

Report of the Speed Control Task Force – June 2019

TO: Mayor and City Council

FROM: Paula Krapf, Chair, Speed Control Policy Task Force

RE: Final Task Force Report and Recommendations

DATE: June 3, 2019

On behalf of the Task Force members, I am pleased to submit the final report of the Speed Control Policy Task Force, including recommendations. The recommendations have been formulated in response to input received through a number of means. If adopted, we believe they will contribute over time to a higher quality of life to be enjoyed by our residents, business community, and visitors alike.

We want to express our appreciation to the professional City staff who guided and assisted through this process - City Administrator Stephanie Dawkins, Police Chief Eric Passarelli, Police Commander Brian Maduzia, Public Works Director Rich Babica, Assistant Director of Public Works/City Engineer Brian Schiber, Superintendent of Streets, Fleet, and Facilities Nate Landers, and Administrative Intern Matt Pasquini.

Personally, it has been my pleasure to work closely with the dedicated members of the Task Force – Tim Moran (Ward 1), Lorraine Ochsner (Ward 1), Randal Newkirk (Ward 2), Aimee Spring (Ward 2), Betty Collins (Ward 3), Timothy Keske (Ward 3), Mary Beth Guzzo (Ward 4), Joseph Heger (Ward 4), Samantha Malusky (Ward 5) and Rory McCann (Ward 5). Each member committed fully to the task force and each brought their own unique perspective to the project.

Respectfully submitted.

Executive Summary

The Speed Control Policy Task Force undertook a general review of the 1996 “Speed Control Policy.” The intent was to review the policy and determine whether the policy was 1) relevant today, and 2) could use a re-fresh.

The Task Force members displayed creativity and commitment to the task at hand. That commitment was both personal and time-intensive. It was quickly decided that the task force would do more than just review the policy, but help provide recommendations regarding traffic safety in general.

Through conversations with neighbors and acquaintances, review of individual wards, review of similar sized communities’ speed control and pedestrian policies, review of pedestrian accident data provided by the Geneva Police Department, review of police tools and practices around issue identification, community awareness and enforcement of traffic laws, email feedback solicitation (30mph@geneva.il.us), and a community survey, the task force has compiled the recommendations contained in this report.

The committee acknowledges and recognizes that some of the recommendations are long-term and will require a financial commitment. The idea is to provide a framework to assist with budget development and implementation of solutions as time and resources allow, while maintaining compliance with any governing state statute or local ordinance.

Task Force Charge – Scope of Work

In February 2019, Mayor Burns announced the creation of the Speed Control Policy Task Force and the members were appointed in March. The first meeting of the Task Force was held on March 20, 2019. The purpose of the Task Force was to review the existing City of Geneva Speed Control policy, and, if necessary, make recommendations to the City Council for amending said policy moving forward.

The composition of the Task Force included 11 total members, with 2 from each Ward and 1 “at-large” member. The Task Force elected a chairperson from the group of appointed members. The Task Force operated under the rules governing public meetings. As such, all meetings were open to the public and held in locations that were ADA accessible, all meetings were posted with 48 hours’ advance notice, all meetings were audio recorded, and Task Force members were required to adhere to the Illinois Open Meetings Act. Task Force members were also provided with a City of Geneva email address for internal and external communication purposes.

Data Gathering

The Task Force began its work in March 2019, and met over the next 10 weeks ending in May 2019. In approaching its mandate, the Task Force sought to ensure the broadest possible input through a variety of activities: ward review, email feedback solicitation and a community survey.

The process began with Task Force members surveying their respective Ward and creating a general list of recommendations to include signage, speed limits, pedestrian access, and other items of note relating to traffic and pedestrian safety. Additionally, an email account was set up (30mph@geneva.il.us) to solicit feedback regarding concerns relating to the same. Lastly a community survey was published for a two-week period in April to solicit more feedback and reach a larger section of the population.

Summary of Findings

The community survey was conducted on-line and shared via the Geneva Newsletter, Geneva Mail, and shared by committee members through word of mouth and social media channels. Over 500 responses were received. The actual survey questions and responses are contained in Appendix A.

The information gathered from the ward recommendations, email feedback, and survey responses were synthesized into two broad categories: Community Sourced Remedies and Streets/Areas of concern. The Task Force then individually prioritized these two categories as a method of determining the recommendations contained in this report.

General Observations

The Task Force through the various data gathering methods, determined that there were particular themes that were repeated throughout:

- The current Speed Control Policy is outdated and not very readable
- There is a large concern regarding pedestrians at intersections
- There are concerns relating to speeding through collector streets
- Excessive speed in residential areas is a concern for children at play
- A desire for enforcement of existing traffic laws especially with regard to speeding and distracted driving

Recommendations

The Task Force charge was initially to review and make a recommendation regarding the City's Speed Control Policy. The Task Force unanimously recommends that the policy be updated and has presented a revised policy (Appendix B).

The Task Force then went one step further and has provided some general recommendations (see Table 1. Recommendations) as a result of their data gathering efforts. Again, the Task Force recognizes that some of the recommendations may be longer in term and will require a financial commitment. However, it is the desire of the Task Force to make its recommendations known so that they can be considered by the City Council during the annual budget process and implemented when feasible and appropriate.

Table 1. Recommendations

Area of Concern	Action Item	Justification
Park / School Zones	<p>Evaluate all park and school zones for appropriate signage and add if deemed appropriate</p> <p>Ensure crosswalks are well-maintained and clearly designated</p>	<p>One of the top two most concerning areas from Q3 in the online community survey</p> <p>School Zones have signage but “early warning signs and crosswalk signs” are lacking in most zones.</p> <p>Frequently mentioned during engagement in individual wards</p>
Third Street	<p>Conduct an engineering study (or update an existing study) from Route 31 to State Street to determine appropriate design measures to ensure smooth vehicular movement and enhanced pedestrian safety*</p> <p>Post “cross traffic does not stop” signs at all intersections crossing Third Street</p>	<p>One of the top two most concerning areas from Q3 in the online community survey</p> <p>Intersection accident data</p> <p>Pedestrian vehicle conflict data</p> <p>Frequently mentioned during engagement in individual wards</p>
Fargo Boulevard	<p>Conduct an engineering study to evaluate changing classification from Collector Street to Residential Street and evaluate speed limit</p>	<p>One of the top five concerns listed as an “other” concern in the online community survey</p> <p>Extra patrol requested data</p> <p>Frequently mentioned during engagement in individual wards</p>
Anderson Boulevard	<p>Continued police presence and enforcement action</p>	<p>One of the top five concerns listed as “other” concern in the online community survey</p> <p>Pedestrian vehicle conflict data</p> <p>Intersection accident data</p> <p>Extra patrol request data</p>
East Side Drive	<p>Continued police presence and enforcement action</p>	<p>One of the top five concerns listed as “other” in the online community survey</p> <p>Frequently mentioned during engagement in individual wards</p>

Report of the Speed Control Task Force – June 2019

Woodward (Templar Park)	Post no left turn onto Woodward to encourage use of Dodson to get to East Side Drive from Templar Park	One of the top five concerns listed as an “other” concern in the online community survey Frequently mentioned during engagement in individual wards
Traffic Control Committee	Create a sustaining committee to: <ul style="list-style-type: none"> • Work with GPD in addressing traffic complaints • Create and promote an education campaign to include a specific webpage dedicated to traffic and pedestrian safety, public service announcements, and general education 	The results of individual ward engagement and the online community survey demonstrate that pedestrian and traffic safety are a priority and concern of Geneva citizens Further community outreach and engagement would have a positive impact on residents, business community, and visitors

*To be addressed upon completion of the UPPR Third Main Project.



Memorandum

To: Stephanie Dawkins, City Administrator
From: Matthew Pasquini, Administrative Intern
Date: May 1, 2019
Re: Speed Control Policy Task Force Survey Results

Background

In February 2019, the City of Geneva announced the creation of the Speed Control Policy Task Force. Created out of concern for pedestrians and motorists alike, 11 community members from each Ward throughout the City have been tasked to review existing City of Geneva Speed Control Policy and, if necessary, make recommendations to the Committee of the Whole/City Council to amend said policy. To obtain community-wide feedback, an online survey was created and distributed to residents, business owners, and/or frequent visitors to better gauge how they feel about the issue. The link was shared via the Geneva Newsletter and Geneva Mail, and shared by committee members through word of mouth and via social media. The survey was open for two weeks and accumulated 521 responses.

This memo seeks to summarize the major findings of the survey. The complete survey data, including all questions and answers, are attached.

Summary of Findings

A large majority of the respondents, 83%, either agreed (36%) or strongly agreed (47%) with the statement, "Issues regarding speeding and pedestrian safety are ongoing concerns in the City of Geneva." This is compared to the 12% of respondents who either disagree (10%) or strongly disagree (2%), and the 5% who hold no opinion.

Furthermore, a large majority of respondents, 75%, either agree (30%) or strongly agree (45%) that, "The City needs to be more proactive in speed enforcement and ensuring pedestrian safety." This is compared to the 15% of respondents who either disagree (12%) or strongly disagree (3%), and the 9% who hold no opinion.

When asked, "In which areas throughout the City are you most concerned about speeding and pedestrian safety?" a large majority of residents identified areas that are under the City's

jurisdiction. It should also be noted that respondents were allowed to check more than one answer. In total, 986 responses were recorded for this question. Residential/neighborhoods (66%) garnered the most concern, followed by downtown (45%), school zones (39%), state roads (23%), and Randall Road and surrounding commercial areas (19%). Please see the enclosed data for a breakdown of responses for those who checked, “other” (21%).

Survey respondents were finally asked what steps they would like to see the City take to prevent speeding and improve pedestrian safety. Like the previous question, respondents were allowed to check more than one answer. 949 responses were recorded for this question. The two most popular answers were increase enforcement (59%) and implement calming strategies (55%), such as pedestrian zones, roundabouts, enhanced signage, etc. Trailing behind were initiatives that involved changing the speed limits (19%) and implementing awareness and education campaigns (24%). Please see the enclosed data for a breakdown of responses for those who checked, “other” (25%).

Demographic Breakdown

The final four questions of the survey were optional, and can offer insight as to who participated in the survey. 510 of the 521 respondents who took the survey answered the question, “How many years have you lived in Geneva?” with a plurality responding over 20 (31%). People who have lived in the City for 11-20 years were the second most represented (26%), followed by 2-5 years (21%), 6-10 years (17%), and 0-1 years (5%).

514 of the 521 respondents who took the survey answered the question, “How old are you?” with a plurality responding 36-45 years old (34%), followed by 46-55 years old (26%), 56-65 years old (14%), 26-35 years old (11%) and 66-75 years old (9%). Those answering they’re between the ages of 18-25 and over 75 each comprise 2% of those who answered this question, while only two respondents answered that they are under 18 years old (0.39%).

501 of the 521 respondents identified the ward they live in. There was a relatively even distribution of respondents living across the five wards throughout the City, although Ward 3 was the least represented (12%). Wards 1 (17%), 2 (23%), 4 (18%), and 5 (18%) have a much more even breakdown. 14% of respondents did not know which ward they live in.

519 of the 521 respondents identified themselves as a resident (94%), business owner (5%), or frequent visitor (6%). It is worth noting that the respondents were able to check more than one answer.

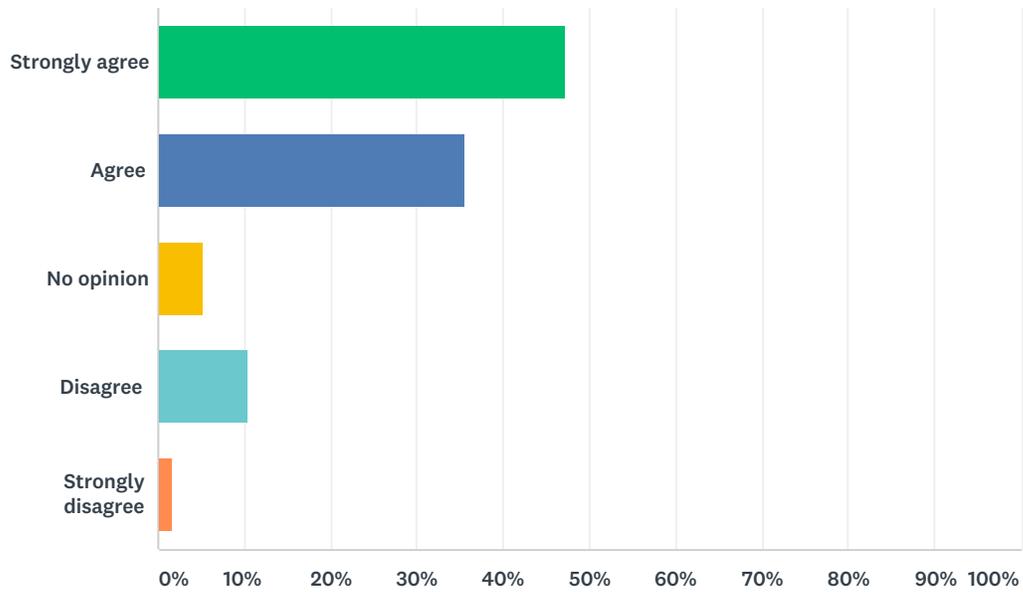
Conclusion

Overall, the residents of the City of Geneva feel there is an issue within the community regarding speeding and pedestrian safety. Residents also feel the City needs to be more proactive in addressing these issues. Residents largely believe the issue needs to be addressed in residential areas and neighborhoods, as well as downtown. School zones, Randall Road and surrounding commercial areas, and the state roads that pass through the City of Geneva are also of notable concern, but not to the extent of the aforementioned areas. Increased enforcement from police is the preferred method of survey respondents to address these issues, though there is interest in various traffic calming strategies.

Please do not hesitate to reach out as I am available to discuss the survey results in greater detail.

Q1 Issues regarding speeding and pedestrian safety are ongoing concerns in the City of Geneva.

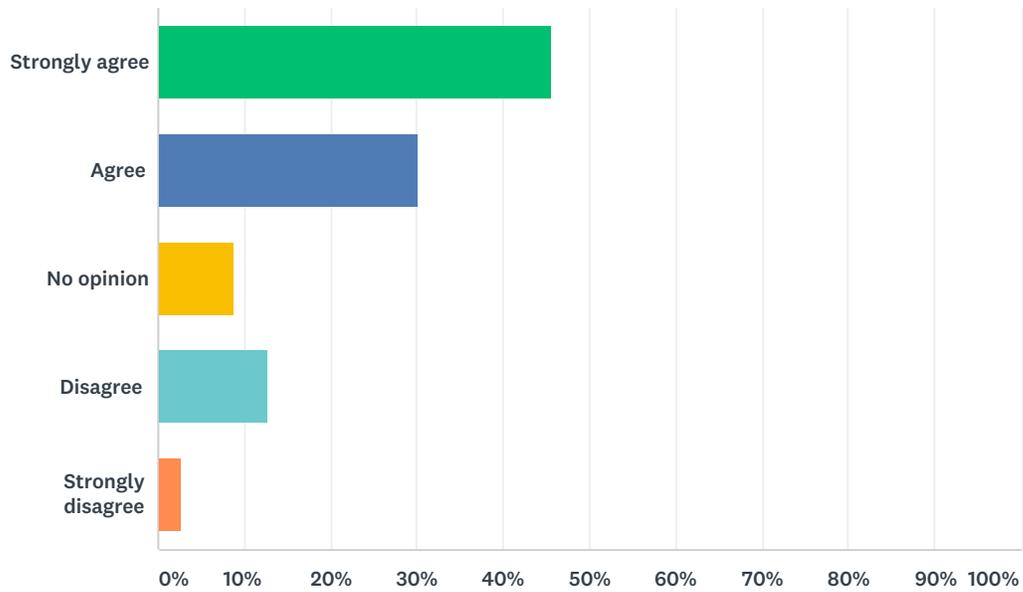
Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	47.22%	246
Agree	35.51%	185
No opinion	5.18%	27
Disagree	10.36%	54
Strongly disagree	1.73%	9
TOTAL		521

Q2 The City needs to be more proactive in speed enforcement and ensuring pedestrian safety.

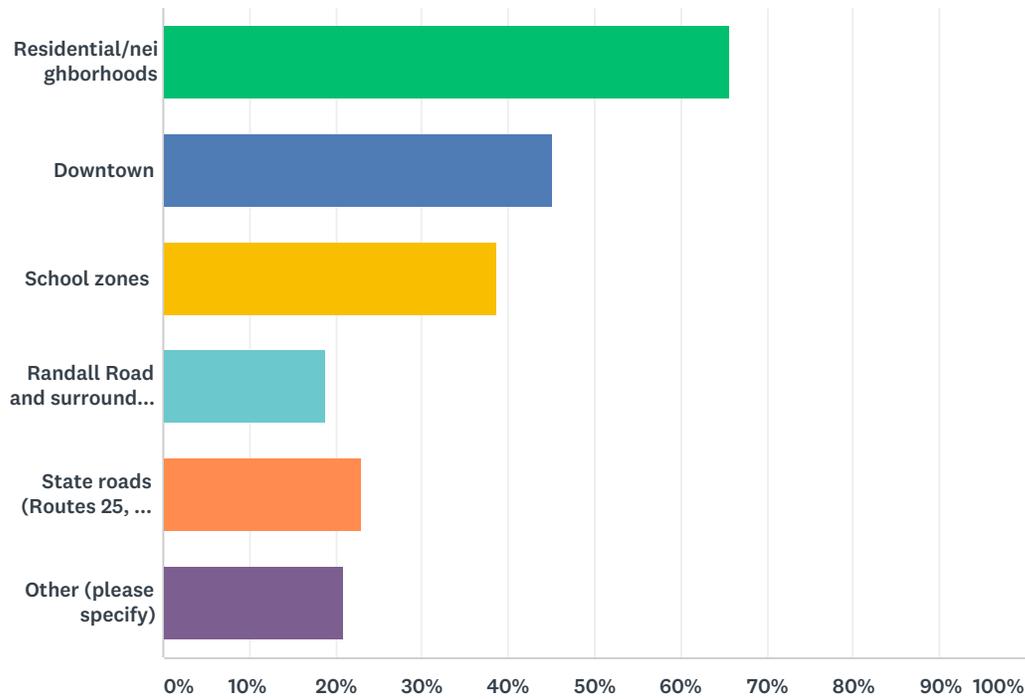
Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES	
Strongly agree	45.68%	238
Agree	30.13%	157
No opinion	8.83%	46
Disagree	12.67%	66
Strongly disagree	2.69%	14
TOTAL		521

Q3 In which areas throughout the City are you most concerned about speeding and pedestrian safety?

Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES	
Residential/neighborhoods	65.64%	342
Downtown	45.11%	235
School zones	38.77%	202
Randall Road and surrounding commercial areas (including Delnor Hospital)	18.81%	98
State roads (Routes 25, 31, and 38)	23.03%	120
Other (please specify)	20.92%	109
Total Respondents: 521		

#	OTHER (PLEASE SPECIFY)	DATE
1	Fabyan parkway and Allen Dr.	4/30/2019 8:25 PM
2	Fabyan Road btwn rt31 & Randall Kaneville btwn east of Randall	4/30/2019 8:15 PM
3	Dunstan Rd. South of Cheever	4/30/2019 6:09 PM
4	Fabiyan at Fox River bridge both directions	4/29/2019 11:08 PM
5	Something needs to be done about the crosswalk at 25 and the bike path. Pedestrians have the right of way but no one stops or even slows down! I was almost hit by a car because one driver stopped for me, but the driver coming the opposite direction did not! Someone needs to take ownership of this spot and put up some signage before someone gets killed	4/29/2019 12:15 PM
6	Syril drive. I often see people ignore the stop signs and a lot of people speeding.	4/29/2019 12:13 PM

7	Downtown at the train station. Cars try to "plow" through pedestrians when they are crossing the tracks to get to the garage. There needs to be a crossing gate or something there to prevent this. It happens daily.	4/29/2019 11:48 AM
8	Pedestrian safety is an issue everywhere - especially where there are no sidewalks	4/29/2019 11:31 AM
9	Backing out of parking spaces downtown on 38 is a nightmare.	4/29/2019 11:29 AM
10	Problematic areas: - Shoop & Blackman - Preschool traffic from Friendship Station - speeding; not stopping at stop signs; Have never seen enforcement activity. - Randall Road retail area in Randall Square; could use stop sign enforcement;	4/29/2019 11:27 AM
11	Kirk Road prairie path crossing	4/29/2019 11:22 AM
12	Cheever/train pedestrians	4/28/2019 6:10 PM
13	I have no concerns. The Geneva area is very safe and pedestrian friendly.	4/27/2019 10:14 AM
14	none	4/26/2019 5:25 PM
15	3rd St It is hard to see oncoming traffic because of parking to the corner.	4/26/2019 4:36 PM
16	I'd like to see speeding decreased all around Peck Farm Park and the Rec Center. It's difficult for walkers and bikers to cross roads in those areas.	4/26/2019 1:20 PM
17	Fargo Blvd.	4/26/2019 12:11 PM
18	State street between Anderson and the Walgreens/CVS intersection.	4/26/2019 8:43 AM
19	Fargo Blvd	4/25/2019 9:35 PM
20	Route 25 by Fox Run Entrance - traffic is going way to fast. Need a lower speed limit. This is a major concern for residents here.	4/25/2019 1:43 PM
21	Western Ave - We have lived on Western Ave for 6 years and I have never once seen a person pulled over yet drivers fly down it. Not only are there homes with children but an elementary school, baseball fields, the pool, and a park. It feels like there is zero concern yet the police sit all day and pull people over on South Street.	4/24/2019 7:32 PM
22	Longmeadow Drive	4/24/2019 5:32 PM
23	School st @ Good Templar park South Gate .and East side residential used as cut through to avoid rt38!-rt 25 intersection	4/24/2019 3:55 PM
24	School zones need to be enforced for the safety of our kids.	4/24/2019 1:45 PM
25	Gate at south entrance to Good Templar park should be closed. Opened only for emergencies.	4/24/2019 1:11 PM
26	East Side Drive, Geneva Drive	4/24/2019 10:54 AM
27	Anderson blvd and Stevens . Tons of kids crossing for school. Nobody slows down for the crosswalk and cars are parked on the street making it impossible to see oncoming traffic. Tons of people speed down Stevens street too as a short cut to avoid downtown.	4/23/2019 10:05 PM
28	Especially downtown, it is very hard to cross 3rd Street with small children bc not all drivers stop!	4/23/2019 10:54 AM
29	Dodson and School street stop sign.. people blow through it at high rates of speed.	4/22/2019 9:50 PM
30	Kirk rd & Prairie Path Crossing. The new pedestrian Crossing light is a disaster!!!! Drivers do not stop when light is activated. Cars pull around those that slow down. Some one is going to get killed. We teach our kids NOT to activate the light. Also the ornamental/landscaping of the center median blocks sight line. Its is very dangerous crossing.	4/22/2019 5:43 PM
31	The corner of School Street and Woodward Ave on the East side if Geneva is nuts. No stop sign on the north south directional,candvpeople speed around the corner. Also when Good Templar opens its south gate on School Street for the soccer games or practices exit and entrance its NUTS around here, and VERY DANGEROUS! That gate needs to be permanently closed, like it used to be! And, we need a stop sign. No sidewalks around here, kids are forced to play in the street, so the danger level is clear and present!	4/22/2019 5:11 PM
32	East Side Dr; Geneva Dr; Chandler Ave; Division St	4/22/2019 1:23 PM
33	Feeder Roads and bypass roads for main streets	4/22/2019 12:12 AM
34	Fabyan Parkway from Randall Road to Kirk Road	4/19/2019 8:04 PM

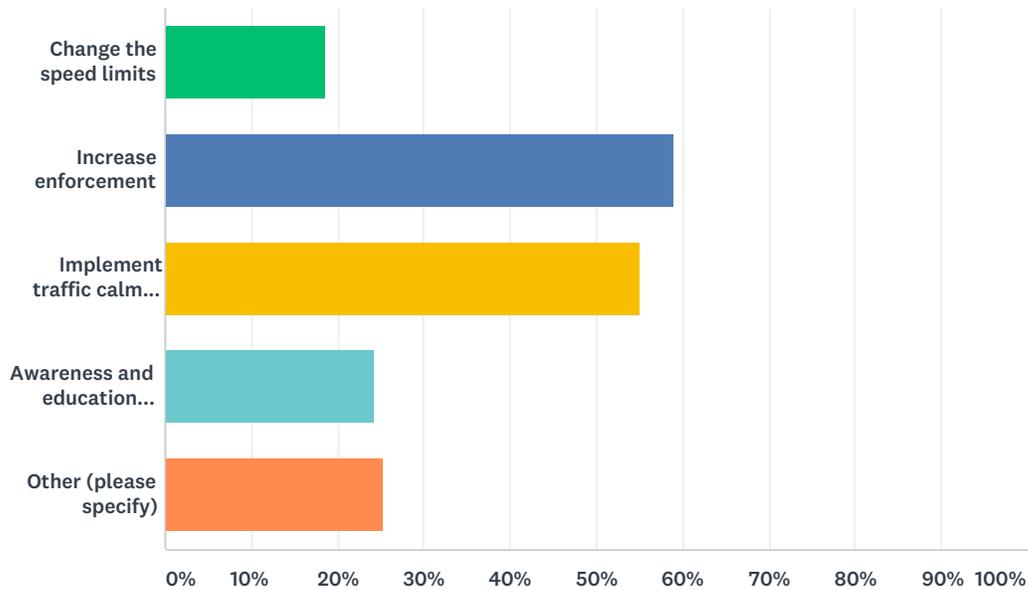
35	River Lane. There isn't a crosswalk to take you from both west side parking lots to the east side of the street by the Dam Bar and Riverside Receptions. It is dangerous trying to cross the street when cars are coming off of 38 to go North on River Lane. Motorists are using it as a speedy pass through to bypass the light at 31. Perhaps some speed bumps and marked crosswalks???	4/19/2019 1:31 PM
36	Eastside Drive	4/19/2019 11:43 AM
37	Geneva Drive! Lived here 30+ years and it's amazing how fast folks speed down the street. We do have good police presence, but not sure how many they catch.	4/19/2019 10:38 AM
38	Willow and Center are especially dangerous! No sidewalks and there are people speeding daily. It's of great concern to our young children in this neighborhood!	4/19/2019 10:30 AM
39	The only thing I have noticed is people going too fast down 3rd.	4/19/2019 8:03 AM
40	I think your doing great	4/19/2019 4:47 AM
41	Keslinger road that travels to Faybyan- terrible speeding and tailgating constantly	4/19/2019 3:54 AM
42	Anderson Blvd	4/18/2019 9:07 PM
43	Miller Road	4/18/2019 8:58 PM
44	None. Things seem fine the way they are.	4/18/2019 8:51 PM
45	Anderson Blvd	4/18/2019 8:13 PM
46	Anderson Blvd	4/18/2019 8:04 PM
47	Alleys, need speed limit posted. Children shouldn't be playing in the streets or alleyways.	4/18/2019 7:57 PM
48	Fabyan Pkwy between 31 & Randall. Cars driving over 60mph here on a regular basis!!	4/18/2019 7:35 PM
49	Not aware of any serious speeding problems.	4/18/2019 4:40 PM
50	NA	4/18/2019 4:05 PM
51	Fargo in eagle brook is used as a drag strip by residents and non residents alike. There are no stop signs or rumble strips to slop momentum and people increase speed. Recently a car flipped on the road	4/18/2019 3:14 PM
52	Willow lane is a raceway for students going and from school and a straight way for St Charles to State St. We have children playing in there yards and elderly residents walking on the street.	4/18/2019 12:22 PM
53	High school traffic by elementary school bus stops. Also, the stop sign at Logan and Center should have blinking lights- many people don't see it and drive through.	4/18/2019 8:49 AM
54	I live off 432 Division and am grateful for the police presence but am still shocked at the high speeds i see zooming down iur street. I have 4 kids, 4 and under, who like to play on driveway, so it is a concern, especially with no sidewalks with always taking two on a bike around the corner to the park.	4/18/2019 6:47 AM
55	Fargo blvd is like a drag race. An accident almost every day at 31 and Fabyan.	4/18/2019 6:40 AM
56	I do not see this as an issue.	4/18/2019 5:41 AM
57	I have noticed that the area between the corner of Kaneville and Randall, up to Peck and Keslinger over to the middle schools and down to Randall and Fargo, over the bridge and back are the most accident prone areas. It's like the whole traffic pattern and signals on that set of streets and intersections need to be redone.	4/17/2019 11:35 PM
58	Fargo blvd	4/17/2019 10:34 PM
59	Fargo (Eaglebrook) & Wood Ave (Sterling Manor neighborhood)	4/17/2019 9:16 PM
60	Not sure speeding and pedestrian safety has been an issue? Work in Geneva and just not many accidents.	4/17/2019 8:59 PM
61	Only concerned where accident data suggests safety is a problem. The notion that speed limits should be reduced just because some citizens believe it should be reduced is ridiculous and arbitrary.	4/17/2019 8:47 PM
62	Kirk Rd.	4/17/2019 8:12 PM
63	The Fargo 500 Speedway	4/17/2019 8:02 PM

64	Cambridge Drive in Pepper Valley across from Park	4/17/2019 7:57 PM
65	Not concerned	4/17/2019 7:54 PM
66	Fargo Blvd - lots of people use this street as a cut thru and go well over the speed limit. Speed bumps would help	4/17/2019 7:52 PM
67	Fargo blvd in Eagle Brook	4/17/2019 3:25 PM
68	Kaneville Road	4/17/2019 12:32 PM
69	Increase policing of speed limits on Route 38 (between Kirk Road and SR25). Also increase policing of speed limits on Route 25 (between Fabyan and Spring Street.)	4/17/2019 10:51 AM
70	Anderson Blvd	4/17/2019 10:08 AM
71	Fargo Blvd in Eaglebrook. Cars are speeding 45-50 Mph daily. I have seen cars doing 65+.	4/17/2019 10:05 AM
72	It would be very good if there were stop signs or better marked cross walks or something that is makes it safer on Anderson Blvd around the High School. There are so many people who are distracted and go so fast on Anderson that I have seen students crossing in the crosswalk almost get hit. Why is there not a way for the students to ensure they are safely able to walk across Anderson? It seems many kids are now parking in the neighborhood there and need to cross Anderson. I have a daughter that walks home and I am worried about her crossing Anderson each day.	4/17/2019 10:05 AM
73	State Street Rt 38 in downtown area.	4/17/2019 8:36 AM
74	Specifically Route 31 and 3rd Street at the traffic light. At the very least there should at least be a sign saying "no turn on red" when pedestrians are present. We have almost been hit on several occasions from people turning right when we have the pedestrian signal. Drivers do not pay attention to people crossing at the light.	4/17/2019 8:05 AM
75	Division St	4/17/2019 7:52 AM
76	Eaglebrook subdivision, with focus on Fargo Blvd (where the speed limit should be 25mph MAX). Fargo is constantly used as a "cut-through" for motorists bypassing Randall Rd and the speeding is excessive.	4/17/2019 6:52 AM
77	Peyton Avenue is used as a cut through to avoid downtown and vehicles regularly speed through this residential area.	4/16/2019 6:16 PM
78	I can't think of an area in Geneva that concerns me regarding speeding or pedestrian safety.	4/16/2019 3:36 PM
79	Street speed limits have not changed with the population and demographic growth and changes over the past20 years.	4/16/2019 2:20 PM
80	State St. west of Anderson and east of Fox River.	4/16/2019 10:23 AM
81	Kirk (Speedway) Road, between 38 and North.	4/15/2019 5:11 PM
82	Anderson by the high school	4/15/2019 3:52 PM
83	Especially residential areas along Rt 38 with no sidewalks.	4/15/2019 12:17 PM
84	Speeding on Peyton Street is rampant, as people speed west-bound to access Rt.31.	4/15/2019 11:59 AM
85	West of kaneville on 38 people excessively speed over 35 because of lack of enforcement.	4/14/2019 12:14 PM
86	Williamsburg	4/14/2019 10:37 AM
87	I am very concerned about Fargo Blvd specifically. The speed limit should be lowered to 25.	4/13/2019 8:39 PM
88	Fargo Blvd and 3rd street	4/13/2019 6:04 PM
89	Fargo Blvd	4/13/2019 5:56 PM
90	North street	4/13/2019 1:46 PM
91	Miller Road has numerous vehicles at various speeds observed that are over 25mph.	4/13/2019 11:57 AM
92	Fargo Blvd. between Rt. 31 & Western Ave. Four way STOP at Fargo and Western is notorious for drivers not letting Pedestrians cross.	4/13/2019 8:10 AM
93	Sight lines at intersections. Fence obstructions, bushes, trees so can not see cross traffic. 31 and Fargo.	4/13/2019 7:41 AM

94	Fargo Blvd in Eagle Brook	4/12/2019 11:11 PM
95	Batavia and Fabyan pkwy	4/12/2019 10:51 PM
96	2nd and 3rd St merchant areas	4/12/2019 5:42 PM
97	Rt. 38W to Rt. 31.	4/12/2019 5:05 PM
98	Just Route 38	4/12/2019 3:53 PM
99	QUIT GIVING WARNINGS ! START GIVING TICKETS ! PEOPLE KNOW YOU ARE LENIENT IN GENEVA, SO THEY JUST KEEP BREAKING THE TRAFFIC LAWS !! MAKE OUR POLICE DO THEIR JOBS !	4/12/2019 3:34 PM
100	Bricher Rd between Randall Rd and Peck Rd. There's a lot of pedestrian traffic in this area and with the addition of the new apartment development across the street in St. Charles, there's a lot of traffic turning out onto Bricher from a stop. Please lower the speed limit on Bricher by at least 5-10 mph. Thanks	4/12/2019 3:14 PM
101	Kirk Road. The prairie path crossing with a stop sign is very dangerous. That crossing should be shut down and bike riders/pedestrians should be routed to the nearby stop light.	4/12/2019 1:07 PM
102	I live on Stevens Street. Although it is a residential street is a frequent route for people cutting through the neighborhood from Anderson to Route 31 to go around downtown. Many of these drivers speed through far in excess of the speed limit. There is also a lot of commercial vehicle traffic from the light industrial areas down the street and these drivers also frequently drive far to fast. Not only is this a street with many residences, there is a lot of foot traffic from the high school. I would be pleased to see a 25 mph speed limit strictly enforced.	4/12/2019 11:54 AM
103	None	4/12/2019 11:50 AM
104	none	4/12/2019 11:39 AM
105	Need to address "yields" in residential areas. They are not efficient and people run them with no regard to oncoming cars or crossing pedestrians.	4/12/2019 10:56 AM
106	Around the parks	4/12/2019 10:39 AM
107	fabyan and 31	4/12/2019 10:36 AM
108	Areas leading up to and surrounding residential school zones like the High School	4/12/2019 10:33 AM
109	Bricher Rd. between 38 and Randall. I have frequently seen cars going 60mph+ westbound in order to catch the green light. I hear brakes squealing and see cars almost t-boned by cars going at least 60+ weekly coming out of the Greenwich square subdivision or the Fairfield/Wendys entrance (I am worried that someday a major rollover accident will happen). Also, a no left turn sign should be put up for eastbound traffic turning into the Fairfield/Wendys entrance.	4/12/2019 9:49 AM

Q4 What steps would you like to see the City take to prevent speeding and improve pedestrian safety?

Answered: 521 Skipped: 0



ANSWER CHOICES	RESPONSES
Change the speed limits	18.62% 97
Increase enforcement	58.93% 307
Implement traffic calming strategies (creation of pedestrian zones, roundabouts, enhanced signage, etc.)	55.09% 287
Awareness and education campaigns	24.18% 126
Other (please specify)	25.34% 132
Total Respondents: 521	

#	OTHER (PLEASE SPECIFY)	DATE
1	Better signage around residential parks at the least.	4/30/2019 4:07 PM
2	One problem is that many pedestrians, especially on 3rd St. between Hamilton and South streets will not walk to the nearest corner to cross a street. And when they jaywalk, they frequently walk diagonally to create the shortest route for themselves. It makes traffic slow and stop for them. There are also many who walk for exercise, sometimes alone and sometimes in groups. I've noticed that sometimes these walkers are aggressive in that they will not walk in single file if a car approaches, especially around other cars that might be parked on the street. It seems that they make the driver responsible for their safety instead of exercise due caution themselves.	4/30/2019 8:46 AM
3	What ever is least expensive and/or least extra work for staff and officers.	4/30/2019 8:24 AM
4	Speed bumps, better signage with led	4/30/2019 7:05 AM

5	Cross walks installed between fox run and the water treatment plant and between the parks at the Windmill (this is used by the Boy Scouts for camping, crossed during sledding season, and cross for countless events at the shelter)...both on 25. A light is needed that pedestrians can trip to traffic at both sites. The speed should be 35 the whole way - there's no reason that small portion of road has 3 speed limits. Way too many houses and pedestrians for any part to be over 35 (let alone 50!). Crossing 38 is difficult between 25 and East Side Drive. We need another crosswalk with a light that pedestrians can trip to stop traffic.	4/29/2019 10:35 PM
6	More parking restrictions too	4/29/2019 3:01 PM
7	Enforce or remove crosswalks downtown on 38. Enforce crosswalks on 3rd St.	4/29/2019 2:13 PM
8	NONE- they never in-force the fact that pedestrians have the right of way in crosswalks - no one stops for them - I walk to and from work 4 times a day downtown and no one cares- about the walkers	4/29/2019 12:14 PM
9	Fargo and Randall needs a pedestrian bridge asap. Every year I see a couple of people almost get killed there. Peck farm is attracting many people to cross there.	4/29/2019 12:05 PM
10	limit left hand turns on 38 downtown. Ticket people that don't come to a complete stop, especially before making a right hand turn into traffic!	4/29/2019 11:55 AM
11	If we are being realistic, it is impossible to prevent speeding. Drivers need to take responsibility for their actions and be a part of the solution. Speeding is an issue on almost every street, from the expressways to our local roadways. Too many people are in a hurry to get where they are going. There are roadways in this city where officers are known to frequently run radar yet they still are stopping people all of the time.	4/29/2019 11:39 AM
12	Add sidewalks where there are no sidewalks, and additional stop signs in residential neighborhoods.	4/29/2019 11:31 AM
13	It is not necessarily an issue.	4/29/2019 11:29 AM
14	Please route prairie path bike and pedestrian traffic to the Averill stop light and eliminate the dangerous stop sign on Kirk Road. Also cut down the median overgrowth between Geneva Drive and Averill that blocks the view of oncoming traffic.	4/29/2019 11:22 AM
15	Not allowing High School students to park on residential streets. My street is flooded with "high school" parkers. Which makes it hard to even pull out of my driveway without having to do a 3-4 point turn to avoid backing into the fleet of cars that appear each morning.	4/29/2019 7:55 AM
16	I don't really see an issue. There will always be incidents but I don't feel there is anything unusual	4/27/2019 4:38 PM
17	Specifically on Fargo Boulevard	4/27/2019 1:51 PM
18	Speed limits should be increased in many areas and enforcement should be based on logic and fairness rather than revenue generation.	4/27/2019 10:14 AM
19	Start giving tickets, instead of warnings! When you give warnings, they no you are not serious !!	4/26/2019 8:57 PM
20	none	4/26/2019 5:25 PM
21	more traffic cops during festivals and high volume times ,evening trains.	4/26/2019 4:36 PM
22	I like roundabouts. Keslinger & Peck, Kaneville & Peck would be excellent trial locations. Also Gary/Cambridge & Kaneville would be terrific - see #5 below.	4/26/2019 12:22 PM
23	Fargo Blvd. needs to be reduced to 25 mph	4/26/2019 12:11 PM
24	All schools need speed signs with flashing lights to help remind drivers to slow WAY down during school drop-off/dismissal times	4/25/2019 10:32 PM
25	Speed bumps.	4/25/2019 9:35 PM
26	Speed bumps on cut through streets esp on the East side . Longmeadow Dr/ Hill.. I hope it doesn't take a pedestrian getting hit first!	4/25/2019 8:32 AM
27	I think Geneva is doing really well. I don't think we need anything more than a few stop signs added.	4/24/2019 9:58 PM
28	Speed numb on Longmeadow drive	4/24/2019 5:32 PM
29	Close South Gate at Good Templar Park	4/24/2019 3:55 PM

30	Downtown - add Stop signs on 3rd street. On Cheever - add a sidewalk so people and children(!) can get to Dryden Park without having to walk on the street. At least one side should have a sidewalk.	4/24/2019 11:38 AM
31	On Division street speeding is a serious concern. It might be beneficial to add diagonal parking on the Geneva side to narrow the street as this will make drivers more aware	4/24/2019 10:52 AM
32	It's hard to watch out for peds downtown while avoiding protruding trucks in diag parking spots. Crosswalks would be more visible with street crosswalk signs as on 25 N of 38 and diag stripes in them.	4/23/2019 11:04 PM
33	Speed bumps	4/22/2019 5:43 PM
34	Close the south gate at Good Templar and add stop signs at School Street & Woodward Ave	4/22/2019 5:11 PM
35	Community members capturing speed and license during commute and schools hours to send warning letters to extreme violators.	4/22/2019 12:12 AM
36	not sure that we need any. maybe just make sure that crosswalks are very clear and repainted when needed	4/21/2019 10:56 AM
37	Residential streets 25mph South Street from 1st to 7th 20mph	4/19/2019 4:47 PM
38	I think more speed monitoring signs (the solar-powered electronic kind that display your speed) could be effective. I don't know if I speak for most, but I rarely speed intentionally, just get overly focused on my destination :) Those do a good job catching people's attention and I think they provide a little bit of "group pressure" too, as more people notice and slow down those who don't stick out!	4/19/2019 2:27 PM
39	Traffic crossing assistance on St. Street could help, it is sometimes very hard on St. Street to see someone getting ready to cross a crosswalk and you can't always stop in time. The cars on the sides of the roads can block your view and even stopping from 25mph can be difficult by the time you can see someone decide to start crossing.	4/19/2019 11:51 AM
40	I would like to see 3rd street speed limit changed to 20 MPH from the train station to state street. Downtown Wheaton and Barrington both have these and it feels much safer to walk an drive because of the lower limit.	4/19/2019 11:28 AM
41	If all else fails for Geneva Drive - speed bumps!	4/19/2019 10:38 AM
42	Stop signs on all 4 corners.	4/19/2019 10:30 AM
43	Pedestrian overpass from Williamsburg over Randall to delnor	4/19/2019 9:25 AM
44	speed strips placed along 3rd approaching the crosswalks	4/19/2019 9:04 AM
45	Push button solar crossings, explore other communities and areas around the county that are progressive with pedestrian safety.	4/19/2019 8:40 AM
46	Increase speed limits in some areas (30mph on Geneva Drive, 30mph on 38 through downtown, etc.	4/19/2019 6:44 AM
47	Street lights in downtown, pedestrian bridges connecting train stop to river walk, eliminate parking on State street downtown and replace with expanded sidewalks/bike path	4/18/2019 9:36 PM
48	More digital signs relaying speed to drivers (similar to what they have north on Randall in the St Charles/S Elgin area. Those always remind me to look at my speedometer.	4/18/2019 9:26 PM
49	Speed limit apparatus that is stationed in construction zones with photo capabilities. These are used in southern suburbs and are moved around various roadways.	4/18/2019 8:58 PM
50	Better crosswalk on Anderson Blvd. near the high school. Maybe with a flashing light? Or staffed? It's very hard to cross there with the school traffic and cars parked along the street it's difficult to see if it's safe or not.	4/18/2019 8:36 PM
51	While it be a bit of a nuisance maybe making Third Street a one way would help deal with trying to see around parked cars and trying to turn from side streets since everyone would be going the same way. Drivers also just don't respect the pedestrian zones on that street.	4/18/2019 8:34 PM
52	Flashing yellow light when pedestrians are present at the crosswalk at Anderson and Stevens st. It's where the high schoolers cross on their way to school and no one stops for them.	4/18/2019 8:04 PM

53	In our Williamsburg subdivision we have a yield sign that people find notice or abide by. My husband was hit by a guy totaled the passenger side of his car. The guy didn't even see the yield sign. The trees aren't cut around the signs.	4/18/2019 7:46 PM
54	Please no roundabouts. I think they are confusing and dangerous.	4/18/2019 4:40 PM
55	Nothing, stop spending	4/18/2019 4:05 PM
56	Stop signs or something to slow traffic on Fargo	4/18/2019 3:14 PM
57	Speed bumps and/or sidewalks around the high school, particularly on Charles between the soccer field and State Street and north from the school on Ford.	4/18/2019 1:58 PM
58	Eliminate left hand turns on State Street except at lights. Pedestrians should only be allowed to cross at a light on state street and it should be enforced. They do create traffic hazards especially during rush hour.	4/18/2019 1:22 PM
59	Change parking areas	4/18/2019 10:20 AM
60	Changing the speed limit doesn't control speeding	4/18/2019 9:18 AM
61	Pedestrian safety in downtown is a big issue. Cars will run you over as they don't look for pedestrians	4/18/2019 9:06 AM
62	Not sure we have a problem	4/18/2019 7:05 AM
63	No action is necessary.	4/18/2019 5:41 AM
64	speedometers on the side of road	4/18/2019 4:49 AM
65	25 is unreasonable	4/18/2019 1:04 AM
66	I actually have loved having less police out giving tickets while we have lived here, but I don't know what else really makes people slow down and realize that they have to follow the speed designations/rules of the roads.	4/17/2019 11:35 PM
67	I think they're doing a great job as is!	4/17/2019 10:50 PM
68	More policing near schools	4/17/2019 10:04 PM
69	More police presence	4/17/2019 9:16 PM
70	Jaywalking in downtown is out of control. There is a crosswalk every block - maybe start giving warnings/tickets	4/17/2019 9:07 PM
71	Make the specs higher. 30 mph is sooooo slow	4/17/2019 8:59 PM
72	Not sure any steps are needed?	4/17/2019 8:59 PM
73	No action unless accident data suggests there is a problem. I have lived and traveled on all Geneva streets for 30 years and not once thought speed limits were inappropriate. I have lived off Fargo and Keim for 20 years and the notion that 30 mph between Randall and Western is too fast is arbitrary. I would like to see accident data because I cannot remember one accident, and in fact, the data might suggest a higher speed limit is appropriate (i.e. 35 mph). Let data drive decisions not arbitrary opinions that we need a speed safety task force.	4/17/2019 8:47 PM
74	Speed bumps	4/17/2019 8:47 PM
75	More police presence at peak times. School release, weekends, etc.	4/17/2019 8:12 PM
76	The signs that tell you how fast your going	4/17/2019 8:11 PM
77	The city should regulate planting of trees, bushes that make seeing traffic difficult. We have numerous "blind corners" in the old sections of town. Also address the train station crossings: I stopped for a pedestrian last week and found myself stopped ON THE TRACKS. Not a good idea.	4/17/2019 8:04 PM
78	Speed bumps.	4/17/2019 8:02 PM
79	We simply stop seeing traditional signs. Create something striking and different: "This is a residential area. Please obey 25 mph speed limit". In bright, eye catching colors. Build on the "Art on Fire" program to attract attention. Maybe cute sayings? "25 and Keep Our Kids Alive". "25 and You Will Arrive". These in addition to the legally required signs.	4/17/2019 8:00 PM
80	We're fine!	4/17/2019 7:54 PM
81	4 way stops at all 3rd street intersections	4/17/2019 7:54 PM

82	Speed bumps on cut thru streets	4/17/2019 7:52 PM
83	None needed	4/17/2019 7:41 PM
84	Sidewalk put in on Cheever Ave	4/17/2019 2:23 PM
85	Add speed bumps near high school	4/17/2019 1:08 PM
86	Speed limits in my neighborhood are 25. Nothing needs to be changed.	4/17/2019 12:39 PM
87	Lower the speed limit on Kaneville, especially near the middle schools.	4/17/2019 12:32 PM
88	Remove barriers in line of sight in easements. Example: there is an easement on the NW corner of Kaneville and Burgess that has WAY overgrown flowers in the summer. Pretty but an incredible blockage to being able to see cars coming on Kaneville (where TONS of cars speed).	4/17/2019 12:18 PM
89	The City should be proactive in considering the future of transportation, which is driverless car systems, such as Voya and Navya. Several cities in the U.S. are already implementing these systems, and will make traffic accidents a thing of the past.	4/17/2019 10:51 AM
90	There needs to be speed bump or "calming devices" on Fargo in Eaglebrook.	4/17/2019 10:05 AM
91	There has to be a better way for pedestrian to cross State Street. It is so dangerous to cross State Street in any of the crosswalks. You have people going so fast through State Street. The speed limit has to be lowered and perhaps we need to make a crosswalk that goes over State Street to safely get across. Also, with the new library, I think it is important to secure pedestrians can cross state street down further from 3rd street with a light.	4/17/2019 10:05 AM
92	enforcement of posted parking rules!	4/17/2019 9:29 AM
93	Bike lanes/road diets. There is no way to get to downtown without riding a bike in traffic.	4/17/2019 8:52 AM
94	Pedestrian crossing on State St near Aurelio's is very scary. Also pedestrian crossing on State St at Starbucks is not great—why should pedestrians have to run to get across, and cars are often still turning while pedestrians are crossing.	4/17/2019 8:36 AM
95	Drivers do not seem to know that they should stop when pedestrians are in the cross walk. As frequent walkers in Geneva we have been yelled at on more than one occasion for being in the cross walk when drivers are coming through.	4/17/2019 8:05 AM
96	Change speed limits to 25mph, including Fargo. Add 3-way stop signs at Fargo / St. Andrews and Fargo / Loran --this will work to slow motorists down before they hit the straight-away on Fargo (known as the Fargo 500).	4/17/2019 6:52 AM
97	Speed cameras	4/16/2019 10:18 PM
98	More stop signs on Peyton to slow/discourage cut through traffic.	4/16/2019 6:16 PM
99	Again, I can't think of anything that is needed.	4/16/2019 3:36 PM
100	Reevaluation of current speed limits on all residential streets to reflect population and child activity	4/16/2019 2:20 PM
101	Sidewalks. Far too much of our town does not have sidewalks. I worry often about my children walking anywhere due to the lack of sidewalks especially around the high school and in the neighborhood between 38 and Kaneville before getting the Pepper Valley.	4/16/2019 10:41 AM
102	Something like a belisha beacon at busy pedestrian crossing areas, such as by schools (and Anderson Blvd for high schoolers). I believe Batavia has something like this by there high school on Wilson that is solar powered.	4/15/2019 11:21 AM
103	The one problem I see is during rush hour, and people taking shortcuts on side streets, and sometimes go very fast on the side streets. (people going from rt 38 to rt 25 via Kane st and Spring street for example). maybe sometimes have an officer once in a while there checking things out.	4/14/2019 1:28 PM
104	Speed bumps on fargo	4/13/2019 4:43 PM
105	Mobile Speed Limit signs with the actual speed of vehicles that are in use Road Construction Zones with Photos.	4/13/2019 11:57 AM

106	Leave people alone. Limits of 25, are low enough. If you make them 15, it is artificially low verses road conditions, design parameters, and un reasonable. Go ahead, chase people away. Scam them with red light cameras, quick yellows, etc. Install speed bumps, you will be grinding them out soon, roundabouts, but only with appropriate drivers education as people do not know how to negotiate roundabouts. If you are discussing the small minature neighborhood roundabouts like pepper valley, they certainly slow traffic, just like any obstacle. Hopefully IDOT will keep individual interest groups from snarling traffic and building road rage. Stopping left turns at 38 west bound to 3rd street would help. Keeping traffic bottled up downtown on 38 will back it up across the bridge westbound. No left turn on Kaneville would also help stop lane changing to avoid stopped traffic. So when you can not keep traffic moving people search for relief from gridlock and seek neighborhood streets as less frustrating alternatives. So you create your own problem. Keep traffic moving, they want to be somewhere else anyway! It is expensive, but timing lights so traffic flows is one answer. Bring traffic in on Randall southbound and time signals so they exit main street Batavia non stop at 40-45 mph. Randall road traffic is now horrible.	4/13/2019 7:41 AM
107	More police presence in school zones	4/13/2019 3:11 AM
108	I	4/12/2019 9:57 PM
109	Enforce rules of the road for bicyclists.	4/12/2019 9:51 PM
110	Cars don't come to a complete stop at stop signs. I was almost hit on a side street because the driver didn't come to a complete stop and said "I didn't see you" even though I was already in the crosswalk and she had a stop sign.	4/12/2019 8:01 PM
111	Enforce cell phone ban, I see people everyday driving while trying to email, txt or talk on phone.	4/12/2019 7:45 PM
112	Enforcement: speed limits are pointless if you don't enforce them, otherwise drivers just ignore them. The more expensive the car, the faster they drive. They feel entitled.	4/12/2019 5:42 PM
113	Disagree with roundabouts	4/12/2019 5:05 PM
114	The traffic on Rt38 through downtown is not adhering to the 25mph.	4/12/2019 5:05 PM
115	Flashing crossing lights for downtown pedestrian crossing of third Street. No right turn when pedestrians are present signs for Randall Delnor and the Commons.	4/12/2019 3:37 PM
116	MAKE OUR POLICE DO THEIR JOBS !! START ENFORCING THE TRAFFIC LAWS !! GIVE THEM TICKETS FOR SPEEDING, NO STOPPING AT LIGHTS AND STOP SIGNS !! ALSO FOR PEDESTRIANS IN CROSS WALKS !!	4/12/2019 3:34 PM
117	Lower speed limit from 35 to 30 from Stevens past Wheeler Park. See below.	4/12/2019 2:49 PM
118	more sidewalks, stop signs, other traffic control devices	4/12/2019 2:19 PM
119	Cross walks	4/12/2019 1:34 PM
120	Example: Williamsburg Ave (residential) and Bricher Rd (abuts commercial & residential) both seem to be used by people to avoid the Randall/38 intersection. Explore increase the speedlimit on Bricher (making modifications as necessary to safely support) and Williamsburg will naturally slow down as more cars are drawn to Bricher.	4/12/2019 1:19 PM
121	post more signs for the crosswalk laws. Drivers are not stopping at legal crosswalks for pedestrians to cross. Lower neighborhood speeds to 20 mph. That way drivers will drive 25-30 mph instead of 35 mph or faster through the neighborhood streets.	4/12/2019 1:07 PM
122	These questions read like a blatant attempt to justify revenue increases through speeding tickets. Prioritize police/community relations to ensure Geneva residents and their police department can continue to enjoy our relationship. Do not make police the bad guys by having them write more and more tickets to residents under the guise of pedestrian safety.	4/12/2019 12:41 PM
123	Pedestrian safety improvements. Route 38 and 3rd street crosswalk buttons only allow pedestrians to trigger crosswalks from some corners walking some directions and not others. 3rd street business corridor should have additional speed reductions, drivers frequently exceed 25 mph. Pedestrian walk signals at crosswalks on 3rd street may be a good idea, San Luis Obispo, CA has some examples of pedestrian crosswalk signals where a traffic signal does not exist.	4/12/2019 11:54 AM
124	None	4/12/2019 11:50 AM
125	Enhanced pedestrian crosswalks	4/12/2019 11:39 AM
126	nothing we don't have a problem	4/12/2019 11:39 AM

127	No roundabouts!	4/12/2019 11:03 AM
128	Presence when children and buses present. Police cars to prevent the driving around stopped buses. Or the buses angling into both lanes on smaller roads. I thinking spending on infrastructure as a deterrent is crazy. Non-citizens moving through the city would be deterred by ticketing. St. Charles was known as a ticketing city years ago. Word gets out after an aggressive enforcement campaign.	4/12/2019 10:58 AM
129	God -- no roundabouts, please. Add 4-way Stops in neighborhoods instead of alternating every two blocks....you can't get up to speed if you have to stop more often.	4/12/2019 10:33 AM
130	Increase enforcement certain times of day only.	4/12/2019 10:24 AM
131	Mobile speedgun signs	4/12/2019 10:23 AM
132	Speed cameras if possible	4/12/2019 9:49 AM

Q5 Please share any additional comments or concerns not addressed by the previous questions.

Answered: 186 Skipped: 335

#	RESPONSES	DATE
1	Fabyan and Allen Dr. is a very dangerous intersection that needs evaluation.	4/30/2019 8:25 PM
2	I propose a three way stop at Longview and long meadow drive. Too many people are using Hill/Longmeadow drive as a thoroughfare. Drivers regularly coming whipping around the corner turning west on to longmeadow from Longview. There are lots big families with children along this block.	4/30/2019 8:07 PM
3	My wife and I live in the Allendale neighborhood and there is a central park. Cars and delivery trucks zip by, most likely not knowing there is a park, with kids crossing the streets constantly. We are afraid a child is going to get hit. There needs to be signs indicating it is a speed zone, or even a speed bump.	4/30/2019 4:07 PM
4	I live in the Allendale neighborhood, people speed by the park while cutting through from o be signage at the MINIMUM.	4/30/2019 4:01 PM
5	The crosswalk from Kaneville to James street is almost non existent. Cars fly by and never give pedestrian right away.	4/30/2019 11:18 AM
6	I work in Geneva. There needs to be a cross walk at Route 31 and James Street. Too many times, I've seen fellow employees, shoppers, walkers nearly hit trying to cross at this intersection. I realize this is a State route, but Geneva could advocate for its installation.	4/30/2019 10:21 AM
7	Make it clearer downtown where pedestrian crossing areas are. Meadows park south of western Ave school has no pedestrian crossing signs. People speed past the park to cut through to Fabyan and western Ave.	4/30/2019 10:09 AM
8	Please consider adding two stop signs in the area near the high school. One should be at the intersection of Ford and Lincoln. Many drivers speed going northbound on Lincoln because there is no stop sign. Because the street ends at that section at Ford, they make wide right turns onto Ford because of their speed and cars parked on the street on Lincoln. Students who are parking in the lot that used to serve Coltrap School also speed up and enter the lot at it's intended exit and I worry that they will T-bone another car that is going to turn left from Ford onto Lincoln. There needs to be a three was stop on Logan at the point where the northern part of Center meets it. It's a mess as it's hard to determine who stopped first when drivers must stop at the point where the southern part of Center meets it. The number of students who walk from the parking lots or from on street parking do not use the designated cross walk (i.e., zebra stripes) but cross diagonally and generally creating congestion.	4/30/2019 8:46 AM
9	Pedestrian safety needs to be enforced at State and Anderson as well. There is a sign for no turn on red when pedestrians present, I have almost been hit multiple times.	4/30/2019 7:18 AM
10	On Westfield course I have witnessed speeding, not stopping for a school bus and running of stop signs. On multiple occasions. There a lot of kids that live in this area.	4/30/2019 7:05 AM
11	Running stop signs is rampant.	4/30/2019 6:26 AM
12	Crossing East Side Drive from Woodward Ave to connect to the Illinois Prairie bike path is very difficult. Would like to see a crosswalk and warning signs for cars to yield right of way to pedestrians there.	4/30/2019 5:21 AM
13	Third street pedestrian crosswalks are scary. Pedestrian crossing near Ace, the drycleaners, and Aurelios is tough. Suggest No Semi trucks through downtown??	4/29/2019 11:08 PM
14	Randall road continues to be treacherous with excessive speeders and road ragers. More enforcement is needed. Perhaps speed cameras?	4/29/2019 10:35 PM
15	More signage and issuing warnings in the neighborhoods would maybe be helpful.	4/29/2019 2:56 PM
16	Speed surveys should be conducted in the high traffic areas. This can also determine whether speeds can be adjusted or enforced.	4/29/2019 12:56 PM

17	I am frustrated by the cars who try to avoid the stoplight at Western Ave & Fabyan Parkway by cutting down Heather Rd to Redwing or Allen and on to Western Ave. These cars constantly speed down Heather Road. As a parent of a 3 and 6 year old who live on Heather I am greatly concerned for their safety.	4/29/2019 12:31 PM
18	I don't believe that speeding is a huge issue in Geneva, but I also believe it's pretty much a no-brainer to better enforce speed limits in residential areas and downtown where there are a lot of pedestrians present.	4/29/2019 12:18 PM
19	PLEASE- remind the public that pedestrians have the right of way!	4/29/2019 12:14 PM
20	westbound 38, at Kaneville, stay in your lane!!	4/29/2019 11:55 AM
21	Pedestrian safety is the responsibility of both motorists and pedestrians. Too often pedestrians do not look before entering crosswalks or walk outside of crosswalks. Even if a driver is paying attention, they wouldn't have nearly enough time to stop. I think the police department works hard to address speeding concerns and other issues in our community. Distracted driving is an increasing issue and it seems that everyone is in a hurry to get where they are going. There are only so many police officers on the street. Everyone needs to do their part to be responsible and safe drivers.	4/29/2019 11:39 AM
22	I think the Geneva police are doing a great job policing the streets, but unfortunately the police force cannot be the only solution, not to mention the expense involved.	4/29/2019 11:31 AM
23	I am especially concerned about the traffic down Chandler Avenue. It is a residential street and many people use it as a pass-through to avoid Kirk rd. between Division and Geneva Drive. There are a lot of children on that street and many people that speed down. I would be in support of speed bumps or stop signs at one of the three intersections to help combat the people who speed through.	4/29/2019 11:30 AM
24	More fines for members of the community won't help and may hurt disposable income and willingness to travel. Making out of town patrons afraid to visit due to strict police reputation isn't a recipe for success. Awareness campaigns don't work and new traffic strategies are expensive and time consuming. It is not truly a problem. In a community of this size, the presence of some events are unavoidable.	4/29/2019 11:29 AM
25	The traffic on Geneva Drive is frequently above the 25 mph limit.	4/29/2019 11:20 AM
26	Enforcement is the big issue here. The police themselves speed and don't pull people over often	4/29/2019 11:13 AM
27	I think our money is being wasted by forming committees such as the Speed Control Policy task force. Its unneeded, we already live in a police (nanny) state. People can read street speed limit signs and are expected to do the speed limit. If they go over, give them a warning and let them go. Please stop the needless policing. Thank You! Fox valley Resident (stc) for over 35 years	4/29/2019 7:55 AM
28	I believe it would go a long way to install additional highly visible crosswalks throughout town, especially major roadways and intersections (should include signage enforcing the pedestrian right of way at crosswalks). Some additional enforcement may be necessary in the short term, but stopping for pedestrians in cross walks is a cultural norm in other parts of the country. It is asinine that this isn't the case throughout IL.	4/27/2019 8:43 PM
29	Please, please consider the residents and most importantly children who live on Fargo Boulevard. It's critical that something is done to slow down drivers who race through our neighborhood before there is a casualty that could have been prevented. This could be by lowering the speed limit, additional stop signs, speed bumps or increased enforcement of this area. There are so many young kids who live on this road and it's alarming to see people racing through here like it's a highway.	4/27/2019 1:51 PM
30	I live south of the High School on McKinley ave. The younger children in the neighborhood are usually outside during the after school rush (and the rush when sports are done) -- we are surprised at how fast the students (and parents!) go down our street even after seeing kids out on the sidewalks. I think more intermittent enforcement could help, but it's a concern of the residents on our block.	4/27/2019 1:14 PM
31	People are making U turns into parking places on opposite side of the street ! Especially on State Street down town ! I see this happening almost every day !!	4/26/2019 8:57 PM
32	I would like to see the effort to improve the safety of pedestrians expanded from simply speeding concerns to other areas like additional sidewalks and improvements to sidewalks and paths.	4/26/2019 7:17 PM
33	I think there is a huge problem with people using cell phones while driving.	4/26/2019 1:20 PM

34	I believe you need to increase awareness of the speed limit but take great offense at the ORANGE RACING FLAGS outside my home. Quite an eye sore!!!!	4/26/2019 12:27 PM
35	Please implement no left turn on Kaneville just East of Randall, where Eastbound cars try to turn left into the Orange Theory fitness parking lot and create gridlock for Eastbound traffic across Randall.	4/26/2019 12:22 PM
36	School kids at HS need to be stopped and given warnings...some are crazy when leaving school..more so in the spring near end of the school year.	4/26/2019 11:44 AM
37	Stronger stance against texting and driving	4/26/2019 9:17 AM
38	East Side drive - lost count how many times the crossing guards have almost been hit by speeding cars. Longmeadow dr is a cut through street - speeding drivers have slammed on the breaks avoiding hitting the kids playing. Until these drivers keep getting tickets they'll keep flying down the street. I would love to see speed bumps on some of the residential streets. I have witness speeding cars pass the cars driving the speed limit cars on one lane streets - it's out of control. We don't even bike along the Prairie Trail because it is impossible to cross Kirk Road - speed limit is 45 yet 60-80 seems to be the norm. Thank you!	4/25/2019 8:32 AM
39	I think Williamsburg is over used and this road in particular could be slowed down proactively.	4/24/2019 9:58 PM
40	See comment above regarding Western Avenue.	4/24/2019 7:32 PM
41	The following is a quote from the current Geneva Zoning Ordinance. Does the approved site plan for the planned Dunkin Donuts on East State Street comply with this? I measure the stacking lanes at much less than the required 100 feet (72 feet to be exact). This threatens pedestrian safety both on and off the site. Why was this allowed and upon what authority? Obviously, the overflow will be in the street setbacks which is prohibited by the ordinance. More rules will not help when existing rules are ignored. "Drive-through facilities shall provide for a vehicle stacking lane. A stacking lane for each order box or window shall be provided at a minimum length of 100 feet. Stacking lanes shall not interfere with or include any portion of an access or service drive or aisles. No order box or window shall be located closer than 100 feet to any residentially zoned property. Stacking lanes shall not be located within any street setback."	4/24/2019 6:15 PM
42	Downtown area is not pedestrian friendly especially around The Little Traveller.	4/24/2019 5:59 PM
43	I am concerned with motorists using Allen Drive as a thru way. Oftentimes these cars are exceeding the speed limit. As a resident on this street with a child I worry about the unnecessary traffic.	4/24/2019 5:04 PM
44	Area 1-3 blocks north of Harrison School dangerous . Cars and School busses speeding down Austin and Oakwood when streets are narrow and without sidewalks. Residential area with children playing.	4/24/2019 3:55 PM
45	The downtown area is not pedestrian friendly.	4/24/2019 3:51 PM
46	Please take some sort of action to reduce traffic speed on Cheever Ave, especially during rush hours. It's very difficult to cross at Shady and Cheever during these times.	4/24/2019 2:10 PM
47	I think the 35 MPH at the south part of Western Avenue should be changed and I would like to see third street speed limits be 10-15 mph between the train tracks and Hamilton street to really endorse the foot traffic that we have in our down town area.	4/24/2019 1:35 PM
48	More enforcement is needed. People trying to get from Fabyan to Western Ave or visa versa cut through the neighborhood of Allendale on Allen Drive and speed past Meadows park. This area is frequented by many kids every day.	4/24/2019 1:08 PM
49	East Side drive from 38 to St. Charles is a drag strip. There is no stop sign or light til you get into St. Charles and cars consistently exceed the speed limit. The danger to residents is increased as you have kids going to Harrison St and attending events at Moore Park and Good Templar. The city should strongly consider increasing calming strategies and enforcement in that area.	4/24/2019 12:48 PM
50	If you aren't going to put a sidewalk on Cheever - at least put some speed humps. Cars are constantly going 40 through there.	4/24/2019 11:38 AM
51	I have noticed a highly increased presence of police officers on East Side Drive and Geneva Drive, which I very much appreciate. There are a lot of speeders going down Geneva Drive starting at rush hour and into the evening, which is when the bulk of pedestrians and kids are out, but I never see officers monitoring then. Would suggest targeting the later hours on this street.	4/24/2019 10:54 AM

52	I could hand out literally 30 tickets a day on Stevens street to Anderson and never see any enforcement.	4/23/2019 10:05 PM
53	I think there needs to be more signage about needing to stop for pedestrians in downtown Geneva, or even to make all the intersections on 3rd Street 4 way stops. It is hard to cross 3rd driving bc the other drivers don't stop, and very hard to cross with small children bc not everyone stops. Thanks!	4/23/2019 10:54 AM
54	Cars speed very rapidly down School street--starting at State, traeling north and turning west onto either Euclid or Woodward. Also--when a soccer game ends, cars shoot out of the south gate right into our neighborhoods. We have lots of kids playing or dogs being walked on the streets since we have no sidewalks.	4/22/2019 2:45 PM
55	Due to hazardous backups onto Bent Tree Drive (also Northbound vehicles blocking Southbound traffic movement so they don't lose their place in line) because of lines at the Randall Road Starbucks Drive-thru (most weekdays around morning and afternoon rush). Make The Southern driveway a no left turn into the plaza during rush hour (or exit only) and ask Starbucks to route their drive-thru the Northern Entrance to the plaza with a left turn into the drive-thru. This will prevent traffic backups on Bent Tree Drive during peak coffee hours and reduce and increase safety in that area.	4/22/2019 12:12 AM
56	Changing the speed limits will not work because drivers don't obey the limits set now.	4/20/2019 6:58 AM
57	The pedestrian rights-of-way on third street is not increasing the safety of pedestrians. It only encourages people to step into traffic without any caution. Horrible idea. Now that the cats out of the bag, it probably wouldn't be a bad idea to shut the street down from traffic between 38 and the tracks. Granted...easier said than done. Pedestrians and traffic around the high school is complete chaos. Employ crossing guards, and designate pickup zones to the parking lots only. Consider putting in additional parking at the lot at the northeast corner of Logan and Peyton. Move the festival of the vine to third street. A festival featuring booze, that requires people to cross a state highway...not wise.	4/19/2019 8:37 PM
58	As a school bus driver I feel and notice that there is little regard for the posted speed limits	4/19/2019 8:04 PM
59	Pedestrians are either more distracted than drivers or confrontational. We grew up stopping then looking both ways BEFORE crossing the street. Today, people just go into traffic which is so unsafe. Action must be taken against negligent or even aggressive pedestrians.	4/19/2019 6:13 PM
60	Visibility in school zones is a concern. I drop off at Williamsburg every morning and when leaving the parking lot, if the lanes waiting to pull in are full, it is nearly impossible to see whether there is oncoming traffic. Usually cars going "through" are watchful and give way to turners who couldn't see them, but there have been a couple near misses as well! I'm not sure the solution here...I know there are signs for school zone speed limits which helps in reaction times, but I don't know if there are ways we could better support that.	4/19/2019 2:27 PM
61	Our young children are in great danger on their own streets where they should feel safe to play. Speeders come down these streets daily with no regards to the safety of the people around them. In a blink of an eye, a life could be taken. Please help keep our neighborhood safer!!! Thank you	4/19/2019 10:30 AM
62	There are people who drive extremely fast on Westfield Course. Children are outside playing or on their bikes. This is not safe.	4/19/2019 9:36 AM
63	Please review where speed limit signs are located and where major roads intersect. When speed limits change on State Street, there is a huge gap between the signs, and Kaneville Rd joins between the two signs. As Anderson traffic turns on, there isn't a sign nearby.	4/19/2019 9:02 AM

64	I think a comprehensive walking or master pedestrian plan would be great. The city should explore "Complete Streets" too which focuses on all aspects of the street rather than just the vehicle portion (even IDOT has adopted Complete Streets!). I think enhancing crossings is important (i.e. solar flashing crossings). In particular the pathway crossing at Kaneville & South Streets by Cambridge that leads to the Randall underpass (which is awesome!) NEEDS more attention. (Push button) Flashing crossing sign here would be great with that curve on Kaneville. A master pathway plan would be excellent to make a plan for all the missed connections (and do not approve any more variations to private developers to not construct sidewalks or pathways when they are buildings homes or developments! They should at least have to provide an escrow for a future sidewalk at that location so that there can be connections everywhere and the burden of construction will not be on the municipality!). I think it's important to have a bike and pedestrian task force or group that uses the pathways and sidewalks on a regular basis, and to take a look at what other communities are doing around the country to improve their pedestrian networks. Push button crossings are awesome and really seem to help with key crossing areas. These should definitely be explored, and I'm sure there are even better things out there that different areas are doing! The focus shouldn't be entirely on speed; while speed is important to make sure we have right, there is SO much more that comes with making pedestrians feel safe.	4/19/2019 8:40 AM
65	To me, this questionnaire seems very biased. It seems to pre-suppose that there is a speeding problem in Geneva. I actually don't think our area is that bad on speeding compared to other cities, unless you have statistics that say differently.	4/19/2019 6:44 AM
66	Please review what Kirkland, WA does for this issue. They have buckets with flags in them in their downtown area. People crossing simply take a flag, hold it up, and cross in the cross-walk. It has totally helped with awareness for pedestrians, and could easily be replicated in Geneva.	4/19/2019 5:26 AM
67	I think we have more of a stop sign issue than a speeding issue. I see people roll right through them daily as if they're merely suggestions.	4/19/2019 2:15 AM
68	A few new parking garages might discourage so much traffic downtown. More enforcement needed generally	4/18/2019 9:36 PM
69	Huge concern with people not paying attention and children being outside playing to a point someone will get hit. Calls to police have done nothing so far.	4/18/2019 9:21 PM
70	We live on Anderson and despite the speed limit people fly down it. Not just during arrival and dismissal times of school. Two separate cars of ours have been hit and run while on the street with lots of damage.	4/18/2019 9:07 PM
71	Children play in areas of Miller Road and Merchant Drive. Vehicles drive through in speeds in excess of 25mph.	4/18/2019 8:58 PM
72	The pedestrian crosswalks on State St in downtown Geneva are so dangerous. I hate driving that stretch for fear of hitting a pedestrian attempting to cross State St. There's got to be a better alternative to circumvent these problem areas. Another issue is the long or oversized vehicles that park along State St. I've witnessed two parked vehicles getting clipped due to protruding too far into the driving lanes. Perhaps limiting what type of vehicles can park there would help.	4/18/2019 8:42 PM
73	Sidewalks should be in all residential neighborhoods.	4/18/2019 8:36 PM
74	I don't think the problem is with the speed limits it's with drivers who continuously speed despite postings. Living on Route 25 not only is it difficult to get out of our driveway without being hit, we experience the same thing when using the bike path riding our bikes or walking and trying to cross Route 25. Not to mention the amount of animals found in our yard from being hit by speeding cars. I also commute to the Metra station using my bike or by walking can't count the number of times I've almost been run over.	4/18/2019 8:34 PM
75	I live on Richards St and people use it as a cut through. I often observe speeding well in excess of 30 MPH. I also frequently see drivers speeding on the west side of State St particularly west of 3rd st and east of Bricher. I have seen the pedestrian cross walk signs impact driver behavior on 3rd st and believe these types of tactics can be effective. Drivers will actually stop for pedestrians where there's a sign present but not so much where they aren't.	4/18/2019 8:30 PM
76	It would be great to see pedestrian crossing signs or lights on Anderson by the high school.	4/18/2019 8:13 PM
77	Driving North on Route 25 from the windmill to the intersection of Spring, Chrissey, and Bennett is the worst! I always go to 40, then to 30, then turn right on Chalmers to get to my home. People constantly honk at me for driving the speed limit and tend to fly around me angrily. I would really like to see more speed limit enforcement at this area considering it is also an entrance to the pedestrian crossing of 25.	4/18/2019 8:00 PM

78	Geneva Dr can be really bad -especially in the mornings between 7:15 and 8am or so. And at night people fly down it.	4/18/2019 7:38 PM
79	Downtown can be scary to try to cross street. Route 38 can be wild in the morning as high school kids and those running late for train head out	4/18/2019 7:00 PM
80	Light at State Street and Kaneville road for eastbound traffic. Center crosswalk signage for pedestrian crossing along State/St. 38.	4/18/2019 6:57 PM
81	I live in downtown Geneva north of 38 on 4th street. I walk to and from the train station 5 days a week. I cannot tell you how many times I have come so close to being hit by a car once I cross over 38 and walk down 3rd street. Many drivers roll the stop signs when turning onto Third or are not paying attention when they pull up to the stop signs and stop in or past the crosswalks when I am in the middle of the crossing. Very dangerous walking both in the morning and evening at 6:20am and 6:10 pm respectively. I am very vigilant of my surroundings when making my daily walks because I simply cannot trust any driver to stop before the crosswalks. Way to many close calls.	4/18/2019 5:50 PM
82	Although somewhat archaic, jaywalking along Third Street is at epidemic levels. People open their doors into traffic and walk immediately across the street to their shopping destination without regard to through traffic.	4/18/2019 5:02 PM
83	People need to know that they feel better when they slow down a little and leave more room between the car in front of them.	4/18/2019 5:02 PM
84	I think Geneva is doing a good job keeping speeding under control. Continue to enforce the existing laws. That should be sufficient.	4/18/2019 4:40 PM
85	Bent Tree Drive has become increasingly dangerous as a cut through to avoid stoplights at Bent Tree & Fabyan, and Fabyan & Randall. Plus the Starbucks exit is dangerous.	4/18/2019 4:19 PM
86	We need speed bumps and/or sidewalks around the high school neighborhood, especially where the teenagers drive like maniacs (Charles from the soccer fields to State Street and north from the school on Ford).	4/18/2019 1:58 PM
87	Make it known that even though pedestrians have the right of way... Illinois statute states a pedestrian should not put them selves in harms way. We all have to share the road.	4/18/2019 1:22 PM
88	More speed traps on Willow In and Maple In. day and night.	4/18/2019 12:22 PM
89	In downtown Geneva, the parking on third street hinders views to see cars when trying to cross third when in a vehicle. You try to creep out to see if traffic is coming from the left or right which then puts you in the path of the pedestrians trying to cross the street. There is a A LOT to consider when going west or east and having to cross Third Street. For some residential roads, I think lowering the speed limit may help but if people are going to speed, they are going to speed. You may need to consider alternative ways to slow the speed other than via speed limit. I am mainly talking in my neighborhood for Fargo and Bent Tree Drive.	4/18/2019 10:20 AM
90	Changing the speed limit doesn't control speeding . Signs (like the ones that show your speed) and enforcement would help change people's speeding habits	4/18/2019 9:18 AM
91	Pedestrian safety in downtown is a big issue. Cars will run you over as they don't look for pedestrians	4/18/2019 9:06 AM
92	My children and I have had many close calls with high school drivers who are racing to get to school in the morning.	4/18/2019 8:49 AM
93	I have never experienced problems walking in downtown Geneva or my neighborhood	4/18/2019 7:05 AM
94	The use of "your speed" monitors is pretty effective in my daily commute. A visual reminder to check myself.	4/18/2019 7:00 AM
95	People are out of control when they drive...	4/18/2019 6:40 AM
96	The probablem isn't speeding it's no cross walks and lines od angled parking, anywhere but downtown could have much higher limits	4/18/2019 1:04 AM
97	Intersection on Wenmoth and Fabyan needs a light - very dangerous	4/18/2019 12:57 AM

98	I was t-boned after dropping my son off at the middle school one early morning at the corner of Wood Ave and Kaneville Rd (which is included in that area that I was discussing has the most accidents) totaling my car and deploying all of the side curtain airbags. It was pretty severe. I still don't know why the lady flew through a stop sign, but it was rather scary, to say the least, to have my car thrown in a 180 off the road. I think that more work needs to be done on better signage, more effective signals, and more police presence to keep people's speed down. At a minimum, the locations of high accident incidence around town need to be addressed.	4/17/2019 11:35 PM
99	I have noticed Police frequently on Fargo Blvd. But that doesn't seem to stop the speeders.	4/17/2019 10:34 PM
100	Mill Creek Subdivision has very little enforcement of speed limits and needs speed reduction strategies (speed bumps, signage, policing)	4/17/2019 10:04 PM
101	My husband and I love on North Third Street. Daily motorists run the stop signs at Peyton and Hamilton. This has proved dangerous when we are driving but especially when walking.	4/17/2019 10:02 PM
102	Some of the biggest offenders are parents racing to get their children to school!	4/17/2019 9:58 PM
103	have this type of survey a monthly area of feedback to help our elected citizens stay connected to all residents.	4/17/2019 8:52 PM
104	The speed limit on State St. should be reduced as there are residential homes within feet of the road and semi trucks routinely drive 45+mph on the street.	4/17/2019 8:26 PM
105	Cars don't stop at crosswalks on 38. How about some signs? It's esp hard to cross by buttermilk.	4/17/2019 8:18 PM
106	Fargo Boulevard is a common area where I see drivers speeding and I worry about bikers in the bike lane and children who might run into the street. The speed limit should be lowered or police enforcement needs to increase in the Eaglebrook area.	4/17/2019 8:15 PM
107	See above	4/17/2019 8:04 PM
108	Speeding down Fargo is almost normal. 20-30 miles over the limit isn't atypical	4/17/2019 8:02 PM
109	Most intersections in residential areas are 4 way stop, but not all. Making them all the same would remove confusion, especially by tourists.	4/17/2019 8:00 PM
110	None	4/17/2019 7:52 PM
111	The amount of cross traffic coming out of cross streets on 3rd is alarming, both weekday & weekend. I have almost been T-boned 10-15 times. Help! #2: cars that temporarily park on Cheever picking up train riders create hazardous obstacles at Cheever & 3rd St. Heavy traffic especially when trains disembark. Enforcement to eliminate would be appreciated.	4/17/2019 7:48 PM
112	Please put the radar speed sign on Cheever	4/17/2019 7:39 PM
113	Increase enforcement!!! I live on a residential street by the train station where people regularly drive over 50 mph. Rarely is there any police enforcement. Where are the police?!	4/17/2019 3:30 PM
114	More stops signs in Ward 5.	4/17/2019 2:23 PM
115	Living on 1st Street by Wheeler Park - we've seen cars speeding, passing other vehicles, (one passed while towing a boat!) all the while there are families and children in the park and at miniature golf.	4/17/2019 1:22 PM
116	Big concern of speeding on Shoop Drive heading to and from Friendship Station. And at the corner of Shoop and Blackman, cars backed up waiting for Friendship station. Should be a Stop sign leaving friendship station at the corner of Shoop and Blackman. It's a blind corner when all the cars and SUV's are parked/backed up there.	4/17/2019 1:13 PM
117	Adding a traffic light on Route 38 at the intersection of Route 38 and 5th Street that could be activated by pedestrians would improve pedestrian safety in that area immensely. No one stops on Route 38 to allow people to cross there.	4/17/2019 12:45 PM
118	Have there been incidents regarding pedestrian safety? I'm not aware of any. Seems like things are going smoothly as is.	4/17/2019 12:39 PM
119	Any devices that alert drivers that pedestrians could be crossing in the downtown area would be significantly more impactful than a simple crosswalk marking. One example is Oswego's flashing light system for pedestrian crossing. The pedestrian crossing vertical signs that sit in the roadway would be another helpful option.	4/17/2019 12:32 PM

120	More enforcement of pedestrian walkways on 3rd, especially during peak weekend times. Easier, safer pedestrian crossings on State for both pedestrians and cars.	4/17/2019 11:56 AM
121	In the meantime, I applaud the "Road Diet" on Route 31. I think that narrowing roads, and removing passing lanes, is a step in the right direction. It naturally slows traffic, and I wish that the same could be implemented in other areas.	4/17/2019 10:51 AM
122	Highway 31 has no marked pedestrian crosswalks south of State Street. Also speed limits of 30 mph should be reviewed in the residential area between State Street and the railway station on highway 31. A speed limit of 25 mph in this stretch of the road would be more appropriate.	4/17/2019 10:32 AM
123	Why do Geneva police never ticket or give warnings to drivers failing to yield (and come to a stop) when a pedestrian is standing at a marked or unmarked crosswalk waiting to cross the street?	4/17/2019 10:08 AM
124	I live on Peyton Street and the posted speed limit is 25 mph by my house. I have small children and each and every day, there are people who are very obviously speeding. Especially around the time that the Burgess Norton plant changes shifts. Also, why is there not a stop sign on Peyton and 6th? There have been accidents there and my daughter gets dropped off on the school bus there and more than once there have been people flying through the intersection with the bus stop arm out. I heard it has been looked at before and the residents were told it is too many stop signs on Peyton already but I really think one is needed at that intersection due to the workers at Burgess Norton and how they seem to not respect the neighborhood speed limits.	4/17/2019 10:05 AM
125	As a professional driver the issue of not enforcing the ban of pick up trucks between 4th and 2nd is DANGEROUS! Visibility is cut by SUVs but the trucks with extended beds forget about their length and on multiple times have seen cars swerving to avoid them which has nearly forced left lane traffic into the oncoming lane. This is in a section where I've personally seen the most J Walking of pedestrians!	4/17/2019 9:29 AM
126	Bike lanes would be nice on the roads that access the downtown area and Fox River trail. Some of them are already wide enough to accommodate (Prairie and Anderson)	4/17/2019 8:52 AM
127	Please — no red light cameras.	4/17/2019 8:36 AM
128	Geneva is not a pedestrian friendly area. When people are going to or coming from the train station it can be quite difficult to walk. I have never seen anyone monitoring Third Street for speeding or pedestrian traffic.	4/17/2019 8:05 AM
129	Maybe some strategic use of speed bumps could be explored.	4/17/2019 8:01 AM
130	Decreasing the speed limit to 25 mph (like in St. Charles) will only increase city revenue through speeding tickets. The 5 or 10 mph difference will not increase pedestrian safety, if the pedestrian doesn't have an awareness of their surroundings. Spend time educating them.	4/17/2019 7:43 AM
131	More signage is needed by Peck Farm-people park at the Persinger Center across Kaneville Rd and then walk to the park. A yellow flashing light would be helpful to warn traffic.	4/16/2019 8:58 PM
132	Anderson Blvd also has speeding and can be dangerous to cross especially during morning and afternoon rush/school hours. Adding a stop sign to aid in crossing near the Highschool on Anderson?	4/16/2019 6:16 PM
133	Target speed enforcement specifically on roads used to frequently bypass arterial routes; James St. and Kaneville Rd. for instance. Commuters and others who traverse Geneva daily, use these routes to avoid traffic.	4/16/2019 5:44 PM
134	I don't really see a problem with speeding or pedestrian safety in Geneva. If there is a legitimate concern, maybe backed by crash data, maybe the City/PD should publish info about it. Then I think we could address any specific areas that need attention instead of adopting some Citywide policy to treat a non-existent problem.	4/16/2019 3:36 PM
135	HS Students crossing Anderson at Stevens. This is dangerous for them to successfully cross.	4/16/2019 3:34 PM
136	Install speed bumps	4/16/2019 3:34 PM
137	The biggest concern is speed limits on residential streets were implemented 20 years ago or more are no longer safe due to the increased driveways, parks, and children present. The best examples are Bent Tree and Fargo.	4/16/2019 2:20 PM
138	The traffic on 38 is too fast and seems to almost always be going above the posted speed limit. It's hard to cross that road or turn left as there is often so much traffic. The lack of sidewalks is also a real problem and prevents us from taking our kids out or letting them walk by themselves as it is simply unsafe.	4/16/2019 10:41 AM

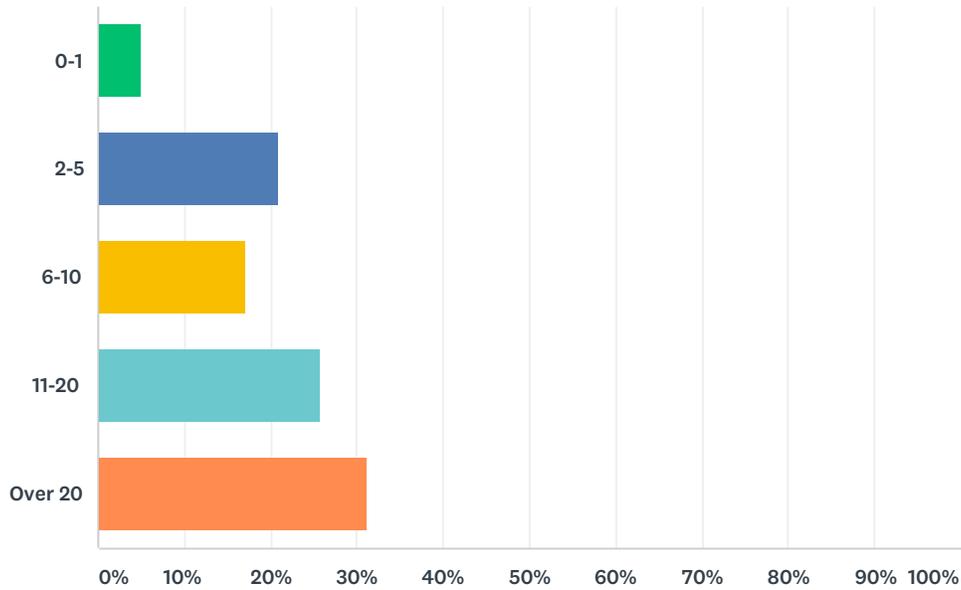
139	A large portion of Kirk (Speedway) Road is residential. To the majority of drivers, a 45 mile an hour speed limit means 60 miles an hour minimum. It's insane and dangerous. There are not enough stoplights to slow the traffic, perhaps a reduced speed limit will.	4/15/2019 5:11 PM
140	Appreciate the police department's approach to give warning tickets on first offense rather than use ticket quotas to gain revenue. Hope that doesn't change after this initiative.	4/15/2019 1:14 PM
141	More sidewalks and bike lanes.	4/15/2019 12:17 PM
142	High school traffic, both parents and students, often exceeds speed limits and breaks other traffic laws. I often see dangerous driving in surrounding neighborhood streets where smaller children often are.	4/15/2019 11:21 AM
143	Speeding and lack of stopping at stop signs near the high school is a concern to people in the neighborhood.	4/15/2019 11:13 AM
144	Discourage using Stevens St as a throughway	4/14/2019 2:14 PM
145	The cars on Fargo Blvd are driving way too fast through a residential neighborhood where young children are playing. It is extremely unsafe. I would like to see the speed limit on Fargo Blvd lowered to 25.	4/13/2019 8:39 PM
146	speed is too fast on Fargo Blvd. it is a residential street and speed limit should reflect that	4/13/2019 6:04 PM
147	The orange flags on Speed Limit signs, if drivers don't pay attention to the speed limit signs, they won't pay attention to the orange flags!	4/13/2019 8:10 AM
148	In search of a problem. Becareful not to turn Geneva into a police state like Carol Stream. Btw...no tickets for 20+ years so not the problem.	4/13/2019 7:41 AM
149	There is a lack of police presence at Western Avenue School. People don't observe school speed limits on Western Avenue in the school zone, and frequently pass buses on Fargo Blvd when the buses have their signs out.	4/13/2019 3:11 AM
150	Fargo Blvd has so many children yet drivers constantly disregard the 30 mph limit. It is scary for families living in Fargo.	4/12/2019 11:01 PM
151	Cars making u turns to get a parking spot on the opposite side of Rt 38 in the middle of downtown.	4/12/2019 9:51 PM
152	30 mph speed zone on Fargo in the Eaglebrook subdivision is becoming more dangerous every day. The congestion on Randal and surrounding roads is causing drivers to use Fargo as a pass thru and drivers are becoming increasingly reckless. The neighborhood has changed in the last 5 years and the number of young children living on this street has risen. This is an accident waiting to happen and a potential PR nightmare for the city of Geneva.	4/12/2019 9:18 PM
153	Put more signs in the neighborhoods the state, "Drive like your Children live here - SLOW DOWN!" Naperville has these signs in the neighborhoods where people have a tendency to speed through.	4/12/2019 8:49 PM
154	None	4/12/2019 7:09 PM
155	It is dangerous walking in downtown Geneva. I've almost be hit when walking numerous times! Do something about this issue!	4/12/2019 6:28 PM
156	I can't count how many times I felt like I would be hit when crossing 3rd St WITHIN the pedestrian crossing zones. And I thought the driving was bad in Naperville.....Geneva's even worse. SPEEDING AND TAILGATING.	4/12/2019 5:42 PM
157	Live on a main street and can hear the traffic. At night, specifically, you can hear many cars speeding and making a great deal of noise. That will happen no matter what the speed limit is. There should be police drive-bys more often in the evening and late evening hours.	4/12/2019 4:44 PM
158	I don't think that lowering speed limits will be effective. People will naturally drive a certain speed based on the width of the road and the distance between stop signs. If you lower the speed limit, people will simply drive that much more above the speed limit. Signs seem to have limited effectiveness, too. Maybe something physical in the roadway such as speed tables is something to think about, or narrowing the perceived size of the road with curb bumpouts or striping. I don't believe in creating new pedestrian or bicycle zones. Roads are not a safe place for bicycles or pedestrians unless they were engineered for those users when the roads were built. No amount of paint and signage will make roads any safer, so forcing everyone to "share the road" is creating a false sense of security for pedestrians and bicycles and increasing the number of incidents with cars. Just because they have a right to be there doesn't mean it's safe to be there.	4/12/2019 4:33 PM

159	I love that there are signs posted in the downtown area reminding drivers to stop for pedestrians in crosswalks. However, I often see drivers cruising through crosswalks as pedestrians are walking (and then often honking or yelling at the pedestrians). Additionally, I live on the east side of Anderson but still close to GHS and the number of cars that blow through stop signs and completely ignore speed limits on side streets is incredibly high. It is especially frightening when vehicles speed down streets and seemingly ignore pedestrians walking in these areas (some of which do not have sidewalks).	4/12/2019 4:01 PM
160	I live on Lewis Rd in Sterling Manor. The speed limit is 25 but I often feel that people speed thru here	4/12/2019 3:57 PM
161	Need more enforcement on Miller Road. Speeding is terrible all along Miller Rd.	4/12/2019 3:51 PM
162	Would suggest sustaining a speed limit of 30 mph on Route 31 north past Wheeler Park (it increases to 35 at Stevens). Many cars turning in and out of the park, especially during the warmer months. Plus, there is a bike path crossing 31 at the north end of the park.	4/12/2019 2:49 PM
163	Speeding seems to be the only traffic violation enforced. The number of drivers on their phones, especially in school zones is astonishing and does not appear to be enforced.	4/12/2019 2:13 PM
164	I see school busses driving fast in this town we need better bus drivers for our kids before something happens	4/12/2019 2:02 PM
165	Crissy rd between oak and route 38 should be one way traveling north. Cars should not be allowed to turn left off route 38 into crissy Avenue. It is a danger to people walking and to other cars traveling the road.	4/12/2019 1:34 PM
166	These questions read like a blatant attempt to justify revenue increases through speeding tickets. Prioritize police/community relations to ensure Geneva residents and their police department can continue to enjoy our relationship. Do not make police the bad guys by having them write more and more tickets to residents under the guise of pedestrian safety.	4/12/2019 12:41 PM
167	Lot of speeding on Blackberry Dr, people use it to cut through the residential neighborhood to get from Rte 38/Bricher to Randall	4/12/2019 12:21 PM
168	During school hours I was driving past St Peter where it is clearly posted in several places that it is a 20 mph school zone. A woman driving behind me pulls up to my bumper and starts honking and waving her arms. I pointed at sign but she continueD with her dangerous behavior. While this is an extreme case I have never seen anyone besides me follow the posted school zone limits in Geneva. I think it would be a great idea to monitor and ticket for speeding in school zones. Also stop signs seem to be optional without any regard for pedestrian safety. I find this most concerning at 7th andJames where drivers heading north aretryi g to make the light on 38 and 7th.	4/12/2019 12:09 PM
169	In addition to my previous comment, I frequently see drivers going through downtown at high rates of speed, zigzagging through traffic, accelerating rapidly, and often blowing through red lights. I once saw an SUV blow through three red lights in a row doing at least 45 mph. For whatever reason, people seem to think this will get them somewhere faster even though the lights are timed. I think an awareness campaign that explains how driving fast through a city with timed lights does not get you to your destination any faster and is extremely dangerous. As an experiment, I frequently take note of a car that seems to be behaving recklessly like this and find that while accelerating slowly and driving at or below the speed limit I'm usually no more than a car length or two behind them by the time we go from Randall to Kirk road. While we're on the subject, teaching people how merging early because of lane reductions helps eliminate congestion for everyone would be nice. I'm quite certain a good deal of congestion is caused by people attempting to gain a car length or two by cutting in late.	4/12/2019 11:54 AM
170	Do not think this is a concern	4/12/2019 11:50 AM
171	School Street seems to have speeders cut thru the neighborhood to avoid the light at Rt 38 and Rt 25. Troubling between 4-6pm	4/12/2019 11:36 AM
172	Please address pedestrian safety on third street! Crossing the street is extremely difficult and not safe. Cars drive too fast and rarely stop for pedestrians. And because of the parked cars, you need to step into the middle of the street to see if a car is coming. I wish steps could be taken to encourage cars to slow down. Something similar to what they did in Batavia on River Street.	4/12/2019 11:28 AM
173	I see a lot of drivers speeding on river lane and the side streets that connect it to Rt. 31. They also don't stop at the stop signs at 31	4/12/2019 11:23 AM
174	I'd like the city to enforce stopping at stop signs in the city center and neighborhoods. Too many driver ms do not even come close to a complete stop at stop signs.	4/12/2019 11:12 AM

175	I believe people need to utilize their driveways in subdivisions where children constantly play.	4/12/2019 11:04 AM
176	People FLY up and down Lewis Ave, between Peck and Kaneville. It's dangerous for me, my little girls, my dog, etc.	4/12/2019 11:00 AM
177	People coming into Geneva need to be welcomed. But obvious speeding through needs to be curbed. Traffic flow is important to keep visitors coming. Festivals are handled well. Police presence during the daily "rush" times with children present may be a better use of our money.	4/12/2019 10:58 AM
178	With the increase of apartments on Bricher, people are using residential streets as cross throughs and driving at high rates of speed and increasing overall traffic (especially in and around Blackberry Ln). No through traffic signage, additional monitoring or speed bumps are necessary.	4/12/2019 10:56 AM
179	None	4/12/2019 10:55 AM
180	I live on State Street, and during rush hour traffic goes flying by at an alarming rate. It's nearly impossible sometimes to cross State Street on foot, or to even exit my driveway with the speeds of oncoming traffic. I am near the high school too. I think more enforcement and a lower speed limit around State and Kaneville approaching downtown would help. For example, most Genevans follow the speed limit on Williamsburg even during non school hours because they know that area is usually patrolled.	4/12/2019 10:44 AM
181	Rt 38 is a huge problem by Anderson Blvd. cars are flying down westbound right after the light on Anderson and the limit is only 30. Same for cars coming from west heading east on 38 towards Anderson Blvd.	4/12/2019 10:40 AM
182	We have lived previously in California and Arizona and have been surprised since moving to Geneva a few years ago how little regard for the safety of pedestrians there seems to be here. There is much more of a culture pedestrians having the right of way in California and Arizona. I feel like here it is up to the pedestrians to dodge cars especially in the downtown area.	4/12/2019 10:37 AM
183	PLEASE DO SOMETHING about the speeding on Rt. 38 between Williamsburg and all through downtown/reverse. I travel that route 6 times a day and the speeding is out of control with ZERO ENFORCEMENT. People routinely drive 50+ in a 30mph zone. Also, pedestrians need to STOP CROSSING IN THE MIDDLE OF THIRD STREET. Use the crosswalks!	4/12/2019 10:37 AM
184	On my block of Howell Dr., we have many young children playing outside, in and around the cul-de-sac. Countless times I have seen cars cutting through Howell thinking that its a shortcut to Division, driving very fast. I even see my own neighbors disregard the speed limit while the children are at play. It would be nice to have signs and/or special regulations on areas where the is an abundance of school aged children.	4/12/2019 10:27 AM
185	Corner of W Eldorado and Bent Tree. Residents at corner put up very large trees in their property that block the view of cars coming from the south (left). Cars fly around that corner and one day there will be a big accident there. Those trees should not be there even if they are on personal property. The completely block all visibility of cars coming. Busses have even complained that they can not see. The trees are on property of 1800 block corner. The driveway also leaving chipotle/ Starbucks drive thru area is constantly an issue. People just pull out if that parking lot with out looking onto Bent Tree.	4/12/2019 10:24 AM
186	Bypass roads are often speed zones like Cambridge off Randall. A pedestrian bridge over Randal at Williamsburg and to get to the Commons would help.	4/12/2019 10:18 AM

Q6 How many years have your lived in Geneva?

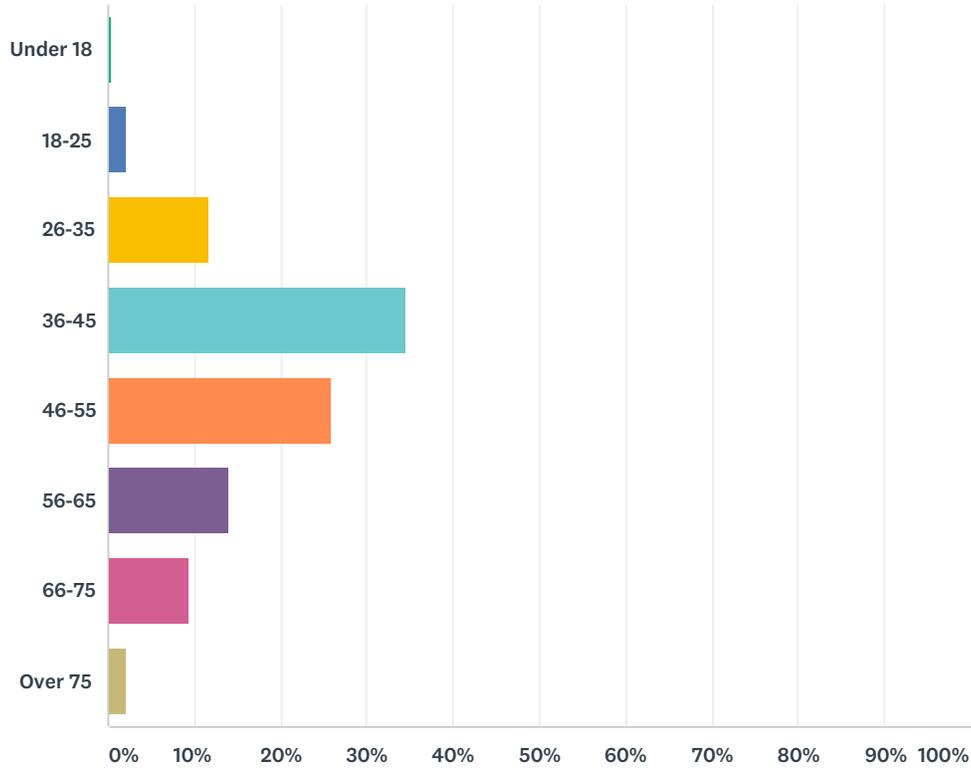
Answered: 510 Skipped: 11



ANSWER CHOICES	RESPONSES	
0-1	5.10%	26
2-5	20.98%	107
6-10	17.06%	87
11-20	25.69%	131
Over 20	31.18%	159
TOTAL		510

Q7 How old are you?

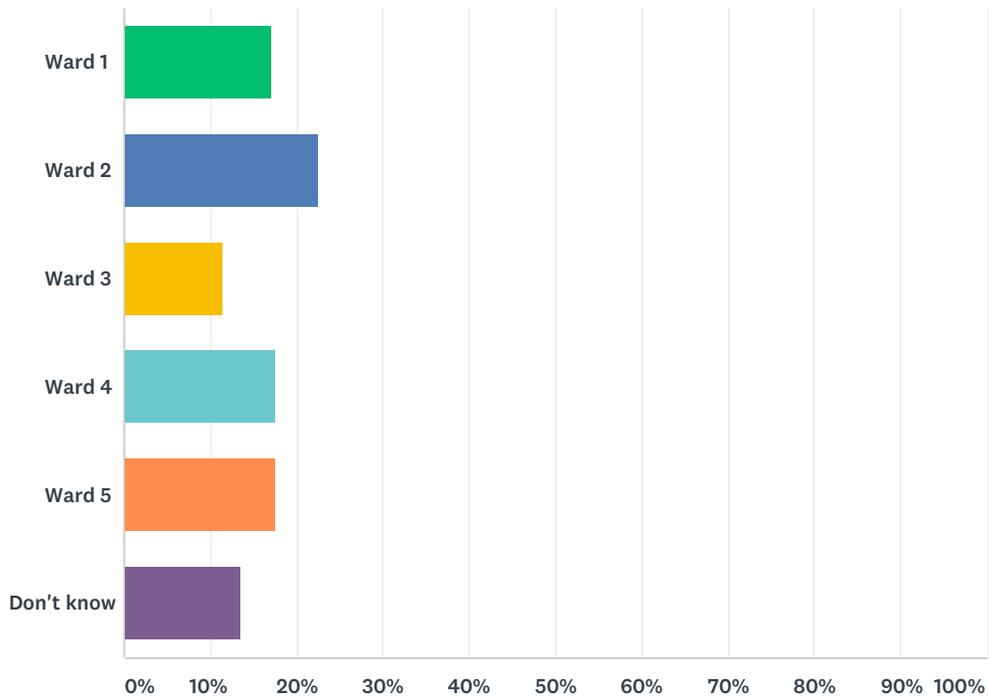
Answered: 514 Skipped: 7



ANSWER CHOICES	RESPONSES
Under 18	0.39% 2
18-25	2.14% 11
26-35	11.67% 60
36-45	34.44% 177
46-55	25.88% 133
56-65	14.01% 72
66-75	9.34% 48
Over 75	2.14% 11
TOTAL	514

Q8 Which ward do you live in? Please click here for help finding your ward.

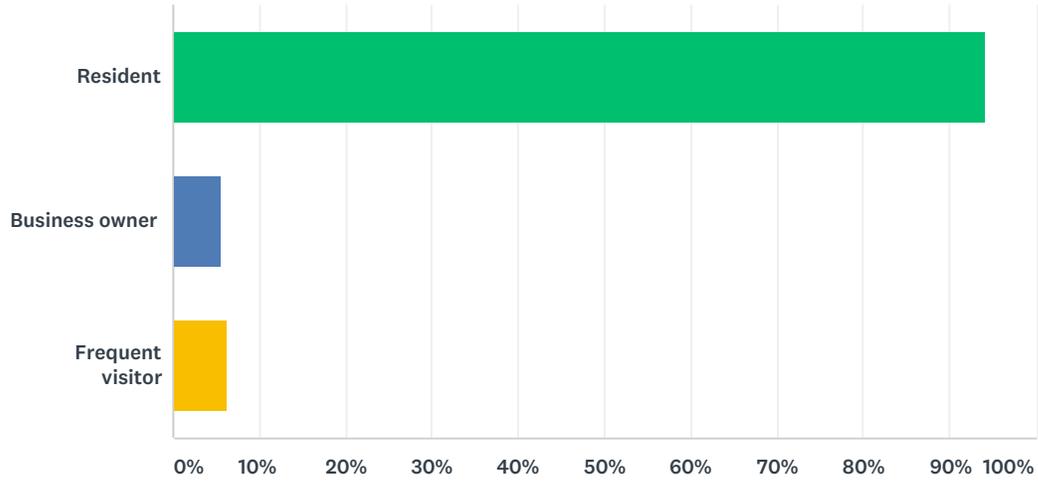
Answered: 501 Skipped: 20



ANSWER CHOICES	RESPONSES	
Ward 1	17.17%	86
Ward 2	22.55%	113
Ward 3	11.58%	58
Ward 4	17.56%	88
Ward 5	17.56%	88
Don't know	13.57%	68
TOTAL		501

Q9 Are you a:

Answered: 519 Skipped: 2



ANSWER CHOICES	RESPONSES	
Resident	94.22%	489
Business owner	5.59%	29
Frequent visitor	6.36%	33
Total Respondents: 519		



CITY OF GENEVA

Speed Control and Traffic Calming Policy

June, 2019

INTRODUCTION

In 1996, the City of Geneva formed a task force of citizens, elected officials and city staff to develop a Speed Control Policy to guide the process for the Geneva Police Department (GPD) to address citizen and neighborhood complaints on speeding and related safety concerns. In 2019, the City formed another task force to review and update the policy. This Speed Control and Traffic Calming Policy is the result of those efforts. The goal of this policy is to help maintain the quality of life enjoyed by the citizens of Geneva by creating safe and attractive streets while maintaining satisfactory levels of vehicular access and emergency response. Another component of this policy is "traffic calming measures" that may be considered for residential streets as a means of physically reducing travel speeds where excessive speeding occurs.

It is important to remember that not all of the roadways located in the City of Geneva are within the maintenance or law-making jurisdiction of the City itself, and that these roadways may fall under the auspices of three governmental agencies: the Illinois Department of Transportation, the Kane County Division of Transportation, and the City of Geneva.

The policy process is not intended to be limiting or to be all inclusive. Responses will always need to be customized to meet the needs of the street configuration and current and projected traffic patterns in the affected neighborhood.

CHAPTER 1

LEGAL ASPECTS OF SPEED LIMITS

The City of Geneva has limited authority to impose or alter speed limits within its borders, and instead is bound by certain law of the State of Illinois – known as the Illinois Compiled Statutes (ILCS). Among these laws are:

- A. [625 ILCS 5/11-601](#) – sets forth a statutory speed limit of 30 miles per hour along roadways located within an urban district
- B. [625 ILCS 5/1-214](#) – defines “urban district”
- C. [625 ILCS 5/11-604](#) – provides for the alteration of speed limits

A city-wide speed limit study was commissioned in 1989 to determine if the existing statutory speed limit of 30 miles per hour along residential streets was reasonable, proper and safe with respect to the environmental quality and tranquility of neighborhood residents. Based on the

results of the study, a 25 mile per hour city-wide residential street speed limit was found to be justifiable and therefore was adopted by Ordinance. The 25 mile per hour residential speed limit policy remains in effect to this date.

CHAPTER 2

CITY OF GENEVA SPEED CONTROL POLICY

The Speed Control Policy consists of a three-tier structure (see Appendix A):

Tier 1 – If the 85th percentile speed is 0 to 5 miles per hour above the posted speed limit, no action is warranted

Tier 2 – If the 85th percentile speed is 6 to 10 miles per hour above the posted speed limit, moderate response measures are warranted to include, but not limited to:

1. Increase in random enforcement
2. Implement enforcement at prescribed times
3. Install striped parking spaces to narrow the street
4. Install signage, e.g. YIELD signs (must be warranted)
5. Use Mobile Speed Display Unit
6. Use pavement markings
7. Increase police presence including use of "ghost car"

Tier 3 – If the 85th percentile speed is over 10 miles per hour above the posted speed limit, significant response measures are warranted to include, but not limited to:

1. Engage a Traffic Engineer
2. Implement significant enforcement at prescribed times
3. Narrow streets when resurfacing
4. Install temporary / permanent chokers
5. Install traffic circles
6. Install warranted traffic control devices

CHAPTER 3

PROCEDURE FOR SUBMITTING AND ANALYZING TRAFFIC COMPLAINTS

The City often receives requests from citizens for traffic calming solutions throughout the City. Traffic calming is the act of balancing the need for vehicular access with neighborhood needs for safe, quiet environments. A purpose of this policy is to establish a formal procedure to investigate concerns, determine which concerns warrant further action, and detail options for traffic calming methods that are acceptable.

Traffic concerns are referred to the GPD for review and investigation. The process may involve the collection of data and implementation of strategies for reducing traffic conflicts.

When investigating traffic concerns, the GPD is guided by legal and professional standards and practices as established by the Institute of Transportation Engineers (ITE), [the Manual on Uniform Traffic Control Devices](#) (MUTCD), [the Illinois Vehicle Code](#) (IVC), policies from the Illinois Department of Transportation (IDOT) and other industry practices.

A. PROCEDURE FOR SUBMITTING TRAFFIC CONCERN

Anyone may contact the GPD with a traffic concern using one of several methods:

1. By phone, 630-232-4736; or
2. Via email to bmaduzia@geneva.il.us; or
3. Via a request through the website: www.geneva.il.us; or
4. By mail: Geneva Police Department, 20 Police Plaza, Geneva, IL 60134

Note that there are streets in the Geneva corporate limits which are not under the jurisdiction of the City (see Appendix C). Concerns about safety on these streets should be directed to the appropriate agency:

1. Kane County Division of Transportation: 630-584-1170, kdotcomments@co.kane.il.us
2. Geneva Township: 630-232-3600
3. Illinois Department of Transportation (District 1): 847-705-4000

B. GPD ANALYSIS OF REPORTED TRAFFIC CONCERNS

When the GPD is notified of a traffic concern it will determine the relevant data that needs to be collected to assist in the evaluation of the request. The data collection may include taking measurements, counting vehicles and pedestrians or field verification. With speeding concerns, cut-through traffic concerns, or stop sign requests, the first step will be to measure the prevailing speed and traffic volume of the roadway. Appendix A outlines the procedure for the most common requests: speeding concerns and stop sign requests.

When the relevant data has been collected and analyzed, the GPD will contact the original requestor with the results of the analysis and direction regarding the next steps. If a request is actionable under the criteria, the GPD will begin discussions about traffic calming strategies for the area.

C. IMPLEMENTATION OF TRAFFIC CALMING STRATEGY

Low-level traffic calming actions, such as installing signage or pavement striping will be scheduled to be completed as quickly as the budget allows. These do not need additional actions such as resident notifications or City Council approval. The GPD may also develop multi-step strategies that involve increasingly intensive traffic calming strategies.

If the recommended traffic calming action is more intensive and will have a significant impact on the residents in the area, the GPD will conduct outreach efforts with the area's residents to gather feedback and/or achieve consensus. This may be done through notification letters for lower level modifications, or by hosting a neighborhood meeting to discuss the issues and present options.

Intensive traffic calming options that are more costly will have to be planned for in the City's budgeting process. Such projects will be presented to the City Council for their feedback and approval.

CHAPTER 4

TRAFFIC CALMING

A. TRAFFIC CALMING DEFINED

The American Public Works Association defines traffic calming as "the combination of policies and measures that help correct the negative effects of motorized vehicle use on individuals and society in general by changing the design and role of streets to serve a broad range of transportation, social and environmental objectives." In short, traffic calming is the act of balancing the need for vehicular access with neighborhood needs for safe, quiet environments.

The goals of traffic calming are to:

1. Increase the overall quality of urban life
2. Improve livable conditions for neighborhood residents
3. Create safe and attractive streets
4. Reduce accident frequency and severity
5. Reduce the negative effects of motorized vehicles in the neighborhood

The objectives of traffic calming are:

1. Achieve slow speeds for motor vehicles
2. Improve the real and perceived safety for non-motorized users of the street
3. Provide more greenery (trees, shrubs, etc.)
4. Reduce cut-through motorized vehicle traffic where desired
5. Promote pedestrian/bicycle safety

B. STATUTORY AUTHORITY FOR NEIGHBORHOOD TRAFFIC CONTROL

The City is required to comply with applicable state statutes including [625 ILCS 5/11-304](#) (Local Traffic-Control Devices) and the [Manual on Uniform Traffic Control Devices for Streets and Highways](#) (MUTCD), as approved and issued by the Federal Highway Administration, and as adopted by the Illinois Department of Transportation ([625 ILCS 5-11-301](#)), including all supplements and additions.

A supplement to the MUTCD sets forth strategies and techniques for creating compatible relationships between residential neighborhoods and streets. Pavement undulations, along with chokers, traffic circles, median barriers et al., are specifically referenced as geometric features for neighborhood traffic control.

C. TRAFFIC CALMING METHODS

Not all traffic calming options used throughout the country are suggested to be utilized in Geneva. The applicable options can be categorized in four ways:

1. Speed Monitoring
2. Signage
3. Roadway Narrowing Modifications

4. Other Improvements

As mentioned in Chapter 3, the GPD may develop multi-step strategies that involve increasingly intensive traffic calming strategies. For example a speed monitoring and/or signage technique may be put in place first, data recollected and if the results are not favorable, a roadway narrowing technique may be completed next. For a complete description of various traffic calming methods see Appendix B.

D. LESS CERTAIN TRAFFIC CALMING METHODS

There are some traffic calming methods that are perceived to mitigate traffic problems; however, these measures have limited to no demonstrable traffic calming benefits.

Artificially Lowering Speed Limits: Speed limits are set to inform drivers of the appropriate driving speed in good conditions.¹ According to the MUTCD, speed limits should be set within 5 miles per hour of the 85th percentile speed of free-flowing traffic. Setting the speed limit lower than the 85th percentile does not encourage compliance with the posted speed limit.²

Stop Signs: The purpose of stop signs is to manage traffic at an intersection, not to slow down traffic. The perception is that people will stop for the signs therefore lowering the speed along the roadway. Stop signs are not effective traffic calming measures.³ New all-way stops at an intersection enacted by the City must meet the warrants outlined in the MUTCD.

Speed Bumps: Speed bumps are not permitted on City streets per City policy. Please note that this policy differentiates between speed humps and speed tables. Speed humps are more gradual in nature where speed bumps are very abrupt.

Children at Play/Deaf Child/Blind Child Signs: These types of signs have been used in other communities across the United States; however, the City of Geneva does not install these signs as the MUTCD does not include these types of signs among its regulations. There is no evidence that these signs affect driver behavior or have any traffic calming benefits.⁴

E. MISCELLANEOUS TRAFFIC SAFETY POLICIES AND PROCEDURES

1. Crosswalks: The City frequently receives requests for adding crosswalk striping at un-striped crosswalks. Adding pavement striping of crosswalks mid-block or between two intersections is not recommended. The presence of crosswalk striping gives the appearance that the risk has somehow been mitigated and that the crossing is safer. In reality, the crosswalk striping does not provide any additional protection for pedestrians.
2. Parking Restrictions: The GPD investigates requests for adding and changing parking restrictions on a street. When a request is received, the GPD will investigate the situation and

¹ Methods and Practices for Setting Speed Limits: An Informational Report, FHWA, April 2012

² Speed Control in Residential Areas, ITE, February 1998, page17

³ Ibid., Page 12

⁴ Illinois Department of Transportation Circular Letter 2011-08

develop a recommendation. Whenever the GPD recommends a new or modified parking restriction, the GPD will send notifications to the affected residents to gather feedback. The GPD will evaluate the feedback received and use it to finalize the parking proposal. If there is significant resistance to a proposal, the GPD will not recommend its approval. The City Council approves all new and modified parking restrictions through the passage of an ordinance.

CHAPTER 5

CONCLUSIONS⁵

The first and primary function of residential streets is to serve the land that abuts them. They provide for access to homes by all who enter and leave, and all who deliver and collect. But they are also routes for those who wish only to pass through the area. It is here that conflicts arise, for there is a basic discrepancy between the impact of vehicular traffic and the tranquility of a residential street. A recognition is required of the importance of healthy, vital residential neighborhoods to the well-being of the neighborhood environment.

In moving toward a solution to neighborhood traffic problems, the skills of elected officials, city staff, lawyers and budget analysts are needed. The actual solutions themselves tend to be those of planning, design and traffic engineering. A "team concept" approach is necessary to ensure a successful traffic-calming program. The residents must be part of the "team concept"; their contribution is the articulation of values and priorities, their response to proposed plans and designs—perhaps offering ingenious alternatives of their own and willingness to assist in the eventual implementation.

The elements of a traffic control planning process should include:

1. Identification of a need for traffic control planning
2. Assessment of the problem and its causes
3. Development of alternative courses of action that could eliminate or reduce the problem
4. Prediction of both primary and secondary impacts of the alternatives
5. Negotiation about and choosing a course of action, or actions
6. Development of an implementation strategy, including a financing and maintenance plan
7. Evaluation of the in-place performance of the selected action or actions, and the making of adjustments as needed

By following a systematic, participatory process for assessing neighborhood traffic problems and devising and implementing responses, will increase the likelihood that the measures will be fair and equitable. This in turn, should increase the chances that they will be accepted by the public and will be successful in reducing neighborhood traffic problems.

⁵ Adapted from Residential Street Design and Traffic Control, 1989.

Definitions and Acronyms

85th Percentile – the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point

Geneva Police Department (GPD)

Illinois Compiled Statutes (ILCS) – a cumulative organization of Public Acts into a coherent framework. Most, but not all, Public Acts are incorporated into the Illinois Compiled Statutes

Illinois Department of Transportation (IDOT) - a state agency in charge of state-maintained public roadways of the U.S. state of Illinois. In addition, IDOT provides funding for rail, public transit and airport projects and administers fuel tax and federal funding to local jurisdictions in the state

Institute of Transportation Engineers (ITE) – an international membership association of transportation professionals who work to improve mobility and safety for all transportation system users and help build smart and livable communities

Illinois Vehicle Code (IVC) – A manual that includes all state statutes regarding operating vehicles on Illinois roads, and serves as a valuable resource for law enforcement officers and traffic safety professionals

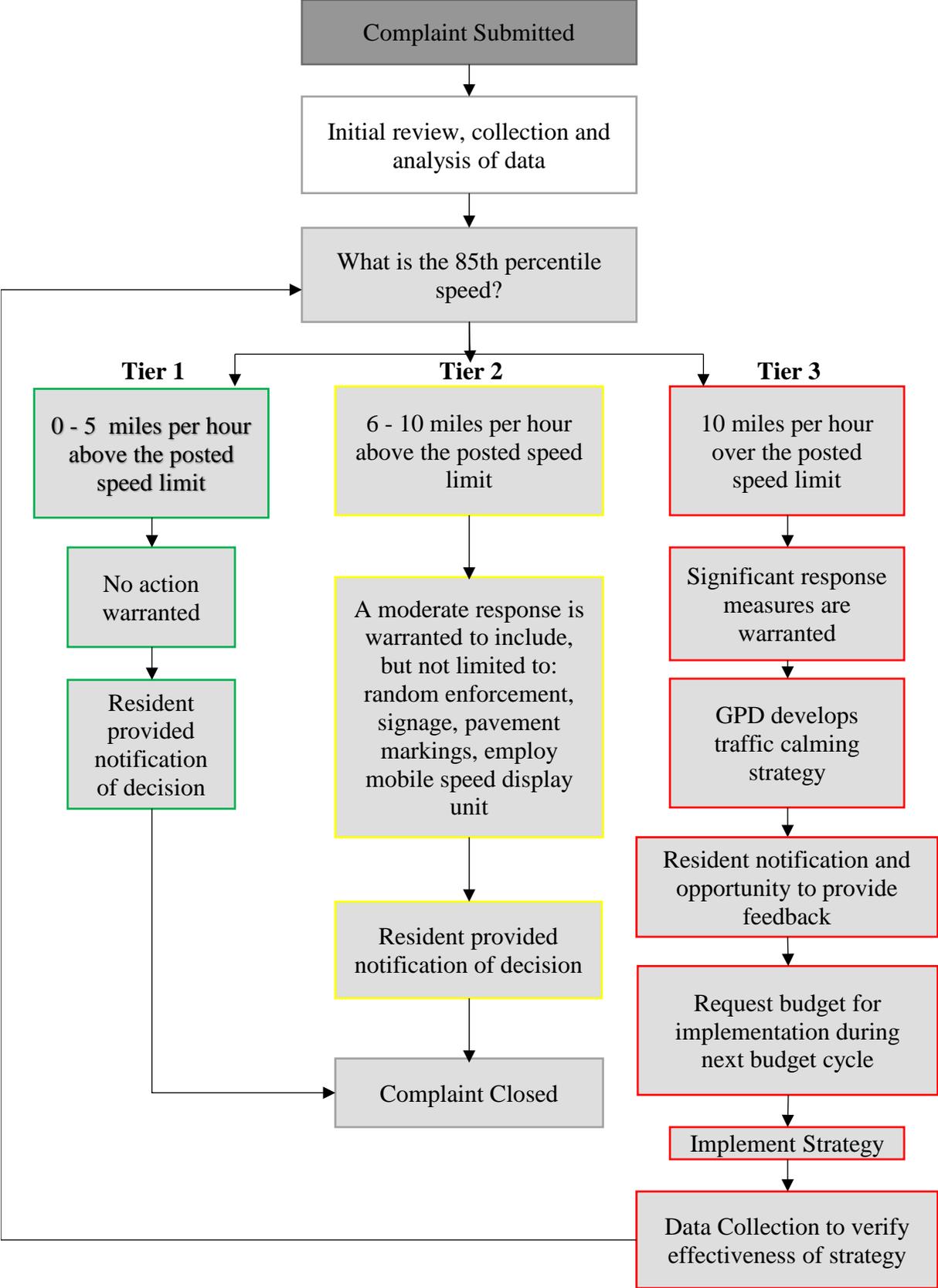
Manual on Traffic Control Devices (MUTCD) – defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. The MUTCD is published by the Federal Highway Administration (FHWA) under 23 Code of Federal Regulations (CFR), Part 655, Subpart F

References

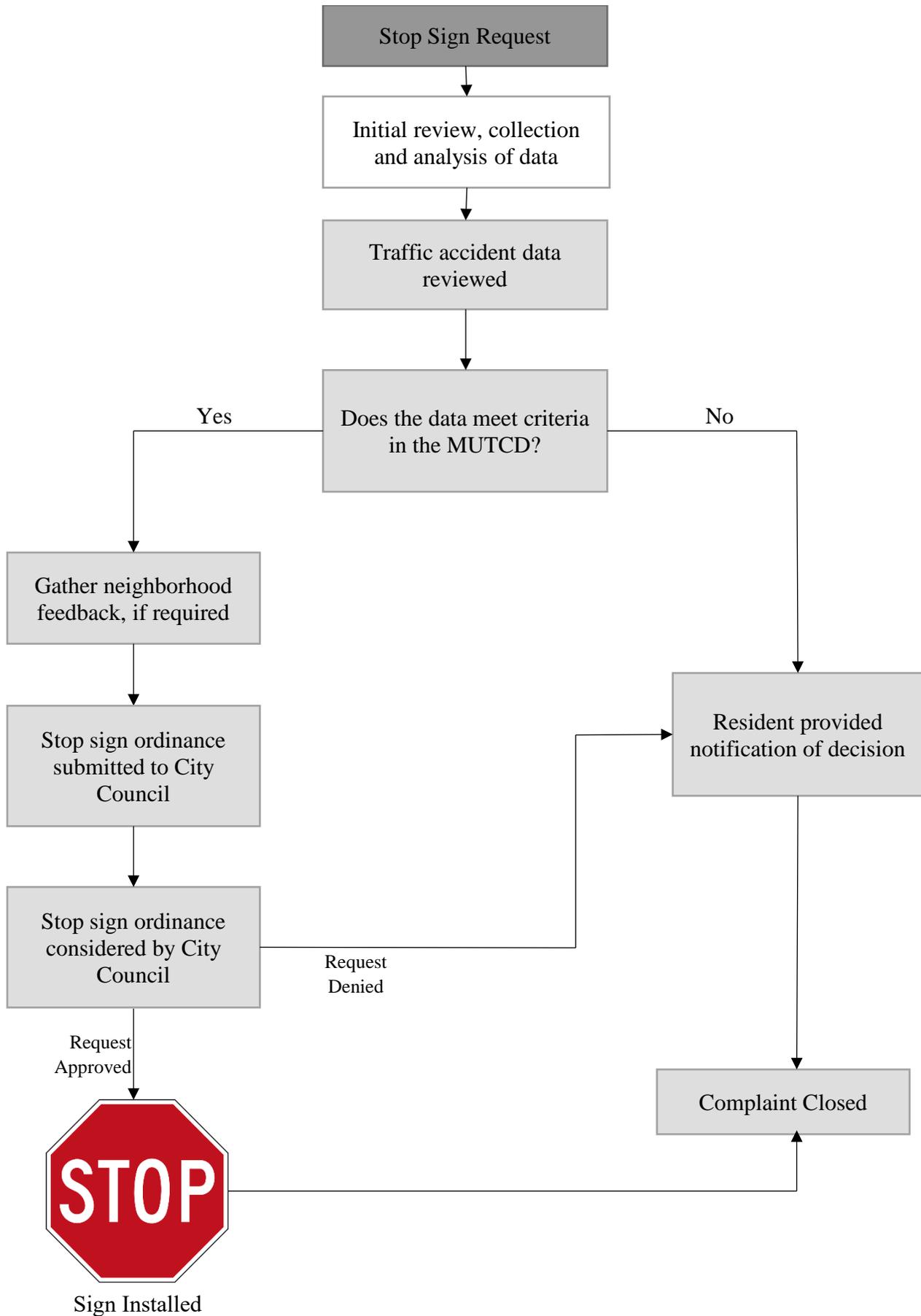
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Appendix A

Typical Workflow for Speeding Complaints



Typical Workflow for Stop Sign Requests



APPENDIX B

TRAFFIC CALMING METHODS

Speed Monitoring: This technique uses radar to monitor the speeds of drivers.

Technique	Implementation	Pros	Cons	Cost
Mobile Radar Speed Display	Speed trailer placed at any location	Provides immediate feedback for drivers not paying attention to speed; easy to implement	Can only be deployed to one location at a time; traffic calming benefits may be short term	Police officer's time: City owns the unit
Traditional Police Enforcement	A patrol officer uses radar to monitor a stretch of roadway. Police issue a special enforcement order that lasts for 30 days	Provides a visual reminder of the presence of law enforcement; provides visual reassurance to area residents	Implementation can be sporadic due to other Police calls; traffic calming benefits are likely short-term	Police officer's time

Signage: Several signage options exist.

Technique	Implementation	Pros	Cons	Cost
 Speed Limit Signs	Placed appropriately to properly inform drivers	Easy to implement	May add to sign clutter; long term effectiveness at slowing traffic unknown	Cost of Sign plus labor for install
 Electronic Speed Limit Display	Solar powered with LED display	Provides consistent and immediate feedback for drivers not paying attention to speed; generally most effective when drivers have been traveling a distance at a higher rate of speed ⁶	Impact may be reduced over time unless regularly enforced by local police ⁷	\$3,000 - \$12,500 each

⁶ Methods and Practices for Setting Speed Limits: An Informational Report, FHWA, April 2012, Page 35

⁷ DelDOT Traffic Calming Manual (2012), Page III-9

 <p>Blinking Stop Sign</p>	Solar powered with LED display	Denotes new or reinforces existing regulation	Effectiveness at stop sign compliance is unknown	\$1,500 - \$2,000 each
 <p>Yield Signs</p>	Installation of yield signs on residential streets at t-intersections with clear sight lines	Reduces the perception of making up for lost time due to too many stop signs	Effectiveness at reducing vehicles making up for perceived lost time is unknown	Cost of Sign plus labor for install

Roadway Narrowing Modifications: Drivers naturally slow down on narrower streets due to the perception that there is a lesser margin of error if they do speed. The perception of a more confined driving area causes drivers to drive more cautiously.

Technique	Implementation	Pros	Cons	Cost	Speed Reduction
 <p>Bike or Parking Lanes</p>	Use pavement striping to designate parking or bike lanes	Easy to implement; serves a dual purpose	Roadway needs to be wide enough to accommodate; maintenance costs	Parking lanes \$2,700 per mile Bike lanes \$10,000 per mile	1-5 mph ⁸
 <p>Center Island</p>	Creation of an elongated median in middle of the roadway	Often used as refuge island for pedestrians	Eliminates parking in adjacent area	Average: \$13,520 Range: \$2,140 to \$41,170 ⁹	1-5 mph ¹⁰

⁸ Pennsylvania's Traffic Calming Handbook, Pennsylvania Department of Transportation. Page 76

⁹ Costs for Pedestrian and Bicyclist Infrastructure Improvement Projects, UNC Highway Safety Research Center, October 2013, Page 15.

¹⁰ Pennsylvania's Traffic Calming Handbook, Pennsylvania Department of Transportation, Page 71

 Bump Outs	Curb bump outs at intersection or midblock	Shortens pedestrian crossing distance; protects on street parking	Eliminates parking in adjacent area	Average: \$13,000 Range: \$1,070 to \$41,170 ¹¹	1-2 mph ¹²
 Chicanes	A series of curb extensions to create a weaving pattern along the roadway	Could add green space; protects on street parking	Eliminates parking in adjacent area, difficult to implement in areas with many driveways.	Average \$9,960.00 Range: \$2,140 to \$25,730 ¹³	5-13 mph ¹⁴

Other Improvements: There are several additional techniques to aid in traffic calming.

Technique	Implementation	Pros	Cons	Cost	Speed Reduction
 Speed Table or Speed Hump	Install a gently raised (few inches) textured material midblock	Easier for larger vehicles such as fire trucks to cross; also can serve as visual for midblock crosswalk	Eliminates parking in adjacent area, may delay emergency vehicle response	Average: \$8,170 Range: \$1,290-\$30,880 ¹⁵	6 – 8 mph in vicinity ¹⁶
 Raised Intersection	Install a gently raised (few inches) textured material at an intersection	Calms two streets at once; helps demarcate pedestrian crossings by elevating them	Results in an average delay of 3 to 7 seconds for emergency vehicles ¹⁷	Average: \$50,540 Range: \$12,500 to \$114,150 ¹⁸	Minor ¹⁹

¹¹ Costs for Pedestrian and Bicyclist Infrastructure Improvement Projects, UNC Highway Safety Research Center, October 2013, Page 14.

¹² Pennsylvania’s Traffic Calming Handbook, Pennsylvania Department of Transportation, Page 27

¹³ Costs for Pedestrian and Bicyclist Infrastructure Improvement Projects, UNC Highway Safety Research Center, October 2013. Page 13.

¹⁴ Pennsylvania’s Traffic Calming Handbook, Pennsylvania Department of Transportation, Page 29

¹⁵ Ibid, Page 16

¹⁶ Ibid, Page 38

¹⁷ Ibid, Page 44

¹⁸ Costs for Pedestrian and Bicyclist Infrastructure Improvement Projects, UNC Highway Safety Research Center, October 2013, Page 16.

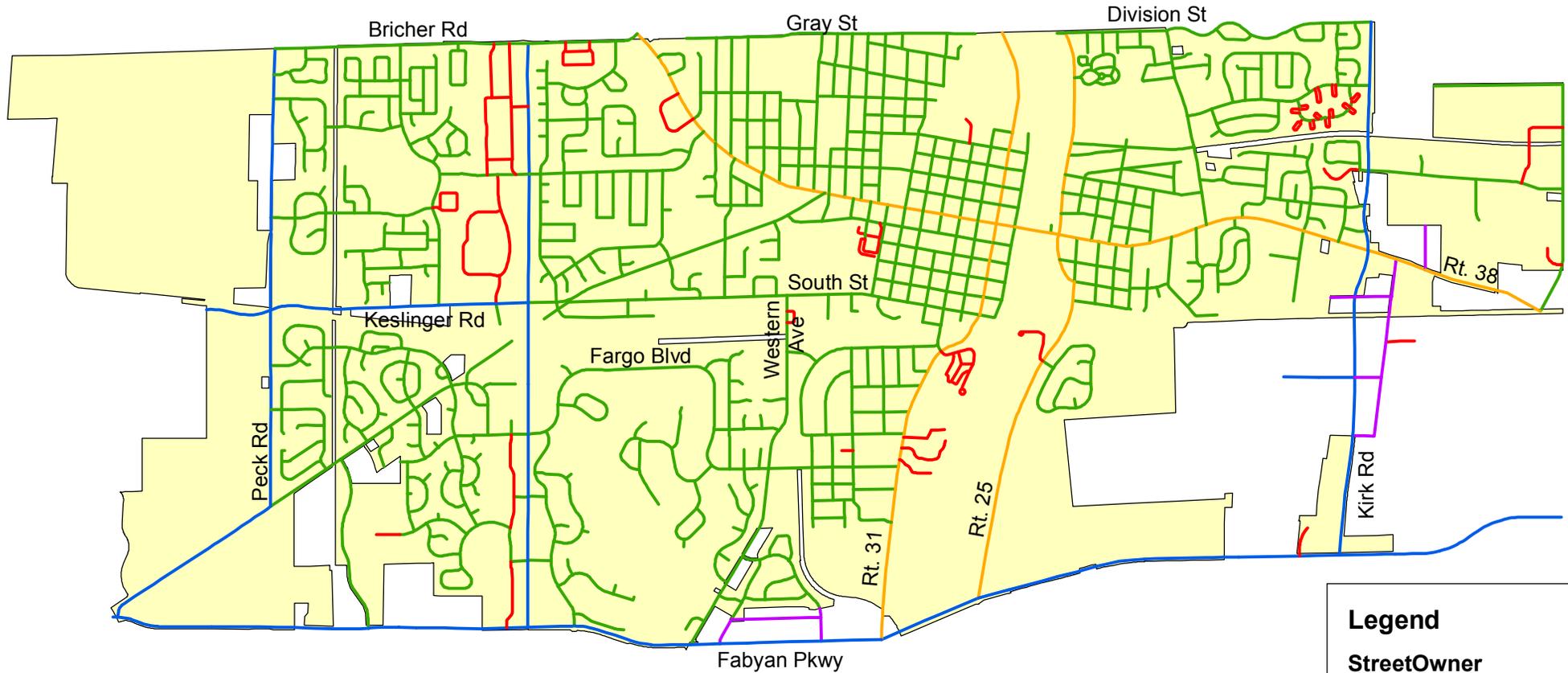
¹⁹ Pennsylvania’s Traffic Calming Handbook, Pennsylvania Department of Transportation. Page 50

 <p data-bbox="196 415 386 525">Roundabout / Neighborhood Traffic Circle</p>	<p data-bbox="414 226 647 493">Install a circular raised concrete area in the middle of the intersection which emergency vehicles can drive over, if necessary</p>	<p data-bbox="665 268 875 451">Traffic flows more efficiently; improve safety; calms two streets at once</p>	<p data-bbox="893 268 1071 451">May cause initial driver confusion; costly to implement</p>	<p data-bbox="1105 268 1268 451">Average: \$85,370 Range: \$5,000 to \$523,080²⁰</p>	<p data-bbox="1310 310 1442 415">4-6 mph In vicinity²¹</p>
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²⁰ Costs for Pedestrian and Bicyclist Infrastructure Improvement Projects, UNC Highway Safety Research Center, October 2013, Page 17.

²¹ Pennsylvania's Traffic Calming Handbook, Pennsylvania Department of Transportation, Page 34

Appendix C



Legend

StreetOwner

- Geneva Roads
- Township Roads
- County Roads
- State Roads
- Private Roads
- City of Geneva

Street Classification In Geneva

N
Not to Scale

Information shown on this map is schematic in nature and accuracy is not guaranteed. It is the responsibility of the user to field verify all information shown. The data is subject to change without notice. Original base maps provided via intergovernmental agreement with Kane County GIS- Technologies. Reproduction without permission from the City of Geneva is forbidden.

GENERATED BY:
City of Geneva, IL
GIS Division
May 2019

