NOTICE OF

STANDING COMMITTEES

Scheduled for
Tuesday, April 10, 2018,
beginning at 6:30 p.m. in

Council Chambers
Village Hall of Tinley Park
16250 S. Oak Park Avenue
Tinley Park, Illinois

Public Safety Committee
Public Works Committee
Community Development Committee

A copy of the agendas for these meetings is attached hereto.

Kristin A. Thirion
Clerk
Village of Tinley Park

NOTICE OF A MEETING

OF THE PUBLIC SAFETY COMMITTEE

Notice is hereby given that a meeting of the Public Safety Committee of the Village of Tinley Park, Cook and Will Counties, Illinois, will begin at 6:30 p.m. on Tuesday, April 10, 2018, in the Council Chambers at the Village Hall of Tinley Park, 16250 S. Oak Park Avenue, Tinley Park, Illinois.

The agenda is as follows:

1. OPEN THE MEETING.

2. CONSIDER APPROVAL OF THE MINUTES OF THE SPECIAL PUBLIC SAFETY COMMITTEE MEETING HELD ON MARCH 13, 2018.

3. DISCUSS APPROVING ARCHITECT FOR FIRE STATION #2.

4. DISCUSS SECONDARY FACILITY AND SCOPE DISCUSSION FOR FIRE STATION #2.

5. DISCUSS ORDINANCE FOR REQUIRED SIGNAGE CROSSWALK ON 169TH STREET AT BANNES SCHOOL.

6. DISCUSS SAFETY RADIO UPGRADE AT ANDREW HIGH SCHOOL.

7. RECEIVE COMMENTS FROM THE PUBLIC.

ADJOURNMENT

KRISTIN A. THIRION
VILLAGE CLERK

MINUTES
Special Meeting of the Public Safety Committee
March 13, 2018 - 5:30 p.m.
Village Hall of Tinley Park – Council Chambers
16250 S. Oak Park Avenue
Tinley Park, IL 60477

Members Present:	W. Brady, Chairman M. Glotz, Village Trustee B. Younker, Village Trustee
Members Absent:	None
Other Board Members Present:	None
Staff Present:	D. Niemeyer, Village Manager P. Carr, Assistant Village Manager S. Neubauer, Police Chief F. Reeder, Fire Chief B. Bettenhausen, Village Treasurer K. Workowski, Public Works Director P. Connelly, Village Attorney L. Godette, Deputy Village Clerk L. Carollo, Commission/Committee Secretary

Item #1 - The Special Public Safety Committee Meeting was called to order at 7:23 p.m.

Item #2 – CONSIDER APPROVAL OF THE MINUTES OF THE SPECIAL PUBLIC SAFETY COMMITTEE MEETING HELD ON FEBRUARY 20, 2018 – Motion was made by Trustee Younker, seconded by Trustee Brady, to approve the minutes of the Special Public Safety Committee Meeting held on February 20, 2018. Vote by voice call. Chairman Brady declared the motion carried.

Item #3 – DISCUSS EMEGENCY MEDICAL SERVICE RATES - Kurtz Ambulance service is requesting an increase of rates that have been in place since 2014. Per the EMS contract, the provider must send written notice of increase of rates for review by the Village. Upon approval of increase of rates, ambulance billing revenue will likely increase by an estimated $229,704 annually. Staff is recommending an increase in rates to better align with surrounding manicipalities.

Motion was made by Trustee Glotz, seconded by Trustee Younker, to recommend an increase in rates to Kurtz Ambulance service be brought forward for future Village Board approval. Vote by voice. Chairman Brady declared the motion carried.

Item #4 – REVIEW EMERGENCY MEDICAL SERVICE DRAFT REQUEST FOR PROPOSAL - Per the direction of the Village Board on November 21, 2017, staff was instructed to explore RFP options for the ambulance contract. Key components of the draft RFP include:

- A contract length of 3 years with two (2) year extensions.
- Five (5) Advanced Life Support (ALS) ambulances.
- Bidder must have current 911/ALS service to a population of 25,000 or more for at least 18 months within the last 3 years.

DRAFT

- A 24/48-hour Fire shift and housed in fire station, as currently utilized.
- One (1) shift supervisor assigned per shift with minimum 3 years of supervisory experience.
- One (1) ALS Fast Response Unit, nontransport.
- One (1) contract EMS Paramedic Administrator with at least 7 years of supervisory experience.
- One (1) Emergency Medical Dispatcher (EMD) assigned to Tinley Park 911 Center.
- Review of invoices/receivables
- FD shift commander retains daily operational control.
- CAD-driven GPS assignment of closest available unit.
- Auto dispatch.
- Cost sharing of net billing revenue of predetermined amount less 4% of administration fee.
- Minimum paramedic salary of $43,000.
- Future ability to reduce contract staffing levels and associated costs with blended in-house service.

Service delivery performance benchmarks will include:

- Response time to incidents.
- Redundancy ability for vehicle replacement and backup equipment.
- EMD quality benchmarks for call processing and monitoring.
- Certification and training.
- Initiation of a blended Tinley Park Fire Department/Emgency Medical Service within 2-3 years of contract period.

Chairman Brady asked if anyone had any questions. Trustee Glotz stated concerns and gave suggestions in regards to multiple key components of the Request for Proposal (RFP).

Item #5 – RECEIVE COMMENTS FROM THE PUBLIC - Chris Swik stated multiple complaints regarding the ambulance services providing care within the Village. P. Carr, Assistant Village Manager thanked Mr. Swik for approaching him regarding the Emergency Medical Service RFP and addressed Mr. Swik's concerns.

ADJOURNMENT
Motion was made by Trustee Younker, seconded by Trustee Brady, to adjourn this meeting of the Special Public Safety Committee. Vote by voice call. Chairman Brady declared the motion carried and adjourned the meeting at 7:56 p.m.

lc

DRAFT

Interoffice Memo

Date: April 5, 2018

To: David Niemeyer, Village Manager
Forest Reeder, Fire Chief

From: John Urbanski, Assistant Public Works Director

Subject: Fire Station #2/#47 Architect Approval

Presented for April 10th, 2018 Public Safety Committee for discussion and possible action.

Description:
Based on the recent Architect RFQ, interviews were conducted February 12th 2018 to determine the best firm to enter into an agreement with for professional services. There were twelve (12) proposals submitted in response to the RFQ. The list was narrowed and five (5) firms were interviewed, including: Farnsworth Group, Williams Architects, Kluber Architects, FGM Architects and Healy Bender. Forest Reeder and John Urbanski along with R.C. Wegman Construction Manager Representatives, were all present for the interviews.

After interviews, it was determined that two finalists would be further interviewed and previously constructed site visits would be done. In conclusion, based on proposals, interviews and demonstration of qualifications, it is recommended that the Village approves a professional services contract with FGM Architects.
FGM Architects' schedule of fees were comparable with competitors and a guaranteed maximum price (GMP) will be established in the near future once scope is finalized.

Staff Direction Request:
1. Approve recommended Professional Service Contract as described.
2. Direct staff as necessary

Tinley Park ILLINOIS
Life Amplified

Tinley Park ILLINOIS
FIRE
DEPARTMENT

Interoffice Memo

Memo #18-66

Date: April 5, 2018

To: David Niemeyer, Village Manager

From: Forest Reeder, Fire Chief

Re: Station 47 Scope of Project Discussion

Dave;

As the recommendation for architectural services has been submitted to the Public Safety Committee, we would like to discuss further scope of project options which will impact the architect fee structure and help begin the initial planning phases. Two major decision points are in front of us at this time.

1. Determination on the construction of a basement in the new station for storage and future use.
    a. The architectural project fees associated with this proposal are $270,000 and will provide the Department with approx. 4000 sq/ft of storage and expandable space under the living areas of the new station. Without a basement, these fees are $265,000.
    b. Construction estimates for the basement are approx. $255,000 to the yet to be determined cost estimate of the new station.

2. Identification of the most effective means of temporarily housing the personnel and apparatus assigned to Station 47 during the construction phase.

    Option 1

    a. Construction of a permanent cost shared multi-purpose building with the Park District using property that would span Village and Park District lots immediately to the south of the existing station.
        i. We are proposing a cost shared initiative with the Park District and a 1/3 : 2/3 ratio with the District paying the 2/3 share. The Park District has indicated early interest in the project but needs additional details before formalizing a decision. Additionally, they have not budgeted any monies for this project in their current budget so the Village would have to front the construction of this structure until their next budget cycle.
        ii. Cost estimates for this proposal are:
            1. Pre-engineered facility fee from architect $40,000
            2. Construction cost estimate $840,000
                a. VOTP share would be $280,000

Option 2

b. Construction of a temporary C–span tarp building structure and the rental/placement of a temporary living quarters trailer which will be dismantled after the new station is ready.
   i. Cost estimates for this proposal are:
      1. Trailer/C-Span Temporary Facility fee from architect $4,000
      2. Construction cost estimate $125,000

c. In comparison, our estimated costs for a permanent building that we can still utilize 1/3 of the space in after the new station is built would be $320,000. The temporary tent and trailer facility which would be dismantled and removed after construction would be approx. $130,000.

Based on a strategic long-range plan and minimizing any negative impact to our operations, my recommendations would be to construct a basement in the new station and to partner with the Park District in a permanent building.

To meet timeline goals of occupancy on the new station in the fall of 2019, the construction and occupancy of the selected temporary quarters option needs to take place now so it can be built before the winter season. This allows for demolition of the existing station and new construction to begin in early 2019.

I am requesting the following from the Public Safety Committee relating to these decisions.

1. Shall we proceed with planning and design to include a basement in the new station?
2. Determine which option for temporary housing should be used.

FFR/caf

cc: P. Carr, Asst. Village Manager
J. Urbanski, Deputy Director Public Works

attach: Fee proposal and pre-engineering sketches

FGM ARCHITECTS

April 2, 2018

Village of Tinley Park
Fire Department: Fire Station No 2

UPDATED Fee Proposal for Professional Architectural/Engineering Services for Fire Station No 2
The updated fee is based upon a discussion with the Village of Tinley Park & RC Wegman Construction Company on March 16, 2018.
Below, please find the UPDATED proposed fee for the Village of Tinley Park's Fire Station No 2.

Revisions to original proposal:

- Project will utilize a floor plan similar to Lockport Township FPD's Fire Station No 1.
- FGM attendance and participation up to 4 public meetings (Village or community) is included in the fee.
- Commissioning is a third party cost, and not included in FGM's fee. If basic commissioning is desired by the Village, coordination is included in fee. Cost/ contract for commissioning will be direct with Village.
- Furniture design has been removed from fee. Coordination with Owner's vendors (alerting, exhaust capture, etc.) is included in fee.
- Civil engineering is a third party cost, and not included in FGM's fee. Civil coordination is included in fee. Cost/ contract for civil will be direct with Village.

UPDATED Project Fee (includes Architectural, Landscape, Structural, & MEP&FP):
With Basement: **$270,000**
Without Basement: **$265,000**

Pre-Engineered Facility Fee
Intent is to provide a prefabricated structure that would serve as a temporary location for the firefighters and equipment while Station 2 is replaced. The facility would then be turned over to the Park District for a permanent facility therein.
Based on the attached sketches as facility options, at around 4,000 sq.ft.

Project assumption:

- Design and construction would occur independent of the main project construction, and would need to be complete prior to demolition.
- Fee considers design through construction
- Fee includes Architectural, Landscape, Structural, & MEP&FP. It excludes Civil (direct with Owner – estimated at $10,000).
- Fee excludes the same items noted on original proposal

Pre-engineered Facility Fee (includes Architectural, Landscape, Structural, & MEP&FP): **$40,000**

1211 W. 22nd Street, Suite 700
Oak Brook, Illinois 60523-2109
630.574.8300 PHONE 630.574.9292 FAX
fgmarchitects.com

FGM ARCHITECTS

Trailer/C-Span Temporary Facility Fee
Owner chooses to provide trailer and C-Span facilities for temporary residence for firefighters as a temporary location for the firefighters and equipment while Station 2 is replaced. FGM will help coordinate utility & phasing documentation to aid the Village of Tinley Park & RC Wegman Construction Company.

Trailer/C-Span Temporary Facility Fee: **$4,000**

Any questions, please let me know.
Thanks!

Jason Estes, AIA
Principal

Enc: Pre-engineered plan sketch

Cc: Terry Bohr, RCW
Colette Rozanski, RCW
Andy Jasek, FGM

R.C. WEGMAN
CONSTRUCTION COMPANY

Phone 630-844-3000
Fax 630-844-3003

PROJECT: ***Village of Tinley Park – Fire Station No. 2***

RE: BUDGET - Temporary Structure Options

TEMPORARY STURCTURE:

- 4000 Square Foot Pre – Engineered Metal Building:
  Cost: $840,246.00

  Cost includes:
  - 1000 Square Foot Temporary Living Quarters Build out.
  - Site work, Underground Utilities & Site Paving

- 2000 Square Foot Purchased C-Span Tarp Building & Leased Bunk House Trailer:
  Cost: $125,649.00

OPTION FOR 4,000 SQUARE FOOT BASEMENT:

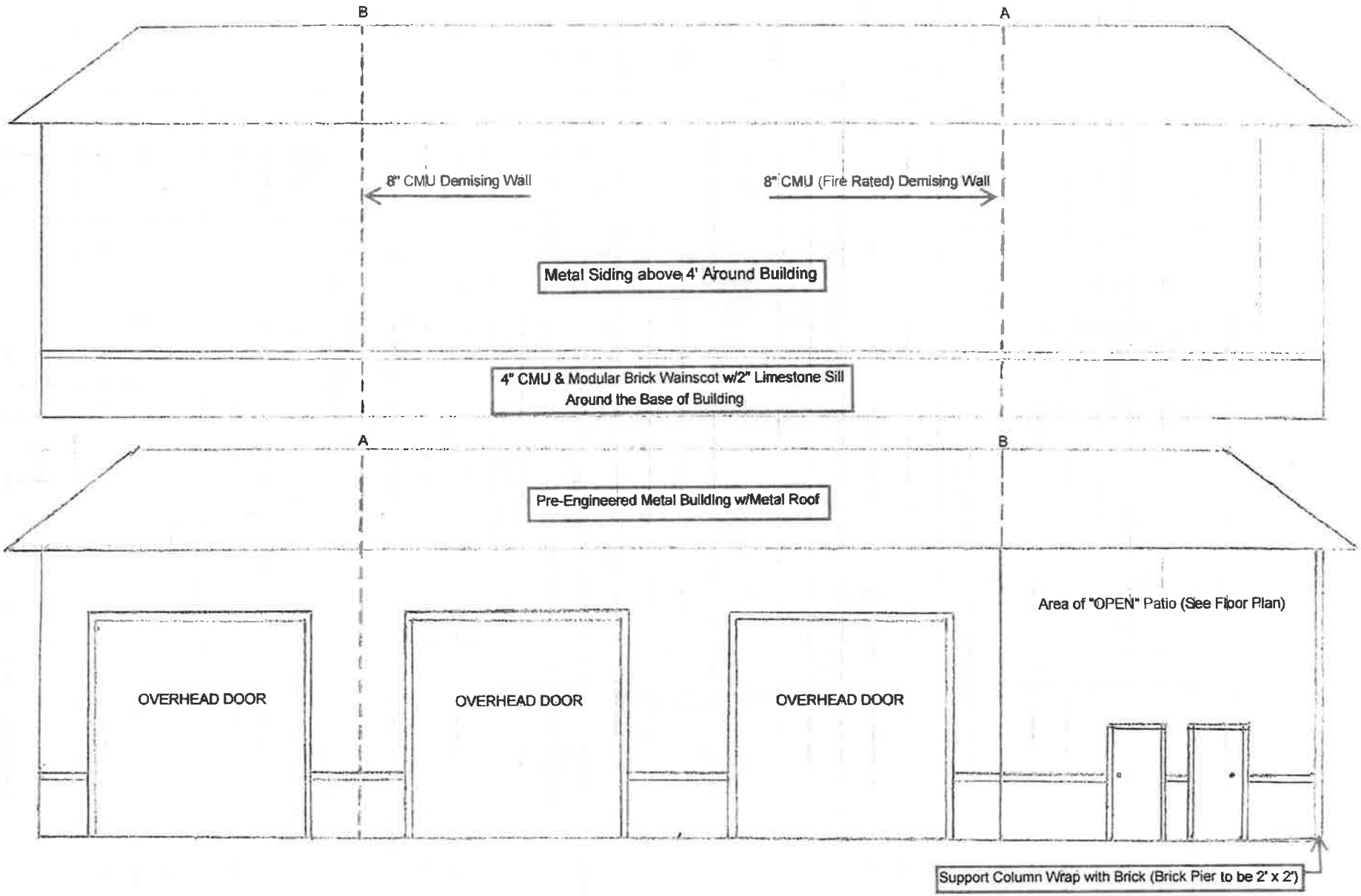
- Budget Cost for Basement under new Fire Station:
  Cost: $254,041.00

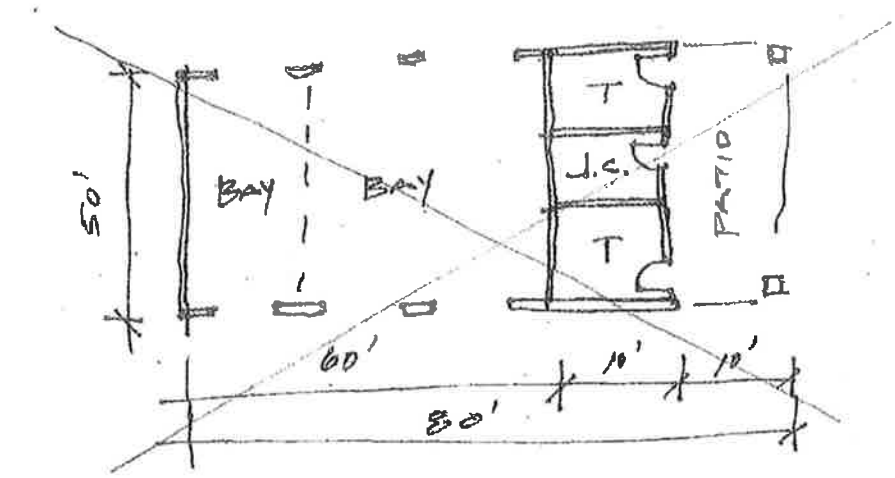
Thank you,

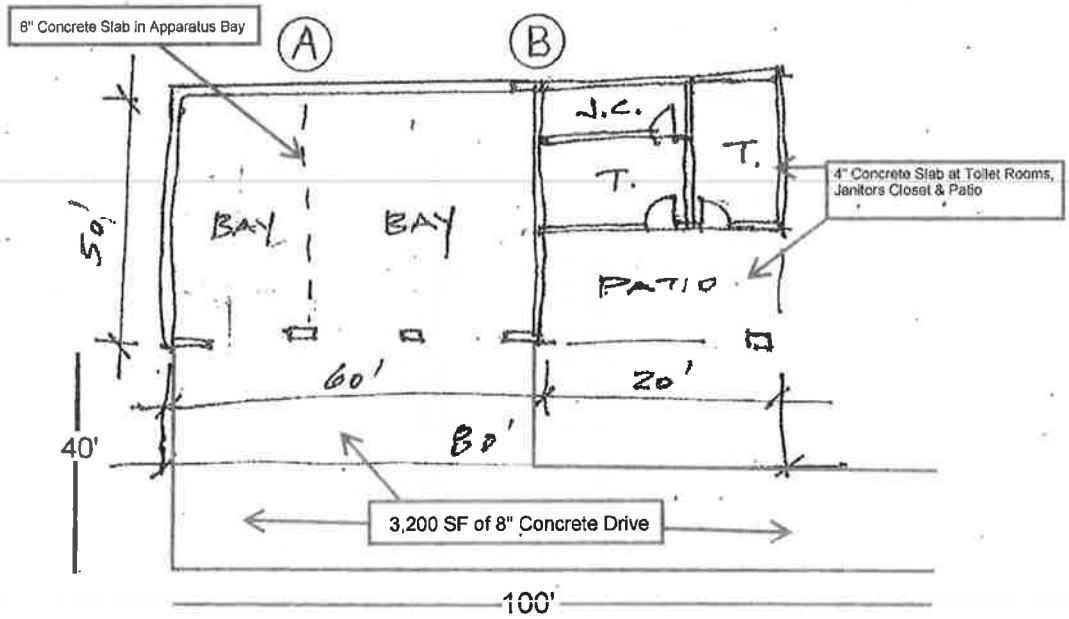
Terry Bohr
R.C.Wegman Construction Company
750 Morton Avenue Aurora, IL. 60506
Phone: (630) 844-3000

750 MORTON AVENUE, AURORA, ILLINOIS 60506

TINLEY PARK TEMP STRUCTURE

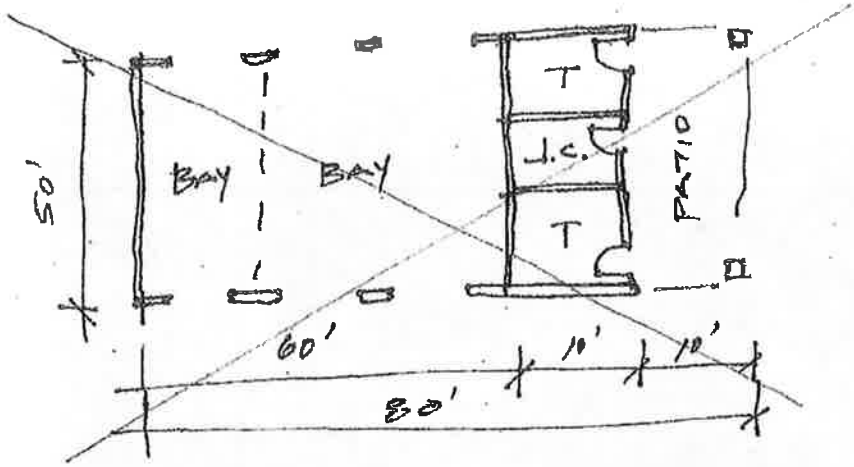


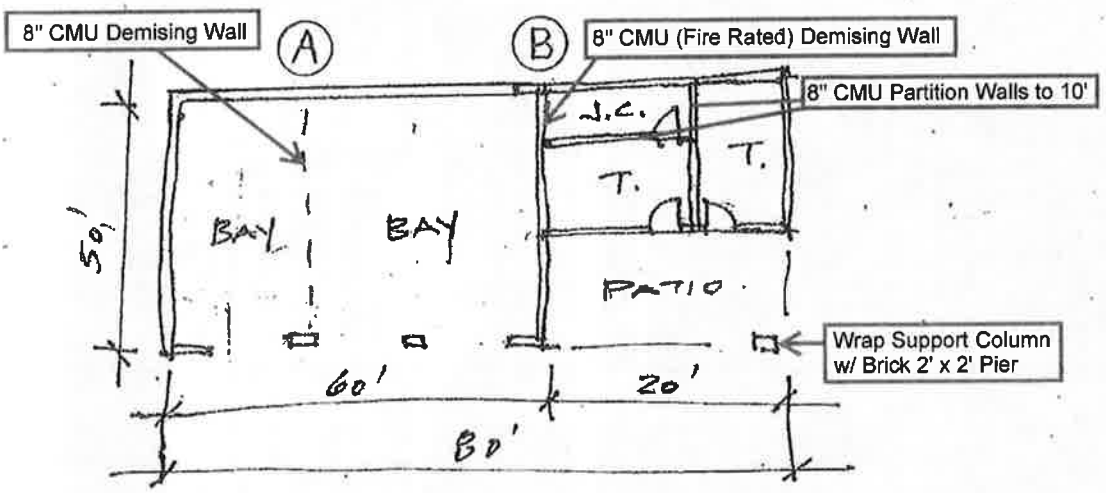




10 - Column Piers
260 LF foundation Wall
50 LF Thickened Slab

TINLEY PARK
TEMP STRUCTURE
NTS.





TINLEY PARK
TEMP STRUCTURE
NTS.

Village of Tinley Park ILLINOIS
www.TinleyPark.org

Village President
Jacob C. Vandenberg

Village Clerk
Kristin A. Thirion

Village Trustees
Brian H. Younker
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(708) 444-5000
Fax: (708) 444-5099

Community Development
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(708) 444-5500

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7850 W. 183rd St.
Tinley Park, IL 60477
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Non-Emergency
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John T. Dunn Public Safety Building
17355 S. 68th Court
Tinley Park, IL 60477

Fire Department
(708) 444-5200
Non-Emergency
Fax: (708) 444-5299

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Fax: (708) 444-5699

Senior Community Center
(708) 444-5150

School Crossing Study

169th Street and Odell Ave
November 7th – November 9th, 2017

INTRODUCTION

I was contacted by the Principal of John A. Bannes School, Mr. Kowalski. He asked about the procedure for obtaining a crossing guard in front of the school at 169th Street and Odell Ave. He requested a crossing guard to assist children crossing either 169th Street or Odell Ave on their way to and from school. A study was conducted on three school days starting on Tuesday, November 7, 2017 and ending on Thursday, November 9, 2017.

Traffic Counters were placed at the three legs of the intersection to count the number of vehicles as well as the speeds of those vehicles. The number of pedestrians crossing these streets was counted as well as the number and length of gaps in traffic. The length of time it took students to cross the street was also timed. All of this information was collected during both the arrival and departure times for the students.

After collecting the information, an analysis was performed. The data was applied to several different formulas provided by Northwestern University Traffic Institute as well as suggestions provided in the "School Trip Safety Program Guidelines" from the Institute of Transportation Engineers. These two sources contain the guidelines routinely followed when determining the necessary controls. At present, there was no documentation found on any federal guidelines for determining the necessary control (the federal guidelines only addressed the placement of controls). Based on the application of the above sources guidelines, recommendations were made.

As indicated in all the publications on traffic controls for school crossings, the purpose of the controls is to create a gap or break in traffic, when the amount and frequency of gaps does not exist on its own with no controls.

DESCRIPTION OF AREA

The location of this study is at the intersection of 169th Street and Odell Ave. In this area 169th Street runs in an east west direction and Odell Ave runs in a north south direction. The east end of 169th Street intersects with Odell Ave and then continues as John A. Bannes Elementary School's northern driveway creating a 4 way intersection. There is a painted crossing walk running east-west across Odell Ave and one running north-south across 169th Street. There are school zone signs posted for northbound traffic at the north east curb line of Odell Ave at the south entrance/exit to John A. Bannes Elementary School and at the north east curb line of Odell Ave at the north exit to the

school. The school zone signs for southbound traffic are posted on Odell Ave at the extended south curb line of Sandy Lane, and west of the north curb line of 169th Street. The school zone signs for northbound traffic are posted at on Odell Ave at the north curb line of the south entrance/exit driveway to John A. Bannes Elementary School and at the south curb line of the north entrance/exit driveway to the school.

Odell Ave has a sidewalk on the west side and has a sidewalk on both sides just north of the school property. 169th Street has a sidewalk on both sides. The roadway surface is asphalt and is approximately 25 feet wide. There are trees that line the parkway between the sidewalk and the street on both sides of 169th Street. The attached diagram shows the outlay of the area.

VEHICULAR VOLUME AND SPEED

A study of the vehicular volume and speed was conducted before, during, and after the normal crossing times. The information was collected by using a data collector and road tubes. One traffic counter was placed on 169th Street approximately 117 feet west of west curb line of Odell Ave. A second traffic counter was placed on Odell Ave approximately 15 feet south of the south curb line of 169th Street. The third traffic counter was placed approximately 115 feet north of the north curb line of 169th Street.

The following is a summary of the findings:

Odell Ave	0700-0730	0730-0800	0800-0830	1345-1414	1415-1444	1445-1514
85th percentile (mph)	24.2	18.6	24.3	25.9	12.4	26.3
# of vehicles	21	34	10	14	12	20
169th St.						
85th percentile (mph)	10.2	14.4	14.2	12	14.4	21.6
# of vehicles	6	11	3	2	15	9

The study was conducted on Tuesday, November 7th, 2017; Wednesday, November 8th, 2017; and Thursday, November 9th, 2017. As can be observed the 85th percentile speed during school crossing times ranges from 12.4 mph to 18.6 mph on Odell Ave which is under the speed limit for a school zone. The 85th percentile speed during school crossing times is 14.4 mph on 169th Street, which is under the speed limit for a school zone. The 85th percentile speed for Odell Ave outside of school crossing times ranged from 24.2 to 26.3 mph and the 85th percentile speed for 169th Street is 10.2-21.6 mph. These speeds are within the acceptable range for the Village of Tinley Park.

STUDENTS

The students that use this crossing range in ages from 5 years old to 11 years old (Kindergarten through 5th grade). The students going to school and from school were wearing different colored clothing, jackets, and backpacks. Some of the students were walking and some of them were running when they crossed the street. Students in both categories were timed to establish a range of velocities for the

students. The distance that the students walk to safely clear the street is approximately 25 feet. A stop watch was used to time the students. The 85th percentile time for each category was determined and a 3 second perception/reaction time was added to this to obtain the required time needed for the students to safely cross at the crosswalk. The 85th percentile time listed below. The 3 second time was then added to show the required safe crossing time. It should be noted that there was a Student Safety Patrol present during morning and afternoon crossing times.

	85th Percentile (Seconds)	Safe Crossing time (Seconds)
Walking	7.13	10.13

The longest crossing time was 12.24 seconds and the average pedestrians crossing was 52 pedestrians. The longest crossing time will be used to ensure that all students will be able to cross the street safely.

GAP STUDY

A gap study was conducted during the crossing time for both the morning and afternoon. A gap study is used to determine the number of adequate gaps per minute. Gaps that were under 13 seconds in length were not recorded due to the fact they would not have been long enough for students to safely cross. As can be observed when looking at the recorded gaps, there were a few gaps that were in excess of 60 seconds long in the morning and afternoon crossing times. There was an average of 0.73 adequate gaps (of 15 seconds) per minute in the morning and an average of 1.13 gaps in the afternoon. This indicates that there is only an acceptable amount of time for students to safety cross the street in the afternoon based on the guidelines of at least one safe gap per minute suggested in the publication, "School Trip Safety Program Guidelines" from the Institute to Transportation Engineers. It should be noted that vehicles were stopping at the intersection and yielding for pedestrians in a manner complying with Illinois State law. This would explain how the students crossed even though there were not adequate gaps.

SIGHT DISTANCE

At the location of this study, 169th Street intersects with Odell Ave and continues as the north exit driveway for John A. Bannes. The angles of the intersection are approximately 90 degrees from a normal 4 way intersection. Vehicles can park on both sides off the street on Odell Ave and 169th Street. The curbs close to the intersection are painted yellow, advising that there is no parking near the intersection. This alleviates line of sight issues and vehicles blocking the sidewalk. Although the speed limit is 20 mph and the recorded average 85th percentile speed during school crossing times was approximately 15 mph, there are still vehicles that travel up to and sometimes over 30 mph. Due to this fact, a total stopping distance for a vehicle traveling 30 mph will be calculated. This will provide the minimum required sight distance to perceive and react to a hazard and physically stop the vehicle. A perception/reaction time of 2.5 seconds will be used. Based on a vehicle traveling 30 mph it would take, assuming wet pavement conditions, approximately 67 feet to physically stop. Adding to this the distance a vehicle would travel during the 2.5 second reaction time would be approximately 110 feet. The two added together would indicate a total required stopping distance of approximately 177 feet.

Actual sight distance tests were conducted and there is well over 177 feet north and southbound Odell Ave, as well as, on 169th Street.

EVALUATION

To evaluate what, if any, traffic controls would be needed, the information obtained from the field study was applied to two separate methods that deal with school crossings and the necessary controls. These methods were obtained from literature published by Northwestern University Traffic Institute in the subject of "Special Studies and Analysis Techniques". Some of the methods used layout specific guidelines for the different types of controls available. These controls include painted School crosswalks, advisory signs, student safety patrols, adult crossing guards, advisory traffic signals (flashing yellow beacon) or pedestrian actuated traffic signals (red light). The methods that were selected are the following:

1. Manual on Uniform Traffic Control Devices, Traffic Signal Warrants and School Areas.
2. A Program for School Crossing Protection, Institute of Transportation Engineers.

According to Traffic Signal Warrant 4 in the Manual on Uniform Traffic Control Devices, traffic signals may be warranted when the number of adequate gaps in vehicular traffic, at a selected crossing point, is less than the number of minutes in the crossing period. Adequate gaps must occur on the average of at least one per minute during the crossing period. The length of gap needed is based on street widths and how long it takes to cross. The number of adequate gaps would also be considered in determining the need for crossing supervision by adults or student safety patrols.

One area in several of the following methods that is considered is the location of available controlled intersections within the area. Olcott Ave is stripped with a school crosswalk and 169th Street is an unmarked crosswalk.

The first method that the field data will be evaluated with is from the Manual on Uniform Traffic Control Devices which has, in summary, the following requirements for the indicated type of control.

- School Traffic Signal: requires crossing to have an average of less than one adequate gap per minute during the crossing period.
- Adult Crossing Supervision: may be needed when no alternate crossing within 600 feet, more than 350 vehicles per hour (vph), more than 40 students per hour (sph) for 2 hour crossing period, speeds in excess of 40 mph, at stop controlled crossing for undivided roads of 4 or more lanes and over 500 vph during crossing and at traffic signals when the total turning volumes exceeds 300 vph or there is a high percentage of commercial vehicles.
- School Safety Patrol: no specific requirement

Applying the field data obtained, there is less than one gap per minute during the morning crossing period and just over one gap per minute during the afternoon crossing, thus indicating that a traffic signal would be warranted. It should be noted that during the field study, there were vehicles stopping

for pedestrians crossing. Due to the fact that the vehicles were in the middle of the intersection in doing so, these were not counted as gaps.

Although there is more than 40 sph, there was only, at most, approximately 65 vehicles in an hour and half, the speeds are approximately 20 mph. The roadway is only 2 lanes and does not have over 300 vph turning nor is there a high percentage of commercial vehicles. Due to the fact that there is not an alternative crossing to get to John A. Bannes School and due to the fact that the location is directly in front of the school; adult crossing supervision is warranted.

The second method used to analyze the recorded data is from the Institute of Transportation Engineers (ITE). ITE has no specific requirements for the different types of controls. In fact, the results of this method conclude either "Control Needed" or "Control Not Needed". To evaluate the field data with this method, the 85th percentile group size (N) needs to be determined along with the pavement width (W), necessary gap time (G) and the pedestrian delay (D). Once these criteria are determined, the results are plotted on a chart **(See Figure 1)** which indicates whether or not a control is warranted.

In applying this method the group size is first determined. Although the group size was not specifically documented but the number of individual student crossing was documented all conclusions from this method will be based on the 85th percentile groups being 5 students or less (N=1). It is important to note that the vast majority of students crossing were in fact in groups of 5 or less.

Although the pavement width is 25 feet, a walking distance of 30 feet was measured to ensure that the student was definitely clear of the roadway, thus W=30. The gap time is then calculated using the equation: $G=(W/3.5)+3+2(N-1)$. Thus $G=(30/3.5)+3+2(1-1)$; $G= 11.57$ seconds which will be rounded to 12 seconds.

Now the pedestrian delay can be calculated. The two components needed to determine the delay are the total number of gaps in seconds (t) in excess of 12 seconds and the total time of the survey (T) during the crossing period in seconds. To obtain these two variables, several approaches were reviewed. The worst case scenario is what will be used. Using the times recorded in the morning on 11/08/2017, T=900 seconds and t=205 seconds. This data is applied to the following formula $D = (T-t)/T \times 100$, thus $D= (900-205)/900 \times 100$. $D = 77$ seconds.

Using the worst case scenario of a 77 second perception delay and a 30 feet crossing distance, the plotted points on ITE's "Need for a Traffic Control at School Crossing Graph" fall just short of any warrant for traffic control devices.

RECOMMENDATIONS

The recommendations are made based on the data obtained during the study of this crosswalk and the information provided in the publication, "School Trip Safety Program Guidelines" from the Institute of Transportation Engineers and information provided from the Manual on Uniform Traffic Control Devices. Due to the low volume of traffic, the lack of natural gaps in the traffic and the adherence of

traffic to the posted speed limits, the following recommendations are made. See the attached "Proposed Plan" diagram to observe a majority of the recommended changes.

1. Provide a painted crosswalk across 169th Street in line with the west walkway.

2. Place "No parking here to corner" signs on the west curb of Odell Ave for southbound traffic, north and south of 169th Street. Place "No parking here to corner" signs on the north and south curb of 169th Street west of Odell Ave. This will properly mark the no parking zone for vehicles due to line of sight issues the vehicles may cause and make this zone enforceable.

2. Provide a crossing guard for students to cross 169th Street and Odell Ave due to the fact that the gaps are less than one per minute during the morning crossing time and just over one gap per minute in the afternoon crossing time. The School Safety Patrol can supplement and assist the adult crossing guard in having the students not cross the street untill the adult crossing guard advises that it is safe to do so.

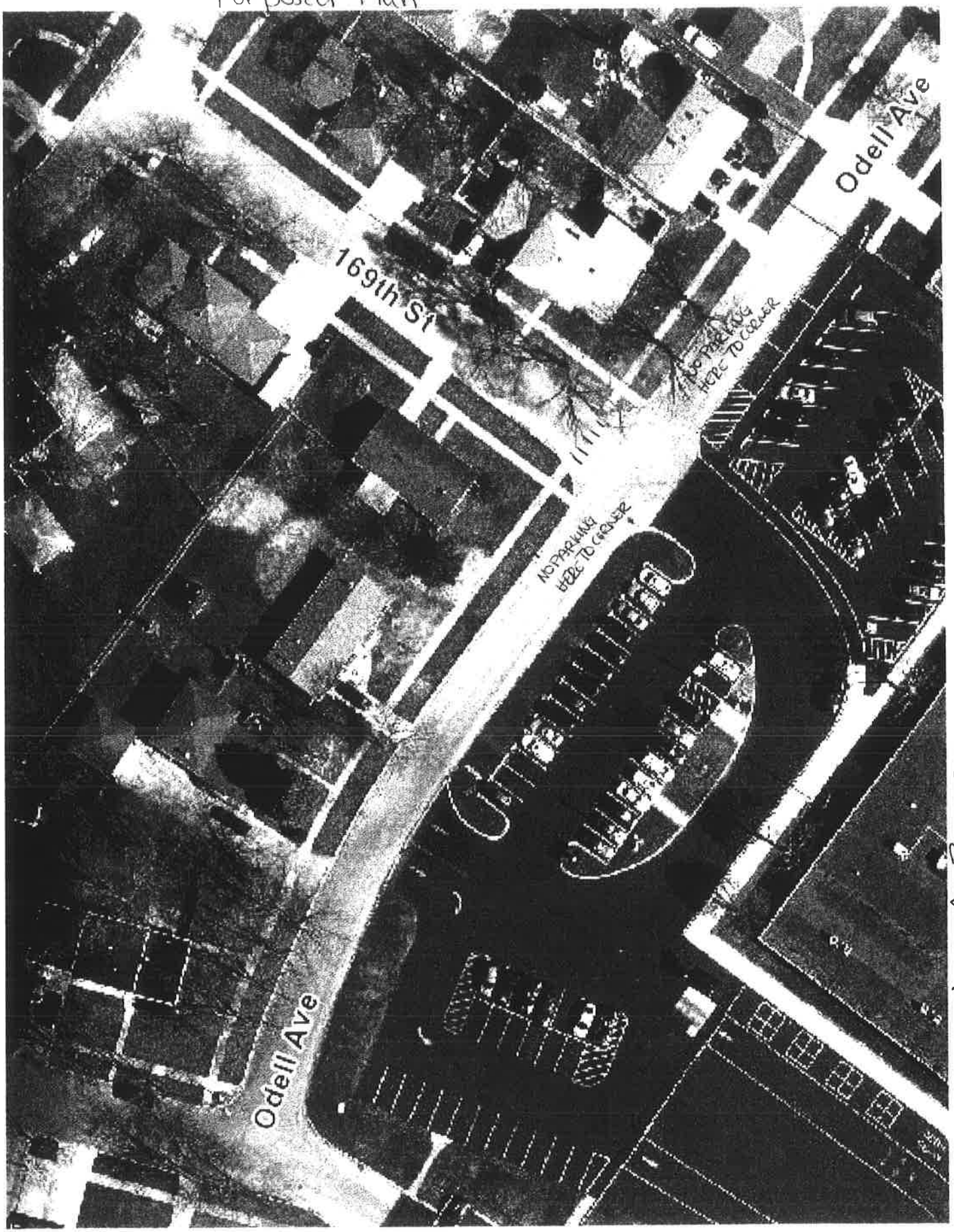
It should be noted that the school provides a recommended walking route to the families. This route should be followed by both the children and the adults when walking to and from school. It is important that the adults follow the recommended path when walking with the children due to the fact that if the adults take a non-recommended route, the children will take the non-recommended route when not accompanied by the adults, thus putting the children at potential risk. See attached walking route for further.

By:

L Sanchez

Traffic Safety Officer Laura Sanchez

Purposed Plan



N

John. A. Barnes

CHART FOR
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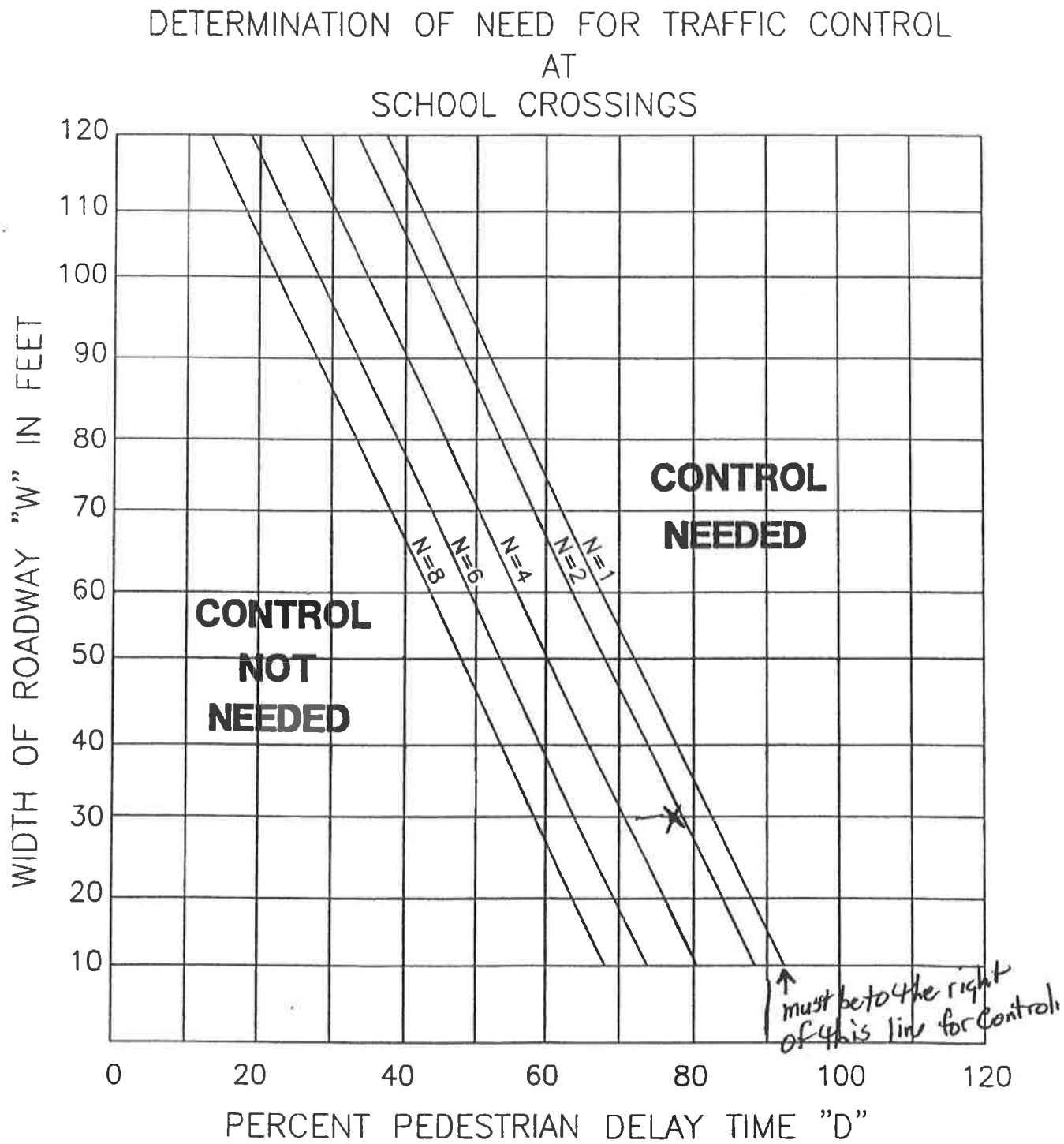
FIGURE #1



KIRBY SCHOOL DISTRICT 140
Transportation Department
(708)532-8539

Suggested Walk Route For:

BANNES SCHOOL
16835 S. Odell

TINLEY HEIGHTS
Students west of Odell should walk to Dorothy or 170th Street and cross in front of the school. Students East of Odell should walk to Sandy Lane and then to Odell.

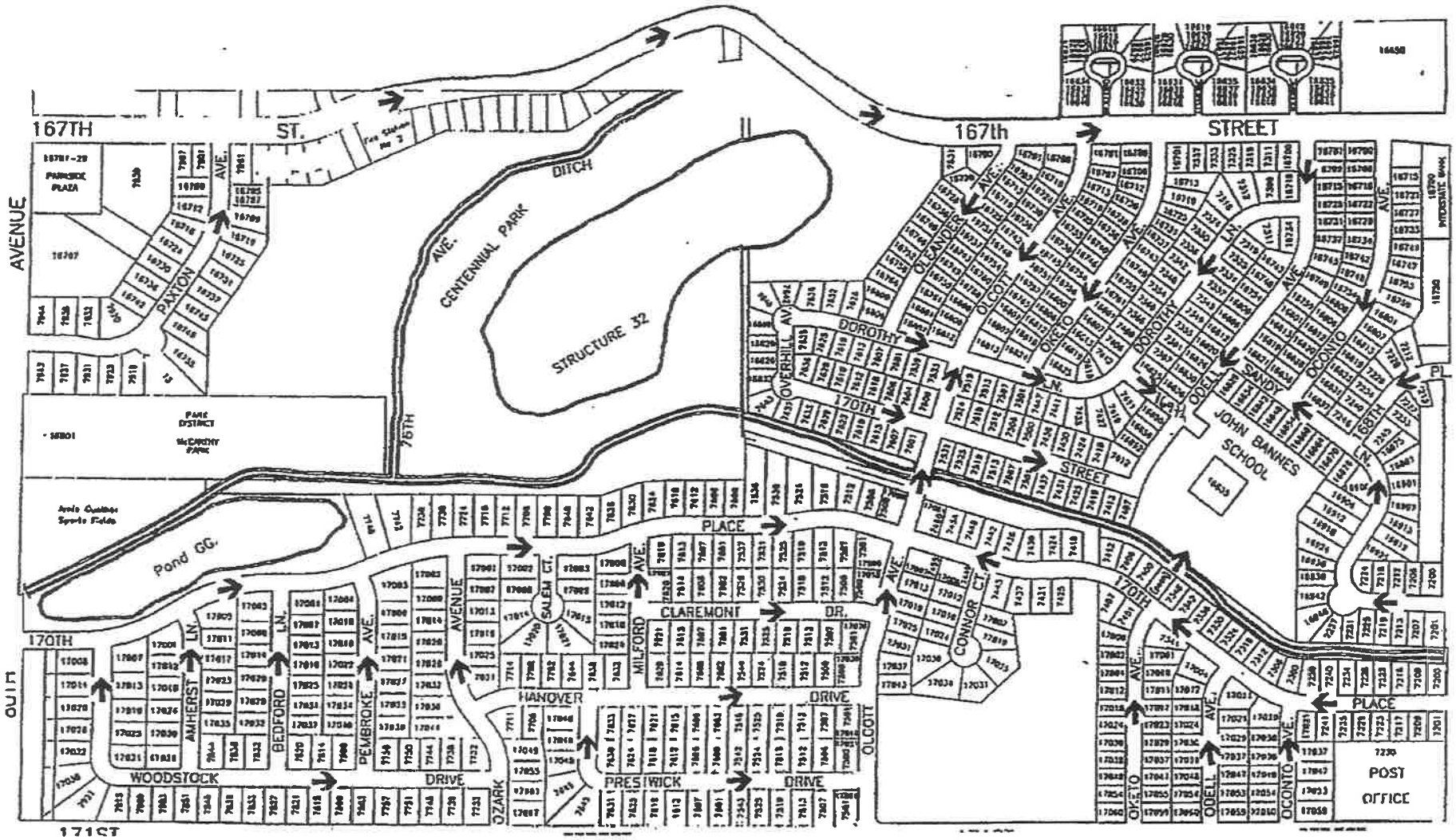
SUNDALE RIDGE
Walk West to bridge on 170 Place and cross over to school.

FAIRMONT VILLAGE
Walk to Olcott and go North to 170TH Street then East to the school.

SOUTH PAXTON AVENUE
Walk North to 167TH Street then East to Odell and South to the school.

JOHN BANNES SCHOOL

➔ Suggested Walk Path



Interoffice Memo

Date: March 28, 2018

To: Trustee Brady
Public Safety Committee

From: Chief Neubauer

Subject: Public Safety Radio Improvements—Victor Andrew High School

The police and fire departments are requesting that a bi-directional amplifier be installed at Victor Andrew High School to enhance public safety radio communications in the building.

Village staff and our public safety radio consultant have met with the high school administrators on this issue. Andrew High School is a large building constructed with materials that are not conducive to clear radio transmissions. The village radio system consultant, Municipal Service Contractors (MSC), did extensive testing in the building and concluded that a bi-directional amplifier system is needed. MSC provided a proposal for the installation and testing of a bi-directional amplifier at a cost not to exceed $51,987.

Staff from the Village of Tinley Park and School District 230 have met to discuss the radio upgrade. The staff are proposing both units of government spilt the cost of this equipment. Additionally, District 230 technical staff will assist in the installation of necessary cables and District 230 will be credited $6,000 for their labor.

The project will be managed by MSC, our radio system consultant. School district lawyers are preparing an intergovernmental agreement that will cover the use, maintenance, and access of the equipment.

Therefore, it is requested that the Public Safety Committee approve a recommendation to the Village Board for the expenditure not to exceed $25, 948.50 for installation of a bi-directional amplifier at Andrew High School.

Funds to be appropriated pending FY 2019 budget approval.

acg

c Village Manager Niemeyer
Assistant Village Manager Carr

2682 Garfield Road North, Suite 22, Traverse City, MI 49686
(231) 409-4111 Fax (231) 929-4580
www.municipalservicesconsulting.com

March 16, 2018

Re: Andrews High School BDA Project Cost Analysis and Approval

- BDA project cost if all equipment and services are purchased through an outside source = $46,397.00
- BDA project cost where Andrews High School staff physically install all cabling, antennas and equipment and vendor will provide technicians to terminate cabling, connectors, system configuration and initial testing = $40,397.00
- Tinley Park consultant performs coverage testing and system certification and acceptance with punchlist issues and follow up testing. = $1,500.00
- Contingency costs for optimizing system operation with 10% equipment addition for areas not covered in the initial testing process. = $4,000.00
- Total estimated not to exceed cost = $51,897.00
- 50% - 50% split = $25,948.50 each for VTP and AHS
- AHS providing estimated $6,000.00 in offset labor costs.

- Final estimated costs from each agency:
  - AHS = $ 19,948.50
  - VTP = $ 25,948.50

Authorization: Village of Tinley Park

Signature Date

Printed Name and Title

Authorization: Andrews High School

Signature Date

Printed Name and Title

COMMENTS FROM THE PUBLIC

ADJOURNMENT