



*freedom · family · friendship*

## NOTICE

Notice is hereby given that the Mayor and City Council will hold a Work Session on January 12, 2011 in the Council Chambers, 45 West 100 South, beginning at 6:00 pm.

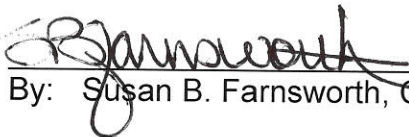
### DISCUSSION ITEMS

1. Stop Sign Standards and placement map
2. General Discussion

### EXECUTIVE SESSION

1. May be called to discuss the pending or reasonably imminent litigation, and/or purchase, exchange, or lease of real property

If you are planning to attend this Public Meeting and, due to a disability, need assistance in understanding or participating in the meeting, please notify the City Office ten or more hours in advance and we will, within reason, provide what assistance may be required.



By: Susan B. Farnsworth, City Recorder

### Posted:

City Offices  
Post Office  
Zions Bank

**MINUTES OF A WORK SESSION  
HELD IN THE COUNCIL CHAMBERS  
JANUARY 12, 2011**

Mayor James E. DeGraffenried called the meeting to order at 6:00 pm. Council Members attending: Filip Askerlund, James Linford, Rick Steele and Brent Vincent.

Others attending: City Manager Ben Reeves, Community Development Director Dennis Marker, Staff Planner Greg Flint,

**DISCUSSION ITEMS**

***Stop Sign Standards and placement map***

Staff Planner Flint reviewed the current placement of stop signs. Council Member Steele has on a number of times voiced he dislike of all the stop signs that have been place (see attachment "A" for Staff's Memorandum). A public hearing will be set to receive public input on placing yield signs in place of some stop signs.

***General Discussion***

Community Development Director Marker presented a draft presentation which will be viewed at a joint work session with Payson Mayor and Council Members addressing annexation (see attachment "B" for presentation).

**EXECUTIVE SESSION**

***May be called to discuss the pending or reasonably imminent litigation, and/or purchase, exchange, or lease of real property***

At 7:23 pm Council Member Askerlund moved to move into an Executive Session to discuss the pending or reasonably imminent litigation, and/or purchase, exchange, or lease of real property. Council Member Vincent seconded the motion. Council Members Askerlund, Linford, Steele, Vincent voted in the affirmative. Those attending the Executive Session: Mayor DeGraffenried, Council Members Askerlund, Linford, Steele and Vincent, City Manager Ben Reeves, Community Development Director Dennis Marker, Legal Counsel Brett Rich, and City Recorder Susan Farnsworth.

At 8:37 pm the regular work session resumed.

At 8:38 pm the meeting was adjourn.



## MEMORANDUM

January 12, 2011

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To: Mayor DeGraffenried and City Council  
From: Greg Flint, Staff Planner  
RE: Stop Sign Standard and Placement Map

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### **Guidelines Stop sign and Yield sign locations (Taken from the Manual on Uniform Traffic Control Devices) MUTCD 2009**

1. An intersection of a less important road with a main road (MUTCD 2B.04.03a)
2. A street entering a through highway or street (MUTCD 2B.04.03b)
3. Crash records indicate that five or more crashes have been reported for an intersection within a 3 year period or three or more crashes in a 2 year period (MUTCD 2B.04.04c)  
Particularly important are right angle crashes (MUTCD 2B.06.02c).
4. Stop control used as a safety measure (MUTCD 2B.07.01)
5. YIELD and STOP signs should not be used for speed control (MUTCD 2B.04.05)
6. The roadway carrying the lowest volume of traffic should be controlled (MUTCD 2B.04.07)
7. The STOP or YIELD on equal volume intersections can be determined also by school walking routes or pedestrian activity. Intersections with obscured vision, dips, bumps or hills should place the STOP or YIELD sign in the appropriate location. Place STOP or YIELD sign on corner that has the best sight distance. (MUTCD 2B.04.09a,b,c)
8. At intersections where a full stop is not necessary at all times, consideration should be given to using a less restrictive measures such as yield signs (MUTCD 2B.06.01)
9. Engineering study calculations:
  - a. If traffic volumes on the through street exceed 6,000 vehicles per day, the minor street should have the stop sign ((MUTCD 2B.06.02a)
  - b. Minor streets (residential streets) can use a STOP or YIELD sign if the combined vehicular, bicycle and pedestrian volume from all approaches averages more than 2,000 units per day (MUTCD 2B.04.04a)
  - c. The minimum vehicles from both directions on the major street averages at least 300 vehicles per hour for any 8 hours of an average day, along with the combined vehicular, pedestrian and bicycle counts along the minor street average at least 200 units per hour for the same 8 hours. Minor street turn times must average 30 seconds per vehicle during the highest hour to warrant a STOP sign. (MUTCD 2B.07.04c)
10. Stop lines or stop bars can be used to supplement a STOP sign (MUTCD 2B.10.12)

**Inappropriate Stop signs can:**

1. Be ignored by drivers causing crashes.
2. Needlessly interrupt traffic flow.
3. Affect fuel consumption (idling).
4. Create noise.

City of Edina, MN Stop sign Traffic Policy (pop. 50,000)

**Since many of the intersections do not meet the criteria outlined in the MUTCD, other criteria have been established by other cities:**

City of Greensboro, North Carolina (pop 250,000);

1. The presence of a non-removable sight obstruction problem at the intersection may necessitate the need to install a multi-way stop
2. To prevent excessive stopping, an existing stop condition should not be located within 2 full block lengths ...of the proposed stop condition.
3. On-street parking, street widths, sidewalks and building setbacks may also be considered
4. A positive petition of at least 67% of the property owners/ residents along the existing non-stop street may be required. Those who sign the petition must agree to the placement of any needed stop signs, concrete islands, pavement markings, and advance warning signs as determined by GDOT (Greensboro Department of Transportation).

Cottonwood Heights, UT (pop 28,000)

**Stop sign Removal Policy**

1. Local resident or elected city representative request evaluation to an existing STOP sign
2. Determine whether the stop sign meets MUTCD requirements and potential engineering study
3. The following conditions exist:
  - a. The stop sign is frequently violated
  - b. The stop sign visibility is restricted
  - c. An accident history suggests detrimental reliance on a sign that does not stop traffic.
  - d. The stop sign appears to be used primarily for speed control
  - e. The use of stop signs is not used uniformly throughout the neighborhood
4. Traffic safety analysis accounts for bicycle and pedestrian volume, steep hills, bus routes, commercial districts, parks, libraries, critical care facilities, post offices and other essential facilities.
5. Determination made to remove or keep the sign.

There is an Application for Removal of Stop Signs in Cottonwood Heights as well as a Neighborhood Consensus for Stop Sign Study Petition

**Procedure for requesting installation or removal of a stop sign from Fridley, Minnesota:**

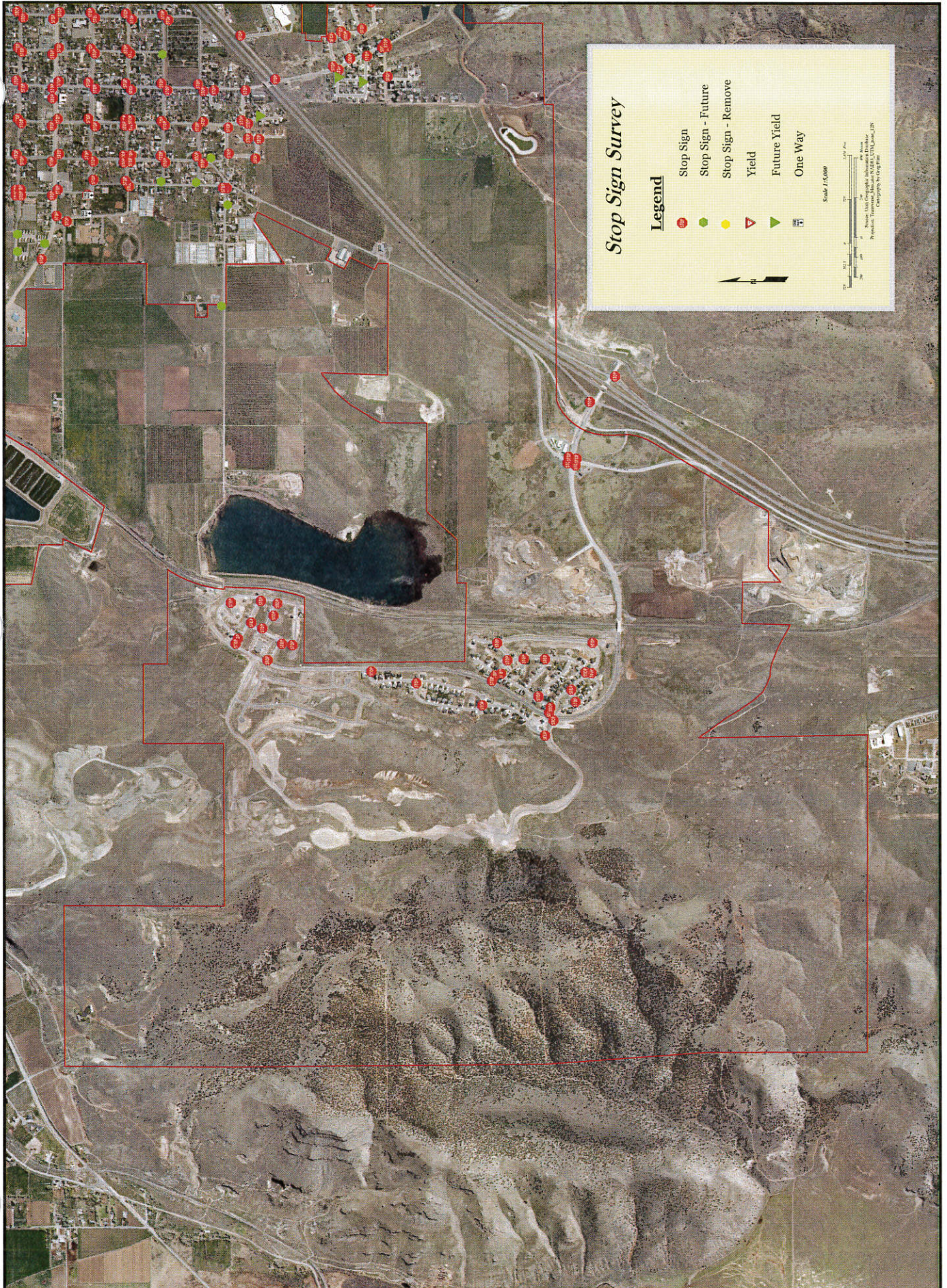
The process of installing or removing a stop sign can be initiated by writing or calling the Public Works Director. The Director will determine if the intersection meets the criteria. If the intersection meets the criteria, the director will notify the City Council of the request. The City Council will decide if the signs should be installed. (Fridley, MN pop 28,000)





city council work session  
1-12-11 Attachment "A-3"










**Joint City Council Work Session**  
Annexation Policy Plans

### Meeting of the Minds

On December 16, 2010 Mayor Moore and Mayor DeGraffenried met in the Payson Community Development conference room with their staff members.


Discussion points included

- Annexation policies and practices of the two Cities.
- Effect of past and current annexations on City budgets, County Residents, Planning practices.
- How to create a "line in the sand" which is mutually beneficial




### Line in the Sand Suggestions

Hold a "jousting" match as the media has portrayed.



Mayors hold a Mixed Martial Arts Match for Profit

**Mayors Leg wrestle**




Get the two City Councils together to discuss the matter and then take it to affected County residents.

### Where We Are At

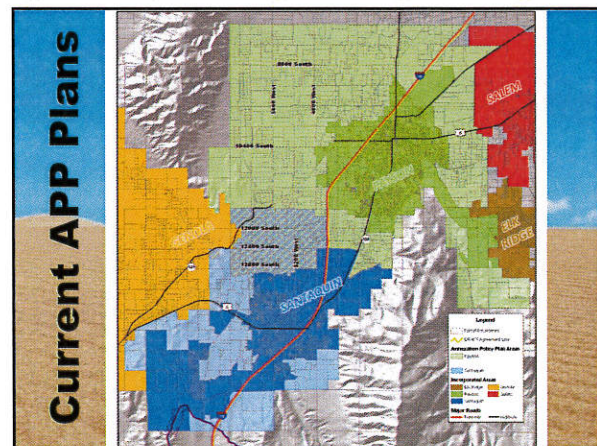
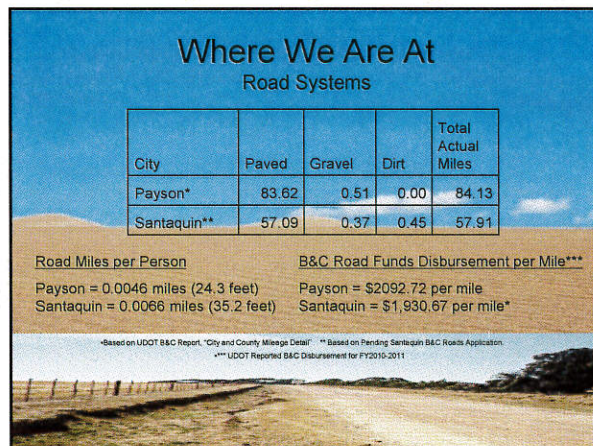
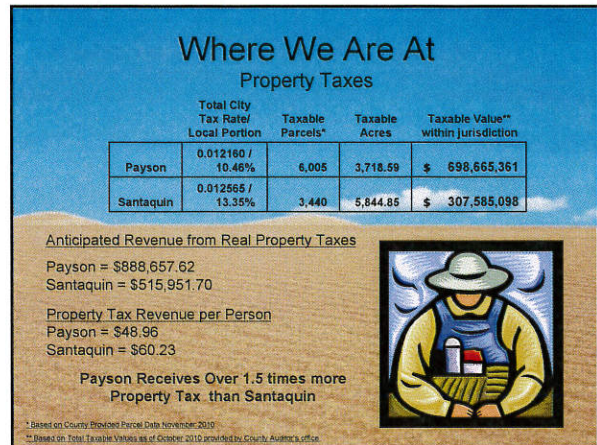
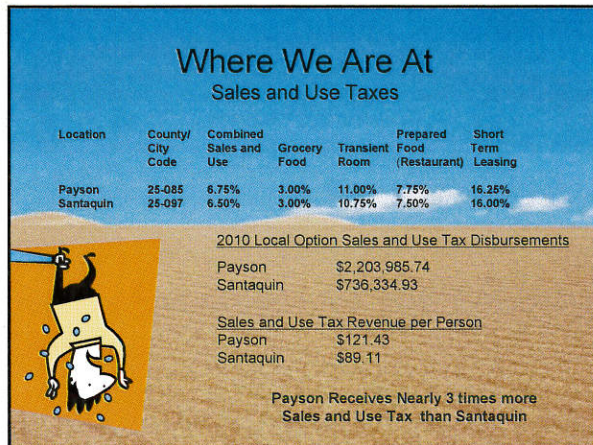
Area and Demographic Statistics

	Payson	Santaquin
Incorporated Acres	5,699	6,699
Current Population*	18,150	8,566
Avg. Household Size*	3.81	4.14
Population per Acre	3.18	1.28
Avg. Growth Since 2000	4.03%	6.56%
Projected Pop. 2030**	43,790	29,113
Median. Household Income*	\$54,397	\$61,395

\* Census Bureau      \*\* Mountainland ADG









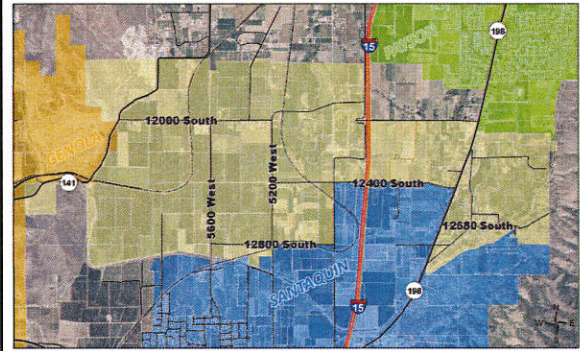
## Current APP Boundaries

Current Annexation Policy Plan (APP) Area Status without Agreement Line

	APP (acres)	% of Overlap to APP areas	Incorporated (acres)	Remaining to be Annexed (acres)
Payson APP Area (excludes areas incorporated by other jurisdictions, includes overlap with Santaquin APP)	23096.58	5.33%	5699.20	17397.38
Santaquin APP Area (includes Overlap with Payson APP)	12815.85	16.61%	6699.82	6116.03
Unincorporated Areas Overlapped by Payson and Santaquin APPs			2154.61	
Total Subject Area (APPs - overlap area)	33757.53	6.38%	12399.02	19257.61

Note: Payson's APP size is 1.8 times larger than Santaquin's  
Even without the current overlap area, Payson's APP provides 2.5 times more land to be annexed than Santaquin's APP.

## The Planned Overlap



## Planned Overlap Area Stats

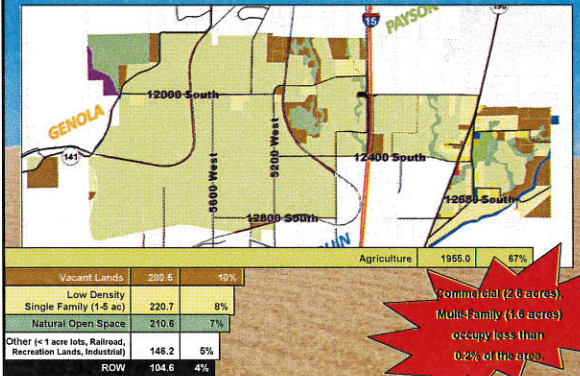
Total Planned Overlap Acres	2,922	100%
Amount of Planned Overlap that is Taxed	2,550	87%
Amount of Planned Overlap under Greenbelt Status	2,313	79%
Amount of Planned Overlap in Agriculture Protection	1,258	43%

Number of Homes (does not include farm worker housing on agriculture lands)	189
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Number of Private Property Owners (excludes private institutions)	224
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Public Road Miles (excludes state and federal roads)	12.8	100%
Paved	12.1	75%
Gravel	0.7	4%

## Planned Overlap Current Uses



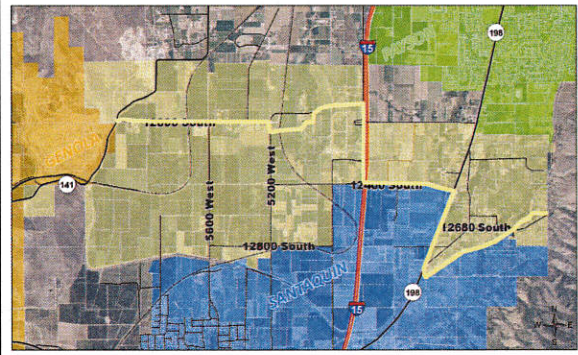


## Purposes for Line in the Sand

Better relations between Cities.  
Less entanglements with property owners.  
Ability to stay annexations which may not be fiscally responsible.  
Better ability to direct growth through planned expansion.



## Mayoral Demarcation



## Mayoral Allocations

	%	Payson	% of	Santaquin	% of	Difference
Planned Overlap Acres	2922 100%	1386.45	47%	1536.55	53%	5%
Taxable	2650 87%	1241.00	49%	1309.00	51%	3%
With Greenbelt Status	3313 79%	1032.17	45%	1280.83	55%	11%
In Agriculture Protection	1258 43%	242.00	19%	1016.00	81%	62%
Number of Homes	189 100%	137	72%	52	28%	45%
Public Road Miles (excludes state/federal)	12.8 100%	6.38	50%	6.395	50%	0%
Paved	12.1 75%	5.68	47%	6.395	53%	6%
Gravel	0.7 4%	0.7	100%	0	0%	100%

## Mayoral Line Allocations

	Acres	%	Payson	%	Santaquin	%	Difference
Land Use Breakdown	Acres						
Agriculture	1055.0	67%	663.7	34%	1291.30	66%	57%
Vacant Lands	280.5	10%	197.74	70%	82.76	30%	40%
Low Density Residential (1-5 acre Lots)	220.7	8%	172.868	78%	47.83	22%	56%
Natural Open Space (includes wetlands, hillsides, protected areas)	210.6	7%	169.65	81%	40.90	19%	61%
Transportation Right-of-Way	104.6	4%	61.80	59%	43.01	41%	12%
Railroad Corridor	33.7	1%	9.17	27%	24.57	73%	46%
Medium Density Residential (< 1 acre lots)	33.7	1%	33.65	100%	0.00	0%	100%
Public/Quasi Public Properties	33.2	1%	30.27	91%	2.94	9%	82%
Industrial	28.7	1%	20.644	72%	8.05	28%	44%
Public Recreation Space	16.9	1%	16.9	100%	0.00	0%	100%
Commercial	2.6	0%	2.56	100%	0.00	0%	100%
Multi-family Residential	1.6	0%	1.5947	100%	0.00	0%	100%
Total Land Use Acres	2021.7	100%	1380.3437	47%	1541.36	53%	6%



## The Annexation Policy Plan

(Utah Code Ann. 10-2-401.5)

(1) After December 31, 2002, no municipality may annex an unincorporated area located within a Specified County unless the municipality has adopted an annexation policy plan...

(6) Cooperation is Appreciated:

"Nothing in this chapter may be construed to prohibit or restrict two or more municipalities in specified counties from negotiating and cooperating with respect to defining each municipality's expansion area under an annexation policy plan."



## Line in the Sand

- An Interlocal Agreement Needs to be approved by both Legislative Bodies.
- Agreement could include
  - Both Cities will amend their annexation policy plans in accordance with line.
  - Both Cities will amend their General Plans in accordance with line.
  - All currently pending annexations will be halted unless in compliance with the line.





## CLOSED EXECUTIVE SESSION AFFIDAVIT

I, James E. DeGraffenried, Mayor of Santaquin City, do hereby certify that the Executive Session held on January 12, 2011 was called to discuss the pending or reasonably imminent litigation, and/or purchase, exchange, or lease of real property.

  
James DeGraffenried, Mayor

1-12-11  
Date