

Minutes of the Roy City Council Meeting held in the City Council Chambers of the Roy City Municipal Building on April 2, 2019 at 5:30 p.m.

Notice of the meeting was provided to the Standard Examiner at least 24 hours in advance. A copy of the agenda was posted.

The following members were in attendance:

Mayor Robert Dandoy
Councilmember Burrell
Councilmember Paul
Councilmember Saxton
Councilmember Tafoya
Councilmember Yeoman

City Manager, Matt Andrews
City Attorney, Andy Blackburn

Also present were: Management Services Director,; Police Chief, Carl Merino; Parks and Recreation Director, Travis Flint; Public Works Director, Ross Oliver; Management Services Director, Camille Cook; City Recorder, Morgan Langholf; Bail Larsen, Jerry Williams, Braeden Stander, Jamie Larsen, Trent Wilkins, Samantha Sandoval, Carol Draayer, Linda W, Toby & Beverly Gonzales, JD & Brady Williams, Kevin Homer, Karl Keyes, Laura H, Darrel Haros, Dianne Wilson, Deanna Chastin, Joseph G.

A. Welcome & Roll Call

Mayor Dandoy welcomed those in attendance and noted Councilmembers Burrell, Paul, Saxton, Tafoya, and Yeoman were present.

B. Moment of Silence

Mayor Dandoy invited the audience to observe a moment of silence.

C. Pledge of Allegiance

Mayor Dandoy led the audience in reciting the Pledge of Allegiance.

D. Consent Items

(These items are considered by the City Council to be routine and will be enacted by a single motion. If discussion is desired on any particular consent item, that item may be removed from the consent agenda and considered separately.)

1. Approval of the March 19, 2019 City Council Minutes & Request for approval of Alcoholic beverage license for Multani Ventures, located at 3805 South Midland Drive

Councilmember Paul motioned to table the March 19, 2019, City Council Minutes and Approve the request for an Alcoholic Beverage License for Multani Ventures. Councilmember Burrell seconded the motion. All Councilmembers voted “Aye.” The motion carried.

E. Action Items

1. PUBLIC HEARING- To amend the FY 2019 Budget

Councilmember Yeoman motioned to go into Public Hearing. Councilmember Saxton seconded the motion. All Councilmembers voted “Aye.” The motion carried.

Management Services Director Camille Cook presented the request to amend the FY 2019 Budget to the Council. She explained that the revenue increases in the General Fund are based on revenues received to date, grant awards, and the \$277,000 from the fund balance reserves. Staff projects that with the fund balance reserves, dependant on what the departments spend, the year-end balance will be approximately 18% in the General Fund. The General Fund expenditure items include a decrease to the Council contingency of \$36,500, which was calculated based on the net of the PARC funds, minus the purchase of property. The other major expenditure adjustments are a decrease to the streets and buildings capital asset accounts, and a transfer to the capital projects fund of \$250,000 to be appropriated at a future date. There is also an adjustment proposed to return the \$200,000 worth of RAMP grant funding back to the Weber County RAMP grant program for the ice skating rink. The other adjustments to the General Fund expenditures are small, miscellaneous budget line items. In the capital project fund, staff is proposing an increase to interest earned of \$30,000, and a use of fund balance reserves of \$200,000. These amounts will allow the City to fund \$125,000 for park improvements at the Municipal Park, as well as \$105,000 to continue park improvements at the George Wahlen North Park. Staff has reviewed all of the City’s funds and is proposing other adjustments based on the revenues received to date. Staff recommended that the City Council approve the adjustments, as proposed in Resolution #19-7, to adjust the Fiscal Year 2019 Budget.

No other comments were made.

Councilmember Burrell motioned to go out of Public Hearing. Councilmember Saxton seconded the motion. All Councilmembers voted “Aye.” The motion carried.

Councilmember Saxton wanted to remind everyone about the Town Hall meeting on April 10, 2019, at Municipal Elementary, regarding the concept plan for Municipal Park. He invited everyone to attend.

Councilmember Tafoya motioned to approve Resolution No. 19-7 to amend the FY 2019 Budget as requested. Councilmember Paul seconded the motion. A roll call vote was taken. All Councilmembers voted “Aye.” The motion carried.

2. Consideration of Ordinance 19-4 Amending Roy City Code Title 3, Chapter 8, Section 8(C) Concerning Good Landlord Incentive Program

City Attorney Andy Blackburn explained that with State Legislation changing, the City needed to update its Code. This item was just a house cleaning item as the Ordinance was now in line with State Law.

Councilmember Yeoman motioned to approve Ordinance 19-4 Amending the Roy City Code Title 3, Chapter 8, Section 8(C) Concerning Good Landlord Incentive Program. Councilmember Burrell seconded the motion. A roll call vote was taken. All Councilmembers voted “Aye.” The motion carried.

F. Presentation

1. Transportation Plan

Mayor Dandoy distributed a document to members of the City Council, as well as projected a PowerPoint

Presentation showing several different transportation plans. The City has hired a contractor—Landmark Design—to develop a plan based on what is in the General Plan. Once Landmark is finished with its process, the item will go back to the Planning Commission prior to coming before the Council. Landmark’s research will also include information relevant to an economic development plan. An Economic Development Committee and a Business Advisory Board will also be organized as ways in which opportunities for businesses may also be identified. Additionally, the Redevelopment Agency will use this information to assess areas throughout the City that could be included in future Community Reinvestment Areas (CRAs).

The Transportation Plan involves a variety of organizations including the Public Works Department, UDOT, Wasatch Front Regional Council, Weber Area Council of Governors, and UTA. Mayor Dandoy explained that SB-134 was recently approved, and this will move the City closer towards creating definitions for affordable housing within the General Plan. In addition to these definitions, penalties for not making changes to allow for an affordable housing program will also be outlined. The Transportation Plan and Affordable Housing Plans are subsets to the General Plan.

Mayor Dandoy presented a chart that reflected where the City’s current traffic lights, roundabouts, and main streets were located. The Transportation Plan provides a road map for moving forward in the future. He noted that per the plan, the City has opportunities to put in two to four roundabouts in the City. The plan also outlines plans in working with UDOT, which Mayor Dandoy briefly reviewed.

Mayor Dandoy explained that the Transportation Plan includes a study with regards to traffic calming devices. The plan proposes efforts to mitigate some of the challenges associated with these devices. He then stated that numerous complaints from residents throughout the City about speeding vehicles through neighborhoods have been received, and this is a constant concern for staff and elected officials. The Councilmembers decided to do something to address these concerns by consulting experts on the matter, and it was suggested to them to install traffic calming devices rather than stop signs. Mayor Dandoy stated that the primary purpose of stop signs is to prevent accidents, whereas the purpose of a traffic calming device is to slow traffic down. He continued that unfortunately, when the first traffic calming device was installed on 5700 South, there was no public input on what type of traffic calming devices would work best. As a result, this has led to numerous complaints on the traffic calming circle that was installed at the previously mentioned location (5700 South).

Mayor Dandoy stated that the purpose for a calming device is centered on public safety. According to the research associated with traffic calming devices, in the case of someone getting hit they have a pretty good chance of surviving the impact due to the lower speeds. He then presented several statistics involving auto-pedestrian accidents over a period of three years, noting that the majority of the fatalities were young children.

Mayor Dandoy explained the 85 percent speed rule, which is a widely used metric. He defined it as “the speed at or below in which 85 percent of all the vehicles that are observed to travel under free flying condition past a monitoring point.” He presented several numbers and stated that the data shown was sitting at a monitoring point. He noted that the posted speed around the traffic calming circle located at 5700 South is 25 mph. The 85th percentile speed, based on the study, was 30 mph; the other 15 percent of drivers were going beyond 30 mph, based on the 85th percentile. After the calming device was put in, the 85th percentile speed dropped to 27 mph. Mayor Dandoy then presented what speeds were listed in the proposed Transportation Plan, and explained that traffic calming devices were popular all throughout Europe and in several places throughout the United States. He reviewed several different types of traffic calming devices and the pros and cons of each. Mayor Dandoy stated that the Council needed to move forward with implementing the approved Roy City Transportation Plan.

Councilmember Paul said he would like to have a work session on this topic, wherein the Council can have a discussion with the traffic engineers, public works, police, fire, and citizens, so that together everyone can determine the best way forward.

Councilmember Saxton agreed with Councilmember Paul. He stated that the only problem he has with the current plan is that he believes there are viable alternatives that could be implemented that would be less intrusive while still providing public safety.

Councilmember Burrell reiterated that a public meeting on this topic would be a good idea. After subsequent discussion, it was decided to hold a work session on May 1st.

G. Public Comments

Mayor Dandoy opened floor for public comments.

[VERBATIM]

Braeden Stander, 5544 South 3750 West. You probably know why I'm here. The circle that we just went over. I'm trying to get my mind around the slides you just showed, sir. I'm blown away that we have a device that doesn't create the issues that this has caused, saves the taxpayers upwards of \$20,000, and scientifically proves that it's as effective as a circle. Yet we're going to go forward with circles, is crazy to me. But I did have a question on the data that was shown. How was that data collected?

Mayor Dandoy: Actually I pulled the data together and it was important for me. So I went right to the federal highway administration documents. I do have copies of those and I have those sites for references. There's a lot of data out there in reference to this but it came from the federal.

Braeden Stander: I did officially request that information. I'm looking forward to receiving that on the eighth. But who collected the data for us? You showed the studies. Was it people out with radar? Was it our law enforcement? Who was actually collecting the speed limit?

Mayor Dandoy: I don't want to get too personal with that because you submitted a GRAMA request. Is that correct?

Braeden Stander: Yes.

Mayor Dandoy: I just know that it's a number of offices moving in that direction and Morgan has been trying to spearhead parts of that. But some of that involves the police officers because the broad spectrum of what's being requested. So it's coming from lots of different sources. But to be honest from what I understand we downloaded everything that is in our database. So the briefing charts you just saw, the talking points we gave to the Council, all of that is included in your request. Plus everything else in terms of any emails that took place on the topic. It's all in there. Plus as I mentioned police officers have a lot of information. They also are included in that.

Braeden Stander: Okay. Thank you. I also was given the AASHTO and the MUTCD guidelines and was told those were the guidelines you followed when you guys built this plan. Is that correct?

City Manager Matt Andrews: I would have to check with our traffic engineers 'cause they're the ones that developed the plan.

Braeden Stander: Okay. I have been reading some of those and some current concerns with the control devices, that regulation talks very specifically about requirements in those devices. The concern is still the same. We're not against a device that slows traffic. The concern is if we continue to keep looking past it or the other concerns for people who aren't just driving straight through this device. There's pedestrian concerns when you're turning left. It's a lot less safe for those people coming north and south than east to west. And none of those concerns have been addressed. I've been from Virginia to Texas. All over. I cannot find a single device that matches what we have. I've seen similar devices that actually take into consideration pedestrian traffic and all those things. And I think that's what we as a community are asking for. Why are we so focused on the speed concern and continually people have complained numerous times about all these other concerns. And we just keep saying, "Well, we're going to wait. We're going to wait." We waited six years before I could get stop signs in my neighborhood and we waited until somebody got hit by a car. We waited until our crossing guard got hit and got drug up the street before we did something there. At what point are we going to listen to all the concerns that everybody has and address them and quick kicking this can down the road? The regulations that I've been given, the device does not meet any of those. So we're picking and choosing little pieces that we want to believe in these regulations. But we're not adhering to all of them. There's curb guidelines, there's even guidelines in here that tell you the types of vehicles that are going to be navigating the streets and the proper space for turning around devices. We haven't met any of that with this device.

Mayor Dandoy: So I disagree with your comments. I think in all fairness to you, I think the answer will be we just have to bring the experts into the discussion and simply tell us exactly how we got there. Because at this point in the process there's no way I can answer that in the foundation. I just have to rely upon, as Councilmember Burrell indicated, I have to simply say we hired an engineering firm who specializes in this and they provided a document. Now we need to understand a littler clearer, you need to understand a little clearer, the population needs to understand a little clearer exactly how we directed these. I think those are good questions that need to be asked.

Braeden Stander: I mean the big question is that the street with the highest speed in the 85th percentile isn't where we started our devices. Why would we not start there? I have my own opinions and suspicions of why I think that happened but I think there's a lot of people in this room today that feel that same way. I mean it's frustrating. It impacts us every day. Our concerns are just not being addressed.

Mayor Dandoy: Let me offer a solution. Let's look on the first of May. Please join us if you can. We'll try to make it work. I ask you to come with questions. If you have a good question that needs to be answered let's see if we can get the answers you're looking for.

Braeden Stander: I'd love to be there, sir, but I'm actually out of town.

Mayor Dandoy: May first.

Councilmember Saxton: What time?

Mayor Dandoy: The recommendation. I'll talk to Matt, but the recommendation is six o'clock. Because there was some discussion about working and six o'clock seemed to be the best answer.

Braeden Stander: I'll tell you with my schedule I will not be here May first.

Staff member: Sir, if you'd like to talk to me afterwards I can give you some information.

Braeden Stander: Okay. Thank you.

Mayor Dandoy: Name and address please.

Sean Bailey: Sean Bailey. 5680 South 3600 West. Thank you. I can see that you're looking at our concerns and especially the public's concern on our safety. Thank you for that. As most of you know I have a part time job working for the Weber School District in the transportation department driving a school bus. One of my issues with this little roundabout is a bus cannot go around that or make a left hand turn without either taking a rear tire on the roundabout or driving over the curb. So that's one of my concerns. I pass that roundabout at least four times a day because I pick up kids right there. I've seen things that can happen that the engineers that you talk about, are professionals, that don't look like. So if they lived by them then they could probably do a better study than stats and statistics. So let me ask you, the meeting that we want to have with the public on May first. We've had the input on a different type of roundabout if we decide to.

Mayor Dandoy: I would think for it to be effective, Sean, I think it's in the best interest that the meeting be open to the public. That you come prepared with some questions. We have technical experts there to help answer that. And we give it the time it's deserved. If it takes an hour, let's have an hour meeting. If it takes two hours let's have a two hour meetings. But I want you to walk out of there to make sure at least the answers you ask, if we can achieve that, you'll have the answers you need. Or for you to walk away at least a little better informed. Whether the group likes the answers or not, I can't answer to that. But I think we offer the opportunity. And I think we can do that on May first.

Sean Bailey: So if you decide to change it is that the Council's final decision? I mean is that your decision?

Mayor Dandoy: The Council, based on what we just got direction on, has chosen not to implement the transportation plan that has been approved as written. So they're going to use the May first time to go ahead and take input, ask the questions, and could, may not, but still could then make some modifications to the current transportation plan so we can get that to the City for the City now to implement.

Sean Bailey: I understand. What are the chances if we change the design we'd go with the light or the speed bump, what are the chances of having that roundabout ripped out and put a new one in?

Mayor Dandoy: Council has full authority to direct what happens at that location and all other eight locations in the City. They have that authority. And what they will do is they will direct their comments specifically to the City Manager. And if the decision from the Council is they choose to do that, then the City Manager will ask public works to make that happen.

Sean Bailey: Okay. Now one last thing. Being a business man I've learned many things in my life. Especially in business the old slogan goes, "Keep it simple stupid." Not saying you're stupid. But keep it simple. You guys are looking way outside of the box. If you could just keep it a little bit more simple I think we'd be a little bit more happy. Thank you so much.

Mayor Dandoy: Appreciate your comments. Anybody else? Please. Name and address.

Norman Harris: Norman Harris. I live at 5636 South 3750 West in Roy, Utah. I came and addressed you when the circle was going up. I asked you to do the same data of putting it in as my data to take it out. I've never seen no meters go across. I haven't seen anybody out there on my street patrolling it to make sure the traffic slows down. Even a pot hole in the street will deter somebody and slow them down four miles an hour. But once they know that pot hole is there they go around it and the speed on my street has not changed at all. The sun gets in your eyes coming down that road. Yeah, pretty much. When it's icy

and snowy like I said, the plows can't get around it. School buses up by our house can't turn. Cars with a trailer. And anything I have, I have to break the law to make a turn off my street. It's a little bit like, "Okay, this is what we're doing." And we have no input on it. This guy's suggestion over here of getting our input in these residential [areas], I mean a stop sign, white lines is cheaper than putting these circles with lights. I'm just saying from my point of view and I live on that street, the circle does not slow down traffic. So I just ask you four to do that same data that you guys use to put it on, to monitor the traffic going down there to have the same people. And I have not seen any of you. Before you guys had black lines going across our road so there's not that many cars going down that street. But like I said once people know that pot hole's there they go around it just like that circle. And then writing tickets instead of warnings for new people that are using these neighborhoods. Like I got warned. They have the yellow line, the curb that they painted another line with lines on it. They told me I couldn't even drive in that. So my concern is, is this for safety, or is this just so people can say, "Look, we did something about it.?" And that's my address. If I see it helping and slowing down traffic and everything I'd be all for it. We could make it wider to make turns. Just like on Midland and 56th where that kid got hit crossing the four lane highway. What did they put? A traffic light there and a stoplight instead of putting a big bridge going over that big intersection. It's safety for all the kids to cross so that nobody gets killed crossing the intersection. So some engineer said, "Hey, let's put a light there. It'll save our kids." Instead of, "Let's spend the money. Create a big bridge that goes over that so none of our kids will have to cross that road." But you know, you can't stop people from breaking the law. But you can make it safer using smart decisions. I mean stop signs are cheaper than lines. But people want a stop sign. That's the things we need to consider. These are our neighborhoods and they're ugly. But like I said it's a danger. There's no reflective tape around the thing. One little reflective thing. If that light goes out then somebody has a chance to crash into it going down that street 35 miles or 50 miles. It's still dangerous.

Mayor Dandoy: All right. Thanks for your comment. Name and address.

Jerry Williams: Jerry Williams, 5636 South 3600 West. This is a very irritating meeting. We talk about things you put up on the board there called the 85 percentile. I'm disgusted with you. It's bogus. It's a bunch of bull crap. You've got police officers sitting down there. That's what's slowing it down. Not this stupid calming circle. I've seen more police officers in that area right there in the last three months than I've seen in the 23 years I've lived here. It's bogus information. They're feeding you a line of crap. That calming circle slows no one down. I was interviewed by these guys and while we were being interviewed a Dodge truck comes flying by and didn't even slow down one lick. Not even a bit. What slows him down is when those guys are sitting there. They've been sitting there a lot. Trust me. A lot. If I need to start taking pictures of them I will to prove to you. This calming circle doesn't do anything. I find it interesting that you guys brought up ... I work with the man and his wife was killed. That driver was impaired. You know, we leave these things out. It wasn't because he was just speeding down the road. He was impaired. If you had a calming circle, if you had anything there he was still going to kill her 'cause he was impaired. That's where that came from. Another interesting thing I think you guys brought up ... I lost my train of thought because this irritated me. I appreciate you wanting to have some public input but I don't think it'll do any good. I think you guys have made up your mind and that's just how it's going to be. I guess the point is the calming circle doesn't work. The only thing that works is these police officers sitting down there. It's a small area. Everybody knows they're going to kick us left and right. People slow down because they know the cops are going to be there. One time they had their undercover there. I don't know if they think that undercover guy is not visible. I don't know. But you can spot him two miles away. You know what I mean? You need to have some invisible cameras somewhere if you want to get the real idea of what's going on there. I'd rather it be a stop sign, those speed bumps, something. That circle doesn't work. It doesn't work. Go there and watch for a day. People just shoot past it. And the circle you showed on your thing there if you notice when you said it was slowing people down it was huge. It would slow you down because you'd have to go halfway on the other part of the road to get around that one. This one how it's open all you got to do is pull over a little bit and you can

fly 50 miles an hour and never even come close to it. This is why this meeting is so irritating. You don't listen to anybody's comments. You've made up your mind and you're just going to go with it. And then you use bogus information. It's bogus. You can't tell me it's not bogus. Like calling the circle is going to slow everybody down. The police officers slowed them down. There you go.

Mayor Dandoy: Thank you, Jerry. I appreciate it. Anybody else who would like to make a comment? Thank you. Name and address please.

Jamie Larsen: Jamie Larsen, 5574 South 3750 West. I am the kind of person that you guys say you're trying to address. I'm a stay at home mother. I have two children under the age of two. I walk through that intersection Bailey. Either by myself or with my double stroller with my toddler and my infant. This circle has made things more dangerous for me and my family. Before anyone knows when you are a pedestrian and you're going to cross a road you have to make eye contact with the vehicle. You can't just assume they're going to stop even though you have the right-of-way. We now have this tall thing with signs and a lamp post. If someone's coming from the opposite side they can't see us. And they're still speeding. So now I've got my double stroller and I'm trying to make eye contact and say, "Okay, can I get across?" Or I might be fine in the circle where I found somebody flying. It's dangerous. I find myself stuck on my side of the street with my children because I don't dare cross. That's a problem. Also it really isn't slowing anybody down. They do go straight through. Last night I was along 5700 West on my Bailey walk. I watched probably about 12 cars go through. One slowed down because it was turning right. One did kind of slow down when it went around. All the rest, they maybe tapped their brakes but they were excessively speeding and just blew right past it. And this is what we see every day. For those of us that live here at this intersection. We have a lot of safety. We recognize that speeding is a concern within our neighborhood. But this just isn't the way to do it. Look at these regulations for what this device is actually supposed to look like. It's supposed to be traversable so the big vehicles can get over it. You're supposed to be able to have a clear plane instead of having all these tall signs and a lamp post that make it so it's difficult to see. And one of the things on your slide said that it's supposed to make it more aesthetically pleasing which anybody who has been around it knows that's not the case. It looks like an eye sore and I imagine it will get worse as weeds and things populate our lovely circle. So I just really would like people to consider those issues that those of us in the actual neighborhood have.

Jamie Larsen: While I have the floor I do actually have another issue that I need to discuss since I've got a babysitter and was able to make it tonight. My backyard is against the new assisted living center. They brought in a lot of backfill. I don't know if you've actually seen how much backfill they brought in. It's two thirds on my fence line. So my first question is, because I've heard two different answers and I can't seem to get a straight answer, is if the fence that they're putting between us is going from my level of the property or their level of the property? Because I've got pictures I was going to try and email to you guys earlier today but I'll discuss that in a minute. It shows the people on the other side are clear up above the fence. It gets no fence for them at all right now. And also why it's not going to have ... I'm hearing it's just going to be a vinyl fence rather than a sound proof fence. Which they just installed the giant HVAC units and they're right in my property right above the fence line. I have some experience with HVAC units because I'm a cost segregation expert. And for those of you who don't know what that is, it's a tax study that goes in new fielding projects and helps segregate out the lives where the light should be [inaudible] property rather than depreciating it over the life of the post. So I have quite a bit of experience with buildings and having to do site visits. And I know they can get pretty darn loud. I don't want two sitting there right above my fence line blasting me with noise.

Jamie Larsen: The second issue, I just want it on public record in case it becomes an issue going forward. This past weekend we had a lot of rain. Our basement flooded. That's the reason the email was not sent out today. I've been spending the whole day with a disaster recovery team because of this new building. It's displacing the ground water it appears. And even with our sub pump it overpowered it and our family

room is pretty much at a loss and a couple of the other bedrooms. Where any other flood we've had in the past we've had was always on the other side of our home. It was now on the side facing the building. So I just wanted that on public record in case we have to go after that later. So thank you for your time.

Mayor Dandoy: Thank you. Thanks for your comment. Anybody else who'd like to share their thoughts? Name and address.

Trudy Crossley: Trudy Crossley, 5552 South 3750 West. With regards to the calming circle. It's one thing to sit and look at something like that on paper and say, "Yeah, it's not a problem. It's not a problem." And to look at the alternatives you talk about a speed bump and the biggest concern is snow plows. Okay, I've lived here now 18 years and if I get a plow down my road more than four days of a year that's a lot. So for the rest of the year, 361 days, I'm going to ... That's the argument against a speed bump? Because for four days one truck's going to have to navigate it? Those guys are pretty good. And the plow this time going around it left plenty of snow around that circle. He can't navigate that either any better. So some of these arguments that are being thrown out are just ... I would just like to see some common sense. It's great for you to make decisions on things that you don't have to drive through every day or deal with every day. Your bus drivers, he's not the only one. That was the major bus stop for several bus routes. You've got high school kids, you've got elementary kids, we've got kids in our neighborhood who are special needs so we have buses that have to come right to their doorstops. Now they have all of that to deal with every day twice a day. A little common sense would go a long way. For those of us who have to go around it, I come in and out. If I don't pass that between five and ten times a day that would be very common for me to have to negotiate that five or ten times a day. And I drive a very small car and it's a pain for my car. I haven't taken my trailer out around it yet but I imagine that is not going to be very comfortable doing that. Those who drive truck and trailer for their work and have to negotiate it every day. It's an impact. It's an impact on how I feel about my city. It's an impact on how I feel about negotiating my streets. And you tell me to just go the other direction is ridiculous. That's like telling you that you have to change your route. I just don't think the role of government is to tie our hands and to regulate law abiding citizens. If you have a problem with speed ... And we can now afford, like what was mentioned earlier, we have seen more officers in that neighborhood in the last couple months than I have seen 18 years being there. I've never seen a major accident there. I have rarely seen anyone pulled over for a ticket prior to this mess. I don't know why our street is all the sudden the big focus. It certainly cannot be the biggest problem street in Roy. Yet we have that monstrosity there with three more slated to go in on that road. You're going to tie up my neighborhood that's already landlocked in and I won't have an option to go a different direction but to use one of those. So a little common sense would go a long way and would be much appreciated by those of us who actually are impacted every day by it.

Mayor Dandoy: Thank you for your comment. Anybody else? Name and address please.

Diane Wilson: Diane Wilson, 4302 South 2625 West. One comment I wanted to ask first of all is I really appreciate when we can hear you, Mayor, because the microphones are there but it's very hard to hear especially Mr. Tafoya and Ms. Burrell. It's very hard. But luckily, Ms. Yeoman we can hear you very well and kind of both of you too. But even when we listen to it it's so hard because the microphones are there but we can't hear what you're saying because I think the microphones are off. So if you could utilize that, that would be so helpful. Also when you guys ... I know you have to share your microphone. But if you could share it moving it back and forth that would be so helpful so we could hear it. Thank you very much.

Diane Wilson: In regards to this big topic of conversation today I was just wondering where can we get maps or proposed changes? I wasn't able to navigate it on the website. Is it on the website? Or where can we get that map of the proposed changes?

City Manager Matt Andrews: It's on the website under community and economic development.

Diane Wilson: Okay.

City Manager Matt Andrews: If you want to give me your email address after I can just send you a copy.

Diane Wilson: Oh that'd be very helpful. Okay thank you. And then I was wondering when we do that meeting, which I think will be excellent, could we please have them propose the cost of each of those? And I want you to know, Mayor, I really appreciate that presentation you had. Because the information I had wasn't as specific. Although it had the same general feel to it. But it was nice to have some actual data for that. And then one thing I wanted to remind everyone is we do hire these engineers. Which is excellent because they bring a really nice piece of information to us. But we need to remember we're the ones that live here and you represent us as citizens. So we appreciate you representing us as citizens as opposed to representing them as engineers. Because even though they bring information we still have to put it all together and we appreciate you listening. And thank you very much.

Mayor Dandoy: Thank you for your comments. Anybody else who would like to share their thoughts? Please. Name and address. Thank you.

Samantha Sandoval: Samantha Sandoval, 4396 South 2350 West. I'm sure many of you know me unfortunately. I want to know what property you're going to be taking away from these calming circles. I'm worried about getting in and out of my driveway with my trailer. I understand the concept. I think it's great. I love to play with my grand babies out front. We had a horrific accident maybe two or three weeks ago down that road. Wiped out a few yards. Definitely something needs to be done since that incident. I've seen the police there more than I have in a very, very long time. I know it's working. I commend them. They're doing wonderful.

Mayor Dandoy: To your question, there is at least no plans right now to consider acquiring property. But I think to your point is the Council really needs to decide if in fact calming circles are the right answer or if some other type of calming device may be more appropriate. I think they will listen to the input. They will talk to the engineers. And I think coming out of that meeting May first we might have some clear direction. And if it's an alternative for an example it's not a calming circle, and it's maybe the dynamic speed radar unit. If that is the best solution of solving then the piece that we will take as part of your strip out front and wherever that needs to be relocated. And that's where that will be. So to your question there's no plans at least we've seen at this moment that talks about for the City to acquire or take possession of your property. Is that okay?

Samantha Sandoval: Okay. And you want to do two on the same street within an eighth of a mile of each other?

Mayor Dandoy: I think to your question it might be wise to ask the engineer in terms of the logic that's driving that. And then you can at least get the information. You don't necessarily have to believe what the engineer or the experts may say. But I think it's a fair question to ask why are we putting three at this location? Why is there two at this location? Why is there only one at this? What is the driving factor and the motivation that's driving that? And please don't misunderstand. The current transportation plan today does not call for traffic calming circles. It calls for traffic calming devices. And I think with the information I shared there's lots of options. I think if the Council and engineers and public thinks this is the best option for that location then I think we have a due diligence to consider it. And in fact if it's right then make it happen. But it's not necessarily nothing in the transportation plan says it has to be a circle. Are we okay with that? So I think May first will be a good opportunity to voice your thoughts and

concerns so let's ask the right questions.

Samantha Sandoval: Okay, and then on to another transportation issue.

Mayor Dandoy: Please.

Samantha Sandoval: Are you aware you've got planes flying around here with no insurance?

Mayor Dandoy: No. But can I offer-

Samantha Sandoval: Should the citizens know? I think they should.

Mayor Dandoy: I think they should, too.

Samantha Sandoval: Yes, I do.

Mayor Dandoy: I can only indicate to you this. I was recently asked to be a member of the Ogden Airport Board and the committee. There's a lot of unknowns at this moment about what happens there. We don't own the airport but we have property in the airport. We don't have a say of what takes place. I need to get more informed. I need to make sure I advise the City, the residents, and definitely the Council of things that are happening. If they approve that decision to allow me to be part of that committee and help understand better. I, like you, obviously am concerned about any time there's airplanes flying over the City to make sure that we provide the appropriate protection. But to your point I don't have a clue what the answer to that is. I don't know. No one shared it with me. But if it's okay with you I'm definitely going to ask the question if I'm selected to become a member of that group.

Samantha Sandoval: Right. I mean you're worried about the safety of your citizens what if a plane crashes into the high school?

Mayor Dandoy: I'd be concerned about that like anybody would. I get concerned when they land planes in the middle of 1900. And hit a car. These are concerns. There's not a person in this room, not a person in this Council who would not also agree with me. It concerns me. Is there a better way? Is there a better solution? I think we have to explore that. But I'm not going to do that in ignorance. I'm going to ask the hard questions. I'm going to be part of the best solutions and we're going to find answers to these difficult questions.

Samantha Sandoval: Well I'd like to be included in that.

Mayor Dandoy: Well these are public meetings when they hold them. And as far as that they announce when those public meetings are posted. The problem is I don't do that today. But I surely would not have a problem if I'm selected to the committee of the board to make that known on the Roy City website and you can join us at the Ogden Airport terminal. I've been there a couple of times already. It's just that the Ogden City is now at least considering inviting me to become part of the committee that's driving where the Ogden City Airport goes in the future. So if they allow me the opportunity, and I'll know here in the next few weeks by the vote by the City Council, then you have my commitment that as those public meetings come available I will make sure to post it out there. So that anybody who wants to be part of that conversation and know what's going on can be part of that.

Samantha Sandoval: Okay. Thank you.

Mayor Dandoy: Thanks for your comments. Name and address please. Thank you.

Deanne Chastin: Yes. Deanne Chastin, 3751 West 5700 South. I was here a couple weeks ago saying please give us the data, tell us how you collected it when you do these traffic studies. I'm sorry if I was a little late. Maybe I didn't get this. That information you shared about how it went from so many miles an hour to less. Was that based on our traffic calming circle? Okay, It wasn't national or federal or-

Mayor Dandoy: No. The ones that I showed was the actual results where in fact the engineering offices performed the study before and after. The data was made available to the City.

Deanne Chastin: Okay.

Mayor Dandoy: We're transparent. There's no reason for us to keep any of that close hold. If the answer is the Council elects to say we'll make a lot of that available when you come to the May first meeting then maybe we can put some information out on the table and please take it and read it.

Deanne Chastin: Yeah, and like I said two weeks ago, my neighborhood will be watching how you collected that. How can we take the fact that there's more police there in the last three months than the last 18 years and sift through that information? I would like to know how we can account for the police presence versus actually people slowing down because of something you guys have constructed. We need to know how that was collected. I said we'd be watching. I still think we need to dissect that information. I can't go on what was there. That's not working for me. Also I agree you employ or pay consultants, engineers to look at the stats. Their expertise, they've gone to college for that. Whatever. They can mess up. Things like this have been torn out of Seattle. Things like this have been torn out in Layton. I was talking to the economic development director of Layton and they tore something up because it didn't work. According to what their engineer said would work, it didn't. So please remember that. And I hope that you are loyal to us, not the city engineer and not your consultants. That's a big deal. Where is your loyalty? Because I don't ... And we elect you so I guess in the end if we don't like what happens there we can make a vote of that. But engineers mess up. And please let's get this data correct. What is because of the police presence and what isn't?

Mayor Dandoy: Okay thank you. Great comments.

Councilmember Burrell: Mayor?

Mayor Dandoy: Yes ma'am.

Councilmember Burrell: Mr. Bailey I believe it was, that works for the buses. Is that right? I'd be interested if our engineers have experience with the buses. I mean have they gone with him on this bus route? Because I think that would be helpful.

Mayor Dandoy: It's possible. But to my point, and correct me if I'm wrong Sean, you've not had a City official riding on your bus as you've tried to circumvent that particular site. Is that a fair statement?

Sean Bailey: Correct. I did notify our transportation coordinator guy, my boss. And I told him to go out and look at it. He came back and told me that would be great for a swanky bus but he says that was-

Councilmember Burrell: So I think that would be something from my perspective that ought to happen prior to that meeting.

Mayor Dandoy: Okay. I don't know if there's objection to that. Matt, can you at least look at that and maybe ... to the extent of the Councilmember, maybe you can have an invitation to see if any other Councilmembers would like to be sitting on that bus and actually ride through it. Good comment. Let's see what we can do. Yes sir?

Police Chief Carl Merino: There's been a lot of comments about why we have been down there so much for the last three months. A number of reasons. First off once it was put in we had numerous complaints that people are driving around it the wrong way. Driving head on into other traffic. So we're down there trying to keep the people in the neighborhood from killing each other. The other problem is we have some idiot who keeps driving through that intersection and honking their horn trying to irritate the peace. Why somebody would be so childish as to try to punish the people at that intersection for that traffic device being there, I don't know. But we're trying to keep a fight from breaking out there. So if you want to know why we've been down there those are the two reasons. [inaudible comment from the audience]

Police Chief Carl Merino: We're not punishing. We're trying to keep people from crashing. [crosstalk]

Mayor Dandoy: Obviously we've got a lot of opinions and emotions and that's fine. We want to surely get through the emotional portion of this and see if we can get down to what really matters. And that is does it work? Is there options that should be considered other than that? I think these are things that can come out if you're around on May first. So let's see what we can do. Anybody else who'd like to step up and bring up any comments or questions on any subject? Please, I need your name and address. Thank you.

Larry Sexton: Larry Sexton, West Haven, 4680 West 4350 South. On your roundabouts they are so bad I can't believe an engineer done it. Because when you're going down 4800 you have two lanes there. Then you got a lane that you got to move into or go out of. And it's just a bad situation. You got two more that I call suicide lanes where they go down and have to cut in and block you off from whatever. That one on 48 is a bad situation. Whoever designed that shouldn't have his engineering license. Thank you.

Mayor Dandoy: Thank you for your comment. Anybody else who'd like to share their thoughts? Okay. Please.

Braeden Stander: Mayor, I'd just like to ask a question.

Mayor Dandoy: Yes.

Braeden Stander: Braeden Stander, again. So it sounds like the discussion of the Council today is that regardless of the concerns of the citizens, whatever the engineers decide from this meeting, that's what you guys are going to go with. [crosstalk] Well there's just been a lot of conversation that these guys are the experts. And I kind of get the feeling that whatever they say is what we're going to do. I think our opinions matter. The head on collision stuff, to me that's way more dangerous. And it happens every single day to me. Someone cutting that corner coming head on at me. It's an issue. And those are the concerns that I've been bringing forward since day one and none of them have been addressed. And I would hope that a guy honking is not our biggest concern in the City. I mean that's seems a waste of resources.

Mayor Dandoy: Well I can't speak to ... I think it's what happens oftentimes is the fact that today in fact it's honking, tomorrow someone decides they want to basically stop that vehicle and get physical. We really need to address this but we've had a lot of complaints about coming and why the police officers are involved because the people are getting very angry with that honking.

Braeden Stander: But this device has divided a neighborhood.

Mayor Dandoy: Agreed. And that's why it's important that you give your voice to the Council. Let the Council go ahead and hear what you think, how you feel. Let's get some answers to your questions and then let the Council make a very difficult and important decision on behalf of the citizens that fits the needs of this community. And again, please don't misunderstand. The traffic calming circles is only one device. There are four or five others that could be very effective at the same location and other locations.

Braeden Stander: Who determines the actual devices that will go in?

Mayor Dandoy: The Council in this case needs to get clear direction to the City in terms of what to pursue. So if the Council decides and simply says, "This we think is the better solution based on all the input." Then the Council will make that decision. It's either they make the decision or they choose to simply take it out of the transportation plan. But the City cannot implement an approved plan, which is approved, without the Council making the modifications they believe they need to make and then giving City clear direction to now implement the plans based on the new approved transportation plan. That's what we want the Council to do. To help us. Your voice in this process is important.

Braeden Stander: Okay. We all look forward to you getting behind that [inaudible].

Mayor Dandoy: Okay. Thank you. Anybody else who'd like to share a thought? I think I see one. Okay. Please. Name and address. Thank you.

Jerrod Endicot: I'm Jerrod Endicot, Hooper, 4624 West 5750 South. I also have a lot of problems with the traffic calming circle but today I'm here to ask about, on 5600, there's a lot of pot holes. I was wondering if you have any plan in regard to those starting at the intersection of 56th and 35th. I drive a small car and every time I go over one of those it's like shaking the entire car a part. I'm afraid I'll pop a tire. Just wondering if you have any plans in regard to that.

Mayor Dandoy: Good question. I'll have to refer to public works but let me just make sure we understand. Both 5500 in Roy and 5600 are state roads. Therefore they're under state jurisdiction. But the Public Works Directors is here, maybe he has some ideas and can share what's the plan for 5600.

Jerrod Endicot: Okay.

Public Works Director Ross Oliver: I think we're going to repave this summer.

Mayor Dandoy: Okay so sounds like they're going to repave 5600. That'll help us. Thank you. Thanks for your comment. Okay, anything else? Okay. Thank you for your time.

[END VERBATIM]

Mayor Dandoy closed the floor for public comments.

H. Reports and Discussion

1. City Manager Report

Mr. Andrews reported on the following:

- The City was awarded a grant for the roundabout on 6000.

- 5600 will be having trees removed. Traffic will be re-routed at this time.
- A Town Hall Meeting has been scheduled for April 10, 2019, at Municipal Elementary.
- Mr. Andrews discussed a State-run software program for taking court tickets.
- While the camera in the Council Chambers is of good quality, the City has been experiencing download speed issues.
- The SIDS pond will be officially renamed in the near future.
- The Boys & Girls Club will be holding one of its large annual events soon.
- Mr. Andrews thanked the staff members for all of their hard work and efforts in getting the alcohol license on the agenda for tonight.

2. Mayor and Council Report

There were no reports.

I. Adjournment

Councilmember Yeoman Motioned to Adjourn the City Council meeting at 6:56 p.m. Councilmember Burrell seconded the motion. All Councilmembers voted “Aye.” The motion carried.

Robert Dandoy
Mayor

Attest:

Morgan Langholf
City Recorder

dc: