



CITY OF WASHINGTON, ILLINOIS

City Council Agenda Communication

Meeting Date: July 7, 2025

Prepared By: Police Chief Jeff Stevens

Agenda Item: History and Update on Gillman Vertical Speed Control

Explanation: The 400 block of Gillman Avenue runs east/west for about 1,500' between Grandyle Drive on the west and a 90-degree turn at Dallas Road on the east. The segment was a late addition to Washington Estates subdivision. There are 34 single-family houses addressed on the 400 block plus one addressed on Grandyle. Homes all have front yards. It is straight and fairly flat with parking lanes and sidewalks on both sides, making for a wide field of view for drivers. The road is an access route between Dallas Road, Newcastle Road, and much of Washington Estates, making a route of choice for travel involving WCHS, Central Schools, Five Points, and other facilities.

The history of speed complaints there goes back nearly to its opening, as does a history of episodic enforcement efforts. In 2023, a group of Gillman residents contacted now-Mayor Stevens and passed along concerns after measures such as episodic enforcement and speed trailer placement did not result in the lasting solution they sought. This led to discussions into 2024 seeking a new approach to speed control, including installation of vertical speed control (e.g. speed bumps, humps, or tables). At the time, several discussions of such controls at Council and otherwise continued a City government consensus against vertical speed controls, often due to the effects on plowing efforts, drainage, and emergency response vehicles, which can be slowed by the devices.

The message residents heard in the Fall of 2024 was, essentially, to wait 6 months, which they did. WPD changed its targeted enforcement efforts to concentrate on short periods of time when officers were likely to encounter high-speed drivers here. This change in approach was possible due to the acquisition of new technology that allowed such pattern identification. While the more efficient enforcement was able to reach drivers in less time, residents reported a speeding issue remained. Without a definitive answer on vertical speed control, a slightly larger group of residents communicated a renewed desire for speed bumps.

WPD conducted speed data collection after the end of the school year and City Engineer Carr found a type of removable speed hump. The removable speed hump allows for a test of vertical speed control in this specific environment at a much lower cost than permanent installation and allows for removal to accommodate snow plowing season.

Placement of two humps about 500' apart on the roadway is consistent with federal and international data for most effective placement. We expect Public Works will install the temporary speed humps in July. WPD is monitoring speeds and will continue, gathering data before the late summer start of school, during the school year, and after removal for plowing season, to determine effects on vehicle speeds. We expect a 1-3 MPH reduction in the 85th percentile speed, but are particularly interested in effects, if any, on high-end speeding and whether those effects carry over for some time after the removal of the speed humps. This placement and data-gathering amount to a test for this location. WPD will notify Council of results for consideration of future application of vertical speed controls or general policy regarding neighborhood requests.

Fiscal Impact: Two speed humps with application material cost \$12,083. Application, removal, and speed documentation labor will be performed by City employees.