

Minutes of The Special Price City Council Meeting

Public Works Complex: Price, Utah

February 6, 1996, 7:00 p.m.

Present:

Mayor Lou Colosimo

Councilmembers:

Roy A. Nikas, Betty P. Wheeler, Stephen L. Denison

Joe L. Piccolo Ed Shook (Police Lieutenant), Joanne Lessar (City Recorder), Gary Sonntag (City Engineer), Cobb Johnson (Public Works Director)

Absent and Excused: Councilmember Steve Bringham

Others Present: Nina Hunt, Wayne Hunt, Roger Hunt, John Gallegos, Carmel Gallegos, Jeff Richens, Diane Vernon, Danny W. O'Neil, Sr. Donna J. O'Neil, Bill Zele, Robert Richens, John F. Tochi, Heidi Axelsen, John M. Axelsen, Doug Horsley, Joseph Vasquez, Mary Lou Vogrinec, Albert Vogrinec, Frances Potter, Patty White, Martin Vouk, Diann Martino, Frances Vouk, Marcie Tempfer, Paul Tempfer, Aurelia Cooley, William Shield, Dave Johnson, Gene Kessler

Mayor Colosimo led the Pledge of Allegiance. Roll was called with the above members in attendance.

1. PUBLIC HEARING - Intersection Realignment - 400 West Main, 500 West Main

Mayor Colosimo opened the Public Hearing at 7:05 p.m. to receive comments on the realignment of the intersections at 400 West Main and 500 West Main. Gary Sonntag explained that for many years the City has been concerned with several issues along Main Street from Carbon Avenue to Carbonville Road. Because of the build-up of asphalt, a crown has developed causing maintenance, parking, and drainage problems. The asphalt build-up has caused a deep gutter with a jagged edge that has a potential to trip people. The boundaries of the road disappear past 200 West, and it is hard to determine where the pavement ends and gravel and dirt begin. There are also pedestrian safety problems. Further into the underpass, the build-up of asphalt has left a high edge where cars have slipped off the narrow road causing damage to their tires. As the bottom of the underpass leads into a hole without sufficient drainage, the rainwater turns it into a lake.

As there is \$538,000 of Federal money available, the reconstruction of Main Street from Carbon Avenue to Carbonville Road was chosen as the project to receive these funds, which are administered through the Utah Department of Transportation and the Federal Highway Administration. Plans are to remove old concrete and asphalt, reconstruct the paved surfaces, replace curb and gutter and put in curb, gutter and sidewalk where it doesn't exist now. Improvements will be made to make it safer for pedestrians, and the old inlet grates in the underpass will be replaced with larger ones to accept more water. As this project is completed, the side streets will also be improved, such as Carbon Avenue, 1st west 2nd and 4th West. The toughest situation facing this project is what approach should be taken on 4th and 5th West. The Engineering Group out of Vernal, Utah, was hired to design this project. Plans will not be finalized until a solution is found for the intersection problems. The City would like to see the money spent well and the project turn out good.

Gary introduced Randy Freston and Russ Vernon from The Engineering Group. Mr. Freston presented and explained diagrams of 5 different alternatives concerning the 400 and 500 West intersections. This Y type intersection presents a

problem to UDOT and the public, and will eventually have to have signalization. If the road is built wrong today and does not conform to UDOT standards, the City will never receive participation from UDOT or the Federal Government to signalize this intersection.

Aurelia Cooley - 5th West is safer than 4th West. The 5th West intersection provides a better view of traffic coming from the underpass.

Bill Shield - The road going from 4th West to the Sheriff's office on the south side is the problem as far as traffic. Cars coming up from the underpass travel pretty fast and they cut right in front of the entrances to 4th and 5th West, heading towards Main Street. Because of the pillar supports for the overpass, it is hard to see these cars.

Dave Johnson - Asked where the new stopping facility would be? Mr. Freston stated that the new stopping facility would be further into Main Street.

Joe Vasquez - As the situation is now, there are no outlets from 1st West to 4th West. If you cut out 5th West, this would leave only one outlet along 2nd North for 7 blocks, and 2nd North is narrow. If cars are parked on either side of the road, you have to stop and wait for a car coming from the opposite direction to pass.

Aurelia Cooley - Whenever a car is parked on either side of 4th West, it becomes a one way street. You have to stop and wait for another car to come through.

Doug Horsley - Presented a diagram describing more detail on the 4th West intersection. If all of the traffic is funneled across J Street, people will more than likely come across 3rd North and down 4th West. Fourth West is a very narrow street, and if cars are parked on both sides of the street, you can hardly pass on that street. There are many trailer homes on 6th West. If these trailers are moved and others brought in, it would be extremely difficult to maneuver around all the turns being put in. Several years ago when UDOT tried to eliminate 5th West, the Chief of Police had to be called in to show that it would create a problem for the fire engine to make the turns. The garbage collection truck has a difficult time moving around now as there are several dead end streets. Trying to address a small situation seems to drastically effect everything in this area. In order to make 2nd North Street a nice drive through, it has to infringe 15-20 feet on peoples' property.

Gary Sonntag was informed that the people who live on 5th West and 6th West use 5th West to access Main Street. The people who live on 4th West use 4th West. The people on 2nd North go either way.

Frances Vouk - Lives on 3rd North. If it has snowed and there are cars parked along 4th West, she is forced to go on 5th West whether she wants to or not. It is the only way out. If there are no cars parked along 5th West, two cars can easily pass one another.

Jeff Richens - Lives on 2nd North. Three years ago he came to the City to ask for traffic control on 2nd North. Between 7:30 and 8:30 a.m., 25-30 kids who live on 1st West and over use 2nd North to meet the bus stop between 1st West and Carbon Avenue. At this same time period, there are about 100 kids going to the Middle School that access 3rd West across 2nd North. At least a 100 kids twice a day use 2nd North with no sidewalks. The opening to 200 West is under 20' wide. To close 5th West would mean that 200 North would become more congested. He has taken a survey of all the residents on 2nd North, and all but one are against the closure of 5th West for that reason.

Bill Zele - Even in the summer when you don't have to contend with the school children, they are playing ball out in the alleyway, as 2nd North is called. It is practically impossible for two cars to pass. It creates a hazard not only for drivers but for pedestrians. Fifth West is actually the safest approach to Main Street. As you travel on 5th West and approach the intersection, you can see if there is a hot rod or a semi coming from the underpass. Your visibility along 5th West is better than 4th West, because of the pillars that support the overpass. He has lived in this area since 1932, and has never seen a wreck on 5th West, but there have been several on the curb because the road is built so high. Cars will get across and slip off and when they try to correct, they shoot straight across the road and either get sideswiped or hit head on. You need a good open view of oncoming cars and the cars traveling towards town. He is against closing 5th West.

Frances Potter - Sees a major problem with the intersection, not with the access from 5th West across the diagonal, but with people coming from the Carbonville area. They are allowed to make a left hand turn to access the one-way street

south of the overpass. She recommended that by not allowing this left hand turn, it would give safe exit for both 4th and 5th West. It would be better for people coming from the underpass to go to the next intersection on Main Street and then turn on 1st North.

Doug Horsley - He took a survey and covered everyone who lived on 5th and 6th West in the 3rd North area. Out of 40 plus signatures, there is only one person who definitely wanted to close 5th West. The people want 5th West open because of the access in and out of the area. They agreed that it would be nice to have Main Street improved.

Bill Shield - He has 40 acres right out of the City. If it is developed in the near future, what will happen to all this additional traffic?

Diann Martino - Questioned the cul-de-sac that Mr. Freston discussed. Gary stated that it will be near the house on the corner of 4th West next to the overpass. This would necessitate buying additional property to put this in.

Aurelia Cooley - Asked if the road that comes up from the underpass could be swung to the south towards the railroad a little and straightened and leave the north part alone. If this can be straightened, it would eliminate having to do anything with the north. Gary Sonntag stated that this is what is trying to be done. Swinging it more to the south would mean getting more right-of-way from the railroad.

The group questioned why the underpass could not be closed. Gary stated that this has been discussed. However, it serves a purpose. A lot of people use this road. Councilmember Nikas stated that everybody that needs to go to 4th West and towards the west end of the City would have to go down to Main Street and go up to Carbon Avenue and over.

Patty White - Lived here all her life. Fifth West has been there forever. Feels there is not a lot of traffic. Most of the traffic goes down to the stop sign and up over the overpass into town. Anybody coming from Carbonville usually goes that route. There is not heavy traffic from the underpass to Main Street.

Jeff Richens - Closing the underpass would cause a lot of people to use 2nd North. The school district will not take a bus in there because there is not enough room to make the corners. There is no room for a fire truck to get on 5th West. If you come up 4th West, you cannot turn on 2nd North. If you come up 2nd North, you cannot turn onto 5th West.

Gary Sonntag asked what the access road was like before the overpass and bridge supports were constructed? Aurelia Cooley stated that the road was wider. Prior to the supports, it was a straight shot coming from Main Street. UDOT put in the curb that comes out quite far and it made 5th West narrower. You have to slow down to make sure not to hit the curb. It made it more difficult. When the overpass was put in, UDOT was going to close 5th West. With the help of the neighborhood, she hired Therald Jensen to research it to keep it open. She does not remember the particulars, but it was kept open.

Gary Sonntag stated that there is a source of money that the City is trying to use to make improvements. If this source of money is used, they have to conform to UDOT standards. In designing the width of the road, it is going to impact the 5th West road to the point where its at now, and it will be closed off to that point. They are trying to come up with an alternative to maintain this through traffic that people have been used to. The feedback that this group is giving him is that they are not excited about closing 5th West. If 5th West is kept open, it means they will not be able to make the improvements that were planned. If these improvements cannot be made based on UDOT standards, there is a chance that they will not fund this project, or at least the portion from 4th West to Carbonville Road would not be eligible. UDOT will want a project they feel is good and is consistent from one end to the other. If UDOT says they cannot complete the project just short of 4th West, it would leave the 4th and 5th West intersections the way they are right now. Any improvements from that point over to the Carbonville Road, including the underpass and all the problems associated with it, would have to be done under some other source of money, either City money or somebody else's money.

Robert Richens - Lives on 5th West. Asked how many feet needs to be taken from 5th West to allow the City to straighten the underpass road? Why not leave 5th West the way it is and just shorten it and take out the bushes and widen it directly north. Gary Sonntag stated that this is one of the alternatives considered. Roughly 15 feet of 5th West would be needed. The problem indicated earlier is that there is still a double intersection. Fifth West comes into the 4th west intersection at an odd angle and it compromises what is going on there. Based on UDOT safety standards, we are told that this is not going to work. The intersections are too close. Mr. Richens asked if the access road directly south of the overpass was closed, it would add anything to extend the intersection out? Mr. Freston stated that its a function of the center line of the

two intersections or the proximity of each other. UDOT desires intersections be 400 feet apart. The spacing between these two intersections now is 125 feet. Councilmember Nikas asked if moving the intersection further to the east would help, then the 5th West intersection would be further apart.

Marcie Tempfer - Recommended taking the fire truck into this area to see how it can be maneuvered if you didn't have 5th West.

Patty White - Where is the priority of the City? It is for the citizens' safety and well being and getting access to their area or is it for the money. Mayor Colosimo stated that this is exactly why this meeting is being held, to find out what the citizens want. Ms. White felt that the main reason is that the City wants the money. Mayor Colosimo stated that the City would like to improve the road in this area, and they will not do it without citizen approval.

Councilmember Piccolo asked Doug Horsley and Jeff Richens if they presented any other alternate inlets or outlets to the citizens when they did their survey? Mr. Richens stated that the residents along 2nd North would not be opposed to whatever you wanted to do with 5th West if there was some safety measures applied to 2nd North, such as curb, gutter, and sidewalk. Some residents have expressed concern with the street being only 20 feet. If cars are parked on the street, it is necessary to take turns passing. This is a major safety hazard. As he said earlier, three years ago he came to the Council requesting a stop sign at 3rd West and 2nd North. The sign went up for a few days, and as there was opposition to it, the sign was taken down. It was decided to put up a crosswalk for the Middle School and post a 20 mph speed zone. The speed zone sign has been removed. Councilmember Piccolo questioned if it would be possible to extend 3rd North out to 1st West or perhaps 6th West into 4th North to open up some other areas. Mr. Richens stated that by extending these streets, you would run into the canal, school property, and the hill.

Dave Johnson - If you have a problem at 4th and 5th West intersections, and you close 5th West, it makes problems in other areas, such as getting on 2nd North and traveling to 1st West. It is difficult to get across the 1st West intersection at 5:00 a.m., 7:30 a.m. and 5:00 p.m. at night.

Bill Shield - If you funnel all of 5th West traffic onto 4th West, it will be one big mess.

Wayne Hunt - Asked if the alignment could be moved closer to the railroad to the south. Gary Sonntag stated that the railroad does not want anything closer than 100 feet to their main tracks. The road right now is within that 100 feet. The railroad would have to be convinced that this property is needed for the road, and then they would not give it to the City, they would sell it to the City. Councilmember Nikas stated that even with buying the additional property, 5th West would still be a one way road. Gary Stated that if 5th West is kept open so that 2 cars could pass, it would have to be moved even further to the south.

Gary Sonntag stated that from what he has heard tonight, the citizens do not want 5th West closed. Lots of reasons have been heard and the City will consider these before a decision is made. Once the City arrives at a solution and before anything is done, the citizens will be informed of that decision.

Gene Kessler - Owns an electrical shop and a house next to it on the corner between 4th and 5th West. He sees a lot of people coming from 5th West and making right hand turns onto Main Street where there is a "no right turn sign". If you come off of Main Street and make a left turn onto 5th West, you just about have to go off the pavement because it is such a sharp corner. A lot of people come down 5th West and turn left in front of his shop, hit 4th West and make a right turn and go out on the highway. Then there are people that come off the freeway exit and turn right to go up 5th West. It is real busy in front of his shop. His concern is that he has large trucks backing out of his shop, and the cars come through there real fast. Another problem is people coming down Main Street and making a right turn onto 5th West, If there are cars on 4th West, they do not know where to stop. They stop all over the place. Gary Sonntag stated that this is the same thing that City staff is seeing.

Robert Richens - Seems like all the road hazards are created by the access road on the south side of the overpass. What would be the problem of closing this one lane? This would diminish a lot of the hazards Mr. Kessler discussed. Gary Sonntag stated that it appears UDOT installed these frontage roads so that local traffic circulation could continue to operate despite the overpass that was put in. Staff has considered approaching UDOT to close this. However, it is uncertain if this is the right thing to do, as the road it used a lot.

Gary Sonntag stated that this overall project will take 6 months to build from beginning to end. The sooner it is started, the better. If it is started right now, it will be finished in the fall. If it is not started soon, it will be into the fall and there is a

concern it may not be paved because of the cold temperatures.

Doug Horsley - He summarized what he has heard in this meeting regarding concerns of the citizens in keeping 5th West open. It seems the only alternative close to keeping it open as a 2-way street is Alternative #5, and the City is concerned that UDOT will not accept the dual intersection at such close proximity and possibly not loan the money. Gary stated that Mr. Horsleys summarization is right.

Dave Johnson - Asked which one of the alternatives has been approved by UDOT? Mr. Freston stated that none of them. This is just a public hearing to receive citizen input and then take the direction from the City Council based on citizen input and work them into their design.

Frances Potter - Asked if the City owns the property that is used for a rest area? Mayor Colosimo confirmed that the City does own this property. Ms. Potter recommended closing the access to the south side of the overpass, go down further south and east, and make the public access there.

Bill Shield - Felt the best solution would be to move the road further to the south closer to the railroad.

There being no further comments, Mayor Colosimo closed the hearing at 8:20 p.m.

2. PRICE RIVER WATER IMPROVEMENT DISTRICT - Joint Meeting

Mayor Colosimo presented a letter from the Price River Water Improvement district requesting a joint meeting to discuss the expansion of their water treatment facility. It was recommended that the meeting be held next Wednesday as part of the Council's regular scheduled meeting.

3. LIBRARY ADA REMODELING - Committee Appointed

Councilmember Wheeler moved that a committee comprised of herself, Councilmember Bringhurst, Gary Sonntag, Cobb Johnson, Dean Denison, and Norma Procarione, be appointed to review the bids received for the Library ADA Remodeling project and report back to the Council. Motion seconded by Councilmember Denison and carried.

Meeting adjourned at 8:30 p.m.