

SMITHFIELD CITY COUNCIL

OCTOBER 8, 2014

The Smithfield City Council met in a regularly scheduled meeting at 96 South Main Street, Smithfield, Utah on Wednesday, October 8, 2014. The meeting began at 6:07 P.M. and Mayor Darrell G. Simmons was in the chair.

The following council members were in attendance: Dennis Watkins, Barbara Kent, Kris Monson, Jeff Barnes and Brent Buttars.

City Manager James Gass and City Recorder Justin Lewis were also in attendance.

The opening remarks were made by Mayor Simmons.

VISITORS: Andrew Soelberg, Russ Elwood, Glen Jay Thornley, Mason Gunnell, Jayden Jones, Isaac Merrill, Troy Gunnell, Alex Rasmussen, Wade Lindley, Bruce Leishman, Darin Fristrup, Joyce Pitcher, Nanette King, Travis Allen, Jeff Curtis

APPROVAL OF THE CITY COUNCIL MEETING MINUTES FROM THE SEPTEMBER 24, 2014 CITY COUNCIL MEETING AND OCTOBER 1, 2014 WORKSHOP SESSION

A motion to approve the city council meeting minutes from the September 24, 2014 city council meeting was made by Jeff, seconded by Kris and the vote was unanimous.

Yes Vote: Watkins, Kent, Monson, Barnes, Buttars
No Vote: None

A motion to approve the workshop session minutes from the October 1, 2014 meeting was made by Jeff, seconded by Kris and the vote was unanimous.

Yes Vote: Watkins, Kent, Monson, Barnes, Buttars
No Vote: None

RESIDENT INPUT

There was not any resident input.

CONSIDERATION OF A REQUEST BY TRAVIS TAYLOR, AGENT FOR SMITHFIELD RIDGES, LLC FOR APPROVAL OF PHASE 8 (10 LOTS) OF THE FINAL PLAN FOR SMITHFIELD RIDGES PLANNED UNIT DEVELOPMENT LOCATED AT APPROXIMATELY 600 SOUTH 1085 EAST. ZONED R-1-12 (PUD) COMBINED SINGLE FAMILY RESIDENTIAL/PLANNED UNIT DEVELOPMENT OVERLAY ZONE.

The appropriate approvals and signatures on the final plan had not been received before the council meeting and the discussion and possible vote was moved to the October 22, 2014 city council meeting.

APPROVAL OF HISTORICAL SOCIETY EXECUTIVE BOARD AND GOVERNING BOARD.

Jeff reminded the council of the discussion at the last council meeting regarding the changes in the governing board of the historical society but it was just a discussion and not officially approved as it was not listed as a specific line item.

Jeff thanked Ralph Erickson and Glen Jay Thornley for their years of dedicated service to the historical society.

Ralph Erickson had to resign from being the president due to some health issues and Glen Jay Thornley resigned after many years of service. The board had to be reorganized at this point.

Barbara asked how long the terms are for those serving? Jeff stated it is four years for the executive board, two years for the general board and five years for those involved on the committees.

A motion to approve the Executive Board and Governing Board for the Smithfield City Historical Society was made by Jeff, seconded by Brent and the vote was unanimous.

Yes Vote: Watkins, Kent, Monson, Barnes, Buttars
No Vote: None

Executive Board

President: Diane Esplin
Vice President: Ruth Swaner
Secretary/Treasurer: Mike Harris

Governing Board

Barbara Gutke	Jeff Bland	Billie June Buttars
Marilyn Neilson	Jean Layne	Craig Neilson
Mike Lynch	Lyle Coleman	Joyce Coleman
Jeff Gittins	Lynda Gittins	Jeff Strate
Melissa Draper	Natalie McRae	Glen Jay Thornley
Jeff Barnes	– City Council Representative	

APPROVAL OF CHANGES TO THE HISTORICAL SOCIETY BYLAWS

Jeff explained that the current by-laws of the historical society need to be updated. Currently, the by-laws state “committee chairmen” and the wording needs to be changed to “committees”. The names of the committees listed in that section will be updated as well.

Kris expressed concern that in the “Responsibility of Mayor and City Council” section it states sufficient funds will be available to accomplish the goals of the historical society. Kris suggested the wording be changed because some years the city is not able to provide the requested budget for each department in the city; including the historical society. Jeff commented the historical society is aware they have a specific amount budgeted per fiscal year and know they have to stay within the budgeted amount. Mayor Simmons suggested changing the wording to current budget or something similar. Jeff agreed that would be acceptable. Kris concurred as well.

Mayor Simmons thanked the historical society board for always staying within budget while they try accomplishing the goals of the board.

Barbara asked who on the board could provide tours of the museum as she does not have a key? Who could be called? Glen Jay Thornley stated Jeff Bland is over that committee and he could do the tour or get a member of his committee to do a tour.

Barbara asked Jeff for a list of the board members and their phone numbers so they could be contacted; when applicable. Jeff stated they change on a regular basis but that he would provide a current list with their contact information.

A motion to approve the changes to the by-laws of the Historical Heritage Society of Smithfield, Utah by changing “committee chairman” to “committees” and changing “To make available sufficient funds” to “To establish an annual budget” and updating the committees to the following new committees (see below) was made by Jeff, seconded by Kris and the vote was unanimous.

Yes Vote: Watkins, Kent, Monson, Barnes, Buttars

No Vote: None

COMMITTEES

Museum, Biographies, Documents, Photographs, Antiques and Relics
Founder’s Day, Health Days and other Celebrations
Historical Sites, Landmarks and Monuments
Cemetery Extraction and Directory
Publicity and Web Master
Smithfield City Current History and Records

DISCUSSION AND APPROVAL OF THE SALE OF SURPLUS ITEMS OWNED BY THE CITY

Jim explained some of the city departments have items they would like to sell. The Buckner satellite controllers are parts from the golf course sprinkling system that can be sold to help pay for the new system. There are 20 units and there is a demand for the units as they are no longer produced. The 1925 Poole Baby Grand Piano was discussed at the last city council meeting and is now being officially included for approval. The police department has bicycles that have been

collected over the last couple of years and none of them have been claimed and it is time to sell them or donate them.

Mayor Simmons asked for clarification on the process of getting rid of the bicycles? Chief Allen stated the police department has tried to sell the bicycles in the past and those that are not sold are donated to Utah State University. Jim also mentioned some have been donated to Deseret Industries in the past; as well.

Barbara asked where the piano is being advertised for sale at? Jim stated the piano is listed on some flyers that have been posted throughout the city, on the city Facebook page and on the city website. The minimum bid is \$1,500. Sealed bids for the piano will be opened on October 17th. If the minimum bid has not been reached then the piano will be advertised on the KSL classifieds.

Jeff asked how the sale of the bicycles has been done in the past? Jim stated the sell is advertised in the city and has been in the newsletter in the past. This year it will be on the website and city Facebook page. Travis remarked the sale of the bicycles is done on a day when people can go and see them at the Civic Center and then buy them. An officer is put in charge of the sell and oversees the Civic Center on the day and specified time. The bicycles that are not sold are then donated.

A motion to approve the sale of the following surplus items (see below) owned by Smithfield City Corporation was made by Dennis, seconded by Barbara and the vote was unanimous.

Yes Vote: Watkins, Kent, Monson, Barnes, Buttars

No Vote: None

Surplus Items to be sold:

Red Painted BMX style bike (141905)	Blue Huffy Rocket (141904)
Magna 18 speed (132420)	White Mongoose (135621)
Pinky Huffy (133227)	Red Zenital (125404)
Green Diamondback (125404)	Blue Huffy (123705)
Black Specialized (123631)	
Utility truck bed from the fire department	
1925 Poole Baby Grand Piano	
Buckner Satellite Control Unit (quantity 20)	

DISCUSSION WITH REPRESENTATIVES OF UDOT REGARDING A RECENT SPEED LIMIT INCREASE ON 100 NORTH GOING WEST OUT OF TOWN

Mayor Simmons stated that a representative of UDOT had been asked to attend the council meeting to explain the process of how and why the speed limit was recently increased on 100 North from Main Street to 800 West.

Darin Frstrup informed the council he is the Regional Traffic and Safety Supervisor for the Utah Department of Transportation (UDOT) for Region 1. Darin is headquartered in Ogden and deals

with traffic and safety issues. Some of the items he works on are speed limits, signs and turn signals as well as all aspects of safety on UDOT operated and controlled roads.

Darin informed the council speed studies are completed on all state operated roads every three to five years. The road on 100 North in Smithfield going west is called State Road 218 (SR218). UDOT has a policy and laws they follow in regards to speed limits and changing them. Speed limits are determined, in most cases, by the 85th percentile of speed. The 85th percentile means that the speed study shows 85% of the people driving on that specific road are going the 85th percentile speed limit or slower. The speed study on SR218 showed the 85th percentile to be 33 miles per hour (mph). The 15% above the 85th percentile are not counted in the study as they are considered drivers that will drive too fast no matter what the speed limit is and they are removed from the study so not to skew the numbers.

Darin explained the 85th percentile as defined by the State of Utah is the speed at which a reasonable and prudent person will drive on a specific road.

Other items such as curves, sight distance, previous crash data, sidewalks and the condition of the shoulder of the road are taken into account when determining the speed limit for a road.

Darin informed the council he took full responsibility for not contacting the city after the speed study was completed and before increasing the speed limit on SR218. Utah law states it is the responsibility of UDOT to contact the local agency and notify them of the plan and get feedback and comments from the local agency. Darin apologized for not coming to the city to explain the increase or that a speed study had been completed. The speed study was completed in March 2014 and was done from 100 North Main Street in Smithfield all the way to Newton on SR218.

Darin explained the study was conducted in Smithfield on SR218 from Main Street to 400 West and from 400 West to 800 West.

The speed study showed from Main Street to 400 West the 85th percentile was actually 37 miles per hour. In reviewing the numbers closer over; 68% of the people in the study were driving over 30 miles per hour. Fifty-five percent of those were driving 30 to 39 miles per hour. Thirteen percent were driving over 39 miles per hour. Thirty-two percent were driving under 30 miles per hour. After reviewing the entire study 37 miles per hour was determined to be the 85th percentile. State law would allow for the speed limit to be set at either 35 miles per hour or 40 miles per hour. UDOT felt that 35 miles per hour was the best speed.

Darin explained to the council there will always be questions about when a speed limit is increased that people will automatically start to drive faster. Studies have shown that when using the 85th percentile, speeds might only increase one mile per hour so in this case to 38 miles per hour or it might stay the same at 37 miles per hour. Sixty-seven percent of the people in the study were driving 35 miles per hour or slower.

Kris remarked most people including herself tend to drive four to five miles per hour over the speed limit throughout the town. If the speed limit is 35 miles per hour people will drive up to 40 miles per hour and if the speed limit is 25 miles per hour people will drive up to 29 miles per hour. There are little kids on this particular stretch of road in the dark trying to get to school,

crossing the road, not wearing bright colors and it is a big concern of the council. Kris expressed a major concern for safety on this road and the speed limit being increased.

Barbara asked for the results of the study from 400 West to 800 West.

Darin remarked Kris had a valid concern but people were already driving 37 miles per hour before the speed limit was changed from 30 miles per hour to 35 miles per hour.

Jeff expressed frustration that if the speed limit is 30 miles per hour and everyone is driving 40 miles per hour; it does not make it right to change the speed limit to 40 miles per hour just because everyone is driving that speed.

Mayor Simmons asked for clarification on the other items that are considered other than speed such as schools, churches, businesses and residences. Darin remarked sight distance, condition of the shoulder of the road and other items are considered as part of the speed limit determination.

Barbara asked if these other items could be considered and the speed limit reduced back to 30 miles per hour? Darin stated certain adjustments can be made in certain situations.

Darin explained in cases where speed limits are increased more than five miles per hour that a new speed study is done again about six to nine months after the speed limit is changed so the information can be evaluated again.

Darin informed the council of one recent local area that saw a big change. In Logan, on 1000 West the speed limit was 50 miles per hour coming from the south until it reached Logan and then it decreased to 30 miles per hour. The speed limit change of 20 miles per hour was so drastic that it was considered a safety issue and so the speed limit was increased to stay in harmony with other parts of the road. When safety is reduced; crashes will increase.

Barbara asked if the city is informed before a speed study is done or going to be done? Darin commented the city will be informed after the study is completed so the city and residents don't attempt to skew the numbers for the study.

Barbara asked how many specific areas were studied between 400 West and 800 West? Darin remarked the locations of the study were around mile post marker seven which is around 800 West and around mile post marker 7.6 which is around 400 West. Jim asked if mile poster marker 7.5 is at Main Street? Darin stated mile post marker 8.1 is at 100 North Main.

Barbara expressed concern if the study was done in the open straight areas or by the areas where traffic is slower because of the contour of the road and closeness to homes? Darin remarked certain guidelines must be followed when determining where the speed limit is studied at.

Barbara remarked 400 West to 800 West is travelled at a much higher speed; especially from 600 West to 800 West.

Brent asked for the results of the speed study going to the east as well as going to the west as he expected going west would result in a higher speed than those travelling east. Darin stated the results of the study going east showed the 85th percentile to be 36 miles per hour and 35 miles per hour as it is checked in two different places. The results of the study going west showed the 85th percentile to be 38 miles per hour and 36 miles per hour and both directions are taken into account when setting the speed limit.

Jeff suggested it might be appropriate to see more speeding tickets written by the police department to slow people down on this particular road. Darin agreed that law enforcement can have a direct impact on what the 85th percentile will be on a specific road.

Mayor Simmons asked if the speed limit could be changed back to the speed limit before the study was completed and why the speed study was done this spring? Darin remarked speed studies are done every three to five years and he had researched SR218 and it had not been done since before 2006 as he had records from 2006 through current and there were no speed study reports during that period of time.

Barbara asked for the specific average speed on 400 West to 800 West. Darin remarked the 85th percentile showed 41 miles per hour on that section of road.

Barbara again expressed concern the speed sensors might have not been put in the best places as some sections of that road are driven faster than other sections.

Wade Lindley asked for clarification on why the speed limit was changed to 45 miles per hour when the 85th percentile showed 41 miles per hour? Darin said that 45 miles per hour fell within five miles per hour of 41 miles per hour. Wade remarked that 40 miles per hour would be safer than 45 miles per hour.

Barbara asked if the speed limit could be changed back to 35 miles per hour? Darin responded he is aware of the concerns of the council and is going to request another speed study to be done within the next six months. The numbers would be reviewed at that time to see if anything had changed from the original study.

Barbara asked where the sensors would be placed? Darin said it is not legal to request a certain spot as certain criteria is set by the State of Utah.

Dennis asked for the study to be done in the summer rather than in March. People are more active in this community in the summer months and the activity at the city parks and ball diamonds on that road would be substantially different than in March when it is dark earlier and less activities are going on.

Kris asked if the speed limit could be reduced for the next six months until the speed study is completed? Darin stated he would review the situation and see if it is possible.

Dennis asked for the study to be delayed from March or April until June or July when the road is more active.

Mayor Simmons asked for the churches, parks, ball diamonds and schools to be factored into the speed limit determination as well. Darin responded all of those items were included as well as population density, number of accesses to the road, the condition of the shoulder of the road and what is occurring on or next to the road.

Darin stated the 85th percentile was 41 miles per hour from 400 West to 800 West. Going east the two areas tested at 43 miles per hour and 40 miles per hour. Going west the area tested at 47 miles per hour and 42 miles per hour. Sidewalks, churches, as well as crashes are all considered in the final speed limit determination.

Darin informed the council he had information on vehicle crashes from 800 West to Main Street on 100 North and he could not provide the specifics due to federal privacy laws but from 2008 through 2012 there were six crashes on that section of road. None of the accidents were speed related.

Barbara asked if cyclists crossing the sensors are factored in? Without a shoulder on the road having a 45 miles per hour speed limit is quite fast and dangerous for cyclists and motorists.

Kris commented there were only six accidents over that period of time which is great but the goal would be to have zero and increasing the speed limit will increase the number of accidents. Darin responded that none of the accidents were speed related and if any of them were speed related they would be a factor in determining the speed limit.

Brent remarked that during Blue Sox games, in the summer, people park along SR218 in angle parking slots and so far everyone has been lucky as there has not been an accident pulling in or backing out.

Mayor Simmons asked Darin if it would be okay to hear from a couple of local residents that live on the road in question; even though it is not a public hearing? Darin stated he would like to hear their comments and input.

Glen Jay Thornley commented he had lived in Smithfield for 70 years with about 20 years at 461 South Main and the other 50 years at 238 West 100 North on the section of road in question.

Glen Jay remarked there are two public parks on the road, four ball diamonds and the city fire station. The fire station is the second busiest in the valley and responds to the entire north end of Cache Valley. There are elementary school crossings on 100 West and 600 West. The largest business in the downtown area (Smithfield Implement) also has access to 100 North from the north side of their parking lot. The library, Lions Club pavilion and youth center can all access 100 North. There is a large set of storage units that access 100 North as well as two apartment complexes and one trailer park. The primary access to the church and new school located on approximately 700 West are from 100 North 800 West. There are five cross streets the city public works department must cross in the winter when pushing snow. From Main Street to 800 West there is an elevation change of approximately 12 to 14 feet which is not significant for a regular car or truck but is significant for a semi-truck, cement truck or gravel truck. The railroad tracks cross the road as well. The largest dairy in the area crosses the road multiple times per day and mainly uses 400 West and 800 West. The city recycling area is accessed from 100

North 800 West. There is a large bicycling contingent in the valley and on average there are 25 to 35 bikers that travel on the road every Saturday morning. The police department has a lot of roads to cover in the city and don't have the time to focus on just this road. In North Logan, the speed limit has been changed to 25 miles per hour throughout the city and the residents have had to learn to adapt to the speed. SR218 not only feeds Smithfield but all of the north west portion of Cache Valley. Surveys can be manipulated to lead to the conclusion the person doing the survey wants. There have been three accidents in front of Glen Jay's residence over the years and only one of the three was reported.

The change in speed limit might only be five miles per hour but there has been a noticeable increase in speed on the road in the past month according to Glen Jay.

Glen Jay expressed concern that failing to consider these things and increasing the speed limit could result in the death of someone and Darin and UDOT will be held responsible. UDOT might be within their legal right to change the speed limit but Glen Jay stated he would get the press involved if necessary as he did not feel it was handled correctly. Darin agreed that Glen Jay had many valid points but the study showed people were already driving that speed before the speed limit was changed. Law enforcement can help change the speed in a given area.

Darin informed the council that over 100 different speed studies had been done in 22 states and some speed limits were increased, some decreased and some left the same. When a second speed study was done the change in driving habits was one mile per hour or less no matter whether the speed limit was increased or decreased.

The 15% that are not included in the speed study are not driving reasonable and prudent and are speeding.

Darin stated UDOT is concerned about safety for motorists, bikers and pedestrians. Another study will be completed on SR218 in the future.

Mayor Simmons asked for better communication with the city in the future. Darin agreed it would be best for all involved parties if that happened.

Barbara asked if the speed limit could be lowered now? Darin remarked he understood the urgency of the council but needs to review the situation.

Wade Lindley stated he lives on 100 North 800 West and had issue that UDOT did not follow proper protocol in making the speed limit change. Wade had visited with another representative of UDOT and that person placed the blame on the city council and stated they had to know the change was being made.

Wade expressed frustration that even the local police department did not know of the change until people in town mentioned it to them.

Wade remarked he had four children and the death of a child of his or anyone in the city should be avoided and everyone needs to be protected on that stretch of road.

Darin remarked that Wade made some good points and the responsibility to notify the city and the police department was his and he did not do it and needs to be better at communicating with the city in the future.

Darin stated he would be back before the council in the future when the next study had been completed.

Jeff asked Darin if he knew what the 85th percentile was on Main Street? Darin said he did not have that information with him but that a speed study had been done in the last year or two and he would bring the information the next time he comes before the council or email it to Jim and he could forward to the council for review.

Jeff commented he liked “common sense” being part of a decision and Main Street is a four-lane road with a 45 mile per hour speed limit and 100 North is a two-lane road with a 45 mile per hour speed limit in a residential area and that just does not make sense.

Mayor Simmons thanked Darin for attending and thanked the residents in attendance for their input and thoughts.

Darin remarked he would leave some information with the council that explains the 85th percentile rule. Anyone can go to the UDOT website, www.udot.utah.gov, as well and search for “speed limit brochure” and they can read about the 85th percentile rule as well. The website also explains the policies that must be followed for speed limits.

Kris thanked Darin for attending even though he was questioned pretty hard by the council and public. The council and city is very passionate about the community; especially when it comes to safety. This concern is a big deal for the city; not just a few people.

Barbara thanked Darin for attending and being willing to see if the current speed limit could be reduced to the old speed limit.

Darin stated he has to work within the law but local law enforcement can have a big impact on that road. Mantua is known for being very restrictive on the speed on the highway and people have learned to obey it or get ticketed. Mayor Simmons remarked the solution is to have a unified effort among everyone that is affected.

CONTINUED DISCUSSION ON CODE ENFORCEMENT AND USING DOOR HANGERS WHEN APPROPRIATE

Jim informed the council that 250 code enforcement door hangers were being printed. Several employees including Jon Wells and Ryan Gleason will be used to help hang the door hangers. Information on what issues to target and review is being discussed by the city staff.

Brent asked if the door hanger was a carbon copy so the city got a copy as well as the resident? Jim stated that was correct. The resident would get the original hard copy and the city would have a second carbon copy.

Mayor Simmons thanked those involved for helping create the door hanger as it is educational and has good verbiage in it.

Jim informed the council a greater emphasis is going to be placed on fixing and addressing nuisance problems and complaints. More information would be provided to the council for review after the staff had come up with a preliminary list and plan.

CITY MANAGER REPORT WITH DISCUSSION AND MINOR DECISIONS AS NECESSARY

Jim explained to the council that the south end of Crow Mountain Road used to swing to the east and the road was not straight. The road had been straightened by the developer and the old right-of-way for the road was no longer needed. The city owns the right-of-way from when the property was annexed into the city. There is no longer a use of the old right-of-way and it was abandoned many years ago. The property to the north of the abandoned right-of-way is now being developed and the developer is wondering about including this area as well since it is dirt and weeds. The city would need to do a quit claim deed to abandon the right-of-way. The right-of-way is undefined.

Jim asked the council if they would like to consider this request. Jim did not want to spend a lot of time on the issue if the council did not have any interest in abandoning the right-of-way.

Brent asked if the area is big enough for a building lot? Jim stated the area is not defined and is either a 50 foot wide area or possibly a 60 foot wide area for the purpose of allowing the old road through that no longer exists.

Kris asked how the right-of-way would be abandoned? Jim explained it would be a specific line item at a future city council meeting and an agreement would have to be drawn up.

Brent asked if the right-of-way area could be sold? Jim expressed concern that the property owner that could utilize the area had already given the city the right-of-way for the road area that was straightened out and asking them to pay for the land after they had already donated land for the exact same purpose did not seem fair. The council agreed.

Jim informed the council that the developer, Jeff Jackson, is working with Steve Taylor to see if the property to the east could be incorporated into this new development as well.

Jim explained to the council the employee that had been approved for hire for the recreation center accepted the position and resigned the following day. The new hire had been accepted into the master's degree program at Utah State University the day after being hired and elected to further his education. The city was sad to see him leave but agreed him pursuing a higher level of education was appropriate.

Jim, Brett Daniels and Kris had reviewed the other applicants and felt Cody Law, who currently works in the parks department for the city, is the best applicant for the position. Cody had applied for the position and has refereed many different sports for the recreation department for several years. Cody has a great work ethic and will get along with the parks and public works

departments. This has been an issue in the past. Jess Daines and Cody have been co-leads for the parks department and now Jess would become the lead for the parks department. Jess has a love for parks and park maintenance and Cody has a passion for recreational opportunities as well as working on the ball diamonds.

Kris commented that Brett Daniels struggled with the decision as he did not want to inconvenience Doug Petersen and the parks department but everyone felt Cody is the best fit for the job.

Barbara asked if Cody's position in the parks department would be replaced? Jim stated a new employee would be hired and work under Jess. Jess's wage would be adjusted as he would become a lead and the new employee's wage would be less than Cody is being paid. Jess has attended a number of training sessions and is licensed in pesticide application and is currently learning about fertilizer application.

Kris commented Cody's salary would be the same wage he is currently making in the parks department.

Barbara endorsed Cody as a good hire for the recreation department as he has done a great job in the parks department.

A motion to approve the hiring of Cody Law for the Smithfield Recreation Center at a salary of \$36,500 per year was made by Kris, seconded by Barbara and the vote was unanimous.

Yes Vote: Watkins, Kent, Monson, Barnes, Buttars

No Vote: None

Jim reminded the council that when Chief McCoy resigned as the police chief and Travis Allen was selected as the interim chief that the department is a man short for filling daily shifts and Travis has been covering the patrol shifts as well as the time needed to be chief. The department has looked at promoting one of the reserve officers to full-time status to help fill the open shifts and allow Travis to focus on his duties as chief.

Chief Allen informed the council that reserve officer Trevor Larsen has five years of police experience with 2 ½ years coming at Utah State University and 2 ½ years at Dixie University. Trevor also has experience with SWAT as he was part of the SWAT team at Utah State University. Trevor is familiar with the department's records management software and it will be seamless transition from reserve status to full-time status.

Mayor Simmons commented Jim and Chief Allen had visited with him about Trevor and the majority of the learning curve had already happened while he has been a reserve officer and Trevor would be a good hire for the city and police department.

Jim remarked Trevor's wage would be \$32,500 per year. Trevor would be paid about \$1,000 per year more than other new police department hires but with his previous experience and SWAT experience the increase is deserved and warranted.

A motion to approve Trevor Larsen as a full-time police officer for the Smithfield City Police Department at a wage of \$32,500 per year was made by Dennis, seconded by Kris and the vote was unanimous.

Yes Vote: Watkins, Kent, Monson, Barnes, Buttars

No Vote: None

Jim informed the council that Trevor resides in Logan and meets the residency requirement. Chief Allen remarked that Trevor is hopeful, long term, he will be able to move to Smithfield.

Brent asked if there was only one member of the department residing outside the residency requirement area? Chief Allen stated that was correct and the officer has until January 1st to resolve the issue and become compliant.

Jim asked the council to review the proposed agreement with the Smithfield Irrigation Company regarding the parking stalls in the library area. Smithfield Irrigation Board President Pat Draper had been sent a copy of the proposed agreement and the board would be meeting next week to discuss the agreement. The irrigation board is entitled to two parking stalls in the new parking lot on the west side of the new library building. With permission from the irrigation board the city had removed the old parking area and created a new parking area including the space owned by the irrigation board.

Barbara asked if the parking stalls would be reserved at all times just for the irrigation board? Jim said the irrigation company is entitled to two of the spaces but would only need them on occasion for when they are meeting in their building to the south of the library building. Most likely they would utilize more parking spaces for their meeting but they would be guaranteed at least two.

Mayor Simmons asked if they even met in the building anymore as he was aware of them using the city office building and other buildings in the recent past? Jeff remarked they had met there within the last couple of months.

Mayor Simmons remarked the proposed agreement would be a line item on a future city council meeting agenda.

Jim presented a new concept to the council regarding the purchasing of new vehicles in the future. Currently, a new cop car with lights, sirens, cage and other accessories is over \$30,000. Right now the city is leasing a couple of the police cars and some of the other police cars are aging and starting to have several mechanical issues at a high cost. There is another option that some other cities are doing and it seems to be working well for them. A city can buy a new vehicle off the state contract, drive it for approximately two years and then sell the vehicle for the cost they purchased the vehicle for. The value of the used vehicle is worth what was originally paid by the city since the city gets such a large discount at the time of purchase through the state contract. The added value to this program is that the vehicle would always be under warranty and other than oil changes and routine maintenance the city would not have to pay for maintenance items such as tires and repairs since the vehicle would be sold before these issues arose.

Jim mentioned he had talked to Chief Allen and Chief Downs and one of the keys would be to make sure the accessories that are installed can easily be removed and no holes are drilled in the vehicles to keep the value high. Chief Allen explained after the initial purchase cost the vehicle should be able to be replaced for little or no additional cost due to the value of the used vehicle being the same as the original investment. The fleet would have to be updated in phases over several years.

Jim stated he would bring back some actual costs and information to a future council meeting for discussion and to show the projected financial costs and value.

COUNCIL MEMBER REPORTS WITH DISCUSSION AND MINOR DECISIONS AS NECESSARY

Dennis thanked Jim for the tour of the library renovation and expansion project before the council meeting. Dennis mentioned he had recently had a conversation with a person about how important the library was to this person and it was one of the reasons the person decided to make an offer on a home located within the city. The library was a big factor in where this person was going to move too.

Barbara thanked Justin for speaking to the youth council and performing the swearing in ceremony. Next year the swearing in ceremony will be held during a city council meeting so the entire council can be part of the process and meet the youth council members and mayor. The senior ball will be held on October 25th and start at 5:00 P.M. Forrester Acres is always being used at all times of the day and is a great asset to the community. The new parking by the little league football field has helped out and lessened the amount of people having to park on Depot Street. Overall, the city looks very nice at this time.

Kris informed the council that recently she attend the Smithfield Chamber of Commerce luncheon at the Tom Gibbons farm and it was a great experience. The annual Night of Giving will be held on December 6th and the location will be determined in the future. Most likely it will be held at Sky View High School since there is ample room there for a large crowd. The live nativity will be held on December 1st. The Turkey Trot will be held on November 22nd. Barbara remarked the youth council will be helping with the Turkey Trot. Kris commented it is a 5k or 10k run and is growing every year.

Jeff reminded the council this Saturday, October 11th, will be the Founder's Day celebration and there will be an open house from 1:00 to 4:00 P.M. and the program will then start at 4:00 P.M. The open house and program will be held in the youth center (tabernacle). The program will be on the placing of the three historic plaques in front of the mercantile store, tithing building and Carnegie library.

Brent remarked he would like to know what the 85th percentile would be on 300 South as a lot of people speed on that road.

Brent expressed concern for the barn that was built on 400 South and is now being lived in. The parameters of the barn were acceptable for a barn but not a residence. If this happens in the

future people could buy lots and put barns on them and then start renting them. Jim stated the barn was originally built as an accessory building and is now being used as a main building.

Brent asked if an accessory building needed to be defined in city code? Jim stated it already is defined.

Jim stated he would need to review the situation and the definition of what is allowed or not allowed. Mayor Simmons commented he had spoken with the occupants of the barn and they do not feel they are out of compliance.

Brent asked what could be done now? Mayor Simmons remarked the ordinance and definitions need to be reviewed as it appeared the occupants of the barn are making some assumptions about city code and ordinances. Jim stated he would review the city council meeting minutes about that specific barn as well. Brent stated he did not remember it coming before the council since it was an accessory building.

Barbara asked if there were any complaints about the barn being used as a residence? Mayor Simmons mentioned someone with a zoning request in the city made mention of this issue at a city council meeting and felt if this person did not comply why did he have too. Jim remarked he was unaware anyone was living there until recently. Mayor Simmons asked Jim to research the situation and discuss again before the council.

Brent asked if representatives of Hyde Park or North Logan had been in contact with the city regarding the tri-city sewer study? Jim explained all of the six outlying communities are still working on trying to make an agreement with Logan City and that Walt Baker of the Division of Water Quality is drafting a proposed agreement with the feedback of the seven communities.

Brent informed the council he had toured the new lift station with Jim and it is quite impressive. The cost was around four million dollars. There were issues with the area being a swamp and so extra time and planning was needed to make sure the building did not settle after it was completed.

MAYOR'S REPORT WITH DISCUSSION AND MINOR DECISIONS AS NECESSARY

Mayor Simmons remarked the emergency management meeting held on October 1st had gone well and the majority of the council was in attendance. An eight member committee will be created and called the Community Core Committee. The committee is being designed to help deal with emergency preparedness in the city. More standardization is needed amongst the city and local faith based groups. Jeremy Hunt, Jay Downs and Travis Allen were thanked for attending as they will be key people in regards to the city side of the committee. The city will focus on clearing the streets and repairing infrastructure while people need to focus on their families and helping out their neighbors in the event of a catastrophe. Times have changed and 72 hour kits are no longer considered adequate and have been replaced with 96 hour kits. Chief Allen explained the change from 72 hour kits to 96 hour kits was realized when Hurricane Katrina hit and it took four days for the federal government and other organizations to be able to respond and help out.

Mayor Simmons expressed concern that some people think the response of the city is more important than individual preparation and that issue needs to be discussed and clarified in the community so people can get prepared.

A motion to adjourn at 8:18 P.M. was made by Kris.

SMITHFIELD CITY CORPORATION

Darrell G. Simmons, Mayor

ATTEST:

Justin B. Lewis, Recorder

SMITHFIELD CITY CORPORATION
96 South Main
Smithfield, Utah 84335

AGENDA

Public Notice is given that the Smithfield City Council will meet in a regularly scheduled meeting at 96 South Main, Smithfield, Utah on Wednesday, **October 8, 2014**. The meeting will begin at 6:00 P.M.

5:15 P.M. Tour and walk through of the library renovation and construction project at the library by the city council.

Welcome and Opening Ceremonies by Mayor Simmons.

1. 6:03 P.M. Approval of the city council meeting minutes from the September 24, 2014 City Council Meeting and October 1, 2014 workshop session.
2. 6:05 P.M. Resident Input
3. 6:15 PM. Consideration of a request by Travis Taylor, agent for Smithfield Ridges, LLC for approval of Phase 8 (10 lots) of the Final Plan for Smithfield Ridges Planned Unit Development located at approximately 600 South 1085 East. Zoned R-1-12 (PUD) Combined Single Family Residential/Planned Unit Development Overlay Zone.
4. 6:30 P.M. Discussion with representatives of UDOT regarding a recent speed limit increase on 100 North going west out of town.
5. 6:50 P.M. Approval of Historical Society Executive Board and Governing Board.
6. 7:00 P.M. Approval of changes to Historical Society Bylaws.
7. 7:10 P.M. Discussion and approval of the sale of surplus items owned by the city.
8. 7:25 P.M. Continued discussion on code enforcement and using door hangers when appropriate.
9. 7:40 P.M. City Manager Report with discussion and minor decisions as necessary.
10. 7:55 P.M. Council Member Reports with discussion and minor decisions as necessary.
11. 8:10 P.M. Mayor's Report with discussion and minor decisions as necessary.

Adjournment

Items on the agenda may be considered earlier than shown on the agenda.

Smithfield City Council Meeting Minutes, October 8, 2014

In accordance with the Americans with Disabilities Act, individuals needed special accommodation for this meeting should contact the City Recorder at (435) 792-7990, at least (3) days before the date of this meeting.

Prepared, posted in the City Office and library, emailed to each Council Member, emailed to the Herald Journal, Smithfield Sun, and forwarded to be posted on the City Web Site on 10/06/14, and the Utah Public Meeting Notice website.