



## Committee of the Whole Meeting – Sept. 21, 2020 Staff Responses to Council Questions

Before each Committee of the Whole or City Council meeting, questions that have been posed by the City Council relating to [the agenda](#) for that evening will be posted to the City's website. Below are the responses to this week's questions.

### **4. Items of Business**

#### **b. Consider Draft Ordinance Amending Title 7 (Vehicles and Traffic), Chapter 4 (Traffic Schedules); Schedule V (Speed Limits) Reducing the Speed Limit from 40 MPH to 30 MPH on Kaneville Road from Randall Road West to the City Limits.**

Q: How much did the speed study cost and when was it approved by the Council?

A: The total expended for the speed study was \$1,297.23. Funding was approved in the engineering budget for various engineering studies, including ones like this. Pursuant to the Geneva City Code purchases of \$2,500 or less may be authorized by a department head if it has been budgeted and the invoice is submitted to the City Council for payment.

Q: Was the catalyst for this study the single resident letter included in the agenda packet?

A: Initially, Alderman Clements reached out to Chief Passarelli on behalf of a constituent who resides on Ginger Lane. She was concerned for her safety while exiting from Ginger Lane onto Kaneville Road. Alderman Clements asked if a speed study could be conducted in this area. The initial study was conducted in-house by the police department in July 2019. The results showed the disparity in the 85th percentile (34.68 westbound vs. 39.45 eastbound), which therefore resulted in securing an engineering firm for assistance in interpreting the data. The letter included in the agenda packet was received while the speed study was ongoing.

Q: The average speed in that corridor appears to be 33 mph eastbound and 29 mph westbound. Am I reading the data correctly?

A: That is correct as it relates to the average speed. Historically the 85th percentile speed is used to make decisions in regards to the appropriate speed limit. The 85th percentile speed for westbound traffic was 34.68 miles per hour. The 85th percentile speed for eastbound traffic was 39.45 hours. The eastbound traffic rounding the curve approaching Ginger Lane was the main concern. There is a 30 mph advisory (not regulatory and therefore not enforceable) speed limit posted on the curve for eastbound traffic as they approach Ginger Lane.

Q: Based on the accident reports sent by Chief Passarelli last week, there was one intersection accident at Kaneville Road & Viking Drive in 2020 and one additional non-intersection accident on Kaneville (unsure where). Is this correct?

A: Yes.

Q: Is it possible to get the number of citations issued by the police department for the last 12 months in that area?

A: In 2019, a total of 12 traffic stops were conducted on this stretch of roadway. A total of 10 warning tickets and two citations were issued. Three traffic stops, resulting in warnings, have been conducted in 2020.

Q: I've been told in the past that the installation of additional safety/traffic measures (stop signs, speed bumps, etc.) required quantitative data to prove the problem.

A: The recommendation for the reduction of the speed limit is based on the quantitative data. In addition, the report presented by WBK Engineering identified the following additional safety concerns:

- Pedestrian crossings at every intersection between Fargo Boulevard and Peck Road connected to sidewalks in adjacent neighborhoods. Some are marked while others are not. This may provide a false sense for motorists that they can travel at higher speeds without cause for concern.
- Given the adjacent land use and the proximity to the middle schools, many students walk home along this roadway.
- With the posted 40 mph speed limit, it is challenging for motorists to reduce their speed from 40 mph to 20 mph when entering the school zone.

### **Public Comments - None**