

PAYSON CITY
SPECIAL CITY COUNCIL MEETING
Payson City Center, 439 W Utah Avenue, Payson UT 84651
Wednesday, August 28, 2019

CONDUCTING Mayor William Wright

ELECTED OFFICIALS Linda Carter, Brett Christensen, Taresa Hiatt, Brian Hulet, Doug Welton

STAFF PRESENT David Tuckett, City Manager
Mark Sorenson, City Attorney
Kim E. Holindrake, City Recorder\
Kent Fowden, Street, Landfill, and Storm Drain Superintendent

OTHERS Mike Hardy, Jodi Beck, Mike Summerhays, Louis Francom, Marylenn
Lankford, Ken Johansen, Jake Beck, Mary Hansen, Gwen Oryall, Marlene
Miyasaki, Scott Pinkham, Sharon Poulson

1. Convene

Mayor Wright called this special meeting of the City Council of Payson City, Utah, to order at 6:05 p.m. The meeting was properly noticed.

Prayer offered by William Wright.

Pledge of Allegiance led by Doug Welton.

2. PUBLIC HEARING – 600 East Striping Plan

Staff Presentation:

Kent Fowden stated this discussion is to address the striping plan in conjunction with the slurry seal project on 600 East. This is one of the first projects in a long line of projects to come as the city resurfaces arterial roads and addresses striping and traffic flows. Some of the positive features of the plan is that it follows the recommendations of South Utah County Active Transportation Plan, promotes active transportation for paths, trails, and bike lanes, benefits alternate mode of transportation, increases pedestrian safety, opens the right-of-way for snow removal, safer to navigate 600 East with the permissive left-hand turn, safer traffic scenario for the increased traffic volumes overall, goes hand in hand with branding, and helps promote the adventures of the Scenic Nebo Byway. It also goes hand in hand with the Mountainland Association of Governments (MAG) transportation plans presented a few years ago. The negative impact is no parking for residents along 600 East. There have been many conversations with UDOT regarding changes to 800 South that ties into this as well as discussions with Nebo School District regarding the new high school project. It has become necessary for the city to look at how traffic is moving on arterial roads. SR-198 is getting congested as well as 800 South and access to the canyon. The proposal includes a center lane for permissive left-hand turns, a through lane on each side, and a bike lane on each side, which is standard through the entire project from 100 North to about 1200 South. There is enough width to accommodate all through the project with a narrowing of 38 feet at mouth of the canyon.

Council Discussion:

Councilmember Carter stated many residents cannot accommodate parking on their property. She questioned where visitors would park. She is torn because of the negative impact on citizens.

Mayor Wright stated he would like to see the MAG traffic study, which was at the city's request, explored as well. It included some traffic calming and strategically placed stop signs at 300 South as a 4-way and 800 South a 3-way stop. This would add to the safety factor and give breaks for traffic to access north and south.

Councilmember Hulet questioned if there are houses with no driveway or garage on 600 East. He is grateful to have the public here. It came before the city council last week, and they felt it was important to have the public voice their opinions.

Kent Fowden stated he is unsure if there are houses with no driveway or garage. He clarified that this came about because striping is part of the resurfacing and is very difficult to change once resurfaced. He asked engineering for a traffic plan. Through discussion with various entities such as UDOT, staff felt was a good opportunity to start the plan.

Councilmember Christensen asked the residents to comment on how parking is accommodated during winter where there is no parking on the street for five months. He wants to make sure the city does what is best for everybody.

MOTION: Councilmember Welton – To open the public hearing. Motion seconded by Councilmember Carter. Those voting yes: Linda Carter, Brett Christensen, Taresa Hiatt, Brian Hulet, Doug Welton. The motion carried.

Public Hearing:

Mike Hardy stated he drives up and down this street every day and walks it all the time. He questioned if traffic studies were done in connection with this. He doesn't see the traffic that requires a lane for bicycles. He questioned if there will be a speed limit change. He questioned how long has this been contemplated and why the residents weren't notified earlier. Many people will be impacted. He questioned if this will apply to Petetneet, can people park in the church parking, and was the post office notified of the change. People stop to get their mail. There should have been earlier discussion with the residents.

Kent Fowden stated there is historic crash data, and staff is working on volumes.

Councilmember Welton questioned how long a person stops to get mail. Mr. Hardy is being sensationalist. Chief Bishop isn't going to ticket someone for pulling over to get their mail. There are some real concerns that need to be addressed.

Jodi Beck stated she has concerns with Brandon Baker because speeds will increase. She and Mary Hanson measured the street, and it's not wide enough for what is proposed. It is 41 feet from edge to edge; the math doesn't add up. There is no need for a turn lane in the middle. Residents won't have anywhere to put garbage cans except in the bike lane. Residents have a lot of activities at their homes so people won't be able to park there.

Mike Summerhays stated he appreciates this meeting and the opportunity to ask questions. He questioned what the red lines mean, are there possible future changes, and where does he put his garbage cans. Looking north from Peteetneet, there is the middle lane but no bike lane on the sides.

Louis Francom disagrees with this proposal. There will be no parking when their kids come to visit. People park all the way down the street when there is an event at the Peteetneet or a stake conference. There is plenty of room for the bikers now.

Marylenn Lankford stated she has bikers in the family, and she has lived in her home 45 years. The dangerous part for bike riders coming out of the canyon is before the road widens. The narrow path up the canyon is a death trap, which isn't being addressed. It would be good to look at the speed of vehicles and a 4-way stop to control speed down the hill to the light. There aren't that many bikers using the street. It needs to be made safer from the canyon to the light without destroying parking and putting trash cans out. It seems the purpose of this meeting is to facilitate bikers. The city needs to monitor the speed and put in stop signs to slow the traffic. She questioned if the plan affects any curbing along the way.

Ken Johansen stated he spoke with the mayor, and he sees both sides. His main concern is the speed. There needs to be a cop there all the time. He yells at people to slow down who are going 50 to 60 miles per hour. Some speed to see how fast they can go. Yesterday, some residents put their garbage cans on the sidewalk to see how it would work, but it pushed people out into the street or on resident's yards to pass them. Many residents have events and park on the street. Other cities ticket if anything is put in the bike path. He sees as many as 10 or 12 bikers together on the road; a bike lane may create more bikers. He suggested putting the bike lane from 300 South to the highway because most of the traffic is going to Elk Ridge or Woodland Hills.

Jake Beck stated he measured the street so one comment given is false so a lot of everything else he has been told is false. The road is 41-feet wide not 51 feet and narrows even more by the drainage pond. At the end of the street it is 39-feet wide. If a minimum of 45 feet is needed, the city needs to relook at the calibrations. This plan pushes the traffic toward the homes. In the last three years, four to five cars have been hit by his house. Ninety percent of the bikers and runners are first thing in the morning. He would like the research to be done instead of just saying there is a lot. There needs to be a minimum of six months of research. He understands predicting a 10-year plan, but the proper research and measurements need to be done.

Mary Hansen questioned if this will impact house values because someone wouldn't buy a house where you couldn't park in the front. In the winter, her family double parks in the driveway, and some have parked at the neighbor's house. Her kids visit every Sunday. She questioned where visitors and repairmen will park. The turning lane will put the bikers on the sidewalks and the traffic will be next to her house. It feels those traveling the road have more rights than those who live on the road. More roads need to be user friendly not just this one. She questioned where the bike path goes up the road; it doesn't connect. The city needs to give residents time to figure things out.

Gwen Oryall stated when any activities occur within four blocks, everyone asks to park at her house because she has a large lot. She questioned about those who don't have a place to park on a routine basis. Many social activities in the area occur twice a week. She questioned if this narrowing will be

up the hill between 300 South and 400 South. She has seen many people almost hit right there because it's so narrow. There are new families with little children moving in the neighborhood. There are some good things about this and she is for change. Last week the city was hitting and missing with the asphalt, which she clarified with a Payson employee. Currently, his vehicle has been parked in front of her yard for over 10 days. This area of town is her home. There needs to be something on 800 South with the three T. The police are great in her area protecting and stopping drivers.

Marlene Miyasaki stated she moved here a month ago, loves Payson, and is happy to be here. In Park City, residential parking is allowed, which could be an option. She asked if speed bumps could be put strategically along road for safety.

Scott Pinkham stated his car was hit on the road last year. He took out a tree and some lawn to put in a drive to park a third car. He questioned what growth is coming to the south end of this road. This plan is just a path up to the loop but no new homes. He measured the road also, and it is 41-foot wide. Residents parking to get their mail will cause bikers to move out into the traffic lane. He questioned if there are any laws or regulations about residents parking on the street. It seems counterproductive to put in bike lanes and then allow residents to park there. He invited the council to try to get out of his driveway in the morning.

Sharon Poulson stated she was asked to make sure the Stanton's letter was read. Also, kids need a place to park when coming to dinner.

Councilmember Welton stated Brent and Celinda Stanton send him an email stating, *we are very concerned about the proposed changes to 600 East having lived there for 30 years. We believe these changes will not benefit the homeowners facing 600 East and will create more problems for this residential area. Who do the changes accommodate, the residents who live there every day or those few bikers or those speeding over to Walmart and up the canyon. The residents here already deal with those people who don't obey speed limits, pass on the right as well as the left, making it hard to pull out of our driveway. We believe it will cause more speeding and increase illegal passing. For us as well as other residents, we lose the ability to have family gatherings with extended family or residents or even just having our own children over for dinner. As for the bike lanes, if the road is currently unsafe, why do they need to travel up 600 East? There are many other roads that are much safer and less traveled. In closing, please take into consideration who do these proposals accommodate and who do they negatively affect. The homeowners who live and deal with 600 East every day. Please remember this is still a residential area and please do not limit our ability to have guests park in front of our homes. Please ask yourself if you were in this situation, if you would be okay with this happening on the road you live on.*

MOTION: Councilmember Hulet – To close the public hearing. Motion seconded by Councilmember Welton. Those voting yes: Linda Carter, Brett Christensen, Taresa Hiatt, Brian Hulet, Doug Welton. The motion carried.

Mayor Wright stated garbage cans are temporary and can be put out on the street. The purpose of this meeting is to facilitate traffic especially for future growth. The city's population is predicted to double in 10 years and growth affects the entire city. Residential parking on the street varies from community to community.

Kent Fowden clarified the red lines are parcel lines. It's an aerial photo overlaid with the design. The dimensions were drawn by Nestor Gallo; a very seasoned, professional, and experienced engineer. If he says it will fit, it will fit. There is some hit and miss paving being done for safety reasons. There was no intention to pave the entire road; the slurry seal will cover it. He pulled the paver off because of other pressing needs but will be back Tuesday and Wednesday. This all came about because of the striping because it can only be done every 7 to 10 years without sandblasting and the expense of resurfacing. Looking into the future brought this about. Striping can be added to but taking away is difficult. Striping is about \$10,000. The double center median was sandblasted so it doesn't mirror through the slurry. This project as a whole has been on the five-year plan and discussed in the budget presented and adopted this year. The center median needs to stay and the bike lanes could be dropped off.

Councilmember Christensen stated MAG wants to turn this road into a main thoroughfare up and over 800 South and down, which is part of the study. He drives the north end of 600 East every day to work and straddles the old line because parked vehicles force you out. He questioned if it is possible to stripe the yellow lines at eight feet instead of 12 feet.

Kent Fowden stated that is an engineering question. The center lane is more important than the bike lanes. Parking on arterial roads causes problems, but he understands it's an inconvenience to residents. He is charged with flowing traffic and looks at a more global picture. Everything done day to day impacts people; it's the hard fact of traffic. The volumes may cause widening of this road clear through and 700 North. It is designated an arterial status road since the late 70's.

Councilmember Welton stated the city met with UDOT about SR-198 who stated it's not far off failure status and widening. It will happen. A huge draw to Payson is the canyon. Salem has 3,000 to 5,000 homes already planned, and they will want to go up the canyon. There is a safety issue he has to try to address because there will be a lot of traffic maybe not now but down the road. There will be a lot of traffic on this road. It's a difficult decision. He would be upset as well if he were in the same situation as these residents. He grew up on 800 South, which was one lane each way. He was mad when they decided to make it five lanes. Kids could no longer run across to the ballfields. Imagine all the traffic in two lanes instead of five lanes. He suggested just doing the center turn lane for now, looking at more studies, and remeasuring. On the trash issue, the city can make an exception for putting cans in the road once a week. He questioned if it is a legal issue putting a garbage can on street. Peteetneet event parking is a problem and questioned if the area could be excluded to allow parking during events.

Councilmember Hulet questioned when the slurry seal will be laid. He asked the residents if their concerns were with speed or parking, and it was split half and half. The council meets next Wednesday so we have a week to look at it. Sometimes you have to look at the greater good and entire city. The council is trying to do the best we can for the whole city. Some will be inconvenienced and others benefited. He recommended tabling the item. He thanked Kent Fowden and staff for working on this and looking out for the city.

Mark Sorenson stated ordinances are in place allowing garbage cans to be put in the street. Allowing parking at Peteetneet would need to be written into the ordinance.

Councilmember Carter stated she thinks about the millennials. Most kids can't afford a house or live with mom and dad, which creates extra cars. She understands the road has to be fixed. The council needs to take some time on anything the city does that inconveniences citizens.

Kent Fowden stated the slurry seal begins next Thursday and completed in three days.

MOTION: Councilmember Hulet – To table the issue and address next week. Motion seconded by Councilmember Carter. Those voting yes: Linda Carter, Brett Christensen, Taresa Hiatt, Brian Hulet, Doug Welton. The motion carried.

3. Ordinance – Adoption of the Payson Heights Annexation located east of the High Line Canal, west of Nebo Loop Road, and south of the Payson View Estates development (1600 South)

MOTION: Councilmember Hulet – To pass the Ordinance for the Payson Heights Annexation. Motion seconded by Councilmember Welton. A roll call vote was taken as follows and the motion carried.

Yes	-	Linda Carter
Yes	-	Brett Christensen
Yes	-	Taresa Hiatt
Yes	-	Brian Hulet
Yes	-	Doug Welton

4. Adjourn

MOTION: Councilmember Carter – To adjourn. Motion seconded by Councilmember Hiatt. Those voting yes: Linda Carter, Brett Christensen, Taresa Hiatt, Brian Hulet, Doug Welton. The motion carried.

The meeting adjourned at 7:08 p.m.

/s/ Kim E. Holindrake
Kim E. Holindrake, City Recorder