

CITY OF WASHINGTON PUBLIC SAFETY COMMITTEE MEETING SEPTEMBER 19, 2016

Alderman Butler called the meeting to order at 5:30 P.M.

Voting Members Present: Mike Brownfield, Brian Butler, Tyler Gee

Other City officials present: Ed Andrews, Bob Brucks, Jim Culotta, Ed Papis, Jeff Stevens

Residents: Steve Hullcranz, Paul Speizio

Others:

1. ALDERMEN WISHING TO BE HEARD ON A NON-AGENDA ITEM: NONE
2. CITIZENS WISHING TO BE HEARD ON A NON-AGENDA ITEM
 - a. Steve Hullcranz noted that Sonny Drive is a new street located off of Centennial Drive in the city and there are two houses under construction there. He noted the street needs an identification sign at the intersection with Centennial and a stop sign on Sonny Drive.
 - b. Paul Speizio said he was not able to come to the previous Public Safety Committee meeting, but reported that there has been no improvement in the problem of motorists speeding on Dallas Road. He asked for a copy of the federal funding agreement referenced at the August meeting and Mr. Andrews agreed to provide it. Speizio asked a number of questions and received the following answers, recorded in substance but not recreated here verbatim:

PS: What is the functional class of Dallas Road?

Andrews: Minor collector (was a two-lane township road that was annexed)

PS: S. Cummings from Kern to Business 24 has fewer homes and a turn lane, but has a 25MPH speed limit and was built with federal assistance. How can this be?

Andrews: I cannot speak to that road as the analysis was for Dallas. Before Dallas was rebuilt using federal funds, there were public hearings that included concerns over the speed limit and the city committed to not exceeding a 30 MPH speed limit. There may be a warrant for raising the limit but not for lowering the limit.

PS: As WCHS lets out, kids speed on Dallas while talking on cell phones. About this same time, Central schools dismiss students. I am asking for a solution to the speeding problem. The minutes show a comment about there being no crashes to justify a lower speed limit. Are we going to wait until there is a crash?

Andrews: We have looked for engineering solutions including radar speed display signs and application of fog lines to narrow the visual field of the road.

PS: The radar speed signs are not a deterrent.

Brownfield: Other streets have similar conditions (for speeding). This is a condition without a great answer.

Butler: Sometime minutes do not convey context. The comment about crashes was a minor point simply meaning that current crash data could not form an independent justification for lowering the limit. Butler asked for more suggestions from PS.

PS: Suggested stop signs on Dallas at Mitchell and Westminster.

T. Gee: Will federal rules affect stop sign placement?

Andrews: We would have to meet federal warrants for stop signs and generally there is not a stop on the major leg of the intersection in this situation. I can analyze the intersections.

PS: How did Kingsbury get a stop sign at Pintail but not at other nearby intersections? Who lives at 1708 Kingsbury and three months after he moved in, the stop signs appeared?

Andrews: Effecting stop sign placement there is not in Mr. Oliphant's ability and he has complained about it being inconvenient for him in that location.

Gee asked if the Committee was interested in the studies for the Mitchell and Westminster intersections becoming stops on Dallas. Butler said yes.

3. APPROVAL OF MINUTES FOR THE August 15, 2016 MEETING: MOTION BY Mr. T. Gee second by Mr. Brownfield. Minutes unanimously approved as submitted by D.C. Stevens.

4. BUSINESS ITEMS:

- a. MONTHLY REPORT: Chief Papis presented the monthly activity report for the police department. Papis repeated information from last month related to different collection methods compared to last year and noted other issues can affect month-to-month numbers.
- b. Square Closure Resolution: Requesting authority from IDOT to close a portion of the Square for Autumn Fest. Butler noted the Committee will present this to Council.
- c. Discussion of the speed limit on Boyd Parkway:

Butler said Mayor Manier asked for this discussion and scheduled a meeting with IDOT Regional Engineer for Thursday at 10 AM at City Hall. Butler asked of the police have a position. Papis noted this is not a police issue, but related to engineering and legislative issues. Butler said we do have a problem with speeding on Boyd Parkway and noted increased police presence is needed from the County and State Police. Butler asked if rumble strips might help as traffic enters town and said something needs to be done. He noted that 10% of the city population lives north of this divided 55 MPH highway and that is an unusual situation. T. Gee noted that Council wants more enforcement but has said they want WPD in other areas of the city, so we need more State Police and County Sheriff presence on Boyd. Gee noted that lowering the speed limit will not matter unless it is enforced and we need enforcement primarily. He is interested to know about Peoria County's experience with Route 29 from Peoria Heights to Rome as it is a similar roadway that goes from 45 MPH to 55 MPH. He noted the frequent presence of Peoria Heights Police on that stretch of road. Papis asked about the expense of rumble strips. Andrews noted these are normally used at a stop, not a lighted intersection, but said they are saw cut and not a large expense.

5. OTHER BUSINESS: Temporary signals at Main/Wilmor and Jefferson

Andrews noted that rudimentary examination of the Wilmor/Jefferson intersection with Wilmor at 5,500 ADT and Jefferson at 3,000-3,300 ADT, but no existing warrant for signals based only on crash data, there is a warrant for a four-way stop. There may be an optional warrant for signals based on the school location. IDOT's recommendation for the time of the viaduct construction was a four-way stop. We kept the temporary signals up over the weekend at the Mayor's request and will remove them Tuesday. Permanent signals there would not quite be a round robin signal with one green at a time, but would allow for differing green signals. Butler noted this could lead to long delays for traffic. Andrews noted we would need a detailed intersection analysis to time permanent lights. Gee asked if the PD has crash data. Papis said the data is available. He noted that left turn traffic can cause delays and that

signals generally work well. Andrews noted that the temporary signal timing was not as complex as permanent signals would be. He said that with nearly four times normal volume on Jefferson with a large part of that increased traffic seeking left turns, there would be a different pattern with permanent signals. He noted again that there is a warrant for a four-way stop at Jefferson/Wilmor. Butler asked if the Committee was recommending retaining the temporary signals. Gee and Brownfield said no and Brownfield added he would like to see a study for permanent signals.

6. Mr. Brownfield motioned for adjournment, seconded by Mr. Gee. The meeting was adjourned at 6:17 P.M.