

**CITY OF WASHINGTON
PUBLIC SAFETY COMMITTEE
MONDAY, OCTOBER 17, 2016
5:30 P.M.**

**POLICE DEPARTMENT CONFERENCE ROOM
115 W. JEFFERSON STREET**

AGENDA

- 1. ALDERMAN WISHING TO BE HEARD ON A NON-AGENDA ITEM**
- 2. CITIZENS WISHING TO BE HEARD ON A NON-AGENDA ITEM**
- 3. APPROVAL OF MINUTES – September 19, 2016 regular meeting**
- 4. BUSINESS ITEMS**
 - A. Monthly Report**
 - B. Badges**
- 5. OTHER BUSINESS**
- 6. ADJOURNMENT**

DRAFT OF MINUTES FOR CONSIDERATION AND COMMENT

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 Sunny 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 Sunny 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.



Washington Police Department

Ed Papis
Chief of Police

115 WEST JEFFERSON STREET
WASHINGTON, ILLINOIS 61571
NON-EMERGENCY (309) 444-2313
FAX (309) 444-7511

To: Public Safety Committee

From: Chief of Police Ed Papis

A handwritten signature in black ink, appearing to be "Ed Papis", with a long, sweeping line extending from the end of the signature.

Date: October 14, 2016

Re: Change in Police Badge Design

Gentlemen,

Mayor Manier approached me about the cost implications to change the current star badge to a shield badge. This memorandum summarizes potential costs.

Badge costs can vary among designs. In order to provide accurate information, officers and supervisors were presented with a number of potential badge design options and provided feedback indicating a preference for the Entenman-Rovin design listed second in the table below. The costs listed are manufacturer list prices for the particular designs shown to officers. I believe that we can obtain a lower price by shopping the same or a substantially similar design through multiple vendors.

As our patrol cars are marked with an image of our department badge, maintenance of a consistent image requires replacement of that portion of the car design. Our patrol cars are marked by Rick Bork of Hardline Graphix. Mr. Bork can change the current badge logo on the car to an updated shield design consistent with a new badge for approximately \$100 per car- \$500 for the marked patrol fleet (includes material, new design, and labor). Although we have 7 marked cars, two marked cars are scheduled for replacement this year, with one replacement currently on order and a second planned. That \$500 cost is in addition to the costs listed in the table below.

The table includes two dome badges, which are worn on a uniform shirt and jacket, and a flat badge which is incorporated in an identification folder or wallet. A change in badge design necessitates a change in identification folders or wallets, as the badge itself is incorporated in that item. We do not intend to change the design of the current formal hat badge. Hat badges of a design consistent with the chosen dome/flat badge design are available. The limited use of the hat badge and the inherent differences in design even within badge styles make the replacement of the current hat badges of limited benefit in relation to the additional cost.

Many officers have as an optional uniform item the embroidered uniform polos bearing their name and rank with an embroidered badge. The replacement cost of those shirts is \$50 each. Some personnel may not have a uniform polo while others have more than one.

Each officer and supervisor has as a uniform item a baseball-style cap embroidered with the current badge design. The replacement cost for the caps is \$28 each (plus shipping). Replacing a single cap for each officer and supervisor nets a cost of \$980.

ENTENMAN-ROVIN PROJECTED BADGE COSTS

Rank	Personnel	Badges/Officer	Cost/Badge	Total
PT/FT Officers	27	3	\$70.00	\$5,670.00
Sergeants	7	3	\$70.00	\$1,470.00
Chief of Police	1	3	\$70.00	\$210.00
Badge Wallets	35	1	\$30.00	\$1,050.00
Projected Cost @ \$70.00				\$8,400.00

Rank	Personnel	Badges/Officer	Cost/Badge	Total
PT/FT Officers	27	3	\$90.00	\$7,290.00
Sergeants	7	3	\$90.00	\$1,890.00
Chief of Police	1	3	\$90.00	\$270.00
Badge Wallets	35	1	\$30.00	\$1,050.00
Projected Cost @ \$90.00 per Badge:				\$10,500.00

BLACKINTON PROJECTED BADGE COSTS

Rank	Personnel	Badges/Officer	Cost/Badge	Total
PT/FT Officers	27	3	\$50.00	\$4,050.00
Sergeants	7	3	\$70.00	\$1,470.00
Chief of Police	1	3	\$70.00	\$210.00
Badge Wallets	35	1	\$20.00	\$700.00
Projected Cost of Badges:				\$6,430.00

SMITH AND WARREN PROJECTED BADGE COSTS

Rank	Personnel	Badges/Officer	Cost/Badge	Total
PT/FT Officers	27	3	\$50.00	\$4,050.00
Sergeants	7	3	\$70.00	\$1,470.00
Chief of Police	1	3	\$70.00	\$210.00
Badge Wallets	35	1	\$20.00	\$700.00
Projected Cost of Badges:				\$6,430.00