



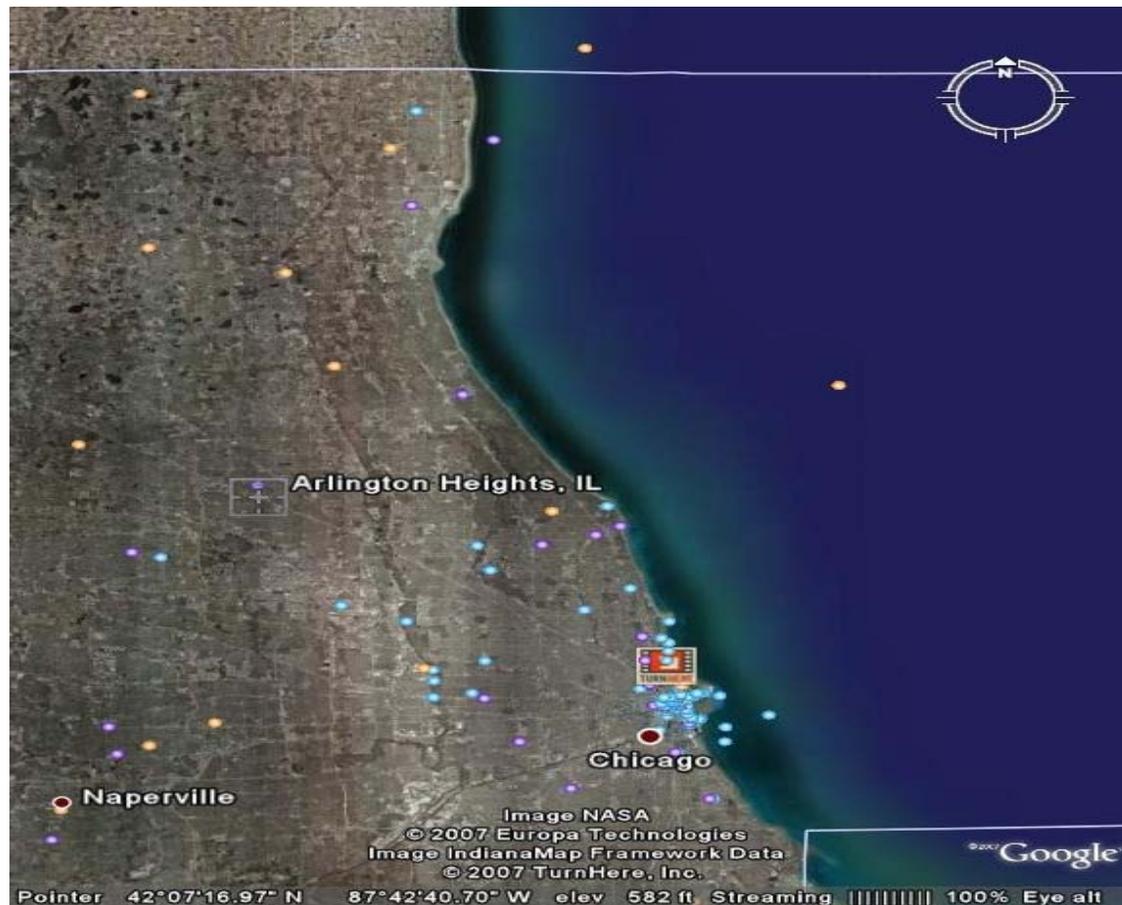
## **Arlington Heights Police Department**

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# **Railroad Safety Initiative**

Commander Nicholas A. Pecora, Jr.

# Arlington Heights, Illinois



# Village of Arlington Heights

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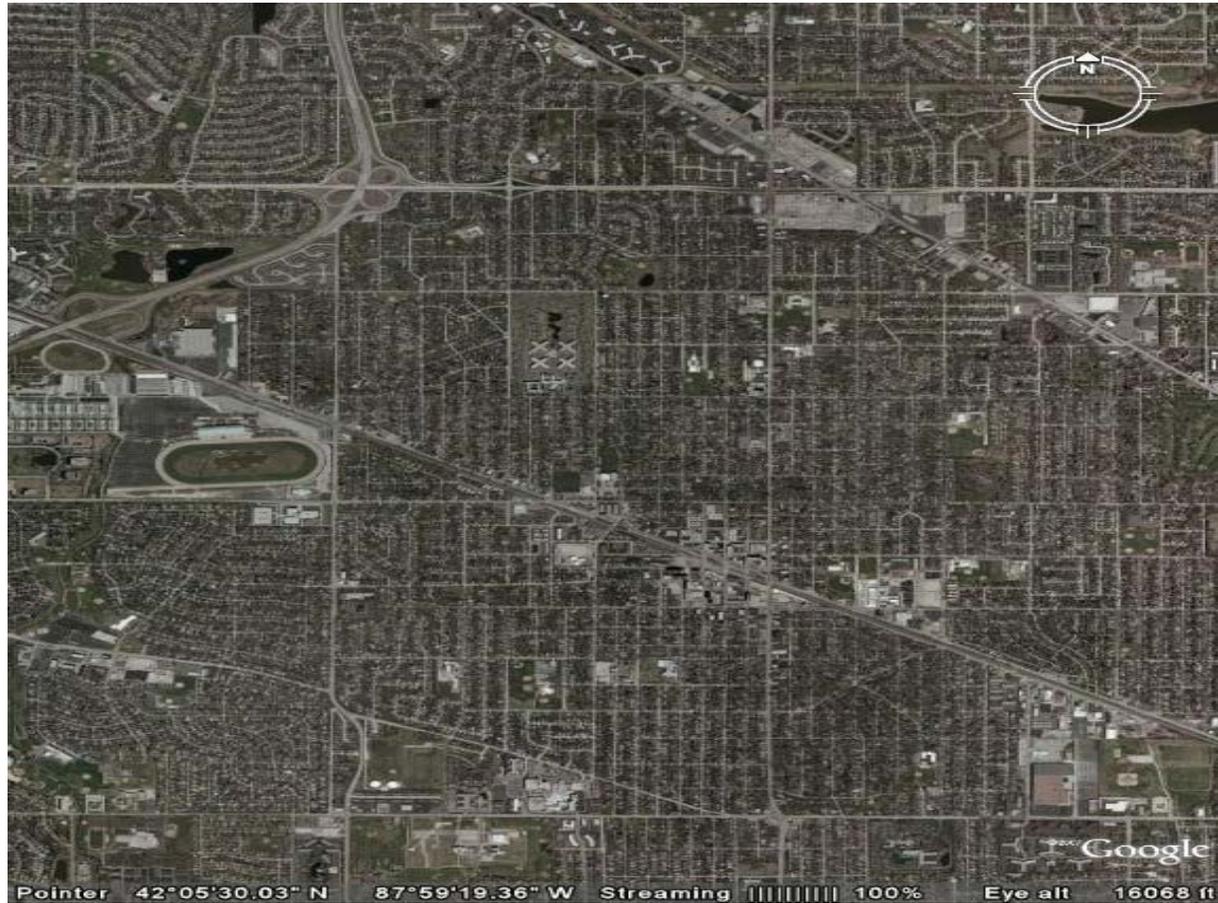
Permanent Population	76,300
Daily Workforce	46,000
Local Businesses	3,800

## Infrastructure

Paved Public Roadway	265 miles
Intersections	1739
Traffic Signal Controlled	60
Train Depot	2
Highway/Rail Grade Crossings	10

# Arlington Heights – Union Pacific Railroad

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# PEERS — Public Education and Enforcement Research Study

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2003 / 2004 (PEERS #1) \$ 25,625

(PEERS #2) \$ 10,221

2006 / 2007 \$ 24,300

\$ 60,146



# Program Development

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Engineering

Education

Enforcement

# Engineering – Advisory Signage



# Engineering – Site Review

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December 12, 2003

Mr. Steve Laffey  
Railroad Safety Specialist  
Illinois Commerce Commission  
527 East Capitol Avenue  
Springfield, Illinois 62701

Dear Mr. Laffey,

Per our December 9, 2003 meeting at the downtown Arlington Heights train depot, I am writing to discuss the issue of the center platform and 'inside out' grade crossing violations.

It is the opinion of village staff that the center platform presents challenges that are beyond the scope of the PEERS program. Because we feel that it is not feasible for us to control 'inside out' violations, the Arlington Heights Police Department will concentrate its PEERS related enforcement efforts on 'outside in' violations.

Due to these circumstances, I request that you evaluate program effectiveness by comparing Volpe's pre and post program counts on the 'outside in' violations only. In the event that programmatic efforts result in a desirable reduction of 'outside in' violations, it would be logical to expect similar results for 'inside out' violations if it were feasible for us to target them.

Please feel free to call me at 847-368-5346 if you have any questions or if I can be of further assistance.

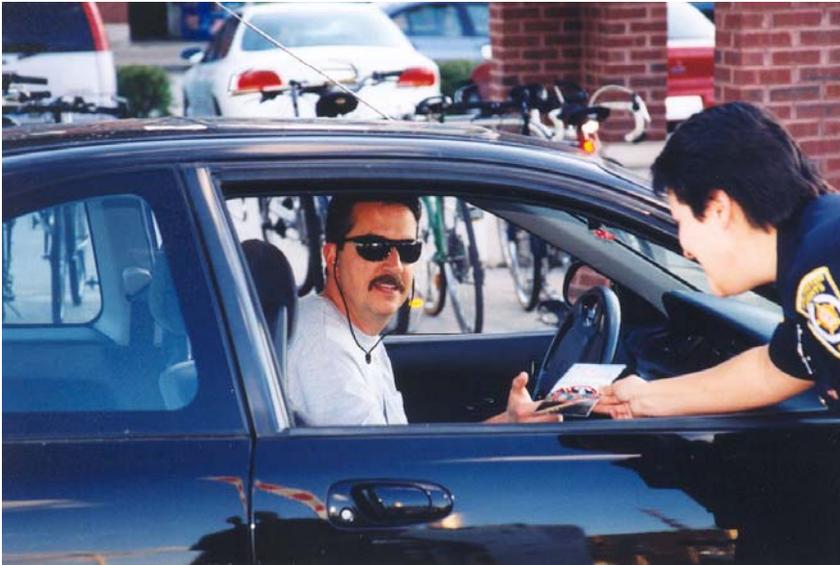
Sincerely,

Richard Niedrich, Commander  
Arlington Heights Police Department

C: Deputy Chief Michael F. Schenkel  
Sergeant Michael Shabez  
Mr. Tom Ponsot, Engineering Department

# Education — Motorists & Pedestrians

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# Education – Motorist Advisory Notice

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ARLINGTON HEIGHTS POLICE DEPARTMENT  
Enforces Railroad Safety Laws:

## OBEDIENCE TO SIGNAL INDICATING APPROACH OF TRAIN

- 11-1201 (b) No person shall drive any vehicle through, around or under any crossing gate or barrier at a railroad crossing while such gate or barrier is closed or is being opened or closed. Mandatory \$250.00 fine for a first violation, and \$500.00 for all subsequent violations.
- 11-1201 (d-5) No person may drive any vehicle through a railroad crossing if there is insufficient space to drive completely through the crossing without stopping. Mandatory fine of \$250.00 for a first conviction, and \$500.00 for subsequent convictions.
- 11-1303 STOPPING STANDING OR PARKING PROHIBITED  
Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic-control device, no person shall stop, stand or park a vehicle on any railroad tracks. Mandatory fine of \$500.00 or 50 hours of community service.

## **WAIT FOR THE GATE!**

Recently in Arlington Heights, 2 pedestrian died in separate incidents after being struck by trains. As police officers we must investigate collisions involving trains, notify relatives, and deal with the lasting tragedy created by someone's impatience or disregard for the law. Everyday people risk their lives to "beat the train" even though signals and gates warned them to stop. Is waiting a minute for a train to pass too great of an inconvenience to save your life? Over 70 trains on 3 tracks cross Arlington Heights each day, with speeds varying greatly. The relative speed of a train is difficult to judge. Railroad tracks are not a place for children to play or for adults to set bad examples on safety practices. Safe and lawful conduct around railroad crossings is contagious. Set an example for other commuters to practice. Remember that trains always win, don't violate warning signals.

## **Common CROSSING COLLISION Causes**

The person sees the train coming, but misjudges speed and distance.

The person races the train to the crossing, and is either struck by the train, or runs into the side of it.

As the train clears the crossing, the person immediately starts across the tracks without looking for other trains, and either strikes or is struck by a train running on an adjacent track.

A person becomes "too familiar" with a crossing and uses no caution when approaching the crossing.

A person is incapable of making a clear decision due to alcohol.

**Look! Listen! Live!**



# Education – Pedestrian Advisory Notice

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## **WARNING:**

ARLINGTON HEIGHTS POLICE DEPARTMENT

Enforces Railroad Safety Laws:

### **PEDESTRIAN DUTIES**

11-1011 (b) No Pedestrian shall pass through, around, over or under any crossing gate or barrier at a railroad grade crossing or bridge while such gate or barrier is closed or is being opened or closed. Mandatory \$250.00 fine or 25 hours of community service for a first violation, and a \$500.00 fine for a second or subsequent violation.

### **OBEDIENCE TO SIGNAL INDICATING APPROACH OF TRAIN**

11-1201 (b) No person shall drive any vehicle through, around or under any crossing gate or barrier at a railroad crossing while such gate or barrier is closed or is being opened or closed. Mandatory \$250.00 fine for a first violation, and a \$500.00 fine for all subsequent violations.

## **WAIT FOR THE GATE!**

Recently in Arlington Heights, 2 pedestrian died in separate incidents after being struck by trains. As police officers we must investigate collisions involving trains, notify relatives, and deal with the lasting tragedy created by someone's impatience or disregard for the law. Everyday people risk their lives to "beat the train" even though signals and gates warned them to stop. Is waiting a minute for a train to pass too great of an inconvenience to save your life? Over 70 trains on 3 tracks cross Arlington Heights each day, with speeds varying greatly. The relative speed of a train is difficult to judge. Railroad tracks are not a place for children to play or for adults to set bad examples on safety practices. Safe and lawful conduct around railroad crossings is contagious. Set an example for other commuters to practice. Remember that trains always win, don't violate warning signals.

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**Look! Listen! Live!**

# Education- National Night Out



# Education – Roll Call Training

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Identified Grant Goals

Education transitioning to Enforcement

Reviewed Applicable Statutes

Discussed Operational Logistics

Viewed cable access PSA



# Education – Type of Violation

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## Type I Violation

Active Warning Signal - visual and audible signals are activated. Bells and flashing lights are active for 3-4 seconds before the gate arm begins to lower.



# Education – Type of Violation

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## Type II Violation

Active Warning Signal -  
with the lights flashing and bell  
ringing, the gate arm is partially  
lowered.



# Education – Type of Violation

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## Type III Violation

Active Warning Signal - The gate arm is completely deployed as the visual and audible signals continue.



# Education – Types of Violations

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## Outside – In violation

Upon activation of the Active Warning Signal any motorist or pedestrian who violates the traffic control signal is subject to arrest.





# Education – Collaborative Efforts

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## **HARVARD LINE COMMUTERS RECEIVE SAFETY EDUCATION BLITZ**

*Union Pacific Special Agents and Local Police Conduct On-Train Communications Campaign*

### **FOR IMMEDIATE RELEASE**

**OMAHA, Neb., April 20, 2007** – Today, Union Pacific in cooperation with Illinois Operation Lifesaver, Illinois Commerce Commission, Metra and the Federal Railroad Administration are working together to promote safe decisions around highway-rail crossings and operations on the Harvard commuter rail line serving northwest Chicago. The safety campaign is being led by law enforcement representatives from Union Pacific and police officers from communities served by the Harvard line, including Arlington Heights, Barrington-Inverness, Cary, Crystal Lake, Des Plaines, Fox River Grove, Mount Prospect, Palatine, and Park Ridge.

"Rail safety is our number one priority," said Arnold Robinson, Union Pacific's superintendent of commuter operations – northern region. "Through our myriad of partners, we are able to effectively promote safety to Chicagoans and especially commuters served by Union Pacific on the Harvard line because we have seen first-hand that education can make a difference."

# Education / Enforcement - multi agency efforts

AHPD personnel and..

Operation Lifesaver  
Union Pacific RR PD  
Harvard Line PDs

The law in Illinois states that it's illegal to "fail to obey signals indicating the presence, approach, passage or departure of a train" either as a driver of a vehicle or as a pedestrian.

No pedestrian shall pass through, around, over, or under any crossing gate or barrier at a railroad grade crossing. ILCS 911-1011 (b)

\$250 fine and/or 25 hours of community service

While in traffic, never stop your car on railroad tracks. Stopping on tracks is one of the leading causes of train vs. car traffic accidents. ILCS 911-1201

\$250 fine and/or 25 hours of community service

No pedestrian shall enter, remain upon or traverse over a railroad grade crossing or pedestrian walkway crossing a railroad track when an audible bell or clearly visible electric or mechanical signal device is operational giving warning of the presence, approach, passage, or departure of a railroad train. ILCS 911-1011 (c)

\$250 fine and/or 25 hours of community service

No person may walk, ride, drive or be upon or along the right-of-way or tail yard of a rail carrier within the same other than at a public crossing or authorized crosswalk. ILCS 18a-7503

#### Railroad Safety Facts

- Illinois typically ranks in the top three nationally for deaths at railroad grade crossings and along the rights of way.
  - Trains like planes cause optical illusions so it is difficult to judge the speed and distance of moving trains.
  - Trains can appear on any track in any direction at any time. Always look for trains before crossing the tracks.
  - Trains can take up a mile or more to stop. Stay out of the path of oncoming trains.
- You have to ask yourself... "Is saving a few minutes to beat the train worth gambling my life?"

A mandatory \$100 fine may be imposed

#### Participating Agencies

- Arlington Heights Police
- Barrington-Inverness Police
- Cary Police
- Crystal Lake Police
- Des Plaines Police
- Fox River Grove Police
- Mount Prospect Police
- Palatine Police
- Park Ridge Police
- Union Pacific Police

- Metra
- Illinois Operation Lifesaver
- Illinois Commerce Commission
- Federal Railroad Administration



It is our goal to keep you safe. But we need your help. By practicing safe habits, you will be setting an example for those around you to follow. You will also help to keep our transportation system safe and efficient, which benefits everyone.

#### WAIT FOR THE GATE!

As police officers we must investigate collisions involving trains, notify relatives, and deal with the lasting tragedy created by someone's impatience or disregard for the law. Everyday thousands of people risk their lives to "beat the train" even though signals and gates warned them to stop. Is waiting a minute for a train to pass too great of an inconvenience to save your life? Many trains on 2 tracks cross this region each day, with speeds varying greatly. Railroad tracks are not a place for children to play or for adults to set bad examples on safety practices. Safe and lawful conduct around railroad crossings is contagious. Set an example for other commuters to practice. Remember that trains always win in a collision, don't violate warning signals.

Look! Listen! Live!  
Stay Off Stay Away Stay Alive!

#### Hints to Keep You Safe

- Allow extra time. While this can be easier said than done, it can save your life since you will not be so rushed when you arrive at the train station. If you have to take the next train, so what. Very few people have lost their jobs because they had to take the next train. If you are stopped and ticketed for violating the crossing laws, you will definitely miss your train and if you are struck by a train, your job most likely will not matter to you anymore.
  - Stay alert and obey crossing signals. Remember, it is unlawful to cross the tracks when visual and audible signals announce the presence, approach, passing, and departure of a train. If the lights are flashing and the bell is ringing, you cannot cross.
  - Do not assume that your "years of experience" riding the train or familiarity with your station makes you immune from accident. Your "experience" counts for
- It is our goal to keep you safe. But we need your help. By practicing safe habits, you will be setting an example for those around you to follow. You will also help to keep our transportation system safe and efficient, which benefits everyone.

# Enforcement – Communications

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Village Prosecutor

Judiciary



# Enforcement – Village Prosecutor

## Interoffice Memo

**To:** Ernest R. Blomquist, Village Prosecutor

**From:** Richard Niedrich, Commander – Police Department *RN*

**Date:** 9/25/2003

**Re:** PEERS

The Village of Arlington Heights was selected along with three other communities in the State of Illinois to participate in the Public Education and Enforcement Research Study (PEERS). PEERS is a grant funded pilot program that is intended to utilize a number of specific railroad grade crossing safety education and enforcement tools to enhance the public's observance of traffic safety laws. Senator Richard Durbin (D-ILL) was instrumental in obtaining the cooperation of the Federal Railroad Administration and Union Pacific to work with the Village to develop and implement a custom designed education and enforcement program.

PEERS is partly in response to proposed federal rules that will require train horn sounding at all public at-grade crossings in the nation. Train horns are not currently sounded on a regular basis in Arlington Heights, so the proposed federal rules could have a significant impact on the quality of life for people who live near the rail line.

The goal of the program is to demonstrate that low cost education and awareness activities in combination with targeted enforcement can significantly reduce pedestrian and motor vehicle grade crossing violations. The alternative to education and enforcement techniques is to construct more expensive engineering based treatments at some or all of the crossings in Arlington Heights. This study will quantify the benefits and costs of dedicated education and enforcement programs in order to facilitate their use as a low cost mechanism to enhance public safety throughout the country.

The program will consist of three primary phases; the pre-implementation measurement of violations, program implementation, and the post-implementation measurement of violations. The program will be deemed a success if the combined total of pedestrian and motor vehicle violations are reduced by at least 50 percent from the baseline level of observed violations.

The Village's Public Information Officer has been active in developing messages to promote the railroad safety theme. Some of the methods that are being used to communicate with the public include the following:

- Local cable access commercials
- Safety messages on the Village's telephone system
- Press releases to local media representatives
- Railroad safety announcements at the train depot
- Utility bill inserts

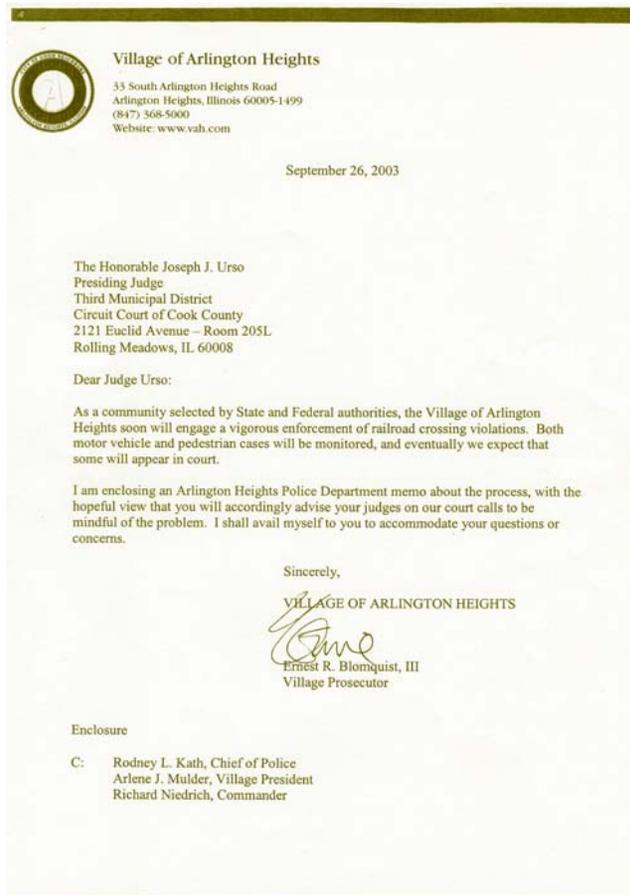
The Police Department has scheduled numerous information and enforcement blitzes that target both pedestrian and vehicular violations at the downtown train depot and selected grade crossings. In addition, railroad safety literature has been purchased and developed in-house for distribution to the public. Group presentations are also being scheduled to educate the public on railroad safety. To accomplish this, several officers have been certified as Operation Lifesaver (O.L.) presenters. The O.L. presenters are targeting various groups such as school children, driver education classes, and adult groups and organizations.

The information and enforcement blitzes began earlier this month and will run through November 30, 2004. Although the Police Department has not yet cited any violators under this program, the targeted violations that you may see could include the following:

- 625 ILCS 5/11-1201 (b)
- 625 ILCS 5/11-1201 (d-5)
- 625 ILCS 5/11-1303 (h)
- 625 ILCS 5/11-1011
- 625 ILCS 5/18c-7503

Please call me at 368-5346 if you have any questions or require additional information.

# Enforcement - Judiciary







# Enforcement – Reference material

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## PEDESTRAIN RELATED OFFENSES

### **AM schedule**

0613- E/B  
0637- E/B  
0640- W/B  
0645- E/B X  
0646- E/B  
0656- E/B  
0704- E/B  
0715- W/B  
0716- E/B  
0725- E/B X  
0730- E/B X  
0733- E/B  
0745- E/B  
0754- W/B  
0801- E/B  
0803- E/B X  
0805- E/B  
0810- E/B X  
0815- W/B

625ILCS 5/11-1011 (c)

Pedestrian Traversed Railroad Crossing While Train (Approaching/Present)

625ILCS 5/11-1011 (b)

Pedestrian Disregarded Activated Railroad Crossing Signal

625ILCS 5/18c-7503 (i)

Trespassing on Railroad Property

## VEHICLE RELATED OFFENSES

### **PM Schedule**

1622- W/B  
1642- E/B  
1704- W/B  
1715- W/B X  
1723- W/B  
1730- W/B X  
1732- E/B  
1738- W/B X  
1745- W/B X  
1749- W/B  
1756- W/B  
1803- W/B X  
1810- W/B  
1815- W/B  
1819- E/B X  
1832- E/B  
1834- W/B  
1839- W/B  
1904- W/B  
1907- W/B

625ILCS 5/11-1303 (h)

No (Parking/Standing/Stopping) on Railroad Tracks

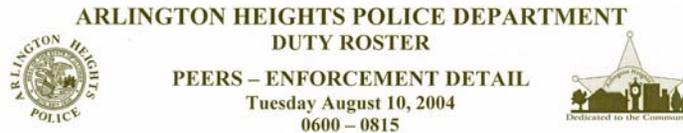
625ILCS 5/11-1201 (b)

Disobeyed Activated Railroad Crossing Signal

625ILCS 5/11-1201 (d-5)

Failure to Completely Clear Railroad Crossing

# Enforcement — Personnel Assignments / Pedestrian Detail



## DUNTON CROSSING

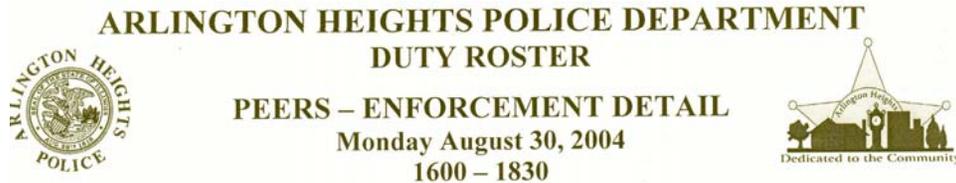
Name	Call #	Time	Assignment
Sergeant Pecora	1390	0600 to 0815	Crossing Supervisor
Sergeant Pecora	1390	0600 to 0815	Southwest
Officer Morgan	1305	0600 to 0815	Southeast
Officer Hajek	1350	0700 to 0815	Northwest
Sergeant Gaussein	1391	0600 to 0815	Northeast
Officer Butler	1205	0600 to 0815	Cover/Enforcement

## VAIL CROSSING

Name	Call #	Time	Assignment
Sergeant Newman	1290	0600 to 0815	Crossing Supervisor
Officer Hennessy	1391	0600 to 0815	Southwest
Officer Kryca	1203	0600 to 0815	Southeast
Officer Lavin	1307	0600 to 0815	Northwest
Officer Gross	1209	0600 to 0815	Northeast
Officer Goerke	1201	0600 to 0815	Cover/Enforcement

COURT KEY: R2, Aug 24, 2004 10:30, room 201

# Enforcement — Personnel Assignments / Vehicle Detail



## Downtown Crossing(s) - Vehicular Enforcement Detail

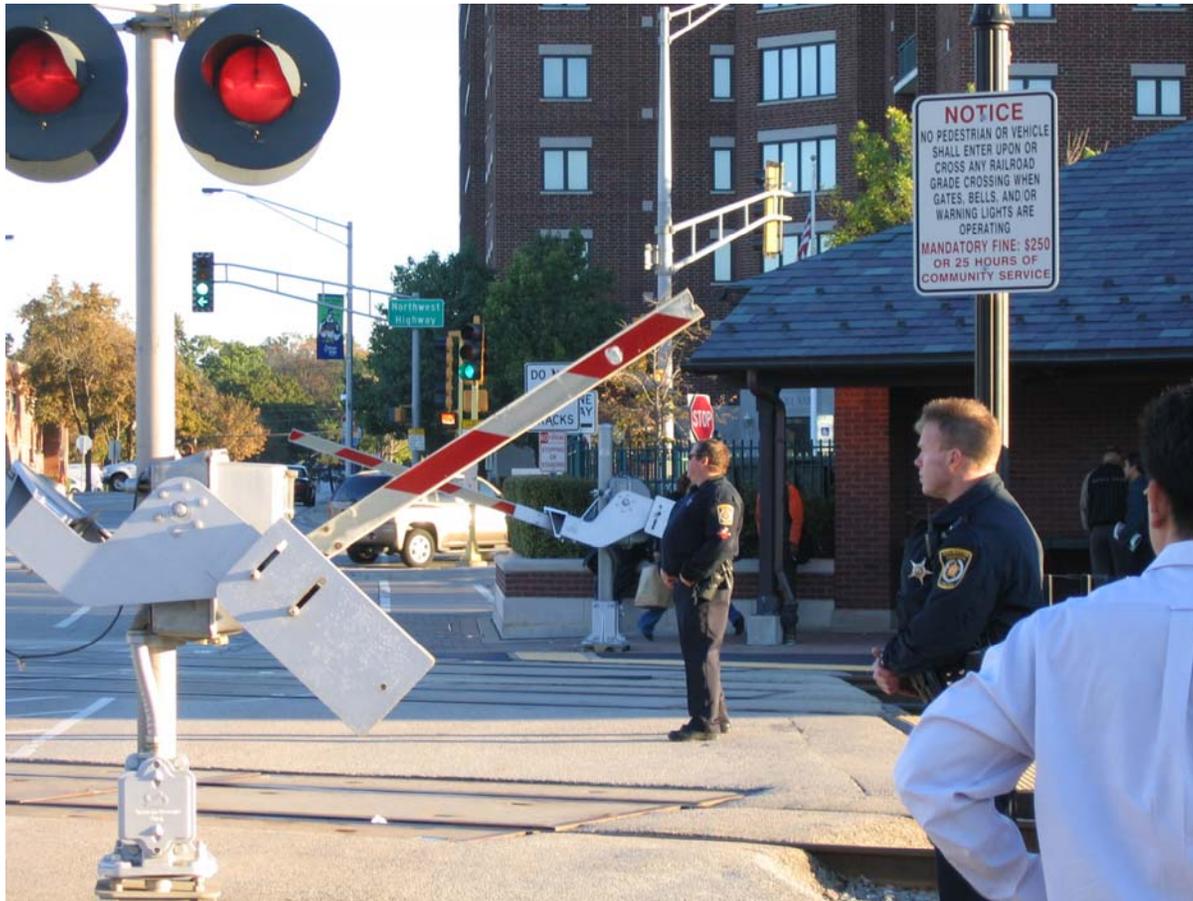
Name	Call #	Time	Assignment
Officer Kryca	1203	1600 to 1830	Arlington Heights Road / North
Officer Butler	1205	1600 to 1830	Arlington Heights Road / South
Officer Goerke	1201	1600 to 1830	Arlington Heights Road / South
Sergeant Pecora	1390	1600 to 1830	Evergreen –Dunton / North
SS/A Finger	UP225	1600 to 1830	Evergreen / South
Sergeant Newman	1290	1600 to 1830	Dunton – Vail / South

**COURT KEY: R2, Sept 27, 2004 10:30, room 201**

# Arlington Heights – Downtown Depot



# Enforcement – Resource Deployment



# Enforcement – Resource Deployment

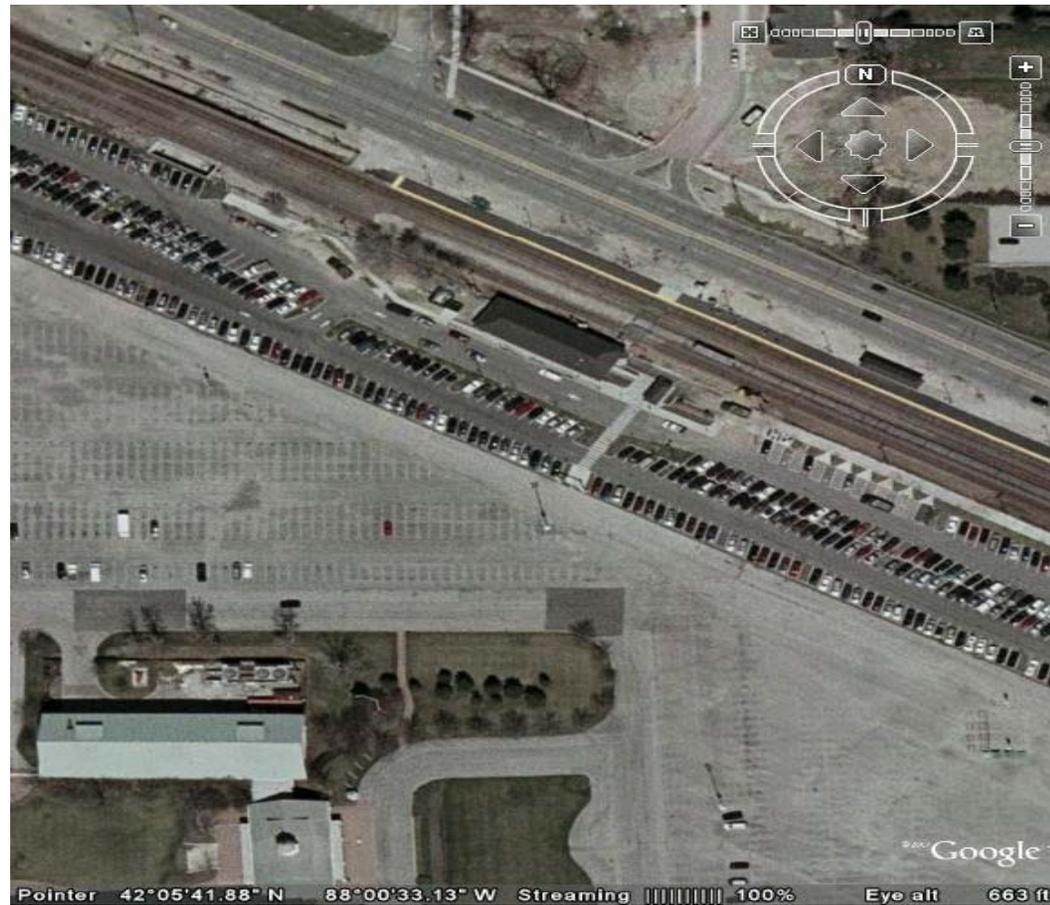


# Enforcement – Resource Deployment

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# Arlington Heights — Arlington Park Depot





# Feedback - Community

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Negative / Positive

Email

Letters

Phone Calls

Person

Fence Post Article

Arlington Heights Chief of Police  
33 S. Arlington Heights Road  
Arlington Heights, IL 60005

January 25, 2007

Dear Mr. Mourning:

I am, for the first time, embarrassed to be a resident of Arlington Heights. What caused this: I witnessed a despicable act committed by your police department. On Thursday January 25, 2007 at 7am your officers step up a "sting" operation. Not for drug dealers, not for speeders, not even for drunk drivers. No today they were targeting the most dangerous criminals in Arlington, the Metra commuters. As someone who both lives and works in Arlington, I was shocked to see that municipal funds were being spent to harass the city's own citizens.

The officers, who illegally parked their cruisers in the **Edward Davis** parking lot, were out in the middle platform waiting for people to cross the track while the train was waiting. For years the Metra conductors have waited for people to come across the track, sometimes waving them to come through the gates. I came to the gate, on my way to school, looked in both directions, didn't see another train in sight. I saw three officers on the track, I figured there must have been an altercation at the train station, I looked at them, and they gave no warning not to cross the track. As soon as I walked over the track they informed me I was going to receive a ticket. This was one of the most unethical displays I have ever seen.

My question to you is: What was the purpose of this "sting" operation??

I know it couldn't have been to spread public awareness about the dangers of crossing a railroad track while the gates are down. For one, a train cannot pass through a station if a train is stopped and is loading passengers in the direction of the oncoming train. Second, a warning that the village intends to enforce this ordinance would have been appreciated. It seems to be a desperate attempt to attain additional funds for the village. Today was a very sad day for the village. To stoop to such a level and what makes it worse is that it affects the village's own citizens.

Another question I have: If the village has extra payroll for "stings" as like the this one, what is being done about the homeless problem in downtown? I am a manager at the **Edward Davis Super Market (EDS)**, and the homeless are in everyday trying to steal and harass my customers. The **EDS** always donates to and helps the police department, so now it has come a time for the village to do something about this problem. For instance:

*7 months ago we caught a male and female stealing. They threw the bag at us and ran out of the store. We got the license plate number of the car they drove away in, and called the police.*

*When they got to the store, your officers informed us that there was really nothing they could do about this incident. Preposterous!*

So correct me if I am interpreting this wrong. The village police will not go after known criminals who have committed a crime, but instead prey on unsuspecting Metra commuters.

What I would like:

I would like that everyone who received a ticket from this "sting" be exempt for this first offence.

Concerned Arlington Heights Resident

# Reporting – General Case Report

## ARLINGTON HEIGHTS POLICE DEPARTMENT GENERAL CASE REPORT

Offense Classification <b>Traffic Complaint-Railroad Crossing Violations TEU</b>		Offense Code <b>7702</b>	Case Number <b>07-01717</b>
Date Received <b>01/25/2007</b>	Time Received <b>0629</b>	Time Assigned <b>0629</b>	Time Arrived <b>0629</b>
Complainant Source <input type="checkbox"/> Phone (1) <input type="checkbox"/> Desk (2) <input type="checkbox"/> Alarm (3) <input type="checkbox"/> Officer (4) <input checked="" type="checkbox"/> In Prog (5) <input type="checkbox"/> Recast (2) <input type="checkbox"/> Cold (1) <input type="checkbox"/> Unknown (4)		Response <input checked="" type="checkbox"/> No Arrest (K) <input type="checkbox"/> Arrest (T)	
Location of Occurrence (Address or Intersection, include city or village, business name) <b>45 W. Northwest Highway, A.H., IL</b>		Sub Street <b>270</b>	Block <b>1120</b>
Date of Occurrence <b>01/25/2007</b>		Day of Week <b>Thursday</b>	Time of Occurrence <b>0629</b> Sec. to Min. <b>0911</b>
Complainant Name <b>Arlington Heights Police Dept</b>		Home Phone W/area code	Work Phone W/area code <b>847-368-5300</b>
Complainant Address (include Apt., City, State, and Zip) <b>33 S. Arlington Heights Road, Arlington Heights, Illinois 60005</b>			
Reported By <b>Sgt. Andrew Whowell #541</b>		Home Phone W/area code	Work Phone W/area code <b>847-368-5300</b>
Address (include Apt., City, State, and Zip) <b>33 S. Arlington Heights Road, Arlington Heights, Illinois 60005</b>			
<input type="checkbox"/> Witness <input type="checkbox"/> Victim <input checked="" type="checkbox"/> Offender <input type="checkbox"/> Suspect <input type="checkbox"/> Applicant			
Sex Race D.O.B.			
Address (include Apt., City, State, and Zip) for additional descriptors, clothing, scars, etc., if appropriate:			
Phone W/area code			
<input checked="" type="checkbox"/> Vehicle Information <input type="checkbox"/> Use by Offender <input type="checkbox"/> Theft <input type="checkbox"/> Recovered <input type="checkbox"/> Abandoned <input type="checkbox"/> Towed (*FURN REQUIRED) <input type="checkbox"/> See Arrest Report <input type="checkbox"/> Victim			
Vehicle Make	Year	Model	Body Style
Registered Owner <input type="checkbox"/> Victim <input type="checkbox"/> Offender	Address (include Apt., City, State, and Zip)		Phone W/area code
V. I. N. # Title Holder (include address, phone w/area code)			
<input checked="" type="checkbox"/> If Stolen: Value <input type="checkbox"/> Financed <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Payment Overdue <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Keys With Vehicle? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Insured by:			
<input checked="" type="checkbox"/> IF RECOVERED: Jurisdiction of Theft (include phone w/area code) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Their Report Number			
<input type="checkbox"/> Type of Additional Report Included with this report: <input checked="" type="checkbox"/> "A" Continuation <input type="checkbox"/> "B" Warrant/Bond/Court <input type="checkbox"/> "C" S.T. Report <input type="checkbox"/> "D" Property/Evidence <input type="checkbox"/> "E" Tow Report <input type="checkbox"/> "F" Arrest Report			
Reporting Officer <b>Sgt. Whowell</b>	Star <b>541</b>	Unit <b>1290</b>	LEADS Date Sent CSU Opr
Assisting Officers			
PHOTOCOPIES: Commander Pecora			
Complaint to be signed? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			

**NARRATIVE** (prior to narrative, offender name, charges, court date, court location, bond and arrest number should be listed)

Detail Personnel: Sergeant Whowell #541, Officer Goerke #214  
 Officer Barrett #165, Officer Kryca #228  
 Officer Cowsert #251, Officer Morgan ##220

The Arlington Heights Police Department is participating in the ICC/PEERS 2006-2007 Grant, which has a project emphasis on pedestrian and vehicular

Reporting Officer: <i>[Signature]</i> #541 a/c/s/b7	Approving Supervisor: <i>[Signature]</i> #251 a/c/s/b7	Page 1 of 2
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## ARLINGTON HEIGHTS POLICE DEPARTMENT GENERAL CASE REPORT

enforcement of railroad safety laws. A selective enforcement detail was established in the area of the METRA Train Depot Station located at 45 W. Northwest Highway. The primary focus of the detail was pedestrian violations disobeying the railroad crossing signals between 0630 hours and 0830 hrs.

Officer's Kryca, Barrett and Kryca monitored the railroad crossing located at Vail Avenue and Northwest Highway, Officer Goerke, Morgan and I monitored the railroad crossing located at Dunton Avenue and Northwest Highway. Detail personnel positioned themselves on the center train platform located between Vail Avenue and Dunton Avenue. During the detail ten (10) violations were noted in which pedestrians walked around fully lowered crossing gates with activated lights and audible signals. In each case the pedestrians/violators were issued citations for disobeying the Railroad Crossing Signals (V.O.V.O. 18-105-11-1011b).

Copies of the citations are attached.

End of report.

Reporting Officer's Signature: <i>[Signature]</i> #541 a/c/s/b7	Approving Supervisor's Signature: <i>[Signature]</i> #251 a/c/s/b7	Case Number: 07-01717	Page 2 of 2
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# Reporting – PEERS 1 & 2 Summary



## ARLINGTON HEIGHTS POLICE DEPARTMENT COMMUNITY SERVICES BUREAU



### PEERS ENFORCEMENT ACTION

Date	Time	Action	Location	Case #	Peers Hours	Duty Hours	11-1011(b)	11-1011(e)	18e-7503(i)	11-1201(b)	11-1201(d-5)	11-1303(b)	Other	Total Citations
04-16-04	0600-0815	Enforcement - Pedestrian	Vail, Dunton, Evergreen	04-08475	22.5	6.75	0	0	2	0	0	0	0	2
04-21-04	0630-0800	Enforcement – Vehicular	Vail & Dunton	None	0	1.5	0	0	0	1	0	0	0	1
04-22-04	0630-0800	Enforcement – Vehicular	Vail & Dunton	None	0	1.5	0	0	0	3	0	0	0	3
04-26-04	0640-0800	Enforcement – Vehicular	Vail & Dunton	None	0	1.5	0	0	0	2	0	0	0	2
04-29-04	0600-0815	Enforcement – Pedestrian	Vail, Dunton, Evergreen	04-09289	22.5	6.75	1	1	0	0	0	0	0	2
<b>April 2004</b>	<b>N/A</b>	<b>2 Pedestrian 3 Vehicular</b>	<b>N/A</b>	<b>N/A</b>	<b>22.5</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10 Total</b>
05-03-04	0615-0830	Enforcement – Vehicular	Vail & Dunton	04-09606	1.5	7.50	0	0	0	4	0	0	1	5
05-07-04	0600-0830	Enforcement – Vehicular	Arlington Heights Road Dunton & Evergreen	04-09947	2.5	10	0	0	0	4	0	0	1	5
05-07-04	0922-0946	Enforcement – Vehicular	Arlington Heights Road	04-09961	0	.5	0	0	0	1	0	0	0	1
<b>May 2004</b>	<b>N/A</b>	<b>3 Vehicular</b>	<b>N/A</b>	<b>N/A</b>	<b>4.0</b>	<b>18.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>11 Total</b>
06-14-04	0610-0815	Enforcement – Vehicular	Arlington Heights Road	04-13506	10.5	2.0	0	0	0	2	0	0	0	2
<b>June 2004</b>	<b>N/A</b>	<b>1 Vehicular</b>	<b>N/A</b>	<b>N/A</b>	<b>10.5</b>	<b>2.0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2 Total</b>
07-15-04	0600-0815	Enforcement – Pedestrian	Vail, Dunton, Evergreen	04-16477	17.75	7.0	2	0	0	0	0	0	0	2
07-19-04	0600-0815	Enforcement – Pedestrian	Vail & Dunton	04-16800	17.0	9.0	2	0	1	0	0	0	0	3
07-19-04	1600-1930	Enforcement – Vehicular	Arlington Heights Road Dunton & Evergreen	04-16831	6.0	0	0	0	0	3	0	0	0	3
07-29-04	0600-0815	Enforcement – Pedestrian	Vail & Dunton	04-17705	21.0	3.75	0	0	1	1	0	0	1	3
07-29-04	1600-1930	Enforcement – Vehicular	Arlington Heights Road Evergreen, Dunton, Vail	04-17736	21.0	0	0	0	0	6	0	0	1	7

# Reporting – Peers 1 & 2 Summary

Date	Time	Action	Location	Case #	Peers Hours	Duty Hours	11-1011(b)	11-1011(c)	18c-7503(i)	11-1201(b)	11-1201(d-5)	11-1303(h)	Other	Total Citations
July 2004	N/A	3 Pedestrian 2 Vehicular	N/A	N/A	82.75	19.75	4	0	2	10	0	0	2	18 Total
08-02-04	1600-1930	Enforcement – Vehicular	Arlington Heights Road Evergreen, Dunton, Vail	04-18115	19.75	0	0	0	0	10	0	0	0	10
08-05-04	0600-0815	Enforcement – Pedestrian	Vail & Dunton	04-18384	22.0	7.25	2	0	0	1	0	0	0	3
08-05-04	1600-1930	Enforcement – Vehicular	Arlington Heights Road Evergreen, Dunton, Vail	04-18358	21.0	0	0	0	0	3	0	0	0	3
08-06-04	0600-0815	Enforcement – Pedestrian	Vail & Dunton	04-18409	21.25	3.5	0	0	0	0	0	0	0	0
08-06-04	1600-1930	Enforcement – Vehicular	Arlington Heights Road Evergreen, Dunton, Vail	04-18453	24.5	0	0	0	0	4	0	0	0	4
08-10-04	0600-0815	Enforcement – Pedestrian	Vail & Dunton	04-18729	19.75	4.0	0	0	0	0	0	0	0	0
08-10-04	0940-1004	Enforcement – Vehicular	Arlington Heights Road	04-18741	0	1.0	0	0	0	2	0	0	0	2
08-10-04	1600-1930	Enforcement – Vehicular	Arlington Heights Road Evergreen, Dunton, Vail	04-18773	17.5	0	0	0	0	2	0	0	1	3
08-12-04	1600-1930	Enforcement – Vehicular	Arlington Heights Road Evergreen, Dunton, Vail	04-18965	17.0	0	1	0	0	5	0	1	0	7
08-25-04	0600-0800	Enforcement – Vehicular	Arlington Heights Road Evergreen, Dunton, Vail	04-20022	10.0	0	0	0	0	2	0	0	1	3
08-26-04	1600-1930	Enforcement – Vehicular	Arlington Heights Road Evergreen, Dunton, Vail	04-20142	15.0	0	0	0	0	4	0	0	2	6
08-30-04	1600-1830	Enforcement – Vehicular	Arlington Heights Road Evergreen & Dunton	04-20454	12.5	0	0	0	0	0	0	0	0	0
August 2004	N/A	3 Pedestrian 9 Vehicular	N/A	N/A	200.25	15.75	3	0	0	33	0	1	4	41
April/August	N/A	8 Pedestrian 18 Vehicular	N/A	N/A	320.0	73.5	8	1	4	60	0	1	8	82

# Reporting – Peers 3 Summary

	DATE	CASE #	LOCATION	EDU/ENF	# Citations	# Off	FUNDS
1	01/03/07	07-00179	ARL. HTS.	ENF	2	5	535.86
2	01/04/07	07-00258	ARL. HTS.	ENF	0	4	434.80
3	01/05/07	07-00342	ARL. Park	ENF	0	4	535.86
4	01/09/07	07-00642	ARL. Park	ENF	0	1	100.91
5	01/22/07	07-01501	ARL. HTS.	ENF	0	4	434.80
6	01/23/07	07-01583	ARL. Park	EDU	0	4	434.80
7	01/24/07	07-01633	ARL. Park	EDU	1	5	535.86
8	01/25/07	07-01717	ARL. HTS.	ENF	10	6	586.01
9	01/26/07	07-01818	ARL. HTS.	ENF	4	6	586.01
10	02/26/07	07-04129	ARL. HTS.	ENF	9	4	493.19
11	02/28/07	07-04272	ARL. HTS.	ENF	5	4	454.26
12	03/02/07	07-04424	ARL. HTS.	ENF	1	4	434.80
13	03/05/07	07-04634	ARL. Park	EDU	0	4	434.80
14	03/06/07	07-04758	ARL. Park	EDU	0	5	535.86
15	03/07/07	07-04798	ARL. Park	EDU	0	5	535.86
16	03/08/07	07-04873	ARL. Park	EDU	0	5	535.86
17	03/09/07	07-04952	ARL. Park	EDU	0	5	535.86
18	03/12/07	07-05174	ARL. Park	ENF	14	5	535.86
19	03/14/07	07-05335	ARL. Park	ENF	9	5	535.71
20	03/16/07	07-05510	ARL. Park	ENF	5	6	636.62
21	03/19/07	07-05730	ARL. HTS.	ENF	3	5	535.71
22	03/21/07	07-05856	ARL. Park	ENF	3	5	535.71
23	03/23/07	07-06045	ARL. HTS.	ENF	5	6	636.62
24	03/28/07	07-06512	ARL. HTS.	ENF	0	4	403.78
25	04/09/07	07-07340	ARL. HTS.	ENF	0	5	535.71
26	04/11/07	07-07491	ARL. Park	ENF	0	5	535.71
27	04/13/07	07-07655	ARL. HTS.	ENF	5	5	535.71
28	04/16/07	07-07880	ARL. Park	ENF	8	6	636.62
29	04/18/07	07-08037	ARL. HTS.	ENF	4	6	636.62
30	04/20/07	07-08213	Ogilvy / Arl. Hts.	ENF	0	5	535.71
31	04/23/07	07-08483	ARL. Park	ENF	3	4	403.78
32	04/26/07	07-08701	ARL. HTS.	ENF	5	5	535.71
33	04/27/07	07-08790	ARL. HTS.	ENF	4	5	535.71
						ENF	13307.79
						EDU	(3548.90)
TOT					101	147	16856.69



# Reporting – Elected Officials

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## Interoffice Memo

**To:** Mayor Arlene J. Mulder

**From:** Commander Richard Niedrich

**Date:** \_\_\_\_\_

**Re:** PEERS PROGRAM

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The Illinois Commerce Commission awarded the Village of Arlington Heights two grants in calendar years 2003 and 2004 for participation in the Public Education and Enforcement Research Study (PEERS) program. The grant funds, which totaled \$35,846, enabled the Police Department to accomplish the following:

- Purchase railroad safety literature for distribution to commuters as part of our public education campaign.
- Produce railroad safety public service announcements for broadcast on the Village's cable access channel.
- Install signage at downtown grade crossings warning pedestrians and motorists of penalties for grade crossing violations.
- Fund in excess of 500 hours of extra duty overtime for Police Officers to conduct program related activities including 40 railroad safety information blitzes, pedestrian enforcement blitzes and vehicular enforcement blitzes in the vicinity of our downtown depot.
- Issue 83 citations for railroad grade crossing and right-of-way violations.
- Conduct over 100 Operation Lifesaver railroad safety presentations for over 3,000 individuals in various schools, groups and organizations.

An analysis of data that was collected as a part of the PEERS program resulted in the following findings:

- **Type 1 violations** (the most casual pedestrian or vehicular violations that occur when the warning devices activate but the gates are still up) have **increased 15 percent** since the baseline data was collected.
- **Type 2 violations** (which occur after the warning devices activate and the gates have started to drop) have **declined 29 percent** since the baseline data was collected.
- **Type 3 violations** (the most serious ones that involve pedestrians or vehicles that go under or around the gates when the warning devices have activated and the gates are totally down) have **declined 72 percent** since the baseline data was collected.

The significant success in reducing the most serious types of violations is a tribute to the program's success. It should also be noted that the Police Department received essential cooperation from the Village Prosecutor and the Cook County Third Municipal District judiciary in emphasizing the seriousness of railroad grade crossing violations. However, the increase in casual violations is indicative of the importance of continuing with PEERS program related activities.

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Richard Niedrich, Commander  
Community Services Bureau

C: Mr. Bill Dixon, Village Manager  
Chief Gerald S. Mourning  
Deputy Chief Michael F. Schenkel

# In the End.....

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The Arlington Heights Police Department in collaboration with other Village Departments, Federal and State agencies, and Railroad partners realized a “statistically significant” impact on behavior modification as it relates to *Railroad Safety* .

