

MAYOR

Brian West

CITY COUNCIL

Monty Parks Mayor pro tem

Bill Garbett

Spec Hosti

Tony Ploughe

Nick Sears

Kathryn Williams



CITY MANAGER

Bret Bell

ASST CITY MANAGER

Michelle Owens

CLERK OF COUNCIL

Jan LeViner

CITY ATTORNEY

Edward M. Hughes

Tracy O'Connell

CITY OF TYBEE ISLAND

CITY COUNCIL WORKSHOP

PUBLIC SAFETY BUILDING

AGENDA

September 25, 2024 at 3:00 PM

Call to Order

Items for Consideration

1. 3:00PM: GDOT Presentation on US Hwy 80
2. 3:45PM: Public Safety
3. 4:30PM: Infrastructure

Adjournment

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities are required to contact Jan LeViner at 912.472.5080 promptly to allow the City to make reasonable accommodations for those persons.

File Attachments for Item:

1. 3:00PM: GDOT Presentation on US Hwy 80

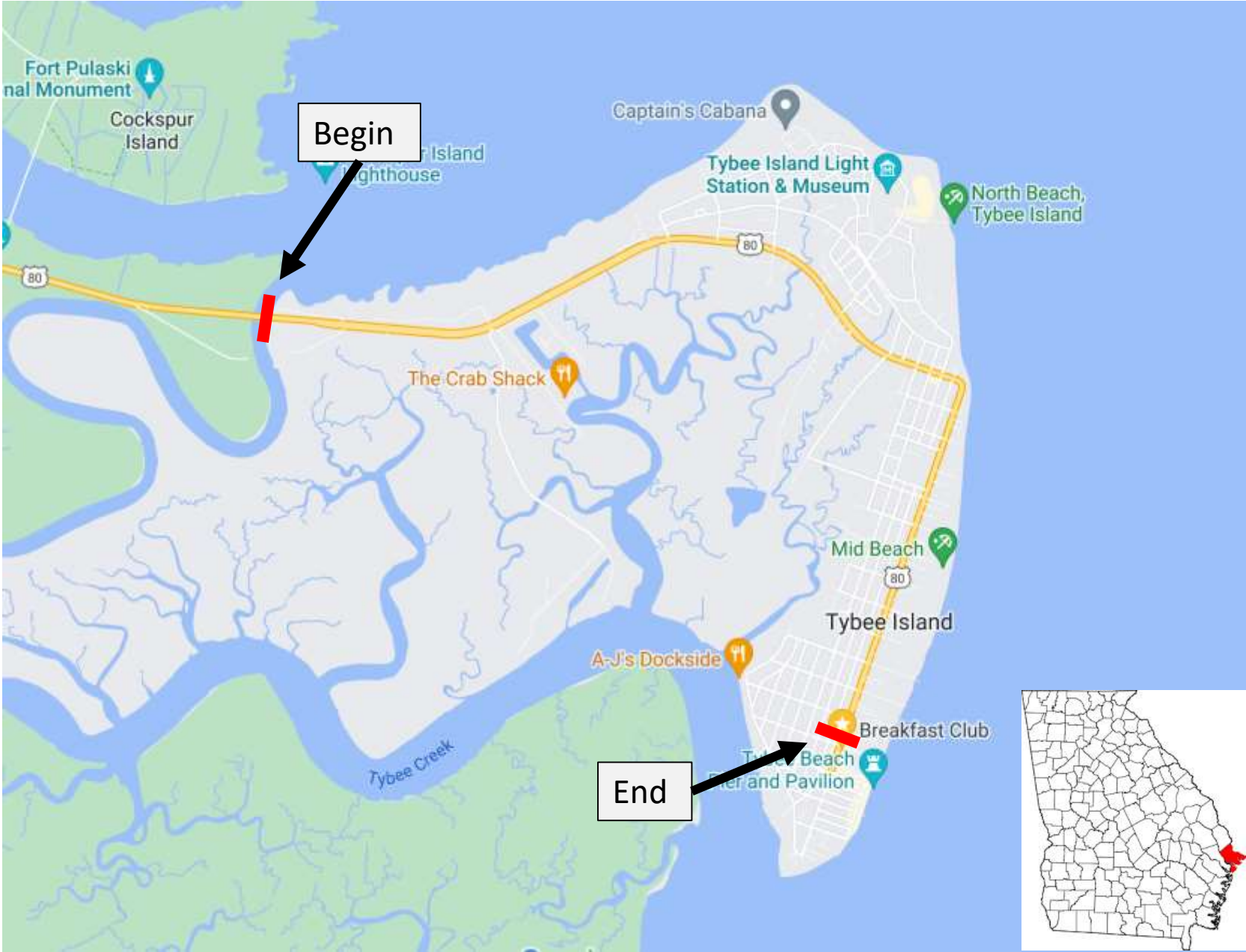


Crosswalks in Paradise - Tybee Island, GA

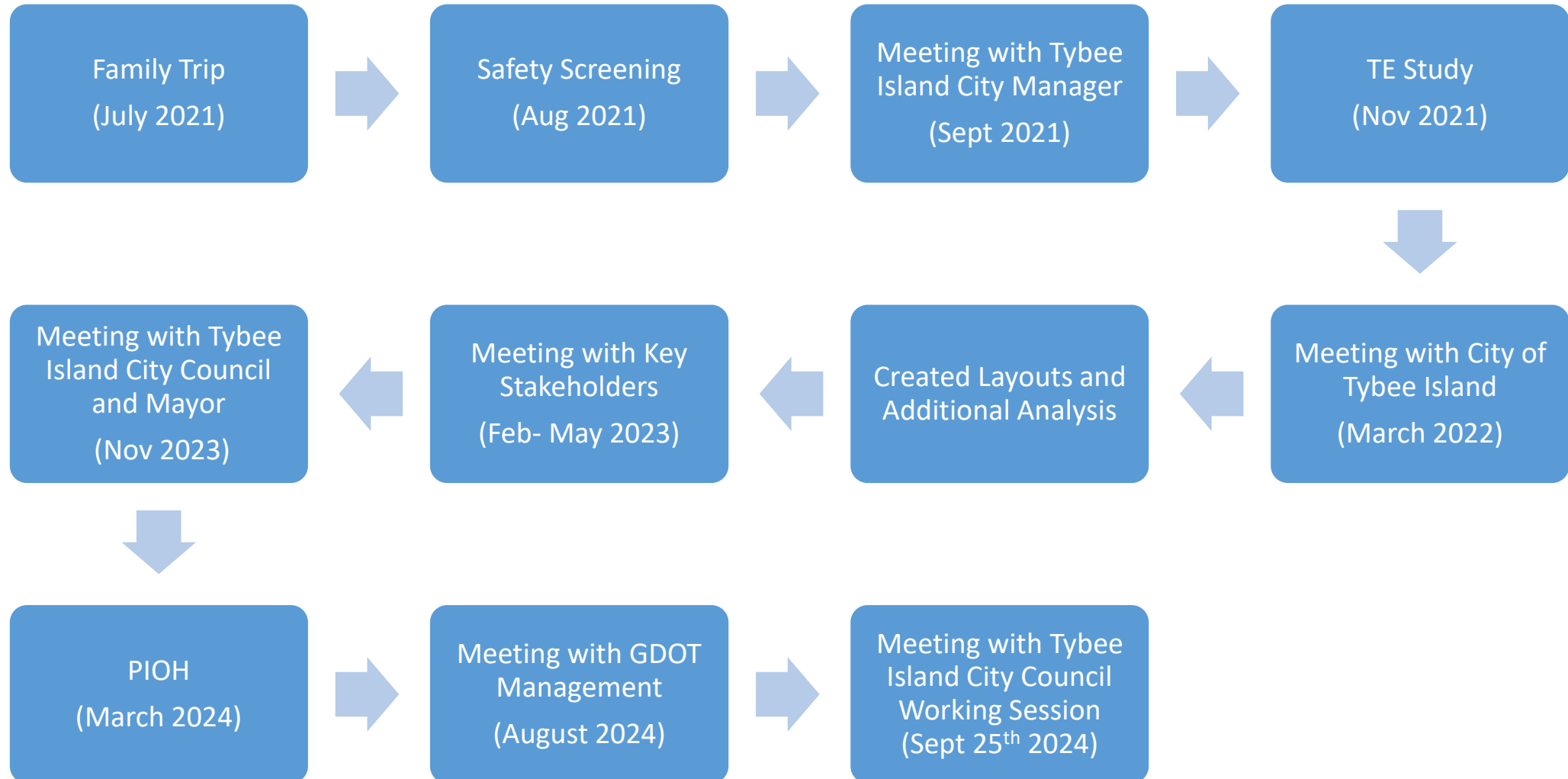
Traffic Safety and Beautification Project

Samuel Harris, PE

Assistant State Traffic Engineer



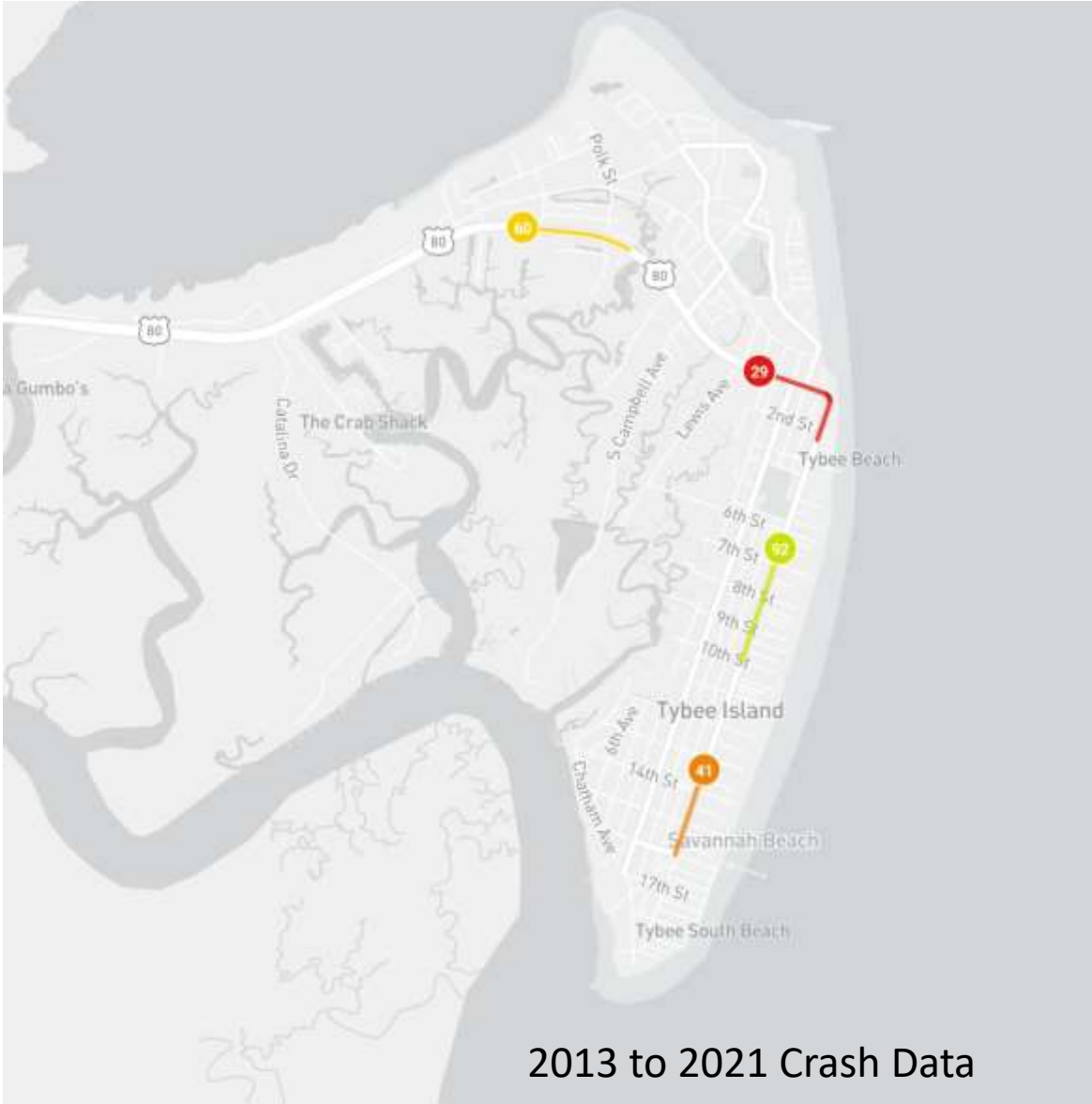
How did we get here?



Data-Driven Safety Analysis: Segments



Crash Rate Rankings - County



PED Crash Rate Rankings - County



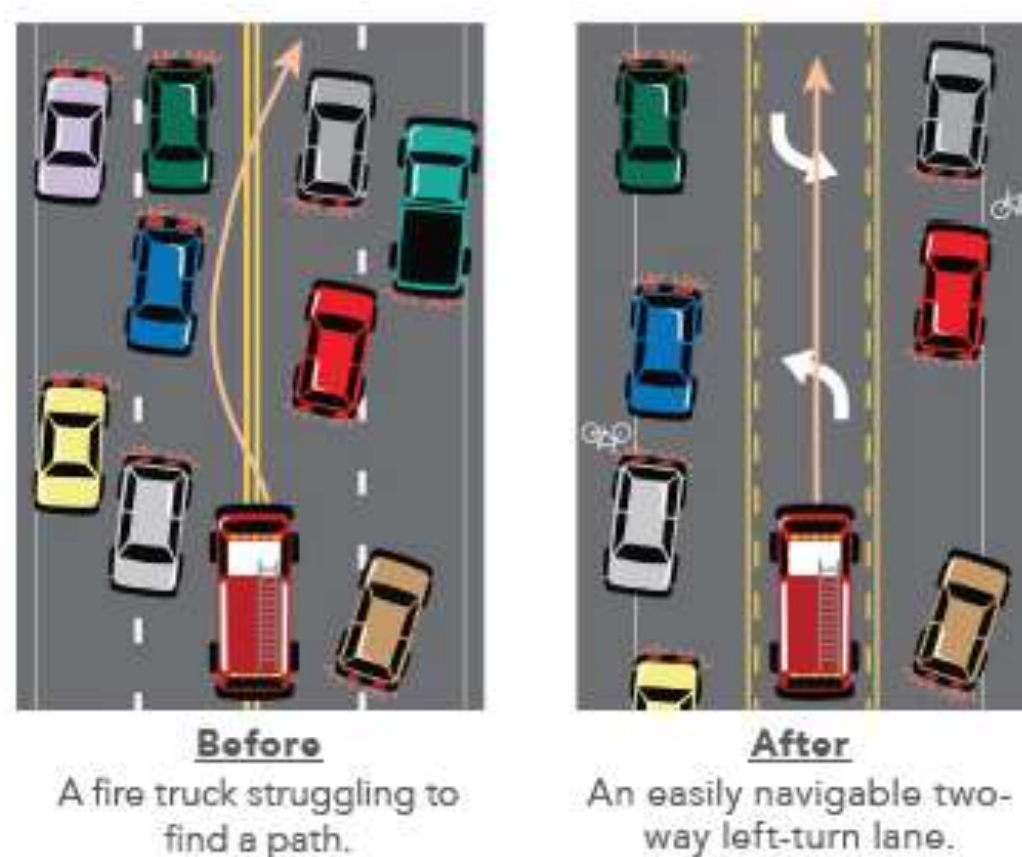
2013 to 2021 Crash Data

Bike Crash Rate Rankings - County



What is Important to the City of Tybee Island?

- Emergency Vehicle Access
- Pedestrian Safety
- Vehicle Speed
- Bicycle Safety and Connectivity
- Evacuation and Traffic Flow during Peak Season
- Business and Tourism
- Parking



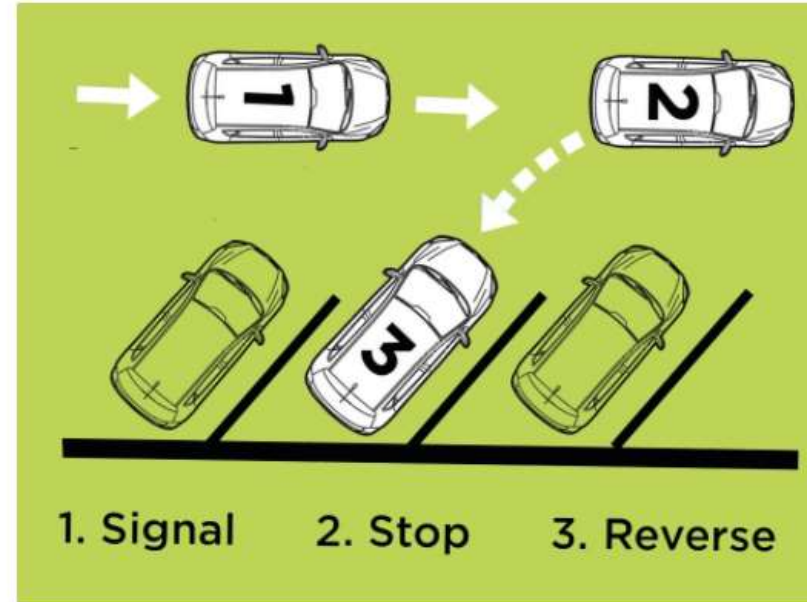
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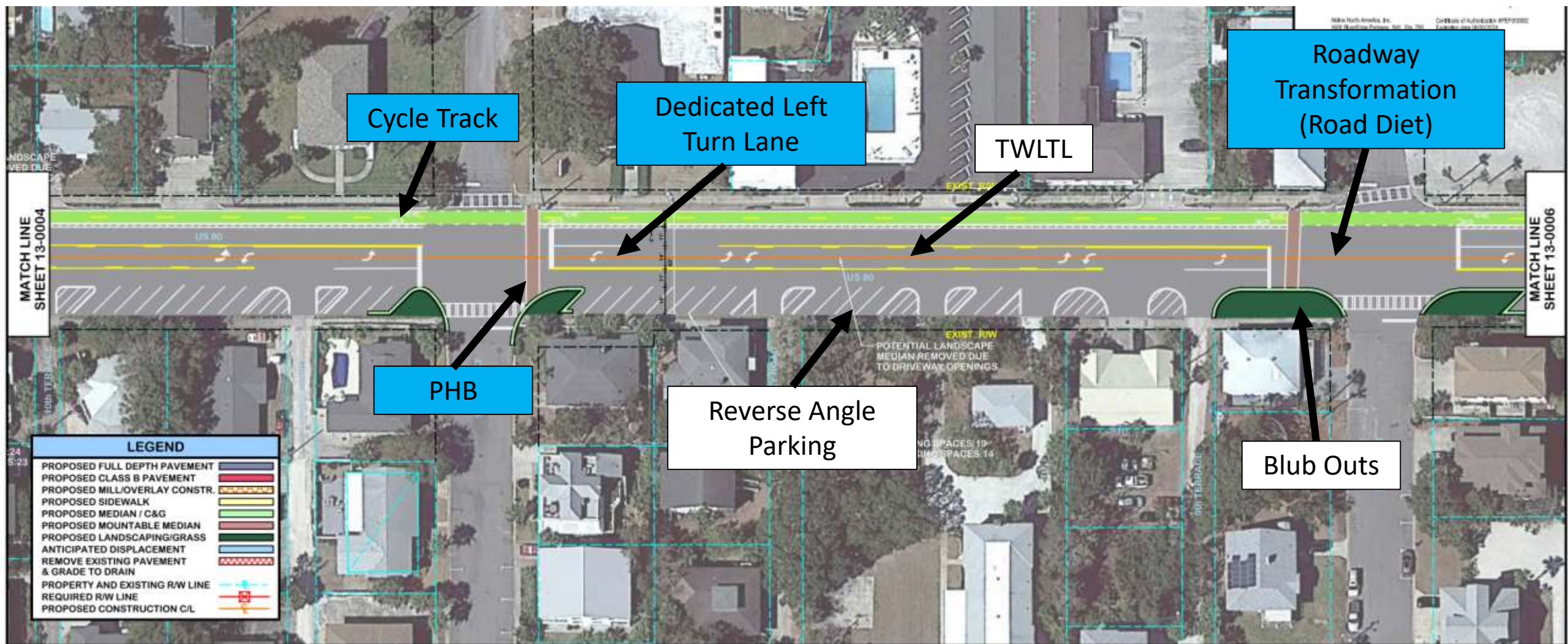
What is Important to the City of Tybee Island?

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Proposed Countermeasures



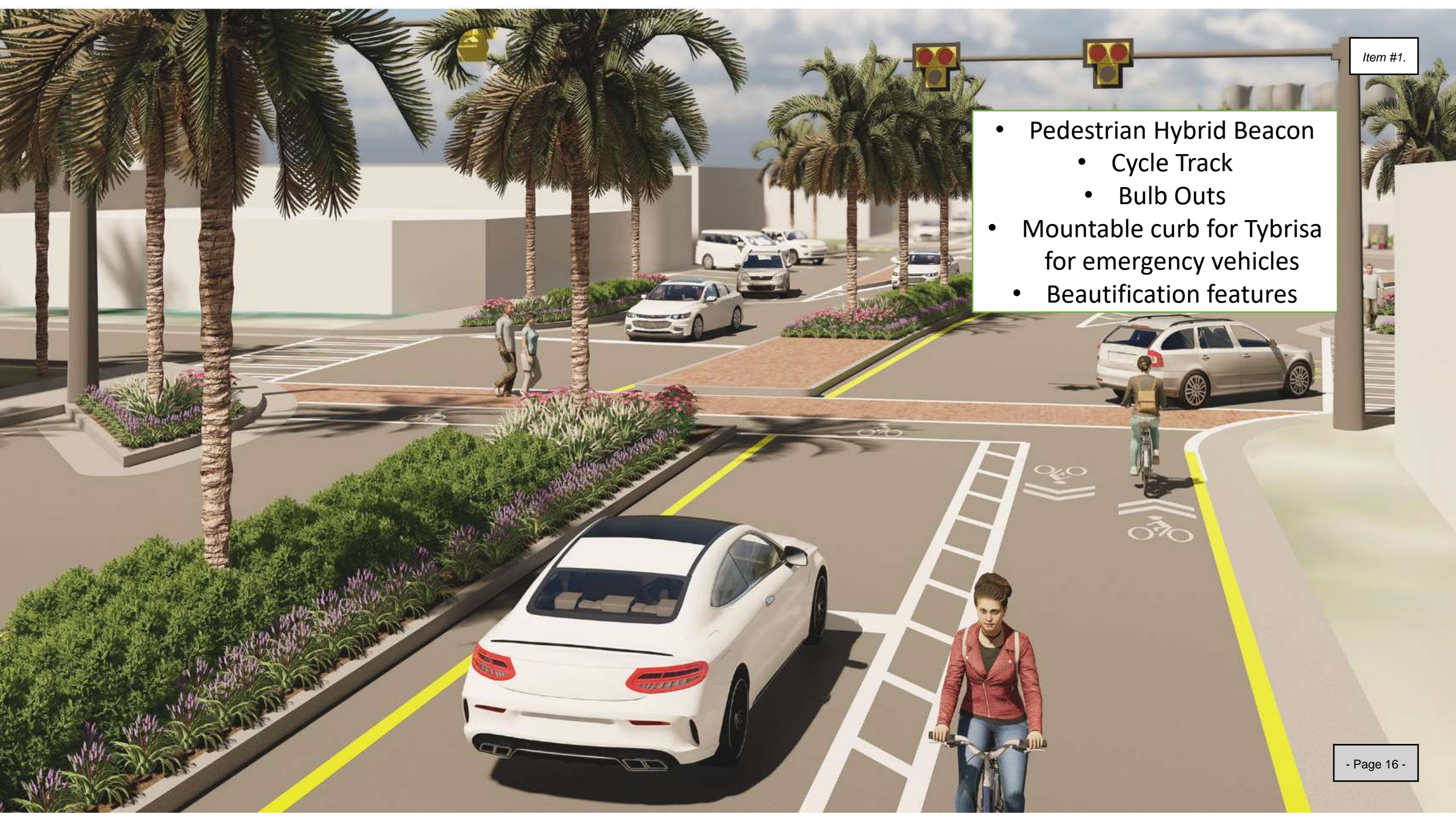


[Blue box] = FHWA Proven Safety Countermeasure

<https://highways.dot.gov/safety/proven-safety-countermeasures>

Traffic Safety and Beautification Project

- Pedestrian Hybrid Beacon
 - Cycle Track
 - Bulb Outs
- Mountable curb for Tybrisa for emergency vehicles
 - Beautification features



- Bulb Outs
- Roadway Transformation
- Beautification features



- Bulb Outs
- Roadway Transformation
- Beautification features

Item #1.





United States Highway (US) 80/State Route (SR) 26: Safety Improvements

Project ID # 0019699 - Chatham County

Public Information Open House (PIOH) Recap

This is a Safety Project, not an operational improvement project.

- This is a safety project focused on improving safety for all modes of transportation on Tybee Island.
- Goal: Enhance safety, not increase capacity by adding lanes.
- Minimal impact on operations, even on the busiest days of the year.
 - Operational improvements on 90-95% of the days annually.

April 8, 2024

Russell McMurray
Commissioner
Georgia Department of Transportation

RE: United States Highway (US) 80/State Route (SR) 26: Safety Improvements (Project ID # 0019699 - Chatham County).

Dear Commissioner McMurray,

As a Tybee resident, I support efforts to improve safety, improve emergency response times, abate congestion, facilitate parking, promote active transportation, and economically benefit our community. For these reasons, I am writing to express my general support for **United States Highway (US) 80/State Route (SR) 26: Safety Improvements** (Project ID # 0019699 - Chatham County).

Overall, I support the approach laid out by GDOT for these reasons:

- **The proposal facilitates faster Emergency Medical Services (EMS) response times.** Adding a middle turning and emergency response lane provides a predictable path for emergency response vehicles. Currently, emergency vehicles must navigate through four lanes worth of traffic to travel on Butler. If the plan were implemented, emergency vehicles can use the two-way left turn lane in the center of the road to bypass vehicles in the travel lanes as other vehicles pull over (In fact, this is the approach taken already during high traffic summer weekends on Tybee- officials narrow vehicle lanes from four to two lanes and create a middle lane exclusively for EMS and police.)
- **The plan should make it easier and [safer to park](#)ⁱ, without reducing the number of parking spaces.** Right now, vehicle mobility is hindered by people trying to parallel park on both sides of the street, with limited visibility. [Reverse angle parking](#)ⁱⁱ is generally easier, and drivers have full line of sight to oncoming traffic. Moving it to one side of Butler is safer for pedestrians trying to cross, and it is also safer for drivers trying to park. In one example, Tucson Arizona had reported 3-4 bike/car crashes per month – and none in the five years following the shift to reverse angle parking.
- **The plan expedites consistent traffic flow,** reducing logjams that occur at the merge to one lane near Lazaretto Creek Bridge. GDOT predicts this could reduce travel time by up to 80% and substantially reduce the queue length during the peak season. Fewer accidents mean fewer delays. The largest causes of traffic delays on Butler are bottlenecks and accidents. Creating intersection improvements, eliminating the merge, and establishing turn lanes [can help with both challenges](#).ⁱⁱⁱ Even *if* cars must move slower some weekends, this approach should help keep cars moving and reduce road closures. Some of my neighbors have raised

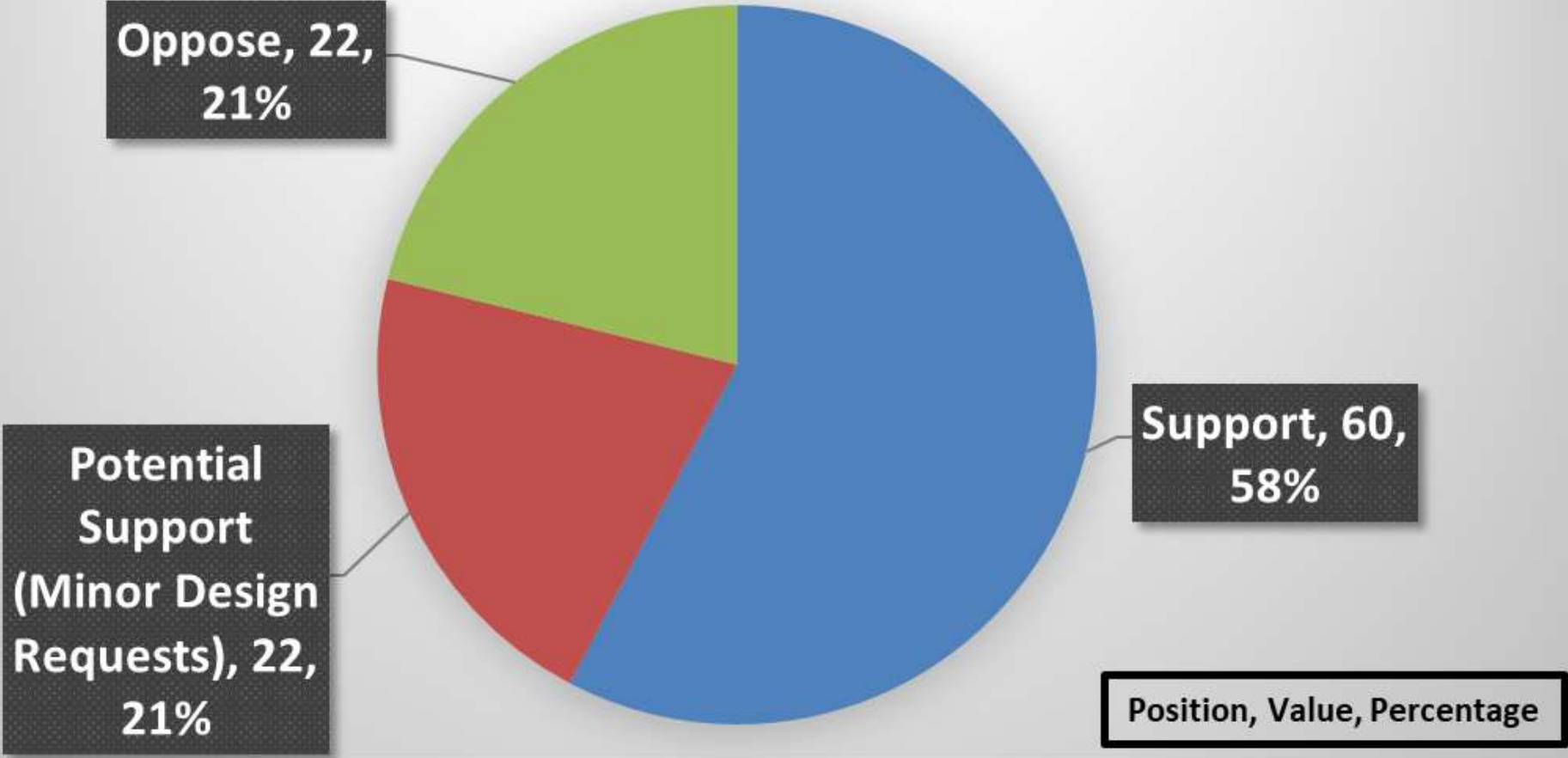
PI 0019699 Position by Forum

Position	In-Person*	Online**	Mail	Court Reporter	Multiple	Totals
Support	30%	16%	0%	25%	50%	17%
Oppose	27%	75%	80%	50%	29%	71%
Conditional	33%	6%	20%	0%	14%	8%
Uncommitted Total	10%	3%	0%	25%	7%	4%
Total Responses	30	559	5	4	14	612

* Total of 66% support or conditional support

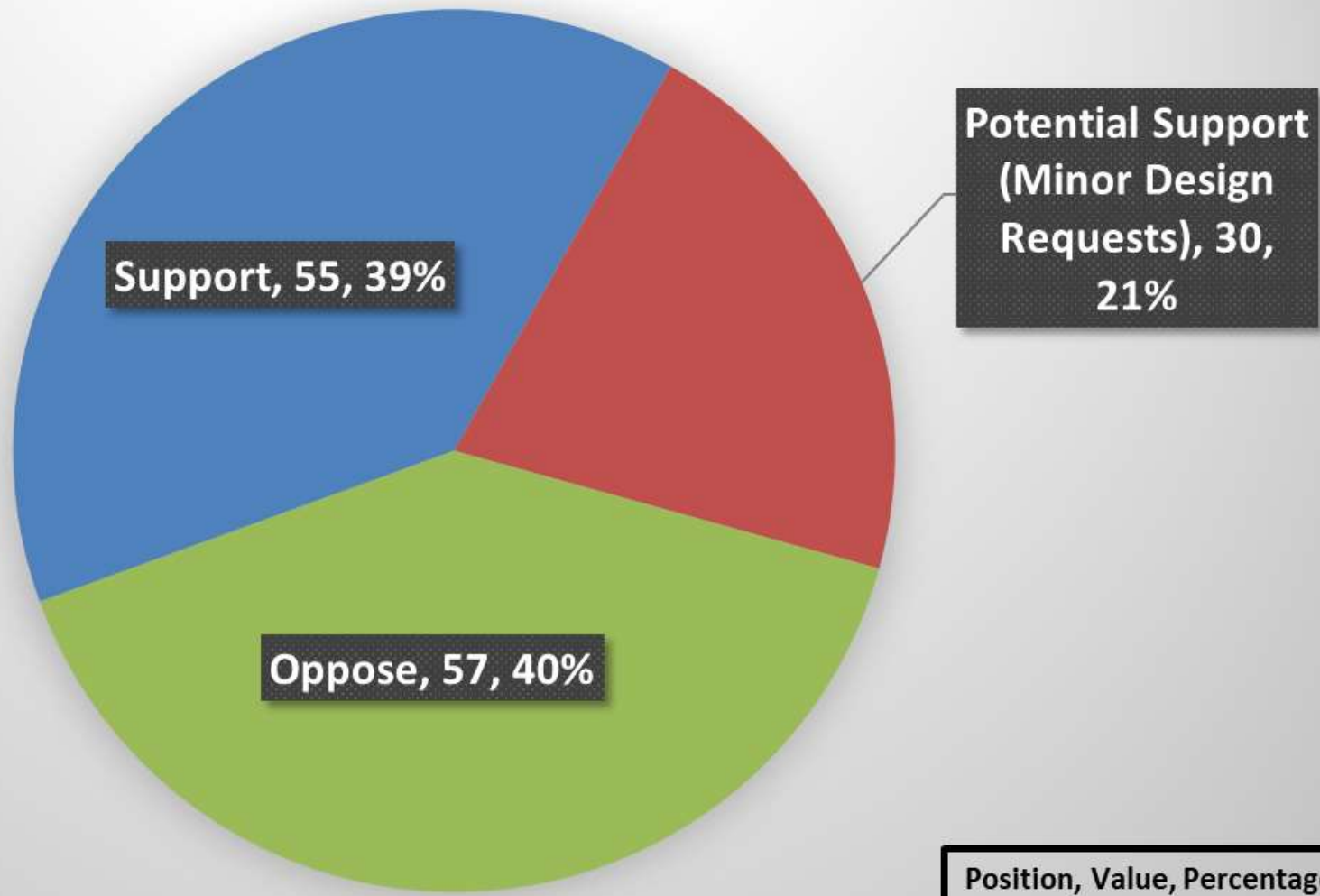
**Discrepancies in multiple same submissions and the same text used on submissions.

PI 0019699 Pedestrian Upgrades Position (Particularly on PHB)

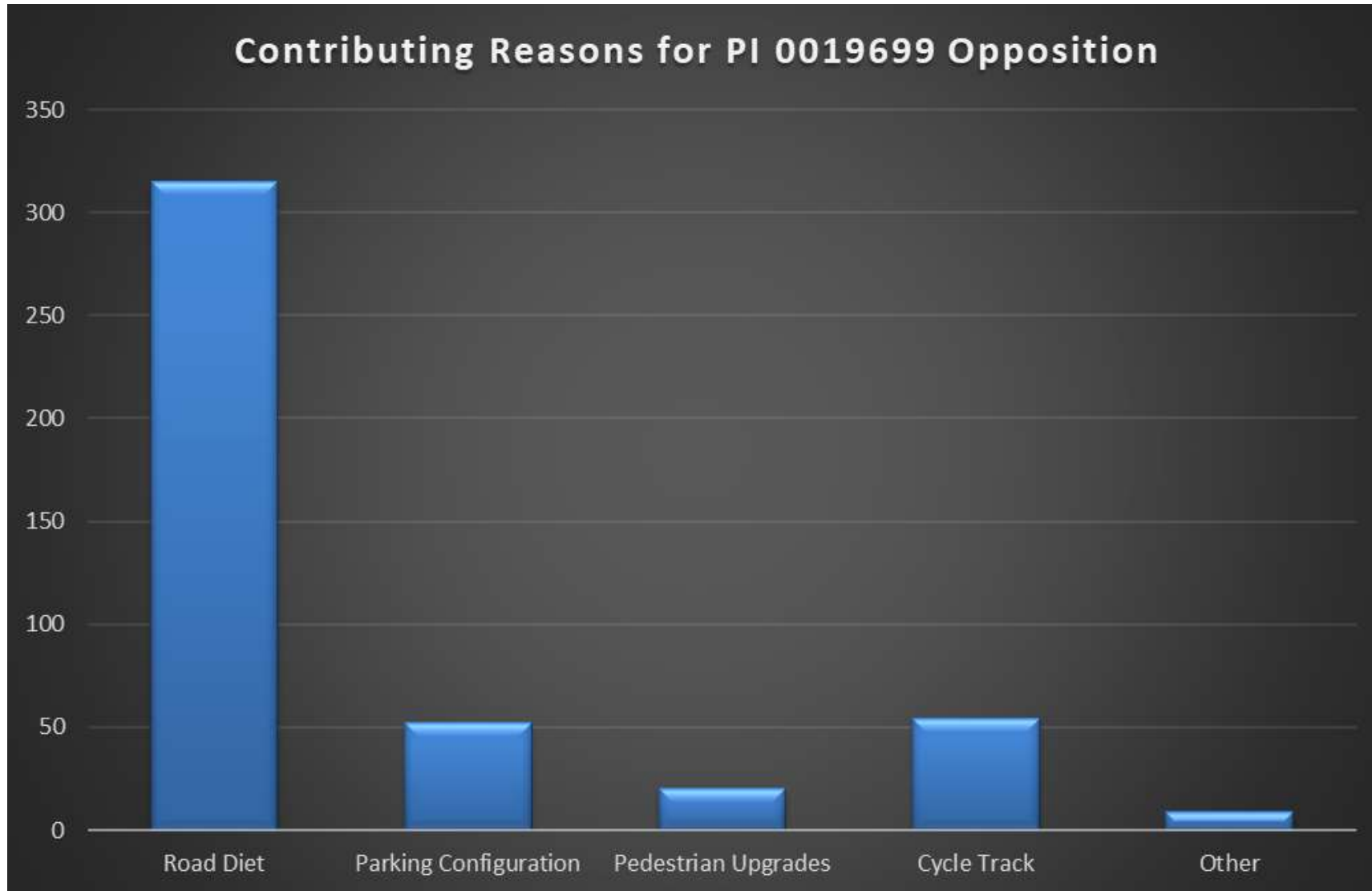


*79% Support or Potential Support

PI 0019699 Cycle Track Position



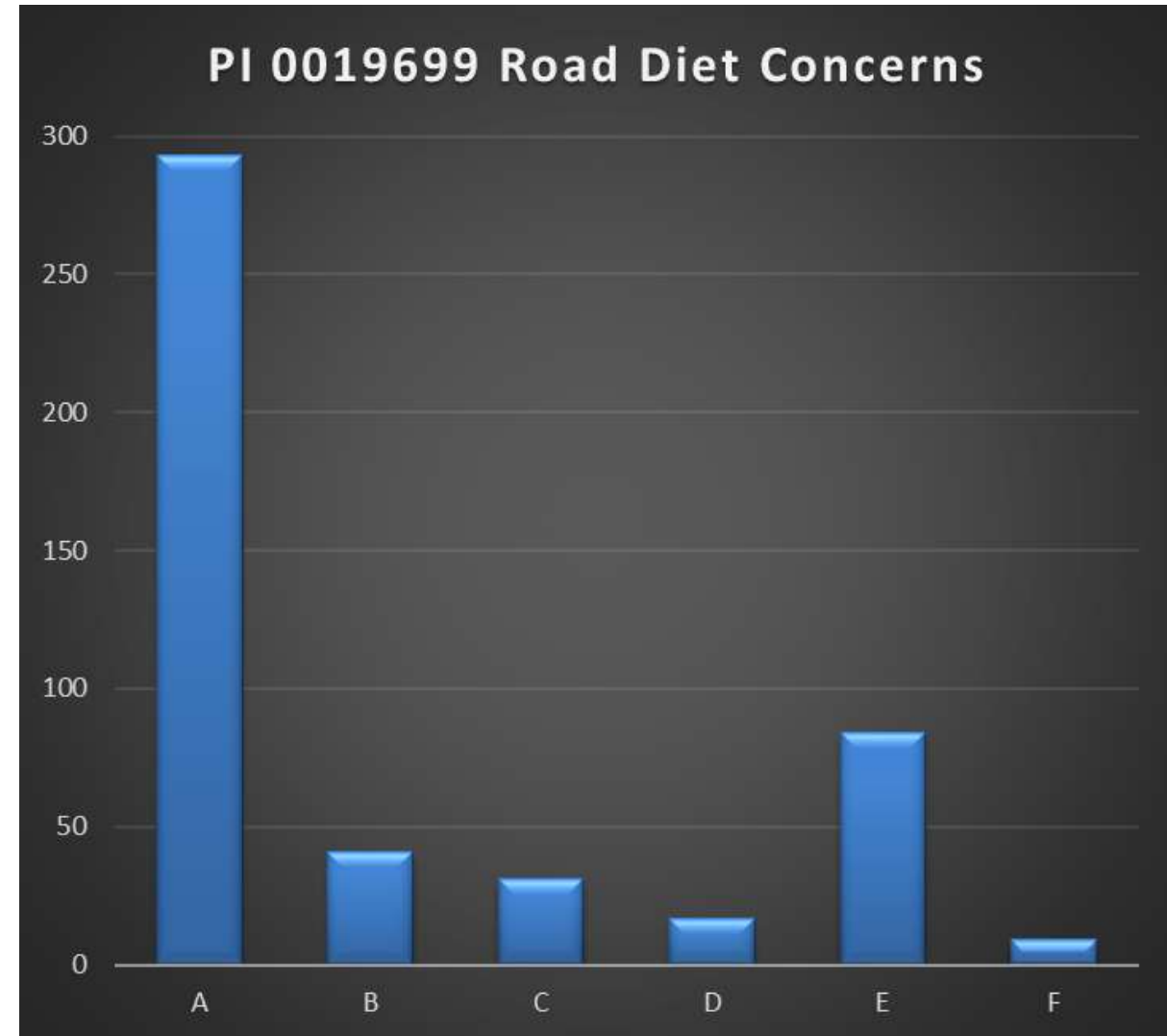
*60% Support or Potential Support



*Note: Some comments generically refer to worsened congestion on US 80 due to this project. It is inferred that they were referring to the road diet (based on the nature of other, more specific comments).

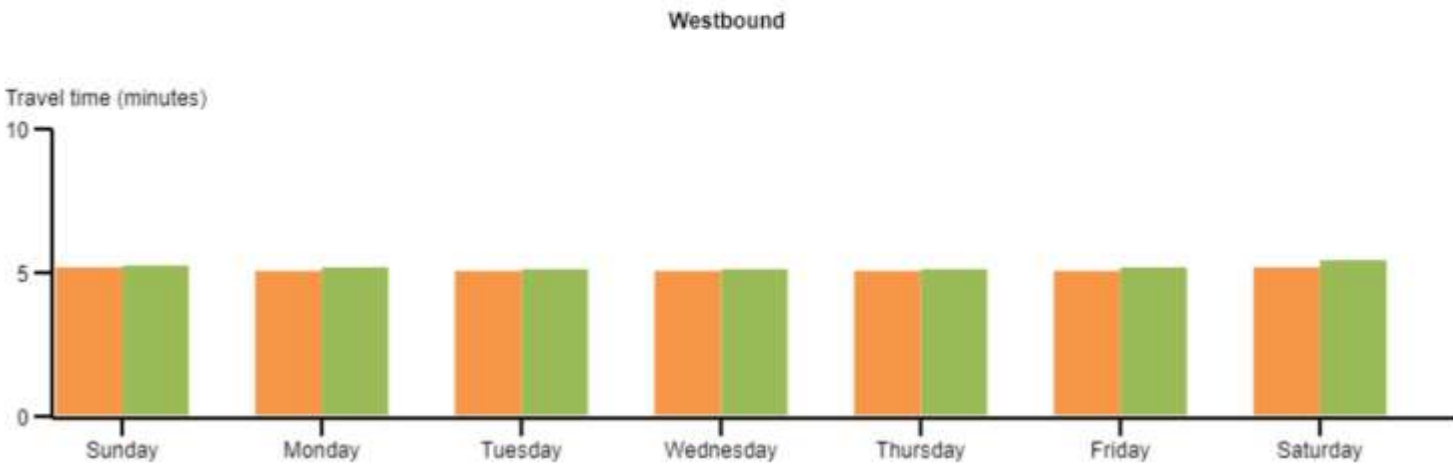
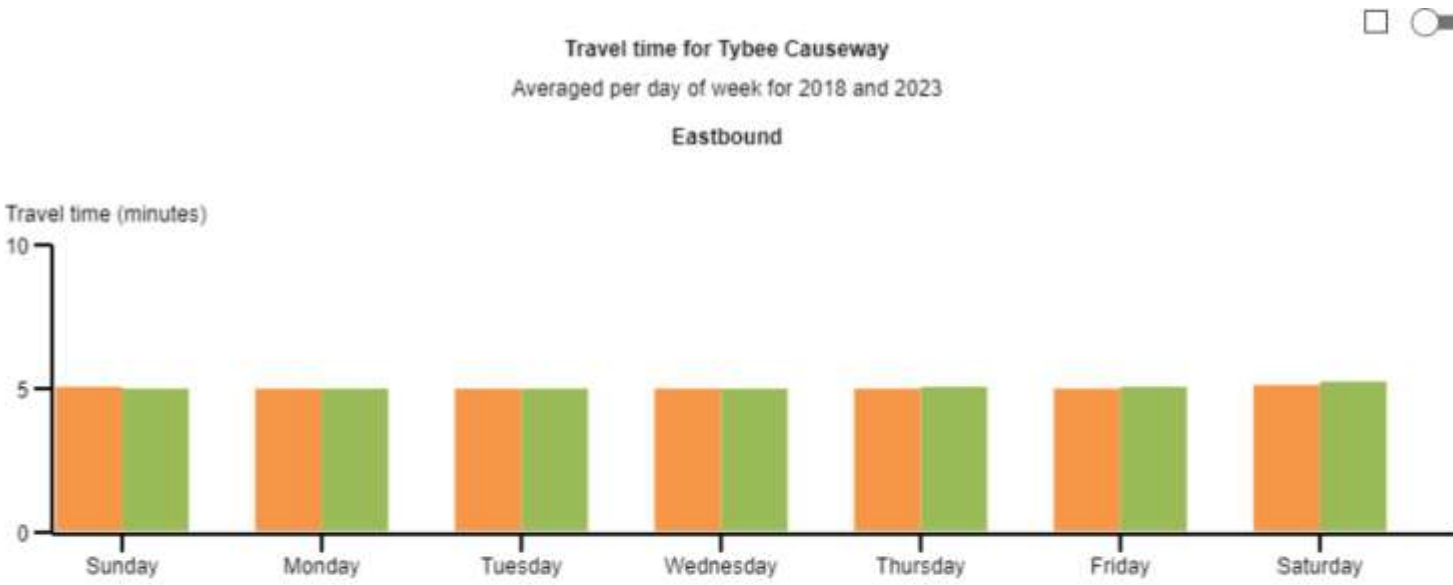
Key

- A: Congestion/decrease in capacity
- B: Inability to pass
- C: Negative effect on neighborhoods from rerouting
- D: Inadequate gaps for side-street vehicles
- E: Keep four-lane here & four-lane US 80 from Lazaretto Creek to Bull River (or allow passing in the short-term).
- F: Other.



Why are we confident that the Roadway Transformation operations will be successful?

Causeway Analysis – Removal of Passing Lane Success



- Analysis of 2018 vs. 2023 data shows a travel time difference of less than one minute between the two bridges.
- Safer and more efficient design

Lazaretto Creek Bridge Analysis



Vehicle Demand
Simulating peak period /
peak season



Travel Time
Build reduces travel time
by 80%



Queue Length (95th Percentile)
No Build: 1,500 feet
Build: No queue



Lazaretto Creek Bridge Analysis



Scenario

Crash simulated west of the merge by closing the lane for 15 minutes



Queue Dissipation Time

No Build: 40 minutes
Build: 16 minutes



Table 134. Year 2045 Operational Analysis - Section 2

Int	Alternative	Conflict Points	Season Period	Peak Period	Delay (LOS)					Max V/C Ratio
					EB	WB	NB	SB	Overall	
Teresa Ln	Existing Intersection	40	OPS	AM	0.0 (A)	0.0 (A)	-	14.7 (B)	0.2 (A)	0.049
				PM	0.0 (A)	0.0 (A)	-	23.7 (C)	0.1 (A)	0.020
	Road Diet	32	OPS	AM	0.0 (A)	0.0 (A)	-	18.5 (C)	0.3 (A)	0.067
				PM	0.0 (A)	0.0 (A)	-	30.4 (D)	0.1 (A)	0.027
Byers St	Existing Intersection	40	OPS	AM	0.4 (A)	0.0 (A)	0.0 (A)	10.9 (B)	0.6 (A)	0.065
				PM	0.7 (A)	0.0 (A)	17.6 (C)	20.6 (C)	0.9 (A)	0.156
	Road Diet	32	OPS	AM	0.3 (A)	0.0 (A)	0.0 (A)	13.3 (B)	0.6 (A)	0.089
				PM	0.4 (A)	0.0 (A)	25.8 (D)	29.9 (D)	1.1 (A)	0.228
McKenzie Ave	Existing Intersection	40	OPS	AM	0.1 (A)	0.0 (A)	-	16.3 (C)	0.5 (A)	0.094
				PM	0.3 (A)	0.0 (A)	-	21.7 (C)	0.8 (A)	0.183
	Road Diet	32	OPS	AM	0.1 (A)	0.0 (A)	-	14.9 (B)	0.5 (A)	0.083
				PM	0.2 (A)	0.0 (A)	-	19.0 (C)	0.7 (A)	0.157
Peak St	Existing Intersection	40	OPS	AM	1.1 (A)	0.0 (A)	0.0 (A)	17.6 (C)	2.1 (A)	0.286
				PM	0.8 (A)	0.0 (A)	0.0 (A)	24.0 (C)	2.6 (A)	0.377
	Road Diet	32	OPS	AM	0.7 (A)	0.0 (A)	0.0 (A)	65.3 (F)	6.1 (A)	0.764
				PM	0.0 (A)	0.1 (A)	14.3 (B)	14.3 (B)	0.2 (A)	0.037
Eagles Nest Dr	Existing Intersection	32	OPS	AM	0.0 (A)	0.0 (A)	12.8 (B)	-	0.1 (A)	0.038
				PM	0.0 (A)	0.1 (B)	13.9 (B)	-	0.2 (A)	0.036
	Road Diet	32	OPS	AM	0.0 (A)	0.0 (A)	15.0 (C)	-	0.2 (A)	0.048
				PM	0.0 (A)	0.0 (A)	15.0 (C)	-	0.2 (A)	0.048
Campbell Ave	Existing Intersection	40	OPS	AM	10.9 (B)	10.8 (B)	9.0 (A)	10.0 (B)	10.6 (B)	0.35
				PM	12.8 (B)	12.5 (B)	9.1 (A)	10.9 (B)	12.2 (B)	0.49
	Road Diet	32	OPS	AM	15.6 (B)	16.1 (B)	9.0 (A)	10.0 (B)	14.5 (B)	0.68
				PM	16.3 (B)	16.0 (B)	15.4 (B)	18.6 (B)	16.5 (B)	0.73

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Traffic Engineering Study
US 80/SR 26 from Lazaretto Creek Bridge to 16th Street/Tybrisa Street, Chatham County



Int	Alternative	Conflict Points	Season Period	Peak Period	Delay (LOS)					Max V/C Ratio
					EB	WB	NB	SB	Overall	
Jones Ave	Existing Intersection	40	OPS	AM	10.9 (B)	9.9 (A)	10.0 (B)	8.3 (A)	10.3 (B)	0.37
				PM	12.0 (B)	10.3 (B)	12.5 (B)	8.4 (A)	11.5 (B)	0.47
	Road Diet	32	OPS	AM	16.9 (B)	12.8 (B)	10.0 (B)	8.3 (A)	14.1 (B)	0.70
				PM	18.7 (B)	12.5 (B)	16.7 (B)	11.2 (B)	16.2 (B)	0.76
Existing Intersection	40	PS	AM	14.5 (B)	10.2 (B)	10.7 (B)	8.5 (A)	12.6 (B)	0.63	
			PM	13.4 (B)	12.3 (B)	11.5 (B)	8.4 (A)	12.5 (B)	0.57	
Road Diet	32	PS	AM	27.5 (C)	10.6 (B)	18.2 (B)	14.4 (B)	21.1 (C)	0.91	
			PM	21.7 (C)	15.7 (B)	17.6 (B)	12.8 (B)	18.5 (B)	0.85	

OPS = Off Peak Season Counts
PS = Peak Season Counts

Section 3: East of Lovell Avenue to 13th Street

Table 135. Year 2045 Operational Analysis - Section 3

Int	Alternative	Conflict Points	Season Period	Peak Period	Delay (LOS)					Max V/C Ratio
					EB	WB	NB	SB	Overall	
8 th St	Existing Intersection	40	OPS	AM	11.9 (B)	15.6 (C)	0.0 (A)	0.0 (A)	0.2 (A)	0.015
				PM	14.6 (B)	9.3 (A)	0.0 (A)	0.0 (A)	0.3 (A)	0.039
	Road Diet	32	OPS	AM	13.4 (B)	15.6 (C)	0.0 (A)	0.0 (A)	0.2 (A)	0.018
				PM	17.0 (C)	10.3 (B)	0.0 (A)	0.0 (A)	0.4 (A)	0.048
Existing Intersection	40	PS	AM	15.8 (C)	13.9 (B)	0.1 (A)	0.3 (A)	1.0 (A)	0.092	
			PM	18.5 (C)	16.8 (C)	0.3 (A)	0.3 (A)	1.7 (A)	0.177	
Road Diet	32	PS	AM	18.2 (C)	18.7 (C)	0.1 (A)	0.2 (A)	1.1 (A)	0.110	
			PM	23.4 (C)	21.0 (C)	0.2 (A)	0.2 (A)	2.0 (A)	0.225	

OPS = Off Peak Season Counts
PS = Peak Season Counts

Table 136. Year 2045 Operational Analysis - Section 4

Int	Alternative	Conflict Points	Season Period	Peak Period	Delay (LOS)					Max V/C Ratio
					EB	WB	NB	SB	Overall	
14 th St	Existing Intersection	40	OPS	AM	13.0 (B)	12.7 (B)	13.4 (B)	7.7 (A)	10.3 (B)	0.21
				PM	13.1 (B)	12.8 (B)	14.2 (B)	7.7 (A)	11.1 (B)	0.30
	Road Diet	32	OPS	AM	13.1 (B)	12.9 (B)	15.2 (B)	9.1 (A)	11.7 (B)	0.35
				PM	13.1 (B)	13.0 (B)	17.5 (B)	9.0 (A)	13.1 (B)	0.52
	Existing Intersection	40	PS	AM	14.0 (B)	12.9 (B)	14.6 (B)	8.6 (A)	11.6 (B)	0.35
				PM	14.8 (B)	13.6 (B)	16.3 (B)	8.8 (A)	12.9 (B)	0.50
Road Diet	32	PS	AM	14.1 (B)	13.2 (B)	19.2 (B)	10.4 (B)	14.1 (B)	0.61	
			PM	17.4 (B)	16.2 (B)	19.5 (B)	9.5 (A)	15.0 (B)	0.67	

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Traffic Engineering Study
US 80/SR 26 from Lazaretto Creek Bridge to 16th Street/Tybrisa Street, Chatham County



Int	Alternative	Conflict Points	Season Period	Peak Period	Delay (LOS)					Max V/C Ratio
					EB	WB	NB	SB	Overall	
15 th St	Existing Intersection	40	OPS	AM	13.0 (B)	9.9 (A)	0.2 (A)	1.0 (A)	2.0 (A)	0.070
				PM	12.5 (B)	10.5 (B)	0.2 (A)	0.8 (A)	1.9 (A)	0.089
	Road Diet	32	OPS	AM	13.6 (B)	10.5 (B)	0.2 (A)	0.9 (A)	2.0 (A)	0.075
				PM	14.0 (B)	11.5 (B)	0.2 (A)	0.7 (A)	2.0 (A)	0.105
	Traffic Signal	32	OPS	AM	8.4 (A)	8.4 (A)	9.8 (A)	11.1 (B)	10.4 (B)	0.39
				PM	8.5 (A)	8.5 (A)	11.3 (B)	11.1 (B)	10.8 (B)	0.40
	Existing	40	PS	AM	14.7 (B)	12.4 (B)	0.6 (A)	0.1 (A)	3.1 (A)	0.202
				PM	17.3 (C)	14.2 (B)	0.6 (A)	0.1 (A)	3.6 (A)	0.239
Road Diet	32	PS	AM	37.7 (E)	21.4 (C)	0.6 (A)	1.6 (A)	6.9 (A)	0.470	
			PM	8.9 (A)	9.6 (A)	12.6 (B)	13.7 (B)	12.4 (B)	0.55	
16 th Street/Tybrisa Street	Existing Intersection	29	OPS	AM	10.4 (B)	-	7.4 (A)	2.7 (A)	5.0 (A)	0.059
				PM	10.2 (B)	-	7.2 (A)	3.1 (A)	5.4 (A)	0.075
	Road Diet	24	OPS	AM	10.6 (B)	-	7.4 (A)	2.7 (A)	5.1 (A)	0.059
				PM	10.3 (B)	-	7.2 (A)	3.1 (A)	5.4 (A)	0.075
	AWSC	24	OPS	AM	8.1 (A)	-	8.6 (A)	9.1 (A)	8.8 (A)	0.311
				PM	8.2 (A)	-	9.7 (A)	9.4 (A)	9.5 (A)	0.383
	Single Lane Roundabout	9	OPS	AM	4.1 (A)	-	4.0 (A)	4.0 (A)	4.0 (A)	0.184
				PM	4.1 (A)	-	4.6 (A)	3.8 (A)	4.2 (A)	0.239
	Traffic Signal	24	OPS	AM	8.4 (A)	-	10.1 (B)	9.5 (A)	9.7 (A)	0.28
				PM	8.4 (A)	-	11.4 (B)	9.5 (A)	10.4 (B)	0.41
	Existing Intersection	29	PS	AM	8.7 (A)	-	7.8 (A)	0.3 (A)	4.3 (A)	0.010
				PM	12.1 (B)	-	0.0 (A)	1.1 (A)	0.3 (A)	0.016
Road Diet	24	PS	AM	9.5 (A)	-	7.8 (A)	0.3 (A)	4.3 (A)	0.010	
			PM	9.4 (A)	-	7.8 (A)	0.2 (A)	4.5 (A)	0.010	
AWSC	24	PS	AM	9.0 (A)	-	12.9 (B)	11.5 (B)	11.9 (B)	0.555	
			PM	9.1 (A)	-	15.2 (C)	11.6 (B)	13.3 (B)	0.649	
Single Lane Roundabout	9	PS	AM	5.1 (A)	-	5.0 (A)	4.4 (A)	4.8 (A)	0.303	
			PM	5.3 (A)	-	5.9 (A)	4.6 (A)	5.3 (A)	0.373	
Traffic Signal	24	PS	AM	9.1 (A)	-	13.5 (B)	12.0 (B)	12.5 (B)	0.56	
			PM	11.4 (B)	-	13.1 (B)	10.4 (B)	12.0 (B)	0.59	

Item #1.

Traffic Simulation Modeling

- Model used July 4th volume, with more vehicles added to be conservative.
- Models captured years 2023, 2025, and 2045
- Vehicle volumes increased to account for future demand in 2025 and 2045 models
- No significant operational issues observed in model results

Average Daily Traffic (ADT)

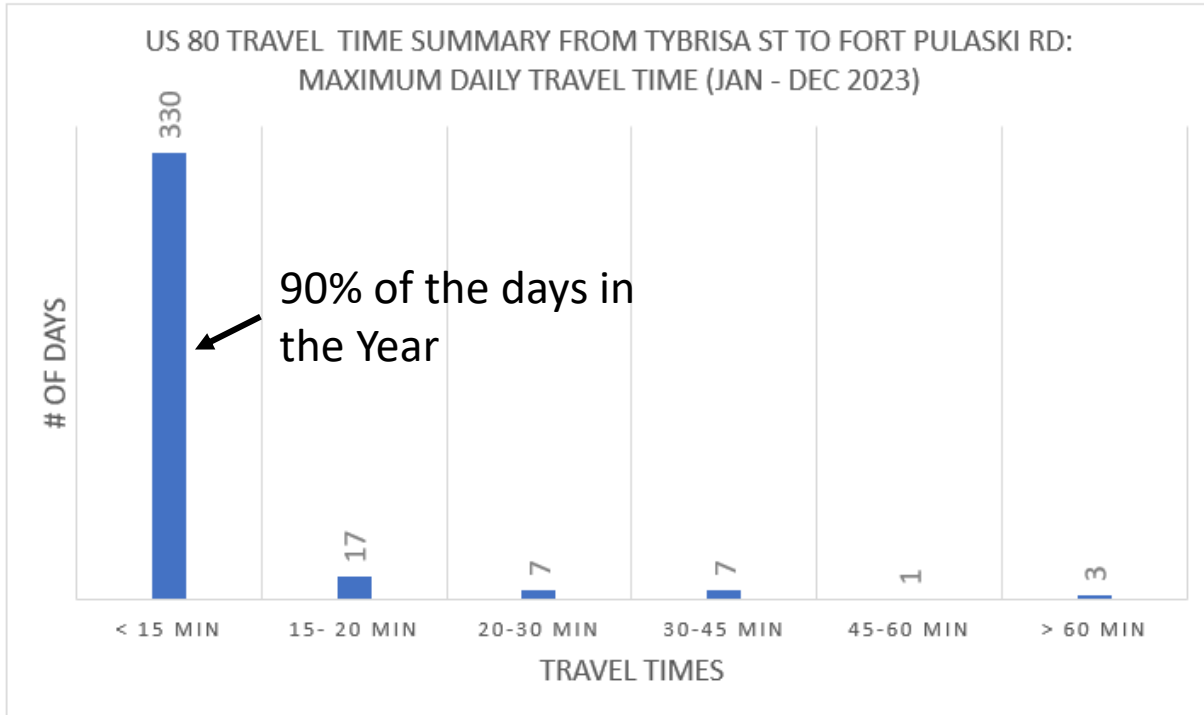
- The FHWA advises that roadways with ADT of 20,000 volume per day or less may be good candidates for a Road Diet and should be evaluated for feasibility.
- Traffic Engineering Study showed US 80 on Tybee Island highest recorded ADT of 16,587

Annual Statistics

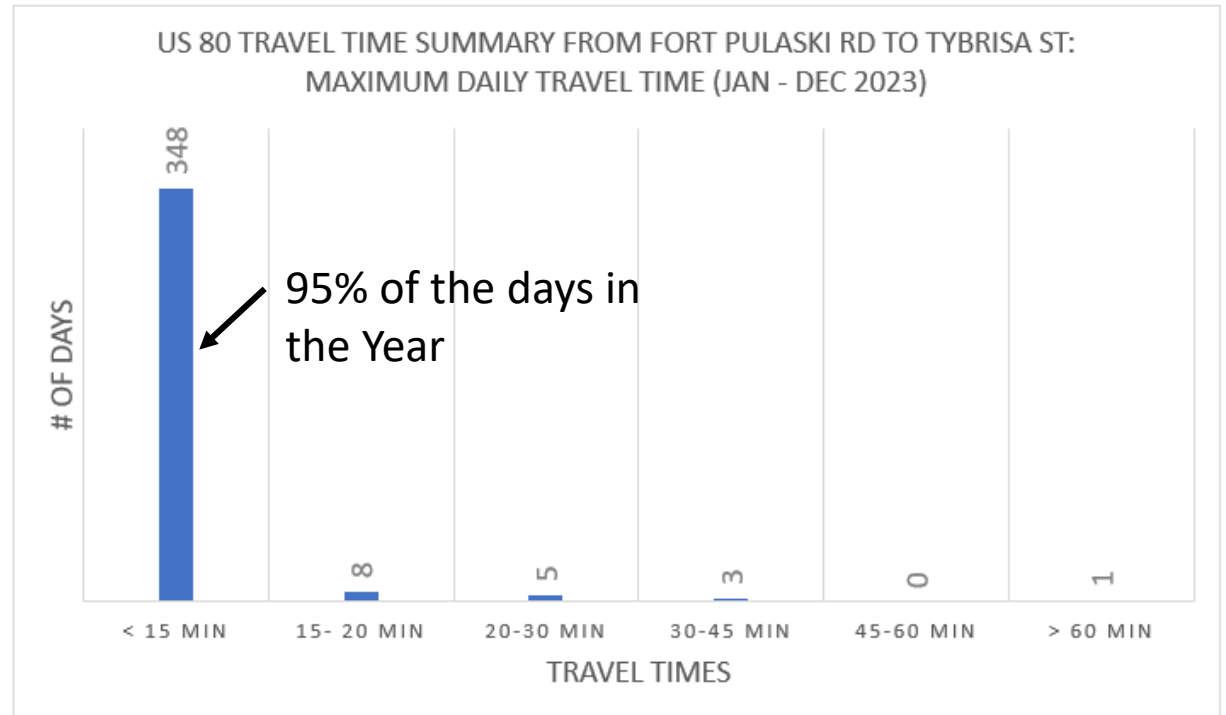
Data Item	2014	2015	2016	2017	2018	2019	2020	2021
Statistics type	-	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated
AADT	14,700	15,400	16,600	17,100	9,450	9,730	8,970	9,600

Probe Data - US 80 Travel Time Analysis

Westbound



Eastbound



*Graphic depicts the number of days from 2023 falling in each bin
For example, there were 330 days in 2023 where the maximum daily travel time between Tybrisa St to Fort Pulaski Rd (Westbound) was < 15 minutes.

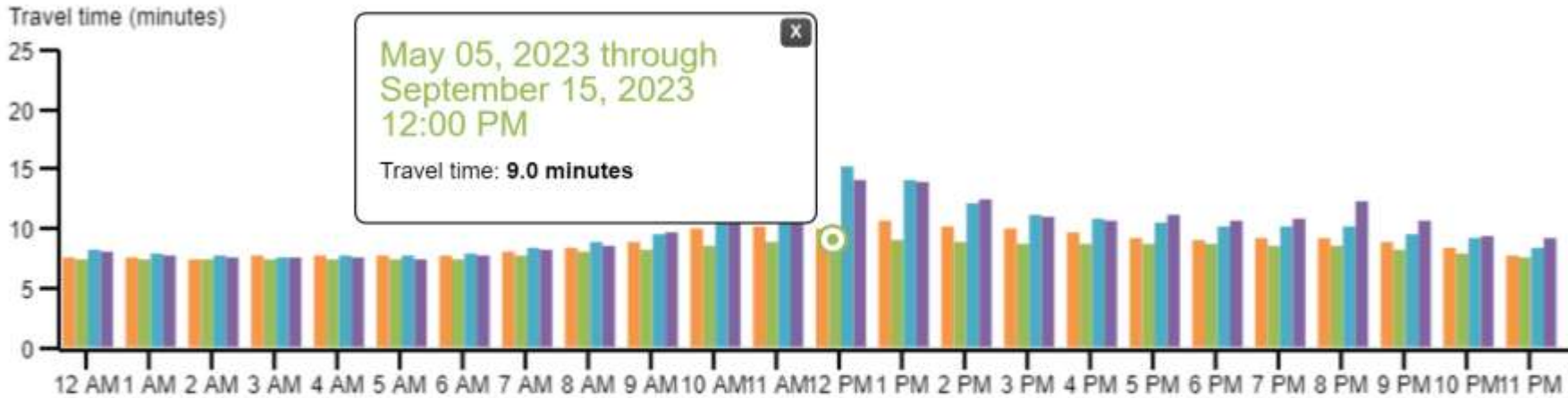
Temporary Pilot Success



Travel time for Tybee Island

Averaged per hour for July 03, 2022 through July 05, 2022, May 05, 2023 through September 15, 2023, July 03, 2023 through July 05, 2023, and July 03, 2024 through July 05, 2024

Eastbound



Westbound



Travel Time Analysis

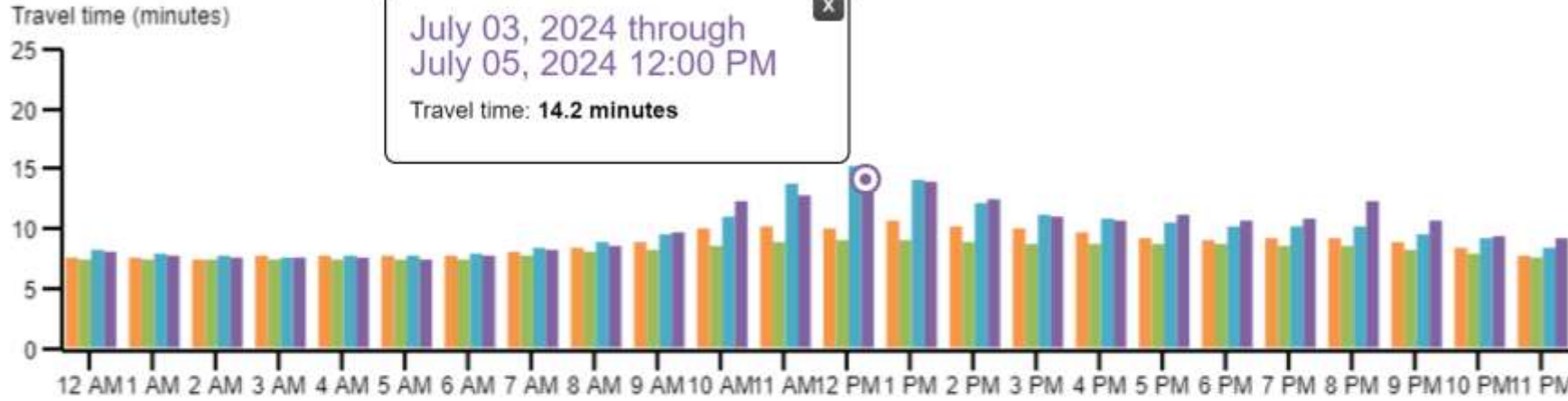
- Average Travel Time Between Tybrisa St and Fort Pulaski entrance
- Compares 2022, 2023, and 2024 July 4th Holiday to 2023 Summer
- Average travel time for the 2023 Summer is 9 minutes, and the 2022 July 4th Holiday is around 10 minutes.

- 2022 July 4th Holiday Avg
- 2023 Summer Avg
- 2023 July 4th Holiday Avg
- 2024 July 4th Holiday Avg

Travel time for Tybee Island

Averaged per hour for July 03, 2022 through July 05, 2022, May 05, 2023 through September 15, 2023, July 03, 2023 through July 05, 2023, and July 03, 2024 through July 05, 2024

Eastbound

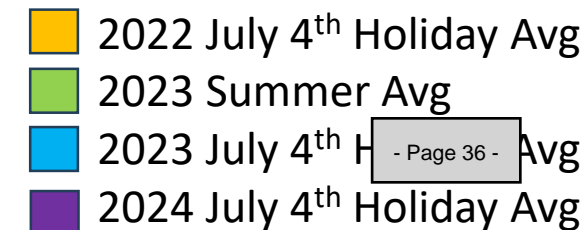


Westbound



Travel Time Analysis

- The average travel time for the 2024 July 4th is around 14 minutes.
- Data shows operations of the pilot do not significantly impact operations
- Similar results for the Labor Day holiday



Operational Summary

- This safety project will improve operations on 90-95% or more of the days in the year. It will not significantly impact operations on the remaining 5-10% of the busiest days (July 4th, Memorial Day, Labor Day, etc.)
 - The causeway lane reduction has had no impact on travel times.
 - Conservative traffic models using July 4th holiday vehicle volumes show no significant impact on 2023, 2025, or 2045 operations.
- The Tybee Island roadway transformation pilot was successful, with average travel times increasing on average by only 2-5 minutes from Tybrisa to Fort Pulaski during July 4th and Labor Day holidays.

Similar Successful Projects at Beach Communities

ID	Location	Street	Extents	Speed Limit	Lane Configuration	Functional Class	AADT (year)	Notable Features	Typical Traffic Conditions at Peak*	Links
1	Tucson, Arizona	University Blvd	Euclid Ave to Park Ave	20 MPH	3 lanes (2 Thru, 1 TWLTL)	Major Collector	4,938 (2023)	On-street transit, commercial area	Somewhat slow	Google Maps AADT
2	Hoboken, New Jersey	Washington Street	8 th St to 15 th St	20 MPH	2 lanes (2 Thru) with bike lanes	Urban Minor Collector	7,288 (2020)	Commercial area, no traffic fatalities in City for 7 years	Somewhat fast	Google Maps AADT
3	Pottstown, Pennsylvania	High Street	Manatawny St to Madison St	25 MPH	3 lanes (2 Thru, 1 TWLTL) with bike lanes	Principal Arterial	6,800 (2022)	Commercial area, State Route	Somewhat fast	Google Maps AADT
4	Sarasota, Florida	Gulf Stream Ave	Cococanut Ave to McAnsh Sq	25 MPH	2 lanes (2 Thru)	Major Collector	1,000 (2022)	Commercial area, coastal	Not available	Google Maps AADT
5	Albuquerque, New Mexico	Monte Vista Blvd	Dartmouth Dr to Campus Blvd	35 MPH	2 lanes (2 Thru) with bike lanes	Minor Arterial	3,448 (2022)	Commercial area	Somewhat fast	Google Maps AADT
6	Tallahassee, Florida	Gaines Street	Woodward Ave to Gay St	25 MPH	2 lanes (2 Thru) with median	Minor Arterial	20,900 (2022)	Commercial area near FSU, high volumes	Somewhat slow	Google Maps AADT
7	Santa Barbara, California	Cabrillo Blvd	East of Ninos Dr	35 MPH	2 lanes (2 Thru) with bike lanes	Principal Arterial	6,565 (ADT, 2019)	Coastal, parking for beach	Somewhat fast	Google Maps ADT
8	Los Angeles, California	Ventura Blvd	Royer Ave to Ponce Ave	35 MPH	Varies	Principal Arterial	15,146 (ADT, 2023)	Suburban commercial, bike lanes, high volumes	Somewhat fast	Google Maps ADT
9	San Francisco, California	Bay St	Filmore St to Laguna St	25 MPH	3 lanes (2 Thru, 1 TWLTL) with bike lanes	Minor Arterial	Not available	Commercial area	Somewhat fast	Google Maps
10	Winston-Salem, North Carolina	Northwest Blvd	Hawthorne Rd to Reynolda Rd	25 MPH	2 lanes (2 Thru with bike lanes)	Minor Collector	10,500	Near a school and park, mountable curb on centerline	Somewhat fast	Google Maps AADT

Questions?



File Attachments for Item:

2. 3:45PM: Public Safety



TYBEE ISLAND POLICE DEPARTMENT

Tiffany Hayes, Chief of Police

78 Van Horne, Post Office Box 1340
Tybee Island, Georgia 31328
(912) 786-5600 Fax (912) 786-0424



Public Safety Agenda

08/21/2024 – 09/25/2024

Stats:

Accidents:

6 accidents

1 injury

Arrests:

48

DUI:

32

Citations:

114

Calls for Service:

1143

Part 1 Crimes:

	28 days:	365 days:
Homicide	0	0
Rape	0	3
Robbery	0	0
Agg. Assault	1	9
Burglary	1	1
Larceny-Auto	1	8
Larceny-Other	5	53
Auto Theft	1	1

Traffic Counter:

We met with Wavetronix about purchasing a new traffic counter. Please see the attached information and quote. The quote does not include the contractor needed to install the equipment.

Training:*Patrol:*

Lt. White leaves for New Mexico on 09/29 and returns on 10/03 for Bombing Incident Response for Public Safety training. This training and travel incidentals are free to the city through a Homeland Security grant.

Capt. Randolph and Ofc. Bensman were both accepted into a 3-day K9 Medic – K9 Handler First Aid/Paramedic = Tactical Training course scheduled for October 8-10 at Georgia Tech in Marietta, Ga. This training was donated to the officers by Irondog K9 International. Each officer will receive a K9 Medic, K9 Handler first aid kit also.

Ofc. Kareem will report to the GPSTC in Forsyth, Ga for Criminal Procedures on 09/23/2024.

Ofc. Kareem will report to the GPSTC, in Savannah for Tactical Diffusion Strategies on 10/09/2024.

Ofc. Lawlor is enrolled in Advanced Report Writing starting 09/30/2024.

Ofc. Huber and Ofc. Lawlor will report to the Tybee Island Public Safety Building on 10/30/2024 for Advanced Roadside Impaired Driving Enforcement training.

Ofc. Santiago completed the FTO program and will go to speed detection certification in October.

All officers will begin Use of Force/Firearms Training on October 24 and 25th.

Lt. Coreno and CPL Villegas attend Stalking Investigations training on 10/10/2024

Drone Program:

CPL Jung and SPO Goatley have completed the UAS training and are now ready to begin piloting on their own.

We will continue training officers throughout the year.

911:

We have 3 communications officers accepted into the Georgia Crisis Intervention Team (CIT) Training for 9-1-1 Telecommunicators. Class is scheduled for 11/06/2024 and is being held at the Tybee Island Public Safety Building.

K9:



TYBEE ISLAND POLICE DEPARTMENT

Tiffany Hayes, Chief of Police

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Tybee Island, Georgia 31328

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Iron K9 International has generously donated a K9 to the Tybee Island Police Department. K9 Tosca is a 2.5 year old black lab imprinted narcotics detection valued at \$14,000. K9 Tosca will join our family at the end of the month and be partners with her handler, Ofc. Bensman. Ofc. Bensman and K9 Tosca will go through handler training and certification at the Chatham County Sheriff's Office in October.

Fleet:

We've completed our patrol fleet with Enterprise. We are currently waiting on Axon to install 4 fleet cameras.

All speed detection devices were certified this month.

The Intox 9000 was inspected and certified on 09/13/2024 for its quarterly inspection by GSP.

Recruitment:

We currently have 3 open positions in patrol and are in the background process for 2 applicants.

Tiffany W. Hayes

Chief of Police

Tybee Island Police Department, GA

(912)224-4784

thayes@cityoftybee.org

Quote Number	Date	Sales Rep
QUO-19165-X3L9M7	9/3/2024	Kendall Mays

Details:
 Project #:
 Description: GA-Tybee Island-XP20 Request for Roadside Count Station
 Location: Tybee Island

Special Terms:
 Payment Terms: Net 30
 Shipping Terms: EXW Wavetronix' Loading Dock
 Shipping Method: Best Way

Bill To:
 Tybee, City of
 Attn: Tiffany Hayes
 403 Butler Avenue
 Tybee Island, GA 31328
 USA
 912-786-4573

Ship To:
 Tybee, City of
 Attn: Tiffany Hayes
 403 Butler Avenue
 Tybee Island, GA 31328
 USA
 912-786-4573

Bid Item	Part #	Description	QTY	Unit Price	UoM	Ext Price
		XP 20 Request	1	\$13,588.80	Each	\$13,588.80
	101-0451	XP20	1	\$5,338.24	Each	\$5,338.24
	101-0457	Expanse, 8" Sensor Mount Assembly	1	\$446.88	Each	\$446.88
	102-0597	Arc2	1	\$5,338.24	Each	\$5,338.24
	102-0564	Arc Surge v2	1	\$269.80	Each	\$269.80
	102-0462	Click, 656 3U mounting shelf and hardware	1	\$237.88	Each	\$237.88
	CLK-112	2 Channel NEMA Contact Closure Rack Card	1	\$462.08	Each	\$462.08
	310-0001	Cable, 60", RJ11, White	1	\$12.16	Each	\$12.16
	101-0468	Expanse Link Cable 22AWG 1 Pair 500' Spool	1	\$1,483.52	Each	\$1,483.52

Total: \$13,588.80

This quote does not include sales tax or shipping costs.
 Sales tax and shipping will be added on final invoice.

Notes:

-We will not charge sales tax and freight if Purchase Order is received from GDOT or its corresponding agencies. If purchase order is received from a contractor, appropriate sales tax and freight will be charged and will only be waived if a tax-exempt certificate is presented and received by Wavetronix at the time of the order.*

-No plans or specifications were provided for this quote. Customer to confirm quantities and items needed prior to ordering.

-Wavetronix wants to offer you the most current lead times when you are ready to place an order. Please feel free to contact your team at Georgia@Wavetronix.com to receive this information.

-Pricing provided is only for this project. Pricing is not transferable to any other project.

-If this is a tax exempt project we will need to be notified at time of ordering and provided with an exemption certificate to ensure invoicing is correct.

-Testing, training, and onsite assistance is not included on this quote. If required, please contact us for cost.

-Homerun cable is required but is not included in our quoted amount. Pricing for Wavetronix cable options are showing in this quote. It is the responsibility of the customer or contractor to verify the amount of cable needed and ensure any alternate cable meets or exceeds Wavetronix cable specifications, as well as meeting specifications for the power and communication standards being used. Failure to do so could result in the devices not functioning properly.

Price is valid for shipment and use within the region designated on this quote. If other destination is required, please contact Kendall Mays for any concerns and questions.

*Quotation is valid for 45 days from date as quoted unless otherwise noted above.

*Mount banding is not included and is to be provided by others.

*Wavetronix is not responsible for system integration or design.

*Price is based on standard sensor configuration and subject to change if the bill of material changes.

*Contractor is responsible for determining whether additional sensor cable is required.

*Price provided is for material only.

*Poles for installation are not included.

*Ethernet switch, patch cable, Ethernet cable and other devices not specifically listed are not included.

*Any Items included in this quote containing *NCNR* in the description are under the conditions of our Non-Cancellable, Non-Returnable policy. Prior to placing an order into production, customers must sign and submit the NCNR acknowledgment form.

*Subject to Wavetronix standard terms and conditions.

Wavetronix terms and conditions apply, with the noted exceptions, if any, as stated above.

By accepting this quote, you accept our terms and conditions, which can be found at: www.wavetronix.com/legal