WORK SESSION AGENDA

NOTICE IS HEREBY GIVEN THAT THE CENTERVILLE CITY COUNCIL WILL HOLD ITS WORK SESSION MEETING AT 5:30 PM ON AUGUST 6, 2024 AT CENTERVILLE CITY HALL, 250 NORTH MAIN STREET, CENTERVILLE, UTAH.

Centerville City Council meetings are open to the public, unless otherwise closed for reasons allowed by law. Centerville City Council meetings may be conducted via electronic means pursuant to Utah Code § 52-4-207. In compliance with the Americans with Disabilities Act, individuals needing special accommodations due to a disability may contact the City Recorder at (801) 295-3477, at least 24 hours in advance of the meeting. The Mayor and Council reserve the right to modify the sequence of agenda items in order to facilitate special needs or provide greater efficiency.

The full agenda packet and backup materials can be found on the Centerville City website at:
https://centervilleutah.gov/129/Agendas-Minutes

A. ROLL CALL

B. BUSINESS ITEMS
Business action or discussion items to be considered.

1. Discussion - Traffic Calming
   Consider traffic calming solutions for 100 South and 400 East

C. DEPARTMENT OR COMMITTEE REPORTS
Department heads or committee chairs may provide updates regarding department or committee assignments or events.

1. Parks Department Report
   Parks and Recreation Director Bruce Cox will give a report on the Parks Department

D. CLOSED SESSION
The City Council may vote to discuss matters in a closed session for reasons allowed by law, including, but not limited to, the provisions of Utah Code § 52-4-205 of the Open and Public Meetings Act, and for attorney-client matters that are privileged pursuant to Utah Code § 78B-1-137.

E. ADJOURNMENT

CERTIFICATE OF POSTING

I hereby certify that this notice and agenda was posted at Centerville City Hall, published on the Utah Public Notice Website, and provided to a newspaper or media correspondent in accordance with the requirements of the Utah Open and Public Meetings Act, including, but not limited to, provisions of Utah Code § 52-4-202.

Jennifer Robison
Centerville City Recorder

CITY COUNCIL

Staff Report

8/6/2024

Item No. 1.
Title: Discussion - Traffic Calming
Initiated By: Mike Carlson, Public Works Director
Staff Representative: Mike Carlson, Public Works Director

SUBJECT:

Consider traffic calming solutions for 100 South and 400 East

RECOMMENDATION:

BACKGROUND:

As per the request from residents on 100 South, from 400 East to 850 East and the City Council, Public Works has looked at a lot of different traffic calming measures for that section of road. There are various options to implement traffic calming with pros and cons.
See attached staff memo and documentation for more information.

ATTACHMENTS:

1. Traffic Claming Staff Memo
2. 1. Street Radar speed sign 4-15-24 to 5-5-24
3. 2. Street Radar Speed 5-20-24 to 6-2-24 Sign
4. 3. Street Radar speed sign 6-3-24 to 6-11-24
5. 5-10 to 5-16-24 Police traffic East and West 100 South
6. PD Speeding Mitigation Options
7. Chief Stone Staff Report and or Information
8. ESI Traffic engineer report Centerville_Traffic Calming Methods

Public Works Staff Report

Date: 7/2/2024

Done by: Michael Carlson

Subjects: Traffic Calming

Discussion on Traffic Calming:

As per the request from residents on 100 South, from 400 East to 850 East and the City Council, Public Works has looked at a lot of different traffic calming measures for that section of road. The residents would like to see speed bumps installed. One experience I thought was interesting was a complaint after a speed bump installation by the immediate residents over noises of stopping and starting (trailer bouncing over speed humps) and with increase air pollution after they were installed. There are many ways to implement traffic calming with pros and cons. Below are some of the facts that I have found in researching traffic calming:

- The FHWA Highway Safety Programs recommends a speed hump (our bump) "only on a street with grade of 8% or less, it also stats that in Delaware it's a 6% and in Minnesota and Pasadena Ca. 5 %.
- I have research from Salt Lake City stating, "The recommendations from ITE say 7% max slope. However, engineering judgement rules. We have a project on a 7% to 9% street underway on Virginia Street in the avenues." The 7% to 9% is a short section of the project.
- I have also spoken with Farmington City, who installed one as per citizen request for a short period of time. They were removed citing more problems had taken place than the speeding.
- If a speed bump or hump were put in, emergency response time would increase with fire trucks and ambulance slowing down to go over the speed bump or hump.

Policy that needs to be put into place

At this point our city has no policy for traffic calming. In looking at other cities, they have policies with guidelines we can talk about. The current traffic calming done is a speed sign. There is currently no funding for traffic calming. Therefore, we need to have a traffic calming line item to take care of these issues. If City Council wants to do traffic calming, then we will need to add a line item to street department for "Traffic Calming". This could be part of the next street master plan if city council wants to move that direction. Another option is to add part of this into a Road Utility fee. In some cities, such as Kaysville, if a resident wants to apply, they go to a city website and read what the Traffic calming procedures are. It walks them through the process of gathering some of the data. They then fill out a "Request for Traffic Calming". I like this because it gets the residents involved in the process and may help them understand what is happening and taking place.

https://kaysville.municipalcodeonline.com/book?type=plan#name=Traffic_Calming_Procedures

Keep in mind that if we put up signs or paint lines, they do have to be replaced or repainted at some point. If we want to move into traffic calming, we need to have a policy so that we treat all residents equally in the process and don't have one road being treated differently than another and for guidelines regarding staff.

Staff Recommendation:

As for now we have no funding allocated to this. In my opinion we need to look at two things:

- One, in talking with Chief Child and Kevin Campbell, we could paint a centerline with two shoulder lane lines to narrow the traffic lanes. We would need to find the funding for this.
- The other is "Police action" for now. The high speeders are west bound and occur between the 14:00 and 17:00 hour with speeds between 56 and 61 mph from three vehicles. Most of the traffic was 26 to 30 mph. Please see attached charts for more data.

Most resent places over the years that Citizens have requested traffic calming and or Speed Bumps:

- 650 North, main and 400 west
- 1200 South, main to 240 east
- 400 West, 1500 north to 1700 north
- 400 West, Chase to 1250 North

Other Streets that would need to be look at for traffic calming:

- Chase Lane, Main to Oakridge
- Chase Lane, Main to 400 West
- 400 East, Chase to Aspen way
- 1825 North, Main to 325 East
- Pages Lane, above 700 East
- 400 East, Parrish to 300 North, north bound lane because of the road narrowing north of Parrish Lane.
- Summerhill Lane, Main to Frontage Road
- Jennings Lane, Main to Frontage Road
- 400 West, Tobe Drive to Parrish Lane
- And more

Weekly Report: Statistics Summary

Report period: 2024-04-15 to 2024-05-05

Location: 100 South
Address: 100 South
Speed Limit: From schedule 25 mph
Total Vehicle Count: 3529

Hour	Total Vehicle	Average Vehicles	Total Violations	% Violations	Min Speed	Max Speed	Speed Average	85% Speed(mph)
00:00 - 01:00	17	6	8	47 %	20	35	22	29
01:00 - 02:00	15	5	3	20 %	19	32	21	29
02:00 - 03:00	2	1	n/a	n/a	H23	24	7	24
03:00 - 04:00	9	3	8	H89 %	12	35	29	33
04:00 - 05:00	23	8	18	78 %	19	42	26	38
05:00 - 06:00	28	9	13	46 %	19	36	28	31
06:00 - 07:00	66	22	33	50 %	8	37	25	32
07:00 - 08:00	144	48	90	63 %	7	39	26	32
08:00 - 09:00	180	60	110	61 %	6	42	26	32
09:00 - 10:00	147	49	92	63 %	13	41	26	32
10:00 - 11:00	140	47	73	52 %	8	37	25	31
11:00 - 12:00	240	80	151	63 %	6	42	26	32
12:00 - 13:00	199	66	112	56 %	6	37	25	31
13:00 - 14:00	240	80	102	43 %	3	40	23	30
14:00 - 15:00	253	84	133	53 %	6	41	25	31
15:00 - 16:00	293	98	159	54 %	4	45	25	31
16:00 - 17:00	285	95	164	58 %	9	42	26	31
17:00 - 18:00	H325	H108	H185	57 %	7	44	26	31
18:00 - 19:00	244	81	127	52 %	5	40	25	31
19:00 - 20:00	241	80	102	42 %	3	45	24	30
20:00 - 21:00	238	79	99	42 %	6	36	24	29
21:00 - 22:00	92	31	45	49 %	11	H51	26	31
22:00 - 23:00	75	25	45	60 %	10	46	23	32
23:00 - 24:00	33	11	18	55 %	21	41	24	32
Summary	3529	1176	1890	AVG: 52 %	3	51	AVG: 24	AVG: 31

Count By Speed Range

Speed (mph)	Count
1-5	9
6-10	96
11-15	135
16-20	346
21-25	1051
26-30	1188
31-35	572
36-40	116
41-45	11
46-50	4
51-55	1
56-60	0
61-65	0
66-70	0
71-75	0
76-80	0
81-85	0
86-90	0
91-95	0
96-100	0
total	3529

* H - highest value in the column **bolded H** is highest H value in report
** "n/a" - means the sign did not collect data or the data shown in the report "n/a" values are NOT included in calculations

100 South West Bound Traffic Stats:

Dates that were logged 4/15/24 to 5/5/2024

Speed Limit totals 21 to 25 (1051)

Speed 26 to 30 (1188)

Speed 46-50 (4)

Highest Speed 51-55 (1)

Weekly Report: Statistics Summary

Report period: 2024-05-20 to 2024-06-02

Location: 100 South
Address: 100 South
Speed Limit: From schedule 25 mph
Total Vehicle Count: 2460

Hour	Total Vehicle	Average Vehicles	Total Violations	% Violations	Min Speed	Max Speed	Speed Average	85% Speed(mph)
00:00 - 01:00	20	10	13	65 %	15	34	26	30
01:00 - 02:00	9	5	4	44 %	21	38	22	35
02:00 - 03:00	3	2	2	67 %	22	31	11	31
03:00 - 04:00	11	6	10	H91 %	H24	34	26	32
04:00 - 05:00	13	7	8	62 %	21	39	21	37
05:00 - 06:00	26	13	13	50 %	14	35	22	29
06:00 - 07:00	42	21	16	38 %	9	38	24	29
07:00 - 08:00	107	54	62	58 %	8	41	25	32
08:00 - 09:00	145	73	86	59 %	5	39	26	31
09:00 - 10:00	121	61	75	62 %	6	40	26	31
10:00 - 11:00	153	77	91	59 %	6	37	25	31
11:00 - 12:00	165	83	105	64 %	11	39	26	32
12:00 - 13:00	148	74	86	58 %	7	38	26	30
13:00 - 14:00	174	87	77	44 %	6	37	23	29
14:00 - 15:00	155	78	90	58 %	7	40	26	31
15:00 - 16:00	H201	H101	H110	55 %	4	40	25	30
16:00 - 17:00	148	74	78	53 %	7	40	25	30
17:00 - 18:00	149	75	82	55 %	8	47	26	32
18:00 - 19:00	159	80	77	48 %	7	39	24	30
19:00 - 20:00	160	80	85	53 %	4	57	25	29
20:00 - 21:00	156	78	63	40 %	8	H60	25	30
21:00 - 22:00	106	53	40	38 %	11	39	25	29
22:00 - 23:00	57	29	25	44 %	6	43	25	30
23:00 - 24:00	32	16	19	59 %	6	40	27	32
Summary	2460	1237	1317	AVG: 55 %	4	60	AVG: 24	AVG: 31

Count By Speed Range

Speed (mph)	Count
1-5	3
6-10	50
11-15	91
16-20	232
21-25	767
26-30	878
31-35	357
36-40	72
41-45	7
46-50	1
51-55	0
56-60	1
61-65	1
66-70	0
71-75	0
76-80	0
81-85	0
86-90	0
91-95	0
96-100	0
total	2460

* **H** - highest value in the column, **bolded H** is highest H value in report
** **"n/a"** - means the sign did not collect any data at the time stipulated in the report.**"n/a"** values are NOT included in calculations.

Dates that were logged 5/5/24 to 6/2/2024

Speed Limit 21 to 25 (767)

Speed 26 to 30 (878)

Speed 46-50 (1)

Highest Speed 61-65 (1)

Weekly Report: Statistics Summary

Report period: 2024-06-03 to 2024-06-16

Location: 100 South
Address: 100 South
Speed Limit: From schedule 25 mph
Total Vehicle Count: 2372

Hour	Total Vehicle	Average Vehicles	Total Violations	% Violations	Min Speed	Max Speed	Speed Average	85% Speed(mph)
00:00 - 01:00	17	9	5	29 %	16	29	21	27
01:00 - 02:00	17	9	6	35 %	11	42	29	30
02:00 - 03:00	5	3	2	40 %	21	H48	18	34
03:00 - 04:00	11	6	9	H82 %	H25	47	25	30
04:00 - 05:00	15	8	8	53 %	18	39	24	37
05:00 - 06:00	20	10	10	50 %	9	37	27	30
06:00 - 07:00	49	25	32	65 %	16	35	26	30
07:00 - 08:00	116	58	74	64 %	6	41	26	31
08:00 - 09:00	141	71	89	63 %	8	40	26	32
09:00 - 10:00	116	58	70	60 %	7	34	25	30
10:00 - 11:00	133	67	83	62 %	7	45	27	32
11:00 - 12:00	H191	H96	H118	62 %	7	44	26	32
12:00 - 13:00	170	85	98	58 %	7	42	26	30
13:00 - 14:00	147	74	53	36 %	7	42	23	29
14:00 - 15:00	167	84	80	48 %	7	40	24	30
15:00 - 16:00	138	69	74	54 %	7	38	25	30
16:00 - 17:00	124	62	72	58 %	6	41	25	31
17:00 - 18:00	139	70	82	59 %	6	39	25	32
18:00 - 19:00	142	71	86	61 %	6	37	27	32
19:00 - 20:00	144	72	88	61 %	6	43	25	30
20:00 - 21:00	162	81	76	47 %	8	45	25	30
21:00 - 22:00	122	61	53	43 %	10	39	25	30
22:00 - 23:00	60	30	31	52 %	14	40	26	32
23:00 - 24:00	26	13	17	65 %	13	42	23	32
Summary	2372	1192	1316	AVG: 54 %	6	48	AVG: 25	AVG: 31

Count By Speed Range

Speed (mph)	Count
1-5	0
6-10	57
11-15	93
16-20	219
21-25	687
26-30	857
31-35	376
36-40	65
41-45	13
46-50	5
51-55	0
56-60	0
61-65	0
66-70	0
71-75	0
76-80	0
81-85	0
86-90	0
91-95	0
96-100	0
total	2372

* **H** - highest value in the column, **bolded H** is highest H value in report
** **"n/a"** - means the sign did not collect any data at the time stipulated in the report."**n/a"** values are NOT included in calculations.

100 South West Bound Traffic Stats:

Dates that were logged 6/3/24 to 6/11/2024

Speed Limit totals 21 to 25 (687)

Average Speed 26 to 30 (857)

Highest Speed 46-50 (five)

Total for the Police traffic Camera's 100 South 400 East to Islandview Drive

Lane 1	East Bound															
Days	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total for the day	Day of the week
10-May	0	2	1	5	28	26	6	2	0	0	0	0	0	0	70	Friday
11-May	0	17	33	79	158	137	49	10	1	0	0	0	0	0	484	Saturday
12-May	0	8	5	46	109	144	52	9	3	0	0	0	0	0	376	Sunday
13-May	0	5	11	38	95	111	48	5	3	0	0	0	0	0	316	Monday
14-May	0	5	8	31	69	92	47	8	0	0	0	0	0	0	260	Tueday
15-May	0	15	15	35	96	146	47	9	5	0	0	0	0	0	368	Wednesday
16-May	0	1	5	6	18	20	8	1	0	0	0	0	0	0	59	Thursday 1:00 to 9:00
Totals	0	53	78	240	573	676	257	44	12	0	0	0	0	0	1933	Total
														1933		
	0	53	78	240	573	676	257	44	12	0	0	0	0	0	1933	Non Formal Total
Lane 2	West Bound															
Days	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total for the day	Day of the week
10-May	0	1	10	19	56	50	15	1	0	0	0	0	0	0	152	Friday
11-May	0	5	65	91	183	135	28	19	0	0	0	0	0	0	526	Saturday
12-May	0	6	19	47	172	159	51	5	1	0	0	0	0	0	460	Sunday
13-May	0	1	44	76	120	105	40	2	0	1	0	0	0	0	389	Monday
14-May	0	12	26	45	83	83	24	0	0	1	0	0	0	0	274	Tueday
15-May	0	7	36	65	144	133	47	4	1	1	0	0	0	0	438	Wednesday
16-May	0	0	3	16	10	11	4	0	0	0	0	0	0	0	44	Thursday 1:00 to 9:00
Totals	0	32	203	359	768	676	209	31	2	3	0	0	0	0	2283	Total
														2283	Total from line 25	
	0	31	198	353	750	656	201	30	2	3	0	0	0	0	2224	Non Formal Total
Combined																
Days	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total for the day	Day of the week
10-May	0	2	9	34	76	67	17	2	0	0	0	0	0	0	207	Friday
11-May	0	22	98	170	341	272	77	29	1	0	0	0	0	0	1010	Saturday
12-May	0	14	24	93	281	303	103	14	4	0	0	0	0	0	836	Sunday
13-May	0	6	55	114	215	216	88	7	3	1	0	0	0	0	705	Monday
14-May	0	17	34	76	152	175	71	8	0	1	0	0	0	0	534	Tueday
15-May	0	22	51	100	240	279	94	13	6	1	0	0	0	0	806	Wednesday
16-May	0	1	8	22	28	31	12	1	0	0	0	0	0	0	103	Thursday 1:00 to 9:00
Totals	0	84	279	609	1333	1343	462	74	14	3	0	0	0	0	4201	Total
														4201	Total from line 39	
?	0	85	278	599	1341	1352	466	75	14	3	0	0	0	4213		

Centerville City Police Department Staff Comments

Speeding Mitigation Options throughout Centerville City

Humps, Bumps, and Electronic Signs Pros and Cons

Humps-Gradual raised area on low-speed roadways typically found on roadways or local streets

Pros:

- Force motorists to slow down to a safe speed.
- Studies show speed humps can be effective at reducing speeds by nearly 10 mph
- They're lower to the ground and less invasive, are less of a hassle for snow plowing equipment.

Cons:

- Diverts traffic to other streets
- Seem to be politically motivated, residents "mark" their streets
- Seriously affect the response time of emergency vehicles
- Cause pain and injury to drivers with disabilities
- Damage to vehicles
- Cannot reduce speeds as much as residents want

Case Studies:

There is increasing evidence of the danger of speed humps to passengers traveling in vehicles as well as to the vehicles themselves. In Rhode Island, there is a raised device that launched a police officer in the air, landing him in the hospital. The same device was responsible for breaking the axle of a fire truck costing $15,000. Fire fighters, injured from being thrown to the roofs of their cabs hitting speed bumps, have been placed on permanent disability.

Conclusion:

When communities request speed humps, none of these factors are addressed. Speed humps, because they're lower to the ground and less invasive, are less of a hassle for snow plowing equipment, but because they are dark, they are more difficult to see in inclement weather.

Bumps-An abrupt, raised area generally located in private drive ways or parking lots.

Pros:

- Reduces speed
- Self-enforcing-visual reminder to slow down
- Speed and volume changes tend to remain over time
- Accident reduction
- Moderate costs
- May reduce some resident complaints

Cons:

- Causes traffic to divert to other streets. Just moving the problem

- Increase noise levels as cars break hard and pass over the bump
- Slower emergency response time for EMT's and firefighters
- Materials are made of plastic, metal, and rubber. Break down easily, costly repairs
- Potential damage to certain vehicles
- Hazardous to bicycles and motorcycles

Case Studies:

Emergency Responders across the country are in direct opposition to speed bumps in residential communities as it reduces response time. One city showed that a 30-second delay in response time per speed bump would lose an additional 37 lives.

One study estimated that the undulation of cars of cars passing over the speed bumps increased the volume of car noise by 10-20 decibels.

They have a negative impact on adjacent streets. Drivers will change driving patterns to avoid the bumps.

Conclusion:

Studies show that communities made great efforts to have the speed bump placed on their streets only to have it removed later on, which took quite a bit of time. Some plastic speed bumps are actually designed to be removed when cold weather sets in.

Electronic Radar Signs- Portable, interactive signs display a vehicle's current speed to remind the driver to slow down and obey the posted speed limit

Pros:

- Moderate cost
- Highly effective in slowing down traffic by 10-20%
- Mobile-can be moved to problematic streets
- Easy to install
- Customizable-display different speed limits and messages
- Continue to calm traffic even after they become long-standing fixtures at the location

Cons:

- Requires solar power
- Driver behavior-drivers ignore signs or continue to speed despite the alerts
- Frequency of use-If the signs are used too frequently, drivers may become desensitized to the alerts
- Can be obstructed by trees or buildings

Case Studies:

In a recent survey, traffic engineers and other safety professionals ranked driver feedback radar signs as the most effective traffic calming method for neighborhoods and school zones. Drivers attention is on their own speed.

In El Paso, Texas, where radar speed signs were installed in residential neighborhoods. The signs were found to reduce the average speed of cars by 3-5 mph and the number of cars exceeding the speed limit by up to 50%.

Conclusion:
To maximize the effectiveness of radar speed signs, it is important to use them in conjunction with other traffic-calming measures and to place them in strategic locations. Considerations when choosing radar speed signs include location, power source, speed display options, customization options, and maintenance requirements.

March-June 2024 100 South Radar
Traffic Stops-4
Officers Running Radar for extended periods of time-27
Extra Patrol- 6
Citations given-0
Warnings-1

Chief Stone Staff Report and or Information

Here are a few links that I have validated the FD's concerns with traffic calming devices. The biggest is the IFC/ICC code 503.4.1 which states: Traffic calming devices shall be prohibited unless approved by the fire code official.

https://codes.iccsafe.org/content/IFC2021P2/chapter-5-fire-service-features

Each traffic calming device can add up to 10 seconds to our response time. Not to mention the wear and tear on our apparatus.

https://www.youtube.com/watch?v=-R0f1nj7oeM

https://safety.fhwa.dot.gov/speedmgt/ePrimer_modules/module5.cfm?_gl=1*1jew4vn*_ga*MTc1NzQ2ODc1NS4xNzE4MTM3MDYx*_ga_VW1SFWJKBB*MTcxODEzNzA2MS4xLjEuMTcxODEzNzQ3OS4wLjAuMA..#refnotes

https://www.radarsign.com/why-municipalities-are-moving-away-from-speed-humps/

We could play the YouTube video from TVFR or both.

Dane Stone

Fire Chief

South Davis Metro Fire.

Phone: 801-677-2400

Email: dstone@sdmetrofire.gov

255 South 100 West

Bountiful, Ut 84010

www.sdmetrofire.gov

Speed Hump

Description: Speed humps are rounded raised areas placed across the road, but unlike speed lumps, they do not have cut-outs for large vehicles and bicycles. They are typically 3-3.5 inches high, typically parabolic in shape, and have a design speed of 15 to 20 MPH. A series of speed humps are often needed to retain slower speeds over a longer distance.

Costs: Typical Cost $1000 to $5000

Advantages	Disadvantages
Effective for reducing vehicular speeds	Slows down emergency vehicles and buses
	Snow removal
	More difficult for bicyclists
	Increased noise

Appropriate Application

Street Type	- Appropriate for a residential local street or any street where the primary function is to provide access to abutting residential property. - Appropriate for a street that provides access to a school, park, or community center. - Residential Collectors.
Intersection or Roadway Segment	- Placed at a midblock location (Not within 250' of signalized intersection). - Should not be placed on sharp curve (Minimum horizontal curve radius 300 feet).
Roadway Cross-Section	- Should stretch only one travel lane in each direction. - Placed one foot from curb for drainage.
Speed Limit	- Posted speed limit of 30 mph or less.
Vehicle Traffic Volume	- Use for low daily traffic volumes (4000 maximum)
Emergency Route	- Not appropriate for primary emergency vehicle route.
Transit Route	- Not appropriate for transit route
Access Route	- Not appropriate along access to commercial or industrial sites.
Grade	- Can be installed on, or beyond, crest vertical curves.

Effects and Issues

Vehicle Speed	- Reduces speeds to 15 to 20 mph. - Speed reduction effects decline beyond exit of speed bump.
Vehicle Volume	- Little traffic diversion from street (Less than 20%).
Pedestrian Safety / Mobility	- Not a preffered location for a crosswalk. - Significant increase to pedestrian safety.
Bicyclist Safety / Mobility	- Typically, not affected.
Motorist Safety / Mobility	- Sufficient discomfort to a motorist traveling faster than design speed. - Greatest speed effects compared to other traffic calming measures.
Emergency Vehicle Safety / Mobility	- Fire Truck delays of 3 to 5 seconds. - Ambulance delays up to 10 seconds.

Speed Feedback Sign

Description: Speed Feedback Signs measure each approaching vehicle's speed which are relayed to the drivers and flash when speeds exceed the limit. Typically mounted on or near speed limit signs and common in school zones.

Cost: $10,000

Advantages	Disadvantages
Real-time speed feedback	Temporary effectiveness
Low impact to emergency vehicles and buses	Only effective for one direction of travel
Permanent installation	Subject to vandalism
Speed and count data can be recorded	Does not require driver to alter behavior
Generally solar powered	

Appropriate Application

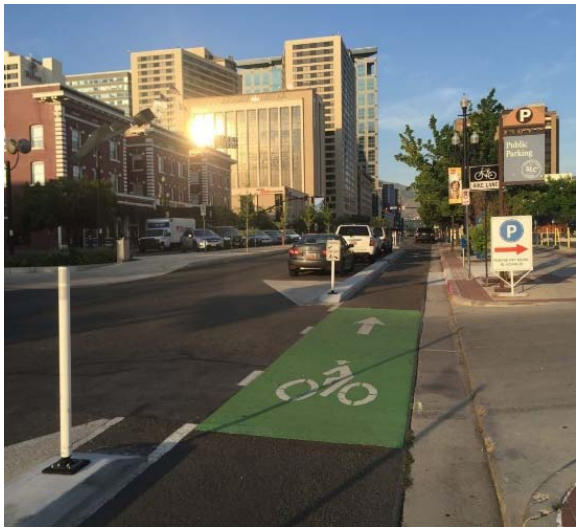
Street Type	- Appropriate for roadways between 25 and 65 miles per hour.
Intersection or roadway segment	- Placed at a midblock location.
Roadway Cross-Section	- Appropriate for 1 to 2 lanes of traffic.
Speed Limit	
Vehicle Traffic Volume	- Used for low to moderate traffic volumes.
Emergency Route	- Appropriate for primary emergency vehicle route.
Transit Route	- Appropriate for transit route.
Access Route	- Appropriate along access to commercial or industrial sites.
Grade	- Can be installed on, or beyond, vertical curves.

Effects and Issues

Vehicle Speed	- Reduces speeds from 2 to 10 mph. - Speed reduction effects decline over time.
Vehicle Volume	- No impact to traffic volumes.
Pedestrian Safety / Mobility	
Bicyclist Safety / Mobility	
Motorist Safety / Mobility	- Crash reduction up to 5%.
Emergency Vehicle Safety / Mobility	- No Fire Truck delays. - No Ambulance delays.

Narrowing (Striping)

Description: The implementation of bike lanes, lane narrowing, or on-street parking to decrease lane width and speeds and thus increasing safety. Considerations need to be made for bicycle safety, school bus and emergency vehicles, possibility of encouraging traffic diversion to local streets.



Cost: $20,000 per mile (Striping only)

Advantages	Disadvantages
Reduces Speeds	Without other changes has not been shown to drastically slow vehicle speeds
Potentially improved on-street parking	Limited effectiveness by lack of vertical or horizontal deflection
Potentially improved bike facilities	
Reduce pedestrian crossing distance	

Appropriate Application

Street Type	- Appropriate for roadways between 25 and 40 miles per hour.
Intersection or roadway segment	- Placed along entire road segment
Roadway Cross-Section	- Appropriate for 1 to 3 lanes of traffic. - Lane widths can be reduced (to 9, 10, or 11 feet)
Speed Limit	
Vehicle Traffic Volume	- Used for low to moderate traffic volumes.
Emergency Route	- Appropriate for primary emergency vehicle route.
Transit Route	- Appropriate for transit route.
Access Route	
Grade	- Can be installed on, or beyond, vertical curves.

Effects and Issues

Vehicle Speed	- Reduces speeds from 0 to 3 mph. - Minor effect on vehicle speed without other changes.
Vehicle Volume	
Pedestrian Safety / Mobility	
Bicyclist Safety / Mobility	- Typically improved with the addition of a bike lane
Motorist Safety / Mobility	
Emergency Vehicle Safety / Mobility	- No Fire Truck delays. - No Ambulance delays.

Curb Extensions

Description: Also known as bulb-outs or neckdowns extend the sidewalk or curb line out into parking lane which effectively reduces street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street.

Cost: approximately $20,000 per corner

Advantages	Disadvantages
Reduces pedestrian crossing distance and exposure to vehicles	Without other changes, has not been shown to drastically slow vehicle speeds
Protected on street parking bays	Limited effectiveness by lack of vertical or horizontal deflection
Reduces speeds (Right turn movements)	

Appropriate Application

Street Type	- Appropriate for roadways between 25 and 40 miles per hour. - Collector, local, and subdivision streets
Intersection or roadway segment	- Applicable at various intersections
Roadway Cross-Section	- Appropriate for 1 to 2 lanes of traffic. - Most common on roadways with urban cross-sections
Speed Limit	
Vehicle Traffic Volume	- Used for low to moderate traffic volumes.
Emergency Route	- Appropriate for primary emergency vehicle route.
Transit Route	- Appropriate for transit route.
Access Route	
Grade	- Can be installed on crest vertical curves if adequate stopping sight distance or warning signs are provided.

Effects and Issues

Vehicle Speed	- Can reduce speeds between 5 and 13 mph. - Between 1 and 6 mph in the vicinity
Vehicle Volume	- Little traffic diversion from street
Pedestrian Safety / Mobility	- Up to 30% reduction in pedestrian crashes.
Bicyclist Safety / Mobility	
Motorist Safety / Mobility	- Crash reduction up to 5%.
Emergency Vehicle Safety / Mobility	- Little effect Fire Truck delays. - Little effect on Ambulance delays.

Sources:

https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-1#3.6

https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-2

https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-3-part-3

https://maps.udot.utah.gov/wadocuments/Data/Region4/SR_258_and_SR_118_Corridor_Study/Speed%20Management%20Info%20Sheets_2021_06_24.pdf

CITY COUNCIL

Staff Report

8/6/2024

Item No. 1.
Title: Parks Department Report
Initiated By:
Staff Representative: Bruce Cox, Parks and Recreation Director

SUBJECT:

Parks and Recreation Director Bruce Cox will give a report on the Parks Department

RECOMMENDATION:

BACKGROUND:

ATTACHMENTS:

1. Parks Department Report Training

PARKS & RECREATION DEPT

Parks Department Report

Training

UCPA (Utah Cemetery & Parks Association)
Spring Conference, March 4,5,6 2024
Training provided by USU Scientists

- Preemergence weed control (Use Management CEU)
- Post-emergence weed control (Use Management CEU)
- Vertebrate pest control (ground squirrels & prairie dogs) (Use Management CEU)
- Pesticide Labeling - Understanding Label Statements (Use Management CEU)
- Gopher control (Use Management CEU)

Training provided by UHP State Trooper (Safety CEU)

- Driving/Tie-Down Safety

Training provided by David Frandsen, Assistant City Manager NSL

- Building a better organization

Training Continued

Training provided by Brady Pitcher of Sprinkler Supply Co.

- Irrigation Basics & Troubleshooting

Arbor Training provided by Daniel Allen of Super Trees (ISA CEU)

- Tree Selection (right tree in the right place)

Training provided by Amy Davidson of UDAF

- Review of the National Core Manual (Law CEU)
- Storage & Disposal (Safety CEU)

Department Training

Full-Time Employee Equipment Training

- Backhoe Operation
- Gang Mower Operation
- Boom Lift operation
- Tractor Operation
- Chipper Operation
- Chainsaw Operation
- Irrigation Systems and Central Control System

Seasonal Employee equipment skills training

- String trimmer training
- Blower training
- Stick edger training
- Reciprocator training
- Push mower training
- Zero-Turn mower training

Training/Credentials Received in Recent years

- Four Full-Time Employees – Commercial Drivers
- Three Full-Time Employees – ICMA Leadership Training
- Three Full-Time Employees – Pesticide Applicators
- Two Full-Time Employees – Certified Arborists
- One Full – Time Employee – Certified Playground Safety Inspector
- One Full-Time Employee – Irrigation Technician

Department Education & Experience

Full-Time Employees – Combined 80 years parks experience

Degrees held within our department

- 3 bachelor degrees
- 1 master degree
- 3 Associate degrees
- 1 technical degree
- 1 Navy Veteran, Completed Navy Seal Training