

THE EVERGREEN STATE COLLEGE
Department of Public Safety
Seminar Building-Suite 2150

September 26, 1994

TO: Les Purce

FROM: Gary Russell

RE: Long Range Planning-Strategic Statement Implementation

During our last directors meeting, you asked us to prepare statements that would, identify the costs, feasibility and general time frame of implementing action items that were contained in the Long Range Plan. These of course, to coincide with our distinct area of responsibility. In a June 1994 memo to Steve Trotter, I identified 3 fairly particular areas of concern to Public Safety that were contained in the Long Range Planning document. The first two were about issues of safety on the campus' trail system and the impact from increased growth and accessibility. I still feel that these are topics that are closely connected to campus law enforcement. The remaining item, that of reducing the number of automobiles on campus, falls under our Commute Trip Reduction program.

Item 1-Trail Safety

page 7 #14
The Long Range Planning document made reference in section IV 6 (c) to "establishing a team of volunteer student wardens to walk or bicycle around the campus to monitor the trails". The Public Safety Office could certainly coordinate and facilitate such a program based upon our experience with volunteer crime watch and escort services. This is also a program that we could have in place by this coming spring when the need is clearly evident established by the historical pattern of problems on the trails and beach during the times of better weather.

Costs to provide the approximate 10 volunteers necessary for such a program with equipment (uniform shirts/vests), transportation (bicycles) and communications gear (UHF radios) could conservatively run \$3,200. Training in procedural guidelines, techniques in suspect contact, radio usage and related matters could be finished by our staff as could patrol scheduling and general program supervision.

Item 2-Growth and Access

page 12 #13

We had also identified a Long Range Planning statement that recognizes the connection between increased growth and access and the potential of those reducing current public safety levels on campus. To meet such challenges and mitigate the impact of population growth and what it means in terms of potential problems for Evergreen, we must be cognizant of crime trends on and off campus. The exchange of information and intelligent factors that effect regional crime is presently an ongoing role we take on. And for the common well-being a of continuous population on and off campus, this takes on a special significance when we look at access. To effectively balance such a growth and access trend with adequate public safety measures there is no viable alternative other than enhancing staffing levels of officers that are trained and prepared to handle the myriad of concerns associated with growth. Statistical information shows that the Evergreen campus, and indeed Evergreeners themselves, are already largely victims of those who are not a part of this community. We often deal with the element whose sole purpose for coming onto campus is to commit crime. Therefore, the Public Safety unit more frequently than not finds itself acting as a buffer between the community and potentially dangerous interlopers.

It would be reasonable then to assume that the cost to confront the challenges that are distinguished by access and area growth lies in additional Police Officer positions and their wages. This is currently figured at about \$34,000 annually for each officer plus training and equipment costs.

Item 3-Reduction of Automobiles on Campus

Evergreen is currently responding to the proposition of reducing the number of cars on campus through decreasing the amount of single ridership that currently exists. The official strategy designed to accomplish this goal is our Commute Trip Reduction program. This state mandated plan has specific goals directed at accomplishing reductions through an incremental schedule identifying levels of diminished single car occupancy. While this program has unarguable benefits for all of us, it does not come without costs, and there exists no remuneration by the state. It is therefore obligatory that the college assume the cost of the program and implementation components that include guaranteed ride home, signs, surveys, marketing and various other promotional efforts. Annual costs to support CTR run \$6,500.

page 7
#15