



## Report to Community Life, Infrastructure and Public Property Committee (CLIPP)

**Agenda Item:** Speeding on Village Roads

**Meeting Date:** January 3, 2024

**Referring Body:** Community Life, Infrastructure and Public Property Committee (CLIPP)

**Committee Contact:** Chris Eiden, Chair

**Staff Contact:** Terry P. McHugh, Chief of Police

Leonard Ludi, Director of Public Works & Utilities

Pete Wegner, Community Development Director

**Report Prepared by:** Leonard Ludi, Director of Public Works & Utilities

**AGENDA ITEM:** Citizen Complaint regarding Speeding on Village Roads

**OBJECTIVE(S):** Report given for discussion among the CLIPP committee, subject to direction given as a result of that discussion. Any future action, if desired, to be determined by Committee.

**HISTORY/BACKGROUND:** Citizen suggestion regarding more effective measures to address excessive speeding on Village Roads.

There is a pole mounted radar sign that PW keeps in their garage. Other radar signs have been discussed in the past with expensive up-front and an ongoing annual cost for having access to this data. Discussion of future budget development would be determined by Committee.

**PROPOSAL:** Citizen proposes more effective measures that could be taken during capital planning to address speed on our roads, measures like, bump outs, round-a-bouts, green spaces, etc. I wanted to focus on a more realistic and timely approach.

The following is the communications shared by Chris Johnson:

“Relying solely on our police department to catch every speeder is not realistic, and enforcement is only effective when actively implemented. To supplement enforcement efforts, I propose exploring other proven methods supported by research. Specifically, I believe roads like Kowalski, Pine, Rainbow, and Paniolo could benefit from the installation of traffic radar signs. Dynamic radar speed signs, as indicated by a study I've come across (see below), have proven effective in capturing drivers' attention due to their bright appearance and ability to change, serving as psychological speed reminders.

For a more cost-effective alternative, painting the speed limit directly on the road can also draw drivers' attention to it. Road markings such as stop bars, "slow," and 25 MPH have been shown to slow down drivers, according to studies. (See Speed Management Info Sheets) Additionally, consider other traffic marking ideas such as painted crosswalks (keeping in mind the absence of sidewalks) and bike lanes, though I understand there might be political considerations for the latter.

Less popular but more effective methods include, speed cushions, designed for snowplow clearance could be considered. These are less aggressive than traditional speed bumps and could be installed with minimal expenditures.

Another suggestion is the removal of center lines, or simply not repainting them after chip seals on residential roads. Studies indicate that this may affect drivers' perception of designated space, leading to increased caution and reduced speeds, though those studies don't appear as conclusive. Lastly, if there are concerns about the workload for Public Works regarding painting, I highly recommend the Village into the EZ Liner Wind Runner. This is a long line painter on a skid has proven to be efficient, and its cost is reasonable for the value it provides. Point has been using one since 2020, and it cost around 20K then.'

**RECOMMENDED ACTION:** Mr. Johnson suggest the following:

“I believe that a combination of these measures, along with community involvement and feedback, could contribute to a safer and more mindful road environment in Kronenwetter. Yet, I fear the mentality often observed in this Village is “that’s not the way we’ve always done it” will prevail.

<https://www.ezliner.com/equipment/midsize/windrunner> - EZ liner wind runner  
[https://maps.udot.utah.gov/wadocuments/Data/Region4/SR\\_258\\_and\\_SR\\_118\\_Corridor\\_Study/Speed%20Management%20Info%20Sheets\\_2021\\_06\\_24.pdf](https://maps.udot.utah.gov/wadocuments/Data/Region4/SR_258_and_SR_118_Corridor_Study/Speed%20Management%20Info%20Sheets_2021_06_24.pdf) - Speed Management Info Sheets  
<https://highways.dot.gov/safety/local-rural/speed-management-manual-local-rural-road-owners/3-identifying-countermeasures> FHWA article on different local-rural traffic calming solutions  
<https://highways.dot.gov/media/15211> - Study showing dynamic speed monitoring displays significantly reduces speeding in the long run”

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## FINANCIAL

### **Financial Consideration/Action:**

#### **FUNDING SOURCE:**

Account Number/Title:	#
Current Adopted Budget:	\$
Spent to Date:	\$
Remaining Budget:	\$
Requested Amount:	\$
Remainder of Budgeted Amount, if approved:	

#### **ATTACHMENTS:**