

**Minutes of April 26, 2004 Council Meeting**  
**Lonebrook Drive Traffic Calming Item**

Council Member Greene removed 5e, Follow-up Report in Response to a Petition Requesting Removal of Traffic Calming Devices on Lonebrook Drive. She and Mayor Foy noted that there were citizens present who wanted to speak on that.

Northwoods resident Eric Plow read a statement explaining why many in his neighborhood wanted the stop signs on Lonebrook Drive removed and were opposed to having speed humps installed. He argued that three- and four-way stop signs confuse drivers, delay traffic, and do nothing to slow traffic down. With regard to speed bumps, Mr. Plow pointed out that the constant stopping and starting of cars increases emissions and decreases fuel efficiency. He asked that the Town install traffic-calming measures in neighborhoods that demonstrate a clear need and stronger support for them. Mr. Plow suggested that the Town develop clear criteria rank projects on a semi-annual basis according to neighborhood support and demonstrated need. He asked the Town to remove the stop signs, which he said the Town's own study had shown were not effective.

Tremont circle resident Jeffrey Weinstock described being on Lonebrook Drive near Tremont Circle as "frightening and dangerous," and he urged Council members to adopt the staff's recommendation to keep the stop signs and install speed humps. Traffic cutting through from Airport Road to Homestead Road on Weaver Dairy Extension had made this even more dangerous, he explained. Mr. Weinstock pointed out that those who live toward the center of the circle were not affected every day as he and others were. Speed bumps and stop signs must be installed as the Town creates cut-throughs in neighborhoods, he said, adding that speed bumps are necessary for stop signs to be effective.

Larry Nobles, who lives at the corner of Kenilworth and Lonebrook Drive, asked Council members to give strong consideration to the Town's own studies, which indicate a significant speeding problem on Lonebrook Drive and recommend installing a combination of speed bumps and stop signs. Since that determination was made, a survey had determined that 78% of respondents support some form of traffic-calming device on Lonebrook Drive, Mr. Nobles said, adding that 94% of those who live on Lonebrook Drive support traffic calming. He asked the Town Council to adopt the Manager's recommendation to proceed with the installation of speed bumps and to leave the stop signs where they are.

Council Member Verkerk moved to proceed with the Manager's recommendation, but Northwoods resident Mark Zimmerman asked to speak before the Council voted. Mr. Zimmerman said that stop signs had been installed on Lonebrook Drive in violation of Town guidelines. He said that a Town study had proven that stop signs do not calm traffic. Yet, the Town continues to recommend it, he said, adding that the Town had also recommended adding speed bumps to a lightly traveled neighborhood road where the average speed is 24 miles an hour.

Mr. Zimmerman stated that the Council had agreed last fall that a two-third majority of residents must support speed bumps. He said that 50% of those surveyed did not support them. Mr. Zimmerman asked Council members to reject the recommendation and consider placing a moratorium on all speed bumps in Town. He listed other US towns that had done so. He also cited European studies on air quality neighborhood pollution and said that appeasing neighborhoods by throwing in speed bumps was "bad public policy."

Council Member Greene commented that the Town's boards were in the process of coming up with criteria for determining which neighborhoods need traffic-calming measures. In a very short time there will be a systematic way address this, she pointed out. Council Member Greene said that she had driven down Lonebrook and did not feel tempted to go over 35 m.p.h. with the stop signs there. She suggested leaving things as they are until the neighborhood has gone through the process that the Town is about to establish.

Council Member Ward agreed that not having a consistent policy had been frustrating. He also expressed interest in waiting until the Town had a well-thought-out process and criteria in place before changing anything.

Council Member Harrison said that the Transportation Board had been working on a traffic-calming policy and would soon bring back recommendations that would meet much of the Town's needs. He agreed with the suggestion to wait until a Council policy was in place. Council Member Verkerk said that she trusted the staff's recommendations but was willing to wait if that was what other Council members wanted to do.

Mayor pro tem Wiggins asked how long the wait would be. Mr. Neppalli replied that the report would come to the Council on May 10, 2004. Council Member Strom noted that neighborhoods in Salt Lake City were required to use temporary speed humps before the town would pay for a permanent installation. He asked for a report on the possible use of temporary speed humps to see if that could become part of the Town's policy. Mayor Foy recommended deferring any action until after receiving the report on May 10<sup>th</sup> and then bringing it back for Council Action. Council Member Strom and Mayor Foy asked Mr. Neppalli to include more details on portable speed humps in his report, including their cost and effectiveness.

~~COUNCIL MEMBER STROM MOVED, SECONDED BY COUNCIL MEMBER HILL TO DEFER ITEM 5E UNTIL A POLICY IS IN PLACE AND TO INVESTIGATE THE COST AND EFFECTIVENESS OF TEMPORARY SPEED HUMPS. THE MOTION WAS ADOPTED UNANIMOUSLY (9-0).~~

Mayor Foy noted that Tanya Freeman had signed up to speak on 5d, but Ms. Freeman was no longer present.

INFORMATION REPORTS RECEIVED, WITH THE EXCEPTION OF 5E.