsen commented that the City is frugal and they try to get the community involved and volunteer as much as possible.

Mayor Timothy observed that over the years there has been much less feedback from citizens. He felt this could be attributed to the fact that they are much more trusting of the process than they used to be. Justin Westwood felt they were good at looking at a situation from all points of view and getting all of the information before making a decision. It was reported that the City has approximately 54 miles of local road in Bluffdale.

A comment was made that the City's diversity is a challenge. City Planner, Economic Development Director, Grant Crowell, commented that when the General Plan was drafted there was discussion about agriculture. There was discussion about how production agriculture and the fact that there are still a few people who do it, however, it was not something the City was trying to plan and save for.

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It was noted that one of the City's challenges is that there are a lot of dead end streets, dirt roads, and roads that are not close to meeting what they want to ultimately have. Preventing unwanted connections was identified as a goal of the City going forward.

Bruce Kartchner identified the challenge of the City working with its neighbors without capitulating. The possibility of the prison being moved was discussed. It was identified as something that will have a drastic change on the City's future road development. The challenge in that case would be the unknown. Heather Pehrson believed that if is handled properly, it could potentially be a tremendous opportunity for the City. Mr. Crowell commented that there are a great deal of physical challenges with every utility, canal, and river.

Procedural issues were discussed. Mayor Timothy recommended there be more of a connection between this group and the DRC. The intent was to form a matrix of how the departments interact with each other. Bruce Kartchner also suggested a few Planning Commission Member participate. Alan Jackson and Heather Pehrson would be present representing the City Council and Connie Pavlakis and Kory Luker would represent the Planning Commission. It was suggested that meetings be noticed.

Mr. Scott stated that the results from Day 1 would be provided to the group and sent as notes. In addition, they would be incorporated into language for a possible Complete Streets Policy. They would take key results from Day 2 as well and include that in the policy. On Day 3 they will go through and review and revise the policy. A draft policy would then be made available moving forward. At that point they can identify how they can use strengths and weaknesses to move forward. Carlye Sommers asked those present to place stars to identify their top three priorities under "Vision".

5. City Council Report.

The above matter was not addressed.

6. Planning Commission Business (Planning Session for Upcoming Items, Follow Up, Etc.).

The above matter was not addressed.

7. Adjournment.

The Planning Commission Meeting adjourned at 9:26p.m.



Gai Herbert
Community Development Secretary

Approved: 2/18/2015