

**WORK SESSION OF THE  
BRIGHAM CITY COUNCIL TO  
REVIEW THE GENERAL PLAN  
February 2, 2017  
6:00 PM**

PRESENT:	Tom Peterson	Mayor Pro Tem
	DJ Bott	Councilmember ( <i>arrived at 6:25 pm</i> )
	Alden Farr	Councilmember
	Ruth Jensen	Councilmember
	Mark Thompson	Councilmember
ALSO PRESENT:	Mark Bradley	City Planner
	Mary Kate Christensen	City Recorder
	Paul Larsen	Economic Development Director
	Kirk Morgan	City Attorney
	Mike Nelsen	Police Chief
	Derek Oyler	Finance Manager
	Tyler Pugsley	Public Works Director
	Jason Roberts	City Administrator
EXCUSED:	Tyler Vincent	Mayor

Mr. Bradley introduced Kris Peterson, the Region I UDOT Director; Michael Taylor, UTA Transportation Operations Engineer; John Janson and Darin Fristrum from Civil Solutions Group.

**Transportation Plan**

Mr. Fristrum said they participated in an extensive stakeholder outreach program that the City was involved in. The following major issues that were identified:

- Truck traffic on Main Street
- Walkability on Main Street
- Aesthetics
- Request for additional sidewalk space for events
- Safer parking
- Possible reduced speed limit

**Truck Traffic on Main Street**

Mr. Fristrum said they met with the truck companies and their preferred long-term solution would be either completing the Sardine Interchange or constructing an additional interchange at 1100 South and Main Street.

Another long-term strategy would be rerouting the trucks straight west on 200 South until they get to 500 West, then a right, then a left onto Forest Street, but they would want a railroad overpass at Forest.

In the short-term, one option is to re-route the trucks elsewhere. As they considered this, the best solution was having them go on 100 West and 100 East. These are two of the least residential streets. There would have to be some intersection modifications, restriping, and signage. This route would create more turns for the trucks. This would have to be by mutual agreement. To test this route, there could be some temporary traffic control measures then get feedback from residents, the public and stakeholders. Mr. Janson added that he recommended doing an open house on 100 West and another on 100 East before

trying the temporary route. The key piece of this is that the gravel companies would have to agree to it. As long as Main Street is a State road, they have full rights to use it.

Mr. Fristrum stated that they have had several discussions with representatives from local trucking companies. They are in favor of the long-term solutions. They are open, although not entirely in favor of, the rerouting plan. Mr. Peterson added that in some of these discussions, the trucking companies said they were willing to do the rerouting, but every time a trucking route is in a residential area, even though it is a designated truck route, they get phone calls complaining about them driving on their road.

Councilmember Jensen asked how much it would cost to own Main Street. Mr. Peterson replied that the City would not have to buy it, but there are a lot of issues that have to be taken into account if it changed ownership. He added that Main Street functions as a destination for not only Brigham City and Box Elder County, it is also a regional facility for through traffic. UDOT would have to evaluate what would be done for those that drive through each day. The area the City would own would have to be determined. It is likely the City would have to take from 1100 South to SR-13 on the north, and probably 200 South to avoid an island. The City would receive B&C funds for the maintenance of these roads.

#### 89/91 Interchange

Councilmember Peterson asked if there was anything the City could do to move the priority ranking up for the 89/91 interchange. Mr. Peterson said the only way to move it up is to pay for the project, or partially fund it. The estimate a few years ago to complete this was \$15M. Relative to other needs in the State, it does not rank high. Even if the interchange is constructed, the trucks would still be allowed to drive on Main Street as long as it is a State road. However, he felt that if it was constructed the majority of the problem will go away.

#### 1100 South and Main Overpass

Mr. Peterson also discussed the 1100 South and Main overpass. He explained that UDOT planned to have this installed a long time ago. However, Brigham City asked that it not be installed because it would impact the visibility of the businesses in the area, and it would require ramps which would impact the golf course and neighboring businesses. This has been removed from UDOT's project list, until Brigham City tells them otherwise.

#### Downtown Main Street

Councilmember Peterson asked if the State would consider narrowing Main Street to one lane to allow for more parking from 100 South to Forest Street. Mr. Peterson said it would be very difficult for that to happen, mainly because it functions as a regional facility and there are a lot of cars that travel through. The cars have to go somewhere, so that will either bleed through the neighborhoods, or there will be significant congestion and people will avoid the area, which defeats the purpose. The State would require a traffic study, public meetings where the City would have to work out the issues of trucks and neighborhoods. There would also have to be a lot of outreach with surrounding communities.

Councilmember Jensen asked if a median could be constructed on Main Street. Mr. Peterson said the State allows medians; however, they are a challenge. There are guidelines for the type of tree that can be planted, the type of vegetation and landscaping cannot be a traffic hazard. There are challenges with the sprinkler systems and the potential to damage the roadway. He added that they are not cheap, and it is a very harsh environment for plants. In addition, if the City still wants left turn movements the landscape medians would be shorter. He cautioned against mid-block pedestrian crossings. They prefer crossings at the corners.

Mr. Peterson estimated the cost for a median at \$300,000-\$400,000, depending on the utilities underground, and whether the trolley tracks were removed years ago.

Zero landscape medians are also an option. These would also have to meet the crash and height issues. He added that there are a lot of maintenance issues with medians.

Mr. Jansen said some of the reasons they proposed the median and the bull-abouts is to slow the traffic. Mr. Peterson said the State would work with the City on this, adding that they do not have the funds for the conversion, so it would have to be funded by Brigham City.

Mr. Jansen said the State does not control the parking. There has been some discussion of parklets. The reason angle parking is difficult is because there is not enough space. The State is fine with these things, they would just have to work through it.

Mr. Taylor discussed how the State determines speed limits. The speed on State highways has to be posted within 5 mph of the 85<sup>th</sup> percentile. He explained that this means that 85% of the people driving that roadway are driving that speed or less. Studies have shown that 85% of the people who drive, do so what they feel is safe, reasonable and prudent.

Mr. Janson said the City seems to have chosen the Bird Refuge as the brand. He suggested using this brand for more places than just the arch, such as placing bird art fixtures in the medians.

The surveys and public open houses produced the following suggestions for the downtown area:

- Art displays in the public right-of-way. They would be done by local artisans that are for sale and are changed out as they are purchased.
- More year round activities should be scheduled, including winter activities, such as an ice skating rink.
- There is a lot of public parking downtown, but a lot of people do not know where it is. It was suggested signed be posted and lot aesthetics be improved.
- Better access to restrooms.
- Change up the mix of the downtown businesses.
- Downtown businesses have odd hours. Businesses should be encouraged to set hours for all businesses to be open.
- Food trucks are an emerging market. They cannot be on Main Street, but they could be placed on Forest Street or in parking lots.

There will be another work session on February 16, 2017.

The meeting adjourned at 7:02 PM.

*The undersigned duly appointed Recorder for Brigham City Corporation hereby certifies that the foregoing is a true, accurate and complete record of the February 2, 2017 Work Session.*

*Dated this 16th day of February, 2017.*

*Mary Kate Christensen*  
*Mary Kate Christensen, Recorder*