

**CITY OF CEDAR HILLS
CITY COUNCIL WORK SESSION
Tuesday, December 7, 2021 – 6:00 p.m.
Community Recreation Center
10640 N Clubhouse Drive, Cedar Hills, Utah**

Present: Mayor Denise Andersen - Presiding
Council Member Laura Ellison (arrived at 6:17 p.m.)
Council Member Ben Ellsworth
Council Member Mike Geddes
Council Member Brian Miller
Council Member Kelly Smith

Staff: Chandler Goodwin, City Manager
Kevin Anderson, Public Works Director
Greg Gordon, Recreation Director
Jeff Maag, Building Official
Charl Louw, Finance Director
Craig Hall, City Attorney
Gretchen Gordon, Deputy City Recorder

Others: Lieutenant Josh Christensen

The Work Session of the City Council of the City of Cedar Hills, having been properly noticed, was called to order at 6:04 p.m. by Mayor Andersen.

- **Station Appreciation – Officer Recognition Presentation.**

Mayor Andersen recognized Firefighter/Paramedic, Chad Jensen. He always attends training to improve his skills and master his craft. He is a member of the Utah Valley Metro Special Response Team where he is skilled in rope rescue, confined space rescue, and hazardous materials response. Officer Jensen is an extremely dedicated person who is always trying to better himself, the Department, and the community. He has also developed and coordinated the Department's Fire Hydrant Testing Program, which ensures that critical equipment is ready when needed in an emergency. Officer Jensen is an asset to the department and the citizens of Cedar Hills.

Officer Corey Maxfield was recognized from the Police Department. He worked the graveyard shift and throughout the winter went above and beyond to ensure the safety of residents. Officer Maxfield was in Cedar Hills every night doing extra patrols, foot patrols, taking calls, helping people, and finding ways to make a difference and serve others. As a result, Officer Maxfield made numerous officer-initiated stops and arrests and deterred a significant amount of crime. Officer Maxfield is also a member of the National Guard, and the City was proud of the service he provides. He is an all-around good person with a good heart. He is very humble and is continually looking for opportunities to help those around him. The department was lucky to have him as a part of the American Fork Police Force serving Cedar Hills.

Council Member Ellison expressed appreciation to the Police and Fire personnel who serve the community. They continually get great feedback from residents. Several other Council Members expressed their appreciation as well.

- **Discussion on Traffic Control.**

City Manager, Chandler Goodwin presented the following key terms to be used in his presentation:

- *Collector Roads* are designed to take travelers from local to arterial streets. There are several collector roads in Cedar Hills. He presented the different types of roads in the community and how traffic flows to them.
- *85th Percentile* is the speed that 85% of drivers will not exceed on a given road. Traffic studies show that 90% of people speed, but 10 to 15 percent of accidents are caused by a certain population.
- *10 MPH Pace* is the range of speed that most cars travel.
- *Traffic Mitigation Measures in Cedar Hills* include speed bumps, cross gutters, and stop signs which are mitigation measures to control the speed of traffic in the City. The presentation showed the location and types of mitigation measures currently in use in the City.

Mr. Goodwin described how Redwood Drive compares to other collector roads in the City. On Canyon Heights, the average speed is 22 to 25 MPH. The 85th percentile is 29 to 31 MPH with the 10 MPH pace being 22 to 31 MPH. Box Elder Drive is probably the most problematic road in the City in terms of collector roads. Average speeds are 26 to 28 MPH, the 85th percentile is 32 to 34 MPH, and the 10 MPH is quite high. Redwood Drive is a well-traveled road. The speed trailer was placed at different locations along the stretch and there is a lot of variation in speeds due to the speed bumps in that area. The data showed that average speeds are 20 to 21 MPH with the 10 MPH pace being 18 to 27 MPH and 20 to 2 MPH. Mr. Goodwin explained that these numbers are very good when compared to other collector roads. A complaint was received from a resident regarding speeding on Bayhill Drive over the weekend. The data for this road are similar to Box Elder Drive. He stated that Bayhill Drive is a narrow road and is problematic in terms of speeding.

Mr. Goodwin reviewed the traffic studies based on the time of day. By having this information, police officers can be dispatched to specific locations to ensure that people are driving within the speed limit. Mr. Goodwin reviewed the data from the Redwood Drive studies. He noted that speeds are constant throughout the day on these roads. With regard to mitigation, certain measures are not feasible to implement. He cited an example on Box Elder Drive where the Traffic Study shows that motorists traveling eastbound do not exceed the speed limit, however, westbound traffic, which is coming downhill, greatly exceeds the limit. A speed bump is not feasible in this location for several reasons such as ice, which would create a hazard for drivers and a liability for the City. He noted that clearing the roads with snowplows would be difficult.

On Bayhill Drive, there are limited options to mitigate traffic speeds. Coordinating with the American Fork Police Department as complaints come in is one of the best options. Officers have measured speeds with a radar gun to increase awareness. Mr. Goodwin explained that at the Citizen's Academy in American Fork, an officer takes participants out with a speed gun, and they

attempt to guess how fast cars are going. This activity shows that laypeople are not good at judging the speeds of cars. This often can create a bias, as different scenarios make vehicles seem to be going faster than they actually are.

Mr. Goodwin reported on the Traffic Study that was conducted at 4547 West Redwood Drive, showing the time of day in 15-minute increments, the number of vehicles, and the average pace. After reviewing the data, it was concluded that at 4547 West there were no instances where vehicles were traveling above the speed limit. At the 10284 South location, there was only one instance. He then compared the data for Box Elder Drive, Cedar Hills Drive, Harvey Boulevard, Cottonwood Drive, and Canyon Heights. The results of the data were the result of mitigation measures that are already in place. Some speed bumps on these roads are designed so that going over them at 25 MPH could damage a vehicle. Ideally, speed bumps should enforce the speed limit. He identified specific speed bumps in the area that are particularly dangerous.

A comment was made that between 2:15 p.m. and 5:00 p.m. on Redwood Drive, speeds are significantly higher than the rest of the day. The question was posed as to whether that time of day has been the most problematic. Mr. Goodwin deferred the answer to the residents in attendance. He noted that several speed studies were conducted that show the top speeds traveled on various roads. He explained that typically, there is always someone racing through the area and cited specific examples. The Traffic Study for Redwood Drive shows that people do not typically speed there. He did not feel that any additional mitigation measures would be helpful there. Additionally, according to the Fire Department, adding mitigation measures slows response times for emergency vehicles.

Council Member Miller asked if there was a good way to communicate this information to residents. Mr. Goodwin mentioned that although there are mitigation measures available, Redwood Drive is designed as a collector road that is intended to carry traffic. In the Alpine area, many residents have signs in their yards encouraging people to slow down. As a community, it is possible to provide this type of support as well. Most people speeding in this area are residents as there is not a lot of outside traffic.

Mayor Andersen opened the meeting to public comment.

Tom Proctor gave his address as 4521 West Redwood Drive and appreciated the context provided during the meeting. He has lived on Box Elder Drive, Canyon Heights, 4600 West, and now on Redwood Drive, so he felt he had context to share. He believes that typically speeders are younger drivers, possibly going to and from school. He had seen cars fly off the speed bump located in front of his home. He wondered if the data might be skewed if taken during the summer months. He noted that many of the speed bumps throughout the City are of various heights. He offered to pay to have the speed bump in front of his home increased in height. He noted also that he has seen people drive onto the sidewalk to avoid the speed bump.

Mayor Andersen mentioned that the speed study was conducted recently and that many studies have been done throughout the year. Mr. Goodwin added that the most recent data was collected in October and November and that performing it during the school year was a priority.

Jeff Shirley gave his address as 10312 South Redwood Drive and is a School Principal by profession. He thanked the Council and Staff for their service. He lives close to one of the speed bumps and feels that it does not deter people from speeding. He mentioned that his family puts out a “Children at Play” sign regularly to help with the problem. He noted that there are over 100 children who reside along Redwood Drive and the potential for one of them getting hit was his main concern. He mentioned that distracted drivers and those trying to avoid the speed bump get very close to the sidewalk. He does not park his car on the street for that reason. He mentioned that there is less traffic on Forest Creek Drive, but he understands that Redwood is a collector road. He would like to try to find a way to deter traffic off of Redwood. He appreciated the Council’s quick response addressing the matter.

Stewart Eastman gave his address as 4573 W Redwood Drive and stated that the speeds shown in the study along Redwood Drive are irrelevant because traffic slows down for the speed bumps, then speeds up between them. He gave an example of a young man who was distracted as he went around the curve and hit two parked cars. He proposed adding speed limit signs, even though people should know that residential speeds are 25 MPH. The community is still growing, and there will be more traffic in the future, and he would appreciate action being taken.

Ryan Chase gave his address as 10284 South Redwood Drive and expressed appreciation to the community and the Council. He wondered where the speed trailers are placed in relation to the speed bumps and stop signs. He was concerned that the data is not accurate because the speed trailers deter drivers from speeding. He wondered if there might be a more inconspicuous way to gather data. He also mentioned that many of the homes along the street are elevated, so driveways are sloped. If children are playing in the front yard and a ball gets away, it will go into the street. He requested that an additional speed bump be installed between the last one and the stop sign, as it is a dangerous area where drivers typically speed up.

Mr. Goodwin agreed that the biggest problems are during school hours. He noted the data shows that 63 cars came through in a 15-minute span to the elementary school on October 26, 2021, at 9:15 a.m. Speed bump heights and design are dictated by traffic standards. As the current ones are so different, Mr. Goodwin agreed that the speed bumps are poorly constructed and proposed that the Public Works Director inspect them to make sure that they fit the criteria. He was concerned about motorists using cell phones and insisted that it is a problem in the community. He also mentioned that he has thought about how to divert traffic onto Forest Creek Drive but was unsure how to accomplish it. A Council Member noted that awareness of the alternate route may help. Discussion ensued regarding the feasibility of Forest Creek Drive as an alternate route to the elementary school.

Mr. Goodwin asked Mr. Chase to identify a more relevant place to locate the speed trailer. He responded that a different location may not be the issue but because there are speed bumps, drivers are compelled to slow down. He commented that the data may be skewed if they see the trailer because they may choose not to speed back up when they normally would if the trailer were not there. Public Works Director, Kevin Anderson, stated that the speed trailers were placed specifically to get the most accurate speeds. It was on the opposite side of the street that people are driving, so it is less noticeable to drivers. Discussion ensued regarding the best location and direction of the speed trailers.

Mr. Goodwin stated he would be willing to continue the discussion, and that the Council has options to consider. The least effort would involve placing the speed trailer out, collect data, and see what happens. Increasing law enforcement would be the next step. Speed indicator signs are an option but cost \$3,000 each, so they would have to be budgeted. He stated that in many cases, people ignore them over time. A road construction project which would alter the actual traffic would be a final option.

ADJOURNMENT

MOTION: Council Member Ellsworth moved to adjourn. Council Member Smith seconded the motion. The motion passed with the unanimous consent of the Council.

This meeting adjourned at 7:03 p.m.

Approved by Council:
January 18, 2022

/s/ Colleen A. Mulvey, MMC
City Recorder