



Agenda  
Village of Glen Ellyn  
Special Village Board Workshop Meeting  
Monday, August 25, 2025  
6:00 PM  
Glen Ellyn Civic Center, Room 301

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Meeting Procedures Statement

*Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda at the meeting or online at [www.glenellyn.org](http://www.glenellyn.org) prior to the meeting. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.*

- A. Call to Order**
- B. Pledge of Allegiance**
- C. Roll Call**
- D. Audience Participation**

- 1) Open:

Members of the public are welcome to speak to any item not specifically listed on tonight's agenda for up to (3) three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment when the item is discussed. Please complete the Audience Participation form and turn it in to the Village Clerk. It is requested that one spokesperson for a group be appointed to provide comment for the entire group. When recognized, please step to the microphone and state your name and provide your comment. Individuals wishing to address the Board shall exercise proper decorum and respect for the proceedings and the business of the Village Board, and shall refrain from abusive demeanor and language. The practice of ceding time to other speakers shall be prohibited, except in the discretion of the presiding officer of the meeting. Public officials are not obligated to respond to questions.

- E. Traffic Speed Management**

- 1) Discussion of Roadway Speed Management

- F. Adjourn**



**Glen Ellyn Village Board**  
535 Duane Street  
Glen Ellyn, IL 60137

Meeting 8/25/2025 6:00 PM  
Department: Administration  
Department Head: Mark Franz  
Category: Discussion Item  
Prepared By: J.D. Barrett

**AGENDA ITEM (ID  
# 2025-681)**

**DOC ID: 2025-681**

## **Discussion of Roadway Speed Management**

### **Statement of the Issue:**

In response to community concerns related to speeding and pedestrian safety, Village staff is exploring strategies to enhance and promote vehicle and pedestrian safety. There is a recently circulated online petition advocating for lower residential speed limits, highlighting strong resident interest in enhancing neighborhood safety.

### **Analysis:**

#### **Background and Current Village Practices:**

To assist with Board discussion, staff have outlined existing practices that address traffic safety concerns in the community:

#### **1. Responsive Police Enforcement**

When residents report concerns about speeding, the Police Department may deploy patrol officers to the specified area and initiate targeted enforcement efforts. This is case dependent based upon initial evaluation and nature of concerns.

#### **2. Speed Data Collection and Evaluation**

In collaboration with Public Works, the Police Department may install temporary speed monitoring equipment in areas identified as problematic. Data collected is analyzed to determine appropriate next steps, which may include signage improvements, increased enforcement, or other interventions.

#### **3. Education and Outreach**

The Village leverages its Community Education Officer, with the support of other police department staff, to promote safety awareness and encourage responsible behavior among both drivers and pedestrians. In addition, Village communication platforms, such as newsletters, social media, and e-blasts, routinely highlight safety messaging, including education on E-Bike regulations, the "Walk Your Wheels" campaign, and seasonal initiatives like Back-to-School safety awareness.

**4. Complete Streets Policy** The Village adopted a Complete Streets Policy in 2019. That policy is realized through inclusion of pedestrian and bicycle safety measures (e.g. curb extensions, narrowing of overly wide travel lanes, addition of sidewalk, etc.) where feasible in the Village's public works projects (Resolution No. 19-03).

**Additional Strategies for Consideration:**

While reducing the residential speed limit is a potential path forward, there are other strategies that may enhance neighborhood safety either in conjunction with or independent of a speed limit change. These include:

**1. Expanded Education and Outreach Campaigns**

Build upon existing outreach efforts by leveraging staff and community partnerships to promote comprehensive safety campaigns for both pedestrians and drivers.

**2. Community-Driven Identification of Problem Areas**

Initiate a focused public engagement effort to identify priority intersections and residential streets perceived as unsafe. This targeted approach will help ensure staff and budget resources are used efficiently while informing patrol deployments, engineering evaluations, and a phased, long-term implementation plan.

**3. Enhanced Speed Limit Signage**

Consider installing additional speed limit signs in strategic, high-impact locations to improve visibility and compliance.

**4. Legislative Context – Illinois House Bill 2934**

Monitor and assess the potential impact of HB 2934, which proposes to amend the Illinois Vehicle Code to reduce the default speed limit in urban areas from 30 mph to 20 mph. Staff is coordinating with Representative Terra Costa Howard's Office for more information regarding the proposed bill.

**5. Engage a Traffic Consultant**

With Board direction, staff may consider engaging a traffic engineering consultant to conduct a comprehensive study of high-concern areas. This would support a data-driven approach to identifying problem locations, evaluating existing conditions, and recommending targeted strategies to improve pedestrian safety and traffic flow.

**6. Explore Pedestrian Safety Initiatives**

With Board direction, staff could pursue a variety of pedestrian safety initiatives:

- DuPage County Safety Action Plan - (One of the items identified in the plan was speed management)
- Active Transportation Plan Update

As communities across the nation grapple with rising traffic issues and changing urban landscapes, long-standing methods for setting speed limits are coming under renewed scrutiny. There is growing analysis of the decades-old "85% rule" used to set speed limits in the U.S., which recommends setting limits based on the speed at or below which 85% of drivers travel. This method, rooted in past road studies, often leads to speed limits being raised in response to actual driving behavior, creating a feedback loop that can impact traffic safety. Amid a national rise in traffic safety and public concern, some states and transportation officials are pushing for new approaches that factor in road use, crash risk, and pedestrian safety. While the 85% rule is not mandatory, many communities continue to rely on it due to its simplicity and familiarity.

Promoting pedestrian and neighborhood safety is a multifaceted issue that requires a thoughtful and balanced approach. The purpose of this discussion is to seek Village Board guidance on the direction staff should pursue.

**Budget Impact:**

N/A

**Contribution to Strategic Plan**

Strategic Priority: Infrastructure - Initiative: Transit Oriented Downtown

**Action Requested:**

Discussion Purposes Only – Seeking Board Direction on Next Steps

**Attachments:**

1. DuPage County Municipal Residential Speed Limits
2. Resolution 19-03 - Resolution Adopting the Village of Glen Ellyn Complete Streets Policy

| <b>Municipality:</b>                     | <b>Residential Speed Limit</b>                                                                                                                                               | <b>Ordinance/Code</b>                              |
|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|
| <b><i>Village of Burr Ridge</i></b>      | 20-25 mph                                                                                                                                                                    | <a href="#">Linked Here</a>                        |
| <b><i>Village of Carol Stream</i></b>    | 25 mph unless posted otherwise                                                                                                                                               | <a href="#">Linked Here</a>                        |
| <b><i>City of Elmhurst</i></b>           | 25 mph. In limited areas, where justified by a traffic study: 20 mph.                                                                                                        | <a href="#">Linked Here</a>                        |
| <b><i>City of Naperville</i></b>         | 25 mph                                                                                                                                                                       | <a href="#">Linked Here</a>                        |
| <b><i>Village of Oak Brook</i></b>       | 25 mph unless posted otherwise                                                                                                                                               | <a href="#">Linked Here</a>                        |
| <b><i>City of Oakbrook Terrace</i></b>   | 25 mph                                                                                                                                                                       | <a href="#">Linked Here</a>                        |
| <b><i>Village of Roselle</i></b>         | 25 mph                                                                                                                                                                       | <a href="#">Linked Here</a>                        |
| <b><i>City of Warrenville</i></b>        | 20 to 25 mph. We are completing a traffic study later this year to determine a more consistent residential speed limit and review speed limits on busier City roads as well. | <a href="#">Linked here</a>                        |
| <b><i>Village of Western Springs</i></b> | 25 mph                                                                                                                                                                       | <a href="#">Linked Here</a> (As a FAQ)             |
| <b><i>City of Wheaton</i></b>            | 25 mph                                                                                                                                                                       | <a href="#">Linked Here</a>                        |
| <b><i>Village of Willowbrook</i></b>     | 20-25 mph                                                                                                                                                                    | <a href="#">Linked Here</a>                        |
| <b><i>Village of Winfield</i></b>        | 20-25 mph                                                                                                                                                                    | <a href="#">Linked Here</a>                        |
| <b><i>Village of Woodridge</i></b>       | 25 mph                                                                                                                                                                       | <a href="#">Linked Here</a>                        |
| <b><i>Addison</i></b>                    | 30 mph unless posted otherwise                                                                                                                                               | <a href="#">Linked Here</a>                        |
| <b><i>Bensenville</i></b>                | 30 mph (no one should exceed a speed that is reasonable and proper)                                                                                                          | <a href="#">Linked Here</a>                        |
| <b><i>Bloomington</i></b>                | 25 mph unless posted otherwise                                                                                                                                               | <a href="#">Linked Here</a>                        |
| <b><i>Bolingbrook</i></b>                | 30 mph unless posted otherwise                                                                                                                                               | <a href="#">Linked Here</a>                        |
| <b><i>Downers Grove</i></b>              | 25 mph unless posted otherwise                                                                                                                                               | <a href="#">Linked Here</a>                        |
| <b><i>Glen Ellyn</i></b>                 | 30 mph unless posted otherwise (Petition                                                                                                                                     | <a href="#">Linked Here</a> <a href="#">Linked</a> |

|                         |                                                                                                             |                                                                                    |
|-------------------------|-------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
|                         | underway attempting to lower it to 25)                                                                      | <a href="#">Here</a> <a href="#">Linked Here</a>                                   |
| <b>Lisle</b>            | 25 mph unless otherwise posted, main streets specified in code                                              | <a href="#">Linked Here</a>                                                        |
| <b>Lombard</b>          | Speed limits for all streets listed, most are 25 mph                                                        | Code <a href="#">Pg 31</a>                                                         |
| <b>Villa Park</b>       | 25 mph unless posted otherwise                                                                              | <a href="#">Linked Here</a>                                                        |
| <b>West Chicago</b>     | 25 mph unless posted otherwise                                                                              | <a href="#">Linked Here</a>                                                        |
| <b>Westmont</b>         | 25 mph for resident district<br>(20 mph unless otherwise stated, 5 mph in alleys, 35 in suburban districts) | <a href="#">Article V, Sec. 78-150.</a>                                            |
| <b>Lemont</b>           | 25 mph                                                                                                      | <a href="#">Linked Here</a>                                                        |
| <b>Darien</b>           | 25 mph unless otherwise stated                                                                              | <a href="#">Title 9, Chapter 2, Section 4</a>                                      |
| <b>Clarendon Hills</b>  | 25 mph                                                                                                      | <a href="#">Linked Here</a>                                                        |
| <b>Hinsdale</b>         | 25 mph unless otherwise posted                                                                              | <a href="#">Linked Here</a>                                                        |
| <b>Wood Dale</b>        | Majority 20mph, all street stated in the code                                                               | <a href="#">Article XX Appendix, Sec. 15.2001. Schedule I - Speed Restrictions</a> |
| <b>Itasca</b>           | 25 mph unless otherwise stated                                                                              | <a href="#">Chapter 77, SCHEDULE III: SPEED LIMITS</a>                             |
| <b>Hanover Park</b>     | 20 mph                                                                                                      | <a href="#">Linked Here</a>                                                        |
| <b>Bartlett</b>         | 25 mph                                                                                                      | <a href="#">Title 6, Part 11, Section 601.1</a>                                    |
| <b>Glendale Heights</b> | 25 mph                                                                                                      | <a href="#">Title 7, Chapter 6, Section 1</a>                                      |
| <b>St. Charles</b>      | 25 mph                                                                                                      | <a href="#">Linked Here</a>                                                        |
| <b>Batavia</b>          | 30 mph                                                                                                      | <a href="#">Linked Here</a>                                                        |



Village of Glen Ellyn

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**Resolution No. 19-03**

**A Resolution Adopting the Village of Glen Ellyn Complete Streets Policy**

**Whereas,** The National Complete Streets Coalition defines Complete Streets as a transportation approach that ensures all future street projects will take into account the needs of all travelers, regardless of age, ability, or mode of transportation; and

**Whereas,** Complete Streets are designed to improve mobility, access, and connectivity for persons traveling by all modes; and

**Whereas,** Developing Complete Streets as part of transportation projects shall be treated as an opportunity to offer improvements in access and connectivity by all modes of travel to and from Glen Ellyn's services, businesses, neighborhoods, schools, parks, trails, and adjoining communities; and

**Whereas,** Glen Ellyn is a key destination and connection point on the Illinois Prairie Path, Great Western Trail, and Union Pacific Railroad West-Line, all of which encourages local development, promotes healthy lifestyles, and brings many visitors to Glen Ellyn by foot, bicycle, train, car, and bus; and

**Whereas,** the Village of Glen Ellyn already practices the incorporation of Complete Streets into its transportation projects, where appropriate and taking all factors into consideration, including the construction of accessible sidewalks, traffic lanes sufficient in width for simultaneous use by bicycles and vehicles, dedicated bicycle lanes on Village roadways, improvements to the Illinois Prairie Path such as paving where the facility is heavily used by commuters and patrons of the Central Business District, construction of grade-separated crossings of the UP-West line such as at Taylor Avenue, support for new trail projects such as the East Branch DuPage River trail project, studies for potential future projects which support Complete Streets such as the Glen Ellyn Metra Train Station project, and continued investments in maintaining the Village's already vast multi-modal transportation facilities; and

**Whereas,** the President and the Board of Trustees of the Village of Glen Ellyn believe and hereby declare that it is in the best interests of the Village and its residents to commemorate its commitment to Complete Streets by formally adopting a Complete Streets Policy to ensure the Community's continued support of Complete Streets.

**NOW THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS,** in exercise of its home rule authority, as follows:

**Section One, Complete Streets Policy:** This Complete Streets Policy shall direct the Village of Glen Ellyn to continue to provide a safe, accessible, well-connected, and visually attractive surface transportation network that balances the needs of all users including: motorists, pedestrians, bicyclists, public transportation riders and drivers, emergency vehicles and promote a more livable community for people of all ages and abilities, including children, youth, families, older adults, including those with disabilities.

**Section Two, Purpose:** This policy is intended to ensure that all planning, scoping, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation and maintenance activities for surface transportation projects take all potential users of the Village's transportation network into consideration. It is important to note that this policy is not intended to mandate that complete streets be incorporated into every project; rather, that complete streets improvements are considered as part of projects where the Village determines incorporation of the improvements is permissible, practical, feasible, financially viable, and consistent with other Village policies and plans. This policy is also intended to encourage walking and biking, producing the health benefits that result from these types of activities, help reduce the demand for fossil fuels, ease traffic congestion, reduce wear on roadways, improve air quality and make streets and public and private spaces more attractive for businesses and customers and increase economic activity.

**Section Three, Projects:** The Village of Glen Ellyn shall approach every transportation facility related improvement and project phase as a potential opportunity to create safer and more accessible streets for all users. These phases include, but are not limited: planning, scoping, programming, design, right-of-way acquisition, construction, construction engineering, reconstruction, operation, and maintenance. It is understood that maintenance activities do not necessarily trigger requirements for major street improvements that would be required to incorporate Complete Streets and should not be expected to do so. However, maintenance activities do present some opportunities that can improve the environment for other transportation network users. Complete Streets principles will be applied on Village projects, incrementally over time. Maximum financial flexibility is important to implement Complete Streets principles. All sources of transportation funding, public and private, should be considered as available, to implement Complete Streets within the Village of Glen Ellyn.

**Section Four, Exceptions:** As noted in Section Two, the intent of the Policy is not to mandate the incorporation of Complete Streets with facilities such as sidewalks, bike lanes, shared lanes, grade-separated pedestrian crossings, and other Complete Streets improvements provided within all projects. However, the Village shall consider the incorporation of the aforementioned types of improvements within projects. As part of its consideration, the following are some, but not all, of the exceptions to incorporating Complete Streets within a given project:

1. An affected roadway prohibits by law the use by pedestrians and bicyclists (such as state & federal limited-access highways) in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway.
2. The costs of providing accommodation for some travel modes are excessively disproportionate to the need or probable use by those modes.
3. Where the construction is not practically feasible or cost effective because of unreasonable adverse impacts on the environment or on neighboring land uses including impact from right-of-way acquisition.
4. There is a reasonable and equivalent accommodation along the same corridor, effectively serving the same destinations and providing the same access and mobility, which is already programmed to provide facilities, therefore exempting the project at hand.
5. The project scope precludes the practical and cost-effective incorporation of complete streets.
6. The incorporation of complete streets would violate another Village, County, State, or Federal policy.

**Section Five, Integrated Network of Transportation Modes:** The Village of Glen Ellyn Complete Streets Policy shall support creating integrated networks of transportation modes. The

needs, design guidelines, and context of transportation facilities will be taken into consideration to support the ability of users to walk, drive, and utilize the available transit modes of transportation to travel in Glen Ellyn.

**Section Six, Multi-Jurisdictional Involvement:** The Village of Glen Ellyn Complete Streets Policy shall involve multiple jurisdictions by pursuing and incorporating Complete Streets within rights-of-way owned and maintained not only by the Village but also by the State of Illinois, DuPage County, and Union Pacific Railroad. Examples include, but are not limited to, constructing improvements such as multi-use paths and sidewalks within the aforementioned agencies' rights-of-way, pursuing improvements to the Glen Ellyn Metra Train Station, and supporting the construction of a recreational trail along the East Branch of the DuPage River.

**Section Seven, Design Guidelines:** The Village of Glen Ellyn shall follow accepted or adopted design standards and use the best and latest design standards available, including but not limited to, existing design guidance from: Illinois Department of Transportation, American Association of State Highway and Transportation Officials, Federal Highway Administration, the Institute of Transportation Engineers, National Association of City Transportation Officials, the Americans with Disabilities Act, the Public Right-of-Way Accessibility Guidelines, and the Active Transportation Alliance. In recognition of various contexts and public input, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

**Section Eight, Context:** The Village of Glen Ellyn shall implement Complete Streets solutions in a manner that is sensitive to the local context and character, aligns transportation and land use goals and recognizes that the needs of users may vary throughout the community.

**Section Nine, Performance Measures:** The Village of Glen Ellyn shall measure the success of this Complete Streets policy using, but not limited to, the following criteria:

1. Linear feet of pedestrian accommodations built along Village streets, where no such accommodations currently exist.
2. Miles of bike accommodations built or marked where no such accommodations exist.
3. Number of crosswalk/sidewalk ramp locations improved where deficiencies exist.
4. Square feet of sidewalk rehabilitated/improved where deficiencies exist.
5. Incorporation of improvement into the Metra Train Station.

**Section Ten, Implementation and Next Steps:** To implement this Complete Streets Policy, the Village of Glen Ellyn will:

1. Continue to review all roadway projects, public and private developments and other opportunities to ensure Complete Streets are incorporated into projects as applicable. Review and the overall implementation of this policy shall be the responsibility of the Village's Professional Engineering Staff with input and direction from the Village's Capital Improvements Commission and Village Board sought as necessary.
2. Continue to ensure that the Village's Capital Plan supports implementation of the Complete Streets Policy with applicable Capital Projects.
3. Encourage staff professional development and training in areas that related to Complete Streets such as ADA/Public Right-of-Way Accessibility Guidelines, Active Transportation, Transit Oriented Development, Traffic Engineering, and other applicable subjects that relate to Complete Streets.
4. Continue to implement and monitor the effectiveness of this policy and make adjustments as necessary to ensure the Village's objectives for supporting Complete Streets are met.

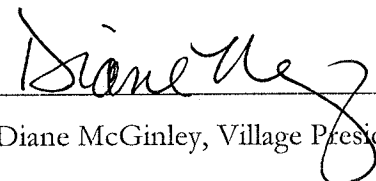
5. Continue to pursue funding for improvement the Glen Ellyn Metra Train Station including the incorporation of a grade-separated pedestrian crossing of the Union Pacific West Railroad Line.

**Section Eleven:** This Resolution shall be in full force and effect from and after its passage and approval.

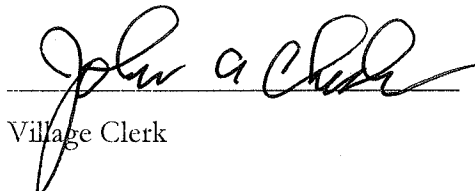
Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this 11 day of Feb 2019

|        |                                     |                |                                     |              |                                     |              |
|--------|-------------------------------------|----------------|-------------------------------------|--------------|-------------------------------------|--------------|
| Ayes   |                                     | Diane McGinley | <input checked="" type="checkbox"/> | Pete Ladesic | <input checked="" type="checkbox"/> | Mark Senak   |
|        |                                     | Craig Pryde    | <input checked="" type="checkbox"/> | Bill Enright |                                     | Gary Fasules |
|        | <input checked="" type="checkbox"/> | John Kenwood   |                                     |              |                                     |              |
| Nayes  |                                     | Diane McGinley |                                     | Pete Ladesic |                                     | Mark Senak   |
|        |                                     | Craig Pryde    |                                     | Bill Enright |                                     | Gary Fasules |
|        |                                     | John Kenwood   |                                     |              |                                     |              |
| Absent |                                     | Diane McGinley |                                     | Pete Ladesic |                                     | Mark Senak   |
|        | <input checked="" type="checkbox"/> | Craig Pryde    |                                     | Bill Enright | <input checked="" type="checkbox"/> | Gary Fasules |
|        |                                     | John Kenwood   |                                     |              |                                     |              |

Approved by the Village President of the Village of Glen Ellyn, Illinois this 11 day of Feb 2019.

  
Diane McGinley, Village President

Attest:

  
Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the 12 day of Feb, 2019.)