

**CITY OF GENEVA
SPEED CONTROL POLICY TASK FORCE
MAY 15, 2019 MINUTES**

PRESENT: City Administrator Stephanie Dawkins, Comm. Maduzia, Asst. Dir. Schiber, Lorraine Ochsner, Samantha Malusky, Timothy Moran, Randal Newkirk, Aimee Spring, Betty Collins, Timothy Keske, Rory McCann, Paula Krapf, Mary Beth Guzzo,

ABSENT: Joseph Heger

1. Call to Order

Chair Krapf called the meeting to order at 7pm. Roll call was taken by Admin. Dawkins noting all were present except Heger.

2. Approve Minutes from May 1, 2019

Krapf stated these would be approved at the next meeting so that everyone has ample time to review.

Krapf then invited public comment. Carrie and Tim Carter, 809 S. Batavia Ave., Geneva, IL provided a statement regarding traffic concerns near their residence at Rte. 31 and 3rd Street, Cheever and Western, and the downtown area. (see Exhibit A)

Dawkins displayed some information gleaned from the survey results. Guzzo noted the social media activity regarding a recent accident in town. Maduzia confirmed the cause was not speed-related. He also stated enforcement would be increased in that particular area.

3. Discussion of Ward Recommendations

The task force reviewed the synthesis of the ward comments and survey results. They looked at the different community sourced remedies and streets/areas of concern. Dawkins reminded that the group needed to be mindful of current laws and the potential expense within the overall budget. On a question from Malusky, Comm. Maduzia explained the city's budget in relation to the number of officers on the roles and how that plays into the overall ability for enforcement and patrol operations. Maduzia also reviewed the recent distracted driving campaign statistics.

4. Discussion of New Draft Speed Control Policy

Krapf asked for comments on the draft policy that had been initiated by Moran. Moran reformatted the current policy which he believed was more user friendly and easy follow. Guzzo

then presented her draft summary template for the council and what could be populated into it when the recommendations were finalized. Discussion on speed policies were heard, as well as decisions on what degree of detail the recommendations would hold if changes were sought to the current policy. Newkirk suggested taking an approach of prioritizing by ward, or prioritizing by ease of implementation down to most difficult/costly. Krapf believed the template allowed for both broad guidance and more specific recommendations.

5. Discussion of Next Steps and Meeting Schedule

The group discussed dividing duties between members in helping to formulate the draft recommendation document. With Guzzo volunteering to take on the “Public Education” portion of the document, Krapf offered to handle “Streets/Areas of Concerns”. The group also re-categorized some of the current topics in the existing draft. Dawkins asked for priority lists from the group by the end of the week. She would then distribute those to the group prior to the next meeting. The group decided to hold an additional meeting on May 22, 2019 at 7pm at Public Works (Dawkins will confirm location).

6. New Business

None

7. Adjournment

On a motion by Ochsner, the meeting was adjourned at 8:17pm.

EXHIBIT A

My name is Carrie Carter. I live at 809 S. Batavia Avenue. I would like to present some issues I have seen as a frequent pedestrian in Geneva. A safe, walkable community is good for commerce, tourism and overall health of the residents. There are three areas I would like to bring to your attention that could enhance the safety and enjoyment of all who walk in our community.

- 1.) Downtown Third Street. Third Street is Geneva's main pedestrian destination for both residents and out-of-town guests and is also used as a shortcut between Route 31 and Route 38. Due to parking on the street, visibility can be poor during the late afternoon and early evening. Coupled with people coming home from the train and other cars trying to turn on to Third Street from side streets - pedestrian safety is a major an issue. There are two ways that this could be alleviated. The first would be to install one or more four way stops on Third Street. The second would be to install ^{speed} bumps at cross walks that would force cars to slow down. This might also discourage people from using Third Street as a short cut.
- 2.) The Intersection of Route 31 and Third Street. Although there is a pedestrian signal at this intersection, when crossing Route 31, people do not seem to notice pedestrians in the cross walk when they are turning right. This is particularly an issue when people are returning home after getting off the train. I would suggest putting up signage indicating that there is "no turn on red when pedestrians are present" similar to that at Third and Route 38. While it won't solve the problem it may remind drivers that pedestrians may be present and they should look for them.
- 3.) The Intersection of Cheever and Western Avenue. There is a cross walk with amber lights at this intersection but no way to activate the lights. I have only seen the lights in operation once since they were installed. This is a particularly busy intersection in the evening as there are baseball fields on Cheever as well as a park and tennis courts. People often park at the recreation center and then walk across but it is difficult with all the traffic on Western Avenue. Again, while the ^{signal} lights may not stop drivers, it might remind them to look for pedestrians.

A final suggestion is to start ticketing ^{drivers} people who do not stop in the cross walk for pedestrians. Occasionally having a police presence in the downtown during the late afternoon and early evening might cause ^{people} drivers to slow down especially when leaving the train station.

Thank you for your time.

There should be a way to activate the ~~signal~~ lights

which violates the state law.