

Minutes of the Centerville **City Council** meeting held Tuesday, September 20, 2022, at 7:00 p.m. with participants present at Centerville City Hall, 250 North Main Street, and remotely.

MEMBERS PRESENT

Mayor Clark Wilkinson

Council Members Gina Hirst
William Ince
George McEwan
Robyn Mecham
Spencer Summerhays

STAFF PRESENT

Brant Hanson, City Manager
Lisa Romney, City Attorney
Jennifer Robison, City Recorder
Nate Plaizier, Finance Director
Jacob Smith, Administrative Services Director
Cory Snyder, Community Development Director
Mike Carlson, Public Works Director
Bryce King, Community Services Manager
Kevin Campbell, City Engineer
Marc Marchant, Streets Supervisor
Lt. Allen Ackerson, Centerville Police Department

VISITORS

Jeremy Searle, Wall Consultant Group
Interested citizens

Mayor Wilkinson called the meeting to order at 7:08 p.m.

PRAYER OR THOUGHT Mayor Wilkinson

PLEDGE OF ALLEGIANCE

OPEN SESSION

Julianne Zollinger, Centerville resident, said she lived near the intersection of Chase Lane and 400 East. She thanked Councilmembers and City staff for reaching out following her comments at the last meeting, and expressed appreciation for the study commissioned by the City. Ms. Zollinger said initial discussions prior to her receiving a copy of the study involved installation of boulders in the park strip to protect her property. She said she had believed the boulders might work, but had a problem with the expense (over \$10,000) falling solely on the property owners. Signage and road treatments were also recommended, and would be appreciated by the neighborhood, but would not prevent vehicles from entering her property and causing further damage. She emphasized that the City had a legal obligation to the property owners as well as vehicle drivers, and referred to a letter she sent to the City Attorney and Council. Ms. Zollinger stated the intersection was known by the City to be dangerous. She spoke of the personal financial expense of restoring her property after previous accidents, and mentioned a possible legal claim that could be filed against the City. Ms. Zollinger read aloud from the study regarding curb extensions, and showed examples of curb extensions. She encouraged the City to take action to prevent vehicles from entering her property.

**PUBLIC HEARING – ZONE MAP AMENDMENT – REMOVE HILLSIDE OVERLAY,
LOTS 101, 102, AND 103 OF THE ROCKWOOD FARMS SUBDIVISION**

Community Development Director Cory Snyder explained the request to remove the Hillside Overlay Zone from Lots 101, 102, and 103 of the Rockwood Farms Subdivision. The request originated with a petition from Mark Knight to remove the Hillside Overlay from Lot 102. Mr. Knight desired to make additional improvements to Lot 102; however, existing and desired improvements would likely exceed the maximum allowable lot coverage of 40% for the Hillside Overlay Zone. The base R-L Zone would allow up to 60% for desired improvements. At the initial meeting with the Planning Commission, it was suggested that the request be expanded to include adjacent Lots 101 and 103. Mr. Snyder said Lots 101-103 were on the boundary of the Hillside Overlay, and were fairly flat. He said staff were of the opinion that storm water could be managed within the lots. The Planning Commission recommended removal of the Hillside Overlay from the three lots in question by a majority vote (4-1).

City Engineer Kevin Campbell answered questions from the Council. Mr. Snyder explained the original petition was initiated because Mr. Knight removed an existing deck from his home and desired to install a new deck. Mr. Snyder said he suspected Lot 102 exceeded the 40% coverage restriction without the deck.

Mark Knight, petitioner, said he did not understand until after demolishing his deck that a permit would be necessary to construct a new deck. He described improvements made to retain storm water on the property, and said the slope on the property was less than 20% grade. Mr. Knight said he requested removal of the Hillside Overlay so he could put a deck back on his home. The planned deck would increase lot coverage by 6 feet. Mr. Knight estimated at least 35% of the lot would remain pervious following deck construction.

At 7:49 p.m., Councilmember Summerhays **moved** to open a public hearing. Councilmember Mecham seconded the motion, which passed by unanimous vote (5-0).

Neil Brown, Centerville resident, said his home was just south of Mr. Knight's home. He expressed support for removing the Hillside Overlay from the three properties. He said he did not have plans to add improvements on his lot, but would prefer removal of the Hillside Overlay for possible future plans or for the benefit of future owners of the property.

At 7:51 p.m., Councilmember Ince **moved** to close the public hearing. Councilmember Summerhays seconded the motion, which passed by unanimous vote (5-0).

Councilmember Ince **moved** to approve Ordinance No. 2022-19 regarding the Zone Map Amendment to remove the Hillside Overlay from Lot 101, Lot 102, and Lot 103 of the Rockwood Farms Subdivision. Councilmember Mecham seconded the motion, which passed by unanimous vote (5-0). Councilmember Hirst said she believed the Hillside Overlay Zone as a whole should be reviewed. Councilmember McEwan expressed agreement, and suggested the Planning Commission review the Hillside Overlay.

TRAFFIC MITIGATION DISCUSSION – 400 EAST AND CHASE LANE

Public Works Director Mike Carlson said staff consulted together following the recent incident at the 400 East/Chase Lane intersection, and an independent study of the intersection was commissioned. Jeremy Searle with Wall Consultant Group stated there was a pattern of accidents involving vehicles going through the intersection and entering neighboring private property. He described recommended signage and street striping, as well as additional options including: a high-friction overlay; a raised crosswalk on the south side of the intersection; a driver

1 feedback sign; transverse rumble strips (not recommended by Mr. Searle in this situation);
2 drainage improvements; clear zone improvements; and sight distance improvements.

3
4 Councilmember McEwan asked if any of the previous accidents listed in the report would
5 have been prevented by any of the options provided. Mr. Searle responded that reduction
6 percentages were included in the report. Councilmember Summerhays asked Mr. Searle the
7 order of priority of the improvement options provided. Mr. Searle responded that signing and
8 striping would be the minimum recommendation, being relatively low cost and drawing attention
9 to the intersection. He said the next option he would recommend would be curb extensions to
10 provide physical protection for private property and pedestrians. Staff explained distances
11 between recommended signage. Mr. Searle said he did not recommend placing jersey barriers
12 because of danger to drivers. As a barrier alternative, he suggested an existing retaining wall on
13 the private property could be replaced with a reinforced concrete retaining/barrier wall. Mr. Searle
14 said he would recommend landscaping boulders for a curb extension.
15

16 Mr. Searle and Mr. Campbell answered questions from the Council. Mr. Campbell
17 emphasized the need for a 12-foot clear zone with a crash cushion in City right-of-way because
18 of liability. Mr. Campbell said he did not like the idea of a barrier in the City right-of-way because
19 it would not be designed for a head-on collision. He said he believed the icy road issue had been
20 resolved with completed drainage improvements. Councilmember Ince said he traveled through
21 the intersection two or three times each day, and said conditions were better, but not completely
22 fixed. He said the problem involved drivers ignoring traffic rules and going too fast for the road to
23 contain. Councilmember Ince said he had personally spun out in the intersection and hit the curb
24 while driving within the realm of the speed limit. He expressed the opinion that nothing short of a
25 barrier would stop vehicles traveling through the intersection at 40, 50, or 60 miles per hour from
26 entering the private property.
27

28 Councilmember McEwan said he did not think any of the recommended options would
29 have prevented the three most recent incidents listed in the report. Councilmember Ince said he
30 agreed, and said he believed only a barrier would work. Mr. Campbell repeated his
31 recommendation that any barrier would need to be on private property, not in the City's clear
32 zone.
33

34 Councilmember Summerhays suggested placing speed humps along 400 East in addition
35 to signage. Mr. Searle said he did not typically recommend using speed humps down residential
36 streets in that way. He said a speed hump would typically be placed in a key location to really
37 draw attention. Councilmember Summerhays suggested reducing the speed limit from 30 miles
38 per hour to 25 miles per hour. Councilmember Hirst point out that a speed limit reduction would
39 not stop illegal driving activity. Councilmember Mecham said she believed the recommended
40 signage would create more awareness for typical drivers and would make a difference. Mr.
41 Campbell commented that both Parrish Lane and Chase Lane were signed 25 miles per hour
42 around 400 East. Councilmember Summerhays asked for staff's opinion of a speed hump 300
43 feet out from the intersection. Streets Supervisor Marc Marchant said the biggest problem would
44 be snow plowing. Mr. Campbell expressed concern with putting speed humps in City right-of-way
45 and setting a precedent, and stated the report did not recommend speed humps. The report
46 recommended a raised crosswalk. Mr. Campbell said City staff would not recommend a speed
47 hump or a raised crosswalk in City right-of-way. Councilmember Hirst questioned whether a
48 speed hump would stop a vehicle going 60 miles per hour.
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50 Councilmember McEwan said he only wanted to implement an option that would have
51 positive impact. Councilmember Mecham pointed out there were several intersections in the City
52 that had experienced similar types of accidents. She expressed the opinion that signage and
53 flashing lights would be the best way to slow down a driver that was not following the speed limit.
54

1 Responding to a question from Councilmember Hirst, Mr. Campbell and Mr. Searle
2 confirmed they were in agreement that the City clear zone needed to be free of barriers. City
3 ordinance would allow 2-foot boulders in the park strip. Mr. Campbell said the possibility of larger
4 boulders at the back of sidewalk had been discussed.

5
6 Mr. Searle said the roundabout mentioned in the report would be a more long-term project
7 that could be included in the Transportation Master Plan. He described full-size roundabouts.
8 Councilmember Summerhays said he had found a study that reported speed humps had the
9 highest average change in speed. Mr. Searle responded that speed humps were certainly an
10 option, but an option that came with maintenance concerns.

11
12 Mr. Marchant said he used landscape boulders on his property as a barrier, which had
13 proven to be effective. Mr. Carlson explained that lights on the recommended signage would not
14 be on all the time, but would come on as a vehicle approached, catching a driver's attention. He
15 mentioned the high cost of installing a roundabout. He stated from experience that the roads
16 around the intersection were tricky in a snow plow. Mr. Carlson suggested a movable speed limit
17 sign that could be relocated to other areas as needed, a "stop ahead" sign, an LED stop sign, and
18 a double-arrow sign, which would cost approximately \$15,000 total. A flashing "icy road ahead"
19 sign was also an option. Mr. Carlson said staff would like to try the high-friction surface overlay
20 and evaluate effectiveness. Mr. Carlson said if the Council was interested in curb extensions, he
21 felt staff needed more time to fully evaluate and obtain cost estimates. Councilmember Mecham
22 commented that curb extensions were not intended to help the type of situation at Chase Lane
23 and 400 East. Mr. Carlson said, if it were his property, he would want two or three big boulders.

24
25 Councilmember Hirst said she did not want to put money into a solution that did not solve
26 the problem, and asked City Attorney Lisa Romney about the City's responsibility. Ms. Romney
27 responded that the City needed to design and maintain reasonably safe roads, but cities were not
28 the insurer of misuse of roads. She expressed the opinion that the City needed to provide
29 reasonable mechanisms to make the intersection safer.

30
31 Mr. Campbell said increasing the clear zone on Chase Lane could improve safety some.
32 The transition would take quite a bit of distance, and would need to be designed for bus traffic.
33 Ms. Romney pointed out the City hired a traffic engineer to prepare the report. She encouraged
34 the Council to select any of the options recommended by the traffic professional.

35
36 Councilmember McEwan asked Mr. Searle if he viewed using multiple signs as having a
37 cumulative stacking effect or diminishing returns in terms of increased safety. Mr. Searle
38 responded that multiple treatments did raise awareness better. Councilmember McEwan said he
39 wanted to provide enough without overdoing it. Responding to a question from Councilmember
40 Hirst, Mr. Searle said he agreed with the recommendations put forward by Mr. Carlson.

41
42 Councilmember Summerhays expressed the opinion that the Council should reduce the
43 speed limit on 400 East from Parrish Lane to Chase Lane to 25 miles per hour. Ms. Romney
44 commented that State provisions dictated when and how speed limits could be changed. Subject
45 to compliance with State law, Councilmember Summerhays suggested reducing the speed limit,
46 posting additional speed limit signs along 400 East, and installing the driver feedback sign,
47 flashing "stop sign ahead" sign, flashing stop sign, and flashing double arrow sign recommended
48 by staff. He said he was also in favor of landscape boulders in the park strip and a speed hump.
49 Ms. Romney emphasized that property owners were required by City code to maintain park strips.

1 Councilmember McEwan said he would agree with traffic safety signage, but not
2 obstructions in City right-of-way. Councilmember Mechem said she would be in favor of signage,
3 but not in favor of a speed limit reduction at that time. She expressed the opinion that a proposed
4 speed limit reduction should involve a public hearing. Mr. Searle explained State code regarding
5 speed limits. Councilmember McEwan said he would be in favor of trying the signs, but would not
6 want to change too many variables at once without observing the impact.

7
8 Responding to a question from Commissioner Hirst, Mr. Searle repeated that curb
9 extensions were not usually used in that type of situation, but increasing the clear zone would
10 increase safety to some extent.

11
12 Councilmember Ince said he was in agreement with the suggestions, but believed they
13 would be a feel-good measure rather than being truly effective in stopping the problem.
14 Councilmember Ince expressed the opinion that the only measure that would stop the problem
15 was a barrier, specifically the three-foot boulders installed one foot in the ground in the park strip.
16 Mr. Campbell recommended that landscape boulders would need to be privately owned by the
17 property owner. He suggested perhaps the City could find boulders on some projects and donate
18 them to the property owner.

19
20 Councilmember Summerhays **moved** to install: (1) a speed limit rider feedback sign, (2)
21 a flashing "stop sign ahead" sign, (3) modify the existing stop sign to be a flashing stop sign, and
22 (4) install a flashing double arrow sign on the north side of the intersection of Chase Lane and
23 400 East, equal to approximately \$15,000 funded from General Fund Reserves. Councilmember
24 McEwan seconded the motion, which passed by unanimous vote (5-0).

25 26 **SUMMARY ACTION**

- 27
28 1. Public Works Vehicle Purchase – new 10-wheel cab and chassis for Public Works in
29 the amount of \$131,997

30
31 Mr. Marchant explained the request to purchase a new Public Works truck. Staff answered
32 questions from the Council. Councilmember Hirst **moved** to approve the purchase of a new 10-
33 wheel cab and chassis for Public Works in the amount of \$131,997. Councilmember Ince
34 seconded the motion, which passed by unanimous vote (5-0).

35 36 **MINUTES REVIEW AND APPROVAL**

37
38 Minutes of the September 6, 2022 Work Session, City Council Meeting, and Closed
39 Meeting were reviewed. Councilmember McEwan **moved** to accept the minutes as reported.
40 Councilmember Mechem seconded the motion, which passed by unanimous vote (5-0).

41 42 **FINANCIAL REPORT**

43
44 The August 2022 Financial Report was included with the agenda for review.

45 46 **CITY COUNCIL REPORT**

47
48 Councilmember McEwan updated the Council regarding the Whitaker Museum Board and
49 the Mosquito Abatement District. Councilmember Summerhays reported on a recent South Davis
50 Recreation District Board meeting.

1 **MAYOR'S REPORT**

- 2
- 3 • Mayor Wilkinson reported on recycling services with Ace.
- 4 • The Mayor reported on the recent Day of Service, Preparedness Fair, and 9/11
- 5 Project.
- 6 • Mayor Wilkinson reported on the Council of Governments Davis Fund.

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8 **CITY MANAGER REPORT**

9

10 No report.

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12 **ADJOURNMENT**

13

14 At 9:45 p.m., Councilmember Ince **moved** to adjourn the meeting. Councilmember

15 McEwan seconded the motion, which passed by unanimous vote (5-0).

16

17

18 *Jennifer Robison*

19 _____
20 Jennifer Robison, City Recorder

10-4-2022

Date Approved

