



ROY CITY
Roy City Council Meeting Agenda
May 1, 2019 – 6:00 p.m.
Roy City Conference Room
5051 South 1900 West

Minutes of the Roy City Council Meeting held in the City Council Chambers of the Roy City Municipal Building on May 1, 2019 at 6:00 p.m.

Notice of the meeting was provided to the Standard Examiner at least 24 hours in advance. A copy of the agenda was posted.

The following members were in attendance:

Mayor Robert Dandoy
Councilmember Yeoman
Councilmember Paul
Councilmember Saxton
Councilmember Tafoya

City Manager, Matt Andrews
City Attorney, Andy Blackburn

Also present were: Management Services Director, Camille Cook; Police Chief, Carl Merino; Fire Chief, Jeff Comeau; Parks and Recreation Director, Travis Flint; Public Works Director, Ross Oliver; City Recorder, Morgan Langholf; City Engineer, Mark Miller, Traffic Consultant Dr. Joe Paron, Jory Wahlen, Jeff & Dinette McGilvray, James Crookston, Jamie Larsen, Dennis Cith, Glenda Moore, Chris Lewis, Shawn Bailey, Jayson Hayes, Jerry Williams, Trent Wilkins, Deanne Chaston, Toby Gonzales, Beverly Gonzales, DL Thurman, Jane Thurman, Ben Strong, Cory Crossley, Darrin Albright, Torris Brand, Richard Cheney

A. Welcome & Roll Call

Mayor Dandoy welcomed those in attendance and noted Councilmembers Yeoman, Paul, Saxton, Tafoya were present.

A. Presentations

1. Timeline of Events - Mayor Dandoy

Mayor Dandy explained that they planned on installing calming devices to help slow down traffic throughout the City. He said this was a solution to the complaints heard from the residents. The Council now needed to hear the input of the residents to choose the best traffic calming option.

On 9/18/2018, the City announced it would conduct traffic studies because of complaints about high speed traffic. He indicated where the study took place. The traffic study showed there were 900 cars driving this area every day. As a solution, the Council decided to install a four-way stop. This was not supported by the transportation community as an effective traffic calming device. Research showed stop signs could be violated and could potentially cause more danger.

There were other options available such as dynamic feedback signs, speed humps/bumps, and traffic circles. It was decided that a traffic circle would be the least intrusive. The public ultimately did not prefer the traffic circle. As the traffic circle caused public dislike it was eventually removed. The circle needed to be replaced by another calming device and the purpose of this meeting was to gather public input on its replacement.

Mayor Dandoy then turned the time over to Mark Miller, City Engineer. Mr. Miller said he asked Dr. Paron to consult on the traffic study for the City. Dr. Paron was an expert on traffic and worked for the University

of Utah. He then asked Dr. Paron to discuss the traffic calming options.

Dr. Paron said they could not reduce volumes but could identify problems and use tools to create solutions. They wanted to create a safer environment. They could rely on the police or create a traffic calming program throughout the City. The traffic calming program helped the drivers to feel more restricted, causing them to slow down. To accomplish this, they could create impact signs to remind drivers of their speed, wider roads, or to create an impediment. All of this would slow traffic.

He continued by explaining how they collected data to determine their designs. When they implemented the traffic calming device it led to a decrease in vehicle accidents. He then discussed the various impediments available. These also worked on a psychological level to slow drivers.

Dr. Paron noted that this might move the problem to another street, which needed to be taken into consideration. He explained that each of the options had various consequences; for example, emergency vehicles would be slowed down by traffic humps and bumps. There was also a cost difference between the various options.

Stop signs were traffic control devices; they would not slow traffic. People would speed between them because they would try to make up the time. People would also run stop signs, thereby making them more dangerous.

It was stated that stop signs were recognizable and common. If people did not stop, they were breaking the law; they were already known effective tools to slow traffic. Another resident commented that there were issues with traffic circles because drivers could not see through the middle portion. It was noted drivers were not supposed to see through the circle but only the traffic to the left. The resident was not convinced this was done effectively on a traffic circle. City staff said they would investigate the issue.

2. Calming Circle

There was discussion about the ineffectiveness of the circles. Dr. Paron explained that their choice was made from the data available. The City chose the least expensive and least intrusive option. They needed a solution for the other parts of the City that were experiencing traffic issues. Dr. Paron said they needed to decide on the best option. He said the advisors were not in favor of stop signs, but it was ultimately the public's choice.

Dr. Paron noted the data indicated people were slowing down due to the calming circles. He said they were effective, and the residents should consider using them again throughout the City. It was stated that anecdotes were not as dependable as statistical data. Further, it was noted that there were a lot of options, all of which needed to be considered.

B. Public Comments

Mayor Dandoy opened floor for public comments.

Danette McGilvrey, resident, commented that there were a lot of options; everything needed to be considered.

Torris Brand, resident, stated that the road through his neighborhood had issues with speeding. He asked the City officials how they would determine if they should change the speed limit on a road. Mr. Miller stated that they determined the speed by the type of road. He said they could analyze the road and determine whether it served more as a residential street and should therefore have a reduce the speed.

Darrin Albright, resident, suggested that they use cameras for speed enforcement, noting that this was a mechanism used elsewhere around the world. He said they could even move the camera as needed. Mr. Albright was informed that this was currently illegal in Utah and was therefore not an option.

Stephanie Payne, resident, asked about the effectiveness of the feedback signs. Mr. Miller said this depended on the demographic of residents. Sometimes residents became desensitized to the signs.

Toby (did not provide last name), resident, explained that a roundabout near his son's home had an impact sign. He said this was effective in controlling his and other resident's speed. Dr. Paron said feedback signs helped keep drivers slower through the roundabouts. He also explained that roundabouts were cheaper than traffic lights.

Emily Atkinson and her husband, residents, said a vehicle recently hit her and her neighbor's mailboxes. They stated drivers were going faster than the posted speed limit. Dr. Paron said they needed to consider some options to slow the traffic in this location. Mr. Atkinson added that he and his wife were concerned about going out into their front yard because of the traffic.

Jamie Larsen, resident, said she understood that stop signs were not always the best option because they did not necessarily slow down traffic. She asked if they would consider the stop signs for pedestrian traffic to safely cross. Dr. Paron responded they would have to be warranted, as they could potentially carry liability.

Deanne Chastin, resident, suggested doing the little things first, such as restriping the roads and crosswalks. Dr. Paron said this was the type of input they wanted, noting that Ms. Chastin's feedback would be considered when creating the transportation plan.

Sherry Chadborn, resident, commented she was against a traffic calming circle. Dr. Paron said a traffic calming circle was not an option but they would consider a roundabout.

Robin Arnold, resident, asked about the speed study. Dr. Paron clarified how they measured speed. Mr. Arnold asked why they could not enforce the speeding laws, suggesting that the City be more aggressive in its ticketing. Dr. Paron stated that while this was a good option, traffic calming would always address the issue.

Shawn Chadborn, resident, said speeding had increased through the traffic circle. Anything done to help slow down traffic would be better for everyone.

Chris Lewis, resident, said she did not live in any area where calming devices were considered. She suggested they do this right the first time to not waste money. She suggested that each neighborhood affected choose the calming devices that best suited their respective areas.

Ty Trimble, resident, said his biggest concern was the safety of children. Children and pedestrians were not always conscious of the vehicles. The City needed to be concerned that this problem could lead to serious injury or death.

Amy (did not provide last name), resident, asked which calming device would help her area, expressing that she was concerned with children crossing the road. Dr. Paron said this depended on what they wanted to accomplish. He explained that crosswalks did not necessarily slow down traffic. It was suggested they put in raised intersection crosswalks, to which Dr. Paron responded that there was not a solution that fit every scenario. They needed to choose what best suited the location.

Cindy Trimble, resident, said the calming circle was put in and then removed without any public input. She asked why they were not consulted. Mr. Miller said it was not the Council's responsibility to notice the public every time traffic devices were installed. Rather, this was done at the direction of the City Manager. Ms. Trimble said she was concerned the public was not included. There was subsequent discussion about the circle.

Mayor Dandoy explained that the circle did not perform how the City anticipated, and this meeting was to determine its replacement. He asked the members of the public for their input to choose another option. He said they would not install or remove another calming device without the public's input.

Beverly Gonzales, resident, commented on the dangers of the traffic circle.

Marylyn Savage, resident, asked where the City obtained funds to remove the traffic circle. Mayor Dandoy stated that the funds came from the general fund. He said the City lost money on the whole process. Ms. Savage asked if one Councilmember was able to make this choice. Mayor Dandoy explained that the Council had to create a quorum of three or more in order to make a formal decision on the matter. He noted the Council did not have any more power than the residents outside this room. It was noted there was no recording of the decision to remove the traffic circle. Ms. Savage asked if this was legal. Mayor Dandoy said the choice was at the discretion of the City Manager.

Danette McGilvrey, resident, stated that the calming circle was installed due to it being the least expensive. She asked what the best choice was. Mayor Dandoy said the first recommendation was a radar device. Ms. McGilvrey suggested they begin with the least intrusive and the original recommendation. She said the cost should not be a deciding factor.

Ms. McGilvrey said she did not understand how the City would turn the public's input into action. She asked if they had enough information to decide. Mr. Miller explained that they currently did not have enough information. Ms. McGilvrey asked if they would have a vote at the end of the discussion. Mr. Miller responded in the affirmative. Ms. McGilvrey asked what the options were. Mr. Miller said they had discussed several options and there were experts available to explain these options.

Jenny Larsen, resident, said she was in favor of a dynamic feedback sign.

Jason Hayes, resident, said he was also in favor of a dynamic feedback sign.

The comment was made that people got accustomed to feedback signs; the City needed something to physically slow down traffic. It was noted there were funds available to put in traffic calming devices. There were not a lot of funds available to divert funds to the police department to focus more on traffic.

Robert Arnold stated that they would get the funds from ticketing people for speeding. The police chief was invited to speak on this issue. Chief Merino stated they did not have the manpower to enforce the speed everywhere in the City. He said the members of the public should listen to the experts and take their advice. The Chief noted that the City only received about \$30,000 a year from fines and tickets.

Mayor Dandoy said they could install some temporary devices to determine their effectiveness.

Rena Oliver, resident, said a raised intersection and speedbumps would solve a lot of these issues. Mayor Dandoy stated that these were options but would be expensive. He said this was a common complaint of the traffic circle.

The comment was made that fender benders were preferable to children being hit by cars. Several members of the public expressed a preference for stop signs.

Ms. McGilvery asked that the residents be provided with formal options. Mayor Dandoy asked for a vote for the following three options: a stop sign, feedback sign, or speed hump/bump. Ms. McGilvery asked if this would be permanent or temporary. Mayor Dandoy responded these would be temporary. Mr. Miller noted the speed humps would not impede snowplows.

Mayor Dandoy took a vote and the majority wanted to install temporary speed humps. Mr. Miller said this would be a good option because they could use the temporary speed humps throughout the City in the future.

A resident commented that the transportation plan proposed the speed limit be raised on 5700 because it was a collector road. The resident stated that the Council had not done this because Councilmembers lived on the road. Mayor Dandoy noted no one was recommending they raise the speed limit. He said the accusations might be made from a misconception.

Mayor Dandoy closed the floor for public comments.

C. Adjournment

Councilmember Yeoman Motioned to Adjourn the meeting at 9:04 p.m. Councilmember Paul seconded the motion. All Councilmembers voted "Aye." The motion carried.

Robert Dandoy
Mayor

Attest:

Morgan Langholf
City Recorder

dc: