

**CITY OF WASHINGTON
PUBLIC SAFETY COMMITTEE
MONDAY, FEBRUARY 20, 2017
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 –** January 17, 2016 regular meeting
- 4. BUSINESS ITEMS**
 - A. Monthly Report
 - B. Restructure Staffing Implications
 - C. Pedestrian Crosswalk Signs
 - D. 911 Consolidation Update
 - E. Wilmor/Jefferson Traffic Signal (Joint Public Safety and Public Works Discussion)
- 5. OTHER BUSINESS**
- 6. ADJOURNMENT**

DRAFT OF MINUTES FOR CONSIDERATION AND COMMENT

CITY OF WASHINGTON PUBLIC SAFETY COMMITTEE MEETING JANUARY 17, 2017

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

Voting Members Present: Brian Butler, Mike Brownfield

Other City officials present: Ed Andrews, Jeff Stevens

Residents: Steve Hullcranz, Paul Speizio, Mike Ingold, Lilija Stevens

1. ALDERMEN WISHING TO BE HEARD ON A NON-AGENDA ITEM:

Mr. Brownfield asked for information regarding a shooting call that occurred January 14. MSgt Stevens gave a synopsis of the investigation, including that officers concluded the shooting, which killed a dog, was a lawful use of force. As is normal for such a case, it was referred to the Tazewell County State's Attorney's Office for review.

2. CITIZENS WISHING TO BE HEARD ON A NON-AGENDA ITEM

DALLAS ROAD: Paul Speizio said that speeding on Dallas Road is still an issue. Speizio reported he received requested information from the City and determined that many roads classified as major collectors are also posted with 25 M.P.H. speed limits and many of those routes received federal funding. Speizio noted that the addition of pedestrian crosswalk signs on Dallas did not significantly affect vehicle speeds as measured by City placement of NuMetrics traffic analyzers. Mr. Speizio welcomed the addition of electronic speed signs and reiterated his requests to have the speed limit changed to 25 M.P.H and for stop signs on Dallas at Mitchell and Westminster. Speizio said there has been no increased speed enforcement on Dallas in that he counted only 5 written warnings and 5 citations for speeding on Dallas over the past 7 weeks. He noted that none of those were issued for speeds less than 10 M.P.H. over the limit and he would like to see drivers traveling at 10 or more over the limit cited rather than warned.

3. APPROVAL OF MINUTES FOR THE December 19, 2016 MEETING: MOTION BY Mr. Brownfield second by Mr. Butler. Minutes unanimously approved as drafted.

4. BUSINESS ITEMS:

- a. MONTHLY REPORT: MSgt Stevens presented the monthly activity report for the police department. The report included, inter alia, that there were no patrol shifts without a supervisor and that 13 supervisory shifts were hired back to fill for benefit or training time. Stevens said the comparisons of year-to-date numbers in various categories do not show differences that are statistically significant this early in the year. Stevens also noted that there will be significant expense going forward to provide for required supervision on all shifts and that will be addressed in budget preparations for FY 2017-18.

- b. Dallas Road Radar Speed Signs: Public Works Director Ed Andrews provided a synopsis and commentary about choices outlined in his packet memo on this topic. He noted that one vendor, Radar Sign, is a stateside manufacturer and that both systems would work. In response to an earlier inquiry, he noted the systems are not portable and if the sign itself is moved, the manufacturers recommend moving only the display and providing for redundant support architecture, making the cost differential limited and the option therefore impractical. Andrews noted that he can obtain additional quotes if the Committee wants to push the overall consideration into the next fiscal year. Butler asked for clarification of what parts would move if the sign was ported, which Andrews provided, noting that there is not a significant savings when duplication of support structures is considered. Butler noted that the use of data loggers in the sign package will allow police to use pattern data to focus on the problem times. Butler asked about installation time limits and Andrews said it would be best to avoid times of extended frozen conditions, but he does not expect significant time pressures for installation. Answering Butler's request, Andrews said his recommended package is the Radar Sign "Safety-in-a-Box" package outlined in the memo, based on its lower initial cost and features, with a shorter warranty offset by comparatively low cost repair potential by the manufacturer. Butler noted the southbound sample location provided as an example site was close to Westminster, which would limit its effectiveness in that traffic turning from that street would not reach its expected terminal speed before meeting the sign coverage area. Brownfield moved to recommend that the Council consider approval of the Radar Sign package, seconded by Butler. Motion passed, to be presented to the full Council as a staff report at the February 1 meeting.

- c. Wilmor/Jefferson Traffic Signal Discussion: This was a discussion item for the Committee to explore interest in recommending allocation of funds to study the need for traffic signals at the intersection of Wilmor and Jefferson Streets. The Committee recommended such allocation and will work through City Administrator Culotta for a joint discussion among the Public Works and Public Safety Committees on this topic.

5. OTHER BUSINESS: None.

6. Mr. Brownfield motioned for adjournment, seconded by Mr. Butler. The meeting was adjourned at 5:55 P.M.



Washington Police Department

Ted Miller

Chief of Police

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

To: Public Safety Committee Members

From: Ted Miller – Chief of Police

Date: February 16, 2017

Re: Dallas Road Crosswalk Signage Request

The purpose of this correspondence is to inform you of a citizen request for crosswalk signage on Dallas Road. I received a call from local resident Stephanie Quinn via her father, Terry Quinn. Stephanie lives at or near Dallas Road and has had problems with motorists failing to yield for pedestrian traffic at the crosswalks on Dallas near Royal Ct., as well as Kingsbury. She believes in-road, mobile signage would alert drivers and make the crosswalks more pedestrian friendly. These signs are currently being deployed at Westminster and Dallas.

From purely an enforcement standpoint, it is very difficult to modify the motoring public's behavior as it relates to "failure to yield at crosswalks for pedestrian traffic". This is largely due to the thin sample of pedestrians crossing these locations over a given period of time. My experience has been that enforcement details utilizing a plain clothes officer in the walkway to educate violators is more successful in this endeavor.



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Ted Miller

Chief of Police

To: Public Safety Committee Members

From: Ted Miller – Chief of Police

Date: February 16, 2017

Re: Tazewell County 911 Consolidation

The purpose of this correspondence is to inform committee members of some of the potential costs for the mandated 911 dispatch center consolidation. These numbers were provided by Chief Craig Hilliard of Morton. They included preliminary, anticipated costs provided by Ragan Communications for equipping the center with the appropriate electronics and furniture, as well as preliminary costs from Keach Architecture, for building the needed expansion onto Morton PD to house the center.

Currently, the ETSB is working on the premise that there would be one dispatch entity, which would consist of two hubs, one serving the northern lying communities (East Peoria, Morton and Washington) while the second hub (the current TPCCC in Pekin) would serve the remainder of the county. The northern hub would be anticipated to be constructed as part of Morton PD, as their building is already configured for expansion, thus providing substantial cost savings potential on infrastructure. It is also anticipated that each hub would serve as a backup for the other, in the event of an emergency that compromised a single center. While this entails building redundancy into each PSAP, it is a wise investment.

Some preliminary numbers, as they would impact the City of Washington, are following. It should be noted that these numbers are not comprehensive of the entire project and are projections only. It should also be noted that further consulting costs and project management costs would also be incurred above and beyond these preliminary numbers.

- Electronic hardware and equipment numbers provided by Ragan totaled: \$1,350,035.00
- Out of that total dollar amount, **the City of Washington's share would be:** \$225,006.00
- Anticipated construction costs to house the northern center, as estimated
by Keach Engineering total: \$441,000.00
- Out of that total dollar amount, **the City of Washington's share would be:** \$147,000.00
- **Total preliminary costs to Washington (without consulting or project
management costs being considered)** **\$372,006.00**