



Public Safety Committee
11:00am, Tuesday, February 3, 2026
City Hall Council Chambers
1207 Palm Boulevard, Isle of Palms, SC

Public Comment:

Citizens who wish to speak during the meeting must email their first and last name, address and topic to Nicole DeNeane, City Clerk, at nicoled@iop.net no later than 3:00 p.m. the day before the meeting. Citizens may also provide written public comment here: <https://www.iop.net/public-comment-form>

Agenda

- 1. Call to order and acknowledgement that the press and the public have been duly notified of the meeting in accordance with the Freedom of Information Act.**
- 2. Election of Chair and Vice Chair**
- 3. Citizen's Comments** – All comments have a time limit of three (3) minutes.
- 4. Approval of previous meeting's minutes – November 13, 2025.**
- 5. Old Business**
 - a. Update on scope of future traffic study
 - b. Discussion on AI Traffic Signal Software
 - c. Update on painting of crosswalks at 43rd and 46th avenues
 - d. Discussion of Public Safety-related matrix recommendations
- 6. New Business**
 - a. Consideration of purchase of turnout gear for the Fire Department
 - b. Discussion/status update of IOP Connector redesign
 - c. Review of 10-year Capital Plans for Police and Fire Departments
- 7. Miscellaneous Business** – Next meeting date: March 3, 2026 at 11am.
- 8. Adjournment**



**Public Safety Committee Meeting
11:00am, Thursday, November 13, 2025
1207 Palm Boulevard, Isle of Palms, SC and
broadcasted live on YouTube: <https://www.youtube.com/user/cityofisleofpalms>**

MINUTES

1. Call to Order

Present: Council members Streetman, Anderson, Bogosian

Staff Present: Administrator Kerr, Chief Oliverius, Deputy Chief Thompson

2. Citizen's Comments -- none

3. Approval of Previous Meeting Minutes – October 7, 2025

MOTION: Council Member Streetman made a motion to approve the minutes of the October 7, 2025 meeting. Council Member Anderson seconded the motion. The motion passed unanimously.

4. Presentation – Reggie Chandra, Rhythm Solutions, Adaptive Traffic Systems

Mr. Reggie Chandra of Rhythm Solutions explained “traffic signal optimization” and how it is being employed in Mt. Pleasant. He shared some smart technology options that could be used at the intersection of Palm Boulevard and the Isle of Palms Connector including the adoption of a protected green light. He stated that these options will eliminate the need to have a police officer directing traffic, but it is “not a cure for oversaturation.” Cost sharing of a queue monitor is possible. He estimates the costs at \$70-\$80,000.

Administrator Kerr has spoken with SCDOT and they are in support of adaptive signals. They will allow use of their signal boxes, but they will not help with the cost. He cautioned Committee members that these sorts of systems will not fix capacity problems.

Administrator Kerr suggested an RFQ or RFP to allow City Council to grade the companies and discern a path forward. Council Member Streetman asked Administrator Kerr to do some research into the companies with such offerings and bring that information back to the Committee.

5. Old Business

A. Discussion of changes to the noise ordinance

Committee members agreed that the redline version should continue to Second Reading.

B. Update on scope of future traffic study

Administrator Kerr said he spoke with BCDCOG who suggested the City create a relationship with a traffic engineer much like their relationship with CS&E. He spoke with Jennifer Beall about the matter, and she shared her contract with the City of Charleston with him.

Council Member Anderson said she sees such a relationship with Ms. Beall as an on-call traffic engineering consultant, to be called on when the City has a pertinent issue. She also suggested that Ms. Beall could help effectuate the recommendations of the mobility study.

Administrator Kerr reminded the Committee that professional services do not have to go through the procurement process. He will give her proposal and a not-to-exceed amount to City Council to consider at their January meeting.

C. Update on Breach Inlet signage

Council Member Bogosian said he has received complaints about the sign placement. Chief Oliverius said he has not received any complaints, adding that people may need to take more time to understand the signage. Chief Thompson added that BSOs are in the area to enforce the no swimming ordinance. Public Safety also receives phone calls when people are swimming in the inlet.

D. Update on painting of crosswalks at 43rd and 46th avenues

Administrator Kerr said Asst. Director Asero is speaking with SCDOT about the order in which work needs to be done to have the crosswalks painted. If SCDOT wants the bricks painted first, then it could be another month before the crosswalks are painted.

E. Discussion of Public Safety-related matrix recommendations

Administrator Kerr said staff is still working on prioritizing the recommendations. Many of them are in progress.

5. New Business

A. Discussion of additional speed signs

Deputy Chief Thompson said Chief Cornett is hesitant to add more speed signs in the Forest Trails area. If the City were to add more signs, they can only be added in the areas maintained by the City. He will investigate what areas of Forest Trails are receiving the speeding complaints. Council Member Bogosian prefers to defer the matter for additional signs to the Police Department.

B. Discussion of no passing on Palm Boulevard

Council Member Bogosian said he has received complaints about the passing zone on Palm Boulevard near the Exchange Club. Deputy Chief Thompson said if the City requests No Passing signs for that area, SCDOT will install them. Council Member Bogosian said if the Police Department deems the area unsafe for passing, then they should make the request for the signs.

6. Miscellaneous Business

There will be a drop-in acknowledging Chief Eagle's retirement on December 15.

The Committee will not meet in December unless an issue needing their attention arises.

A brief discussion about staff retention and the wage & compensation study ensued. Council Member Bogosian said the Administration Committee will take up the recommendations when the study is completed.

Council Member Streetman wished Council Member Anderson well as she leaves City Council next month.

7. Adjournment

Council Member Bogosian made a motion to adjourn, and Council Member Anderson seconded the motion. The meeting was adjourned at 12:15pm.

Respectfully submitted,

Nicole DeNeane
City Clerk



**SAFE
INDUSTRIES**

5031 Highway 153 Easley, SC 29642

Invoice

#INV124455

12/8/2025

Bill To

Isle of Palms Fire Department
30 J C Long Blvd
Isle of Palms SC 29451
United States

Ship To

Isle of Palms Fire Department
30 J C Long Blvd
Isle of Palms SC 29451
United States

TOTAL

\$29,707.87

Due Date: 1/7/2026

Terms	Due Date	PO #	Sales Rep	Shipping Method	Partner
Net 30	1/7/2026	25-3014	James Neal		

QTY	Item	Comments	Price	Extended Price
7	Globe Jacket Globe Jacket- IOP SPEC *Change Wristlet to thumb loop*	POWERS DAILEY ALBRECHT IVAN McALLISTER MURPHY FASSOS	\$1,750.00	\$12,250.00
7	Globe Pants Globe Pants- IOP SPEC	POWERS DAILEY ALBRECHT IVAN McALLISTER MURPHY FASSOS	\$1,950.00	\$13,650.00
2	G301320 - 11.5R Globe - Men's ONYX® 13" Pull-On Structural Boot		\$479.00	\$958.00
2	HX-8180-XL HexArmor - Structure Glove, Gauntlet Cuff, XL, 76W		\$95.00	\$190.00
1	HX-8180-2XL HexArmor - Structure Glove, Gauntlet Cuff, 2XL, 82N		\$95.00	\$95.00
1	Freight Due to continued disruptions in the global supply chain, fuel surcharges, and fluctuating freight/shipping charges, we will no longer be able to estimate nor include any shipping charges on a quote. Shipping charges will be finalized on the Invoice. As always, we will continue to provide the best product pricing as possible but this volatile market has necessitated a change in our day to day operations. We hope you understand and continue to put your trust in Safe Industries.		\$122.00	\$122.00

Subtotal	\$27,265.00
Tax	\$2,442.87
Total	\$29,707.87



INV124455



Safe Industries

5031 Hwy 153
Easley, SC 29642
864-845-7175 (p)
864-845-7176 (f)

Safe Industries MSA/Globe Channel Partner

Safe Industries:

Safe Industries was founded in 2005 and now serves South Carolina, North Carolina, Tennessee, and Texas. The mission of Safe Industries is to supply the highest quality of Safety Equipment for our fire, police, and industrial customers while also providing the lowest cost and provision of excellence in customer service. Our loyalty to our customers, as well as commitment to quality and competitive pricing makes Safe Industries an “Allsource” alternative for their business needs. Safe Industries has been selling and supporting MSA/Globe products since May 2005 and has had much success with MSA/Globe. MSA’s long-standing commitment to the fire service began nearly 100 years ago. Their continuous goal has been to provide dependable, high quality, personal protective, instruments and service to help to ensure a safe return home. The MSA/Globe product line offers integrated and enhanced solutions to exceed your needs today as well as years into the future.

Globe:

Safe Industries is the largest channel partner and provider of Globe PPE for South Carolina. We are headquartered in Easley, SC. We have spent almost 20 years providing customized PPE builds and specifications for individual and specific departmental needs including the build and design specification for the Isle of Palms Fire Department. (See below)

Independent Service Provider (ISP):

Starting in 2025, Safe Industries will become an ISP recognized by both Globe and NFPA to conduct PPE repair, alterations, advance cleaning, and inspections. Safe Industries has made a huge investment in this program to offer our customers one of a kind service after the sale. We will be able to provide all the services listed above along with custom tailoring and rental gear. Furthermore, we have built out a robust inventory of loaner gear for any out of the ordinary circumstances. Because of our ongoing commitment to our customers, we will be able to provide these services without your PPE ever needing to leave the state of South Carolina.

Safe Industries would like to thank Isle of Palms for your continued support in our company and the products we represent. If you should have any questions, feel free to call (803) 599-9333 or email jneal@safeindustries.com. We look forward to continuing to work with you for years to come.



QUOTE / ORDER FORM

GLOBE -

Date Prepared: 03.22.24

Note - This Quote Sheet MUST be submitted with each order to be processed against this Quotation!



PO Number:	Page #:	PODate:
Quote Name: ISLE OF PALMS (REV 1)	Quote #: 120723-1G	Expires: 6.7.2024
Dealer#: 103022	Dealer: SAFE INDUSTRIES-NC SC	Attn: JASON RECTOR

Coat

Code	Description	<i>Note: Due to space limitations, some options & placements are not available on smaller sized garments!</i>	
DC762G10	BLK 33 MENS- GXL/PIONEER /GLIDE ICE 2L/CROSSTECH BLK		
	***** With the following features *****		
1797834	L/Y 3" TRIPLE TRIM NFPAB GXL		
19720	L/Y 2" SCOTCHLITE LETTERS SEWN	ROW A	ARCH-7.5
	ISLE OF PALMS		
N1LR	ROW OF LETTERS		
19720	L/Y 2" SCOTCHLITE LETTERS SEWN	ROW C	
	FIRE		
N1LR	ROW OF LETTERS		
N1C7132	BLK LETTER PATCH SNP/MLC HANG 5X20	BLANK	
190306L	ZIPPER IN HOOK AND DEE OUT GXL		
19C7564S	BLK MICROPHONE STRAP 1X3 STORMFLAP	3" F/TP	
N1STPK04	BLK *SEMI 2X8X8 W/FLC HANDWARMER		
N1STPR03	*KEV BACK SEMI EXPANSION 2X8X8		
19C7413B	BLK RADIO POCKET 3X3.5X9	LC	
1793013	L/Y 3" TRIPLE TRIM OVER RADIO POCKET		
N100107E	US FLAG EMBROIDERY RIGHT SLEEVE		
N100552N	BLK SLEEVBAND W/INMX HAND AND WRIST GUARD GXL		
1988507	BLK CUFF REINFORCEMENT ARASHIELD		
N1STCH01	*CLR LOOP		
N1STLP01	*TH CURVED POCKET		
N1001171	NECK VELCRO PLUS SNAPS COLLAR		
N100L171	NECK VELCRO PLUS SNAPS LINER		
N1STDRD	*DRD		
19C7548M	BLK SURVIVOR W/SNPS/MLC	#RC	
1904EXPW	SNAPS PLUS VELCRO BASE POCKETS	#	
N100555	1 COLLAR SNP/MLC	#	
1904013V	VLC/SNPS CLOSURE XPKT	#RAD PKT	
N1001264	PJ FILLER CLR/TAB 1PC		
N100SEB4	STORED ENERGY BAND LWR/UPR NONE		

Pant

Code	Description	<i>Note: Due to space limitations, some options & placements are not available on smaller sized garments!</i>	
GC762G1R	BLK TBD M REG- GIHP/PIONEER /GLIDE ICE 2L/CROSSTECH BLK		
	***** With the following features *****		
27903	L/Y 3" TRIPLE TRIM AROUND CUFF		
N2STFC01	*VLC CLOSURE		
N200285D	SERIES 2 HOOK AND DEE		
2988109	BLK CUFF REINFORCEMENT ARASHIELD		
N288104C	BLK KNEE SHELL ARASHIELD CATHEDRAL		
N2001751	KNEE SHELL PADDED 1Q9/Q9 CATHEDRAL		
29SLZGPS	KNEELNR CATHEDRAL SILZONE GPS		
N2STSU01	*REG BLACK PDRIP H BACK		
IHLEFT	BLK INTERNAL HARNESS ROPE POCKET LPKT	#	
29C7416H	BLK 2X10X10 EXPANSION POCKET IN PLACE OF GIH	#R PKT	
N2STPR01	*KEV BACK EXPANSION 2X10X10	#	
2988416	BLK ARASHIELD FRONT EXPANSION 2X10X10	#	
29Q9104C	KNEE LINER CATHEDRAL Q9	#	
N2STWC07	*BLT/PS WIDE GIH	#	
2904EXPW	SNAPS PLUS VELCRO EXPANSION POCKET	#	
N288395	ARASHIELD PANT SNAP	#	



In|Sync

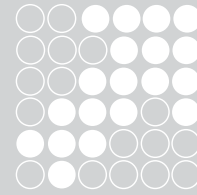
REAL-TIME
ADAPTIVE TRAFFIC SIGNAL SYSTEM

PRODUCT CATALOG

v22/May 2022

- How **In|Sync** Works
- Performance
- Architecture
- Models
- Hardware
- Software
- Communications
- Deployment Process

www.rhythmtraffic.com



Reggie Chandra, Ph.D., PE
Lead Traffic Engineer + CEO

Dear fellow traffic professionals,

In 1993, I started practicing as a traffic engineer with the City of Springfield, MO. I was working with PASSER 2 and TRANSYT-7F on a 486 DOS machine cranking out timing plans. (I am dating myself and a select few probably still remember the technologies.)

In 1995, you needed a dedicated pair of fiber-optic cable in order to bring video feed from a CCTV camera back to a Traffic Management Center. Technology has come a long way since then. Now, you can cram the entire data needs of a city into a pair of fibers!

Unfortunately, the traffic industry has not kept up with the changes in technology.

I didn't for the life of me think that after 2.5 decades, I would be where I am today. Leading the traffic signal technology charge with a team of **dreamers**.

Passionate and relentless **dreamers** who are attempting to make a positive difference to the way traffic flow is managed in the United States and Canada.

Here is our **promise** to you.

We will not rest or passively stand by watching as lack of technology negatively affects traffic flow in North America.

We will not rest till every traffic professional in North America is provided with effective tools to manage their traffic signals.

This is our promise.

Very respectfully,

Reggie Chandra ..

The information in this document was reviewed and published in October 2021.

All information in this catalog is copyrighted and may only be reused with written consent from Rhythm Engineering.

In|Sync is protected by U.S. Patent Nos. 8,050,854; 8,103,436; 8,253,592; 8,653,989; 8,922,392

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The In|Sync Model

The **In|Sync** system delivers **40% more effectiveness** and performance measures than any existing system that optimizes traffic signal coordination. This fact has been proven by over three dozen independent validation studies.

These improvements can be attributed to the three distinct modules that seamlessly work together inside the **In|Sync** model.

Module #1: Digitize Traffic Signal Operations

All other existing traffic signal synchronization methodologies work off of the concept of common cycle lengths. A cycle length is an emulation of the dial in an electromechanical controller and therefore analog in nature.

The two major issues with common cycle lengths are that:

1. Vehicles have to wait on the side streets even when there is no one on the main street.
2. Signal transition. This happens when a signal skips phases and is in a state of chaos as it changes timing plans or after a signal preemption.

In|Sync does not use common cycles.

Unlike all other existing traffic-signal models, it uses the concept of **states**.

A state is a pair of concurrent phases that can be green simultaneously without conflict. **In|Sync** differs from the sequential and set nature of phases in a cycle, because it can invoke any state as and when needed.

The difference is very much like the difference between the **old TV channel selector and the modern remote control**. With the old, you had to click your way sequentially through each channel before you could select the channel you wanted. With the modern remote control, you can directly select the channel you want by typing its number.



Examples of states (phase pairs)



Example of a sequence



Electromechanical controller

The benefit of having a digital architecture is that green time is not wasted serving empty phases and there is no transition between timing plans.



In|Sync processor, a digital state machine

Module #2: Local Optimization

In|Sync uses a rule-based Artificial Intelligence (AI) algorithm to compute real-time green durations to vehicle demand at each local intersection.

In|Sync knows the duration of wait times for every vehicle near the stop bar and the queue length for every lane. This information is collected **every second in real-time**. **In|Sync allocates a token** for every unique car that joins the queue. An additional token is given to each car that waits every 5 seconds.

The Greedy Algorithm changes the traffic signal light status to minimize the number of tokens issued. Thus, the local optimizer considers the number of cars waiting (real-time demand) and how long they have been waiting (delay).

This patented algorithm does not use out-dated Webster-equation based modeling and is proven to produce unparalleled results in the field.



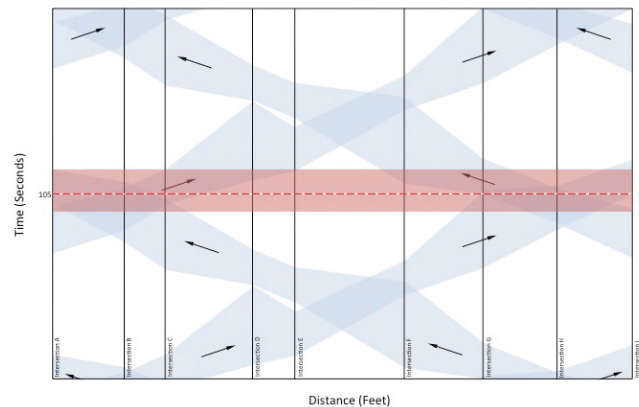
Module #3: Global Optimization

In|Sync guarantees coordination between traffic signals (even unevenly spaced traffic signals) without increasing side street delay using a concept called “**Time Tunnels**.”

Time Tunnels are created throughout the corridor (or grid network) with the slope of the tunnel indicating the speed of travel between traffic signals.

The scheduling of green for the coordinated phases are the top priority for the **In|Sync** model. The coordinated phases are guaranteed to be green along the speed line and all other movements are scheduled around this.

The **point of initiation of green** for the coordinated phases are the **only fixed points** in the signal operation and all other points in time are **floating**. The tunnels can have variable duration based on demand or can be programmed to have a minimum green duration. The tunnels can be truncated based on demand, the green durations for various phases are based on the Greedy Algorithm, and the time-between-tunnels can vary as well. All of these processes happen in **real-time**.



In|Sync Model Captured in One Sentence

The In|Sync model gives you the power to turn your coordinated movements green when you want them to be green and the rest of the time the signal operates in free/actuated mode (with the local optimizer running the Greedy Algorithm).

Benefits of In|Sync



1

Proven to reduce crashes by 15%-30%^{5, 12, 13, 20}

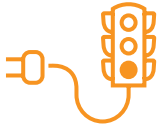
Multiple independent validation studies have proven that **In|Sync** reduces crashes significantly through the corridor. The studies show that angular crashes as well as rear-end crashes are reduced.



2

Proven to reduce delay by 73%²⁻²¹

Studies have proven that **In|Sync** significantly decreases main street delay by enhancing progression and reduces side street delay by reducing the wait times and queues (Local Optimizer).



3

In|Sync is compatible with all existing hardware (cabinets and controllers) **and software** (central system software)

In|Sync is highly versatile and can be configured for any controller or cabinet available on the market.



4

Vehicle emissions and fuel consumption reduce by 34%²⁻²¹

The impact to the environment and reliance on fossil fuels are immediate and impressive. Agencies that are combating air pollution are deploying **In|Sync** as a solution to improving air quality.



5

Proven to reduce vehicle stops by 80%²⁻²¹

In|Sync's Global Optimizer creates guaranteed time tunnels between traffic signals. The digital architecture is capable of creating unparalleled progression between traffic signals.



6

In|Sync does not require installation of additional vehicle detectors

In|Sync comes with its own vehicle detection and data collection system. It is a complete package without the need for installing additional detection devices.



7

In|Sync is the ONLY real-time adaptive traffic signal system in the market^{1, 16}

In|Sync provides real-time analysis and operations. Its dynamic optimization algorithms serve traffic based on real-time demand and delay analysis. Thus **In|Sync** makes adjustments to green splits, sequences and time between tunnels, instantly.



8

Proven to consume the least amount of human intervention and staff time¹⁶

The adoption rate of **In|Sync** in the USA proves this point. Agencies without sufficient and dedicated staffing for traffic signal operations select **In|Sync** to manage their traffic signal operations.



9

24/7/365 remote support directly from the manufacturer of the technology in the USA

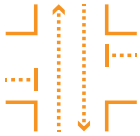
Help is just a phone call away and when you need it.



10

Transition between timing plan changes and after preemptions are eliminated

This is one of the benefits of the digital architecture. With **In|Sync** wasted green times are a thing of the past.



11

Vehicles do not wait on side streets when there is no demand on the main street

In|Sync's digital architecture does not waste time by providing green to traffic movements without demand. This game-changing (Local Optimizer) technology is used daily in controlling traffic in some of the most congested intersections in the USA.



12

Proven to have the least amount of down time compared to other similar systems¹⁶

99% of **In|Sync** systems that have been sold are operational. The extensive failure mitigation systems keep your corridor operational. **In|Sync** can effectively mitigate detection, communication and hardware failures.



13

Progression is guaranteed between signals even when the traffic signals are unevenly spaced

In|Sync's patented Global Optimizer guarantees efficient progression between systems. The longest system is 9 miles long, 26 traffic signals on a roadway that spans 2 cities, 2 counties and 2 states.



14

In|Sync is a product and not a project

Deploying **In|Sync** is like installing a detection system. Once installed, the adaptive operation can be fully turned on in as little as 2 weeks. The process is so painless that Rhythm engineers are turning on 1 corridor somewhere in the USA every single week.

1. Adaptive Control System Recommendation. In *Adaptive Control System Review*. (2016). Iteris

2. *Adaptive Traffic Control Test System Evaluation*. (2014). Urban Systems Associates

3. *Adaptive Traffic Signal Control System. Before & After Travel Time and Delay Study*. (2011). HDR Engineering

4. Barrera, J. R. (2015). *In|Sync Adaptive Signal Control Technology. Effectiveness Study*. AECOM

5. Bollinger, G. (2010). *Evans, Georgia. Case Study*. Columbia County, GA

6. Brian R. Keaveney, B. R. (2010). *Traffic Signal System Comparison. Route 202 and Gulph Road/Mall Boulevard. Upper Merion Township, Montgomery County*. Pennoni Associates

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9. Fontaine, M. D., Ma, J., & Hu, J. (2015). *Evaluation of the Virginia Department of Transportation Adaptive Signal Control Technology Pilot Project*. Virginia Center for Transportation Innovation & Research

10. Hathaway, E., Urbanik, T., & Tsoi, S. (2012). *Transportation Operation Innovation & Demonstration Evaluation/Statewide*. Kittelson & Associates

11. Hatton, C. C (2012). *In|Sync Evaluation Before and After Study. Pinellas County, Florida*. Kimley-Horn and Associates

12. Hutton, J. M., Bokenkroger, C. D., & Meyer, M. M. (2010). *Evaluation of an Adaptive Traffic Signal System: Route 291 in Lee's Summit, Missouri*. Midwest Research Institute

13. Janczys, D. (2010). *Springdale, Arkansas. Case Study*. City of Springdale, AR

14. Nichols, A. P. (2012). *Travel Time Evaluation of Teays Valley In|Sync Deployment*. Rahall Transportation Institute Marshall University

15. *San Ramon Adaptive Signals Study*. (2010). DKS Associates

16. Selinger, M., & Schmidt, L. (2010). *Adaptive Traffic Control Systems in the United States: Updated Summary and Comparison*. HDR Engineering

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18. Stevanovic, A., & Zlatkovic, M. (2012). *Comparative Evaluation of In|Sync and Time-Of-Day Signal Timing Plans Under Normal and Varied Traffic Conditions*. Florida Atlantic University

19. *10th Street Adaptive Signal Timing. Evaluation of In|Sync System Implementation*. (2012). Atkins

20. Voss, L. (2011). *Topeka, Kansas. Case Study*. City of Topeka, KS

21. *ZOO Interchange Adaptive Signal System. WIS 100 In|Sync Adaptive Signal Study*. (2013). TranSmart Technologies

Performance

The #1 Adaptive Traffic Signal System in the U.S.

In|Sync is a **real-time adaptive** traffic signal control solution. It is deployed by more traffic agencies in the United States than any other adaptive technology. This is because the patented, award-winning **In|Sync** system enables traffic signals to synchronize in **real-time**.

Numerous independent studies from various engineering firms confirm that **In|Sync** delivers measurable benefit several times greater than other adaptive traffic control solutions and other approaches to signal synchronization.

By combining **real-time** data collection with **real-time** signal optimization, it is proven that **In|Sync** dramatically reduces stops, delays, travel time, fuel consumption, vehicle emissions and most importantly, crashes.

Independent Validation of In|Sync Performance

Independent studies from engineering firms and universities confirm **In|Sync** delivers measurable benefits several times greater than other adaptive systems and other approaches to signal synchronization.

The third-party organizations that have evaluated **In|Sync** include:

- Ludian
- AECOM (Farmington, NM)
- Atkins
- DKS Associates
- HDR, Inc.
- Kimley-Horn and Associates
- Kittelson & Associates
- Lee Engineering
- MRIGlobal
- Olsson Associates
- Pennoni Associates Inc.
- Rahall Transportation Institute, Marshall University
- Dr. Aleksandar Stevanovic, Florida Atlantic University
- TJKM Transportation Consultants
- Virginia Center for Transportation Innovation & Research (Virginia DOT)
- University of Florida Transportation Institute
- University of Kentucky Transportation Center



For more information on the system's intelligence, model and performance and to access these complete before-and-after studies, please visit rhythmtraffic.com/resources.

Community Source	Reduced Stops	Reduced Delay	Reduced Travel Time	Reduced Fuel Consumption	Reduced Emissions	Increased Average Speed	Annual Savings to Motorists
Henderson, NV <i>Ludian, 2021</i>	53%	34%	16.3%	N/A	5%	20%	\$10.3 Million
Longmont, CO <i>CDOT, CO, 2018</i>	41%	52%	22%	6%	N/A	27%	\$5.8 Million
Lewisburg, PA <i>Pennoni Associates Inc., 2018</i>	58%	N/A	41%	N/A	N/A	94%	N/A
Pinellas Cty, FL <i>Transportation Institute, UF, 2017</i>	N/A	21%	16%	N/A	N/A	13%	N/A
Mountain View, CA <i>TJKM Transportation Consultants, 2016</i>	40%	39%	28%	N/A	N/A	54%	N/A
State of Virginia <i>VCTIR, 2015</i>	68%	NA	37%	39%	N/A	59%	\$33.4 Million
Farmington, NM <i>AECOM, 2015</i>	64%	39%	14%	N/A	N/A	N/A	\$1.1 Million
San Diego, CA <i>Urban Systems Associates, Inc., 2014</i>	59%	N/A	17%	27%	N/A	17%	N/A
Wauwatosa, WI <i>TransSmart Technologies, Inc., 2013</i>	32%	28%	10%	N/A	N/A	N/A	\$1.3 Million
Volusia Cty, FL <i>Aleksandar Stevanovic, PhD, PE, and Milan Zlatkovic, PhD, 2012</i>	9%	18%	18%	N/A	NA	5%	NA
Washington Cty, OR <i>Kittelson & Associates, Inc., 2012</i>	N/A	N/A	20%	39%	N/A	N/A	N/A
Hillsboro, OR <i>Kittelson & Associates, Inc., 2012</i>	NA	9%	N/A	N/A	N/A	N/A	N/A
Greeley, CO <i>Atkins, 2012</i>	43%	25%	10%	4%	N/A	12%	\$1.3 Million
Columbia Cty, GA <i>Columbia County, GA, 2012</i>	71%	72%	29%	15%	20%	54%	\$2.9 Million
Salinas, CA <i>TJKM Transportation Consultants, 2011</i>	66%	72%	42%	N/A	N/A	70%	\$1.7 Million
Topeka, KS <i>City of Topeka, KS, 2011</i>	73%	67%	41%	27%	32%	73%	\$2.1 Million
Mt. Pleasant, SC <i>HDR, 2011</i>	58%	56%	23%	N/A	N/A	25%	N/A
Wichita, KS <i>City of Wichita, KS, 2011</i>	83%	66%	29%	21%	30%	45%	\$975,000
Columbia, MO <i>MoDOT, MO, 2010</i>	74%	58%	20%	N/A	N/A	25%	\$1.9 Million
Lee's Summit, MO <i>MRIGlobal, 2010</i>	73%	59%	23%	10%	19%	27%	N/A
San Ramon, CA <i>DKS Associates, 2010</i>	45%	45%	25%	16%	38%	N/A	\$1.3 Million
Springdale, AR <i>City of Springdale, AR, 2010</i>	88%	79%	35%	19%	28%	56%	\$5.1 Million
Upper Merion, PA <i>Pennoni Associates, 2010</i>	23%	32%	26%	N/A	N/A	39%	\$795,000

Testimonials

“The performance of the In|Sync system exceeded our expectations. Eastern Avenue has the reputation as a difficult corridor to manage. So much so that some people were skeptical an adaptive solution could provide much improvement. At the end of the trial period, it was great to see such skeptics turned into believers.”

John Peñuelas, Jr., P.E.

Senior Director of Engineering | *RTC of Southern Nevada*

“Since the new signals were installed, we’ve seen travel times reduced by as much as 25% during rush hour. We’ve also seen the number of stops at these traffic signals decrease by as much as 53%, depending on the signal. We have residents and commuters who travel this corridor every day — and they’ve definitely noticed an improvement.”

Kevin Faulconer

Mayor of *San Diego, CA*

“The results of their equipment is instant. The minute you turn it on the results are there. Within five minutes of turning on our initial system traffic completely changed on our main corridor.”

Matt Schlachter, PE

Deputy County Administrator, Construction & Maintenance | *Columbia County, GA*

“This year it seemed to be a much smoother (traffic) flow than we’ve had before.”

Randy Tennison

Senior General Manager for Jordan Creek Town Center | *West Des Moines, IA*

“Everything we’ve been hearing about In|Sync is positive...which is always good as we get less calls, and that generally means your system is working pretty good.”

Justin Hall

Public Works Division Manager | *Winchester, VA*

“It’s real-time! When you have an influx of traffic, it takes care of that traffic immediately!”

Jim Dickinson, PE

Principal Engineer - Traffic | *West Des Moines, IA*

“Tomorrow’s technology is here today, so let’s see what it can do. In|Sync has proved to be something worth your time and investment.”

Larry Haas, PE

Traffic Operations Engineer (fmr), CDOT | *Greeley, CO*

“We got rave reviews not only from the public officials, but from the motorists as well.”

Ashwin Patel, PE

District Traffic Engineer, Pennsylvania DOT | *Philadelphia, PA*

“We have seen a clear improvement in traffic flow, and we anticipate a significant reduction in crashes. Thanks for a job well done.”

Donald DeBerry, PE

City Transportation Engineer | *Lynchburg, VA*

“The system is doing a great job of moving traffic through the corridor.”

Dub Janczys

Signalization Supervisor (fmr) | *Springdale, AR*

“The system itself is very smart and addresses issues as they come up.”

Brad Morrison

Transportation Director | *Mt. Pleasant, SC*

“It’s like having several [extra] traffic engineers on staff.”

Glen Bollinger, IMSA3

Traffic Engineer (fmr) | *Augusta, GA*

“There are many time periods and commuters that are benefiting tremendously.”

Eric Kinard

Signals and Congestion Management Supervisor, Penn DOT District 8 | *Harrisburg, PA*

“They were there every step of the way in telling us what we would need. They were incredibly helpful in working with the different vendors.”

Eric Bracke, PE, PTOE

City Traffic Engineer (fmr) | *Greeley, CO*

“ The number of stops is way down, the congestion is way down, and it’s a lot safer.”

Linda Voss, PE

Traffic Engineer (fmr) | *Topeka, KS*

“ It’s not like a traditional signal where the main line is first, then the turns. Here, it’s going to decide it’s easier for me to serve the left turn movement before I let everyone else through.”

Alex Martinez

Senior Traffic Studies Specialist MoDOT | *Kansas City, MO*

Putting the adaptive system in, we gained efficiency and reduced the cost. It was a win-win, no doubt about it.”

Bret Hodne

Public Works Director | *West Des Moines, IA*

“ We found that **In|Sync** significantly improved operations on the corridors, and we typically saw improvement in main line travel time. We also saw improvement on travel time reliability. On the safety side, we looked at 47 intersections around the state. On average, we saw a significant reduction of 17% in total crashes.”

Michael D. Fontaine, Ph.D., PE

Associate Director for Safety, Operations, and Traffic Engineering, VTRC | *Charlottesville, VA*

“ **In|Sync** was the first system that we saw that had a whole new approach... And we feel that it’s the best adaptive traffic control solution currently on the market.”

Justin Schlaefli, PE, TE, PTOE

President, Urban Systems Associates | *San Diego, CA*

“ The installation of these new adaptive traffic signals means less time spent on the road and more time for commuters to spend with their families. Residents are catching more green lights than ever before and the community is thrilled about it.”

Lorie Zapf

City Council Member | *San Diego, CA*

“ Since **In|Sync** was installed, the report shows, we have a 90% reduction in stops, travel time has improved by 30%, fuel consumption is down 20%, and emissions (are) down 30%. I’m impressed.”

Tom Evans, PE, PTOE

District Traffic Engineer (fmr), MoDOT | *Kansas City, MO*

“ When cars stop less often, the likelihood for crashes also decreases. More smoothly flowing traffic makes for safer commutes and a healthier community.”

Matt Burns

Police Chief | *Sioux Falls, SD*

“ I looked into it, and what attracted me the most was that it was real time coordination. It’s just unbelievable – I drive from there every day now.”

Gigi O’Donnell

Traffic Signal Supervisor | *Charlottesville, VA*

“ This technology is different than any other system operating today. It addresses limitations and deficiencies that nearly every traffic control system has. For a long time, traffic engineers have been hoping for a significant innovation in traffic control and here it is.”

Matt Selinger, PE, PTOE

Transportation Program Manager | *Omaha, NE*

“ Since the **In|Sync** system has been put in, I might not get stopped one time in a whole series of signals, which to me is phenomenal!”

Eddie George

Traffic Supervisor | *Aiken, SC*

“ Any time you call them, they are there to help and guide you step-by-step.”

Charles DeVitis, IMSA3

Traffic Signal Supervisor | *Upper Merion Township, PA*

“ Traffic flow has improved and is at least 40% more efficient.”

Terry LaFleur

Communications Systems Manager | *Beaumont, TX*

“ Unlike older technologies, **In|Sync** can adjust to immediate changes in traffic... **In|Sync** looks at exactly what is currently happening and immediately adjusts to an unexpected change in traffic. It’s impressive to see how quickly the system adapts.”

Bill Henry, PE

Traffic Engineering Manager (fmr) | *Little Rock, AR*

	C	D	E	F	I	J	K	L	M	N	O	P	Q	R	S
1															
2		City of Isle of Palms, SC													
3		Capital Planning Model													
4															
5															
6		Capital Improvement Plan													
7															
8															
9	1	2	3	4	7	8	9	10	11	12	13	14	15	16	17
	On/Off	Description	Funding Type	Fund	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
118	On	2012 Pioneer Sport Fish Boat B1020 with Pump (Obsolete)	Cash												
119	On	New Rescue Boat (25% City 75% FEMA Grant) Lead time 12 mths (If grant is not awarded need \$1M in FY29)	Cash	Municipal Accommodations Fee Fund	100,000	100,000									
120	On	New Rescue Boat (25% City 75% FEMA Grant) Lead time 12 mths (If grant is not awarded need \$1M in FY29)	Cash	Hospitality Tax Fund	100,000	100,000									
121	On	New Rescue Boat (25% City 75% FEMA Grant) Lead time 12 mths (If grant is not awarded need \$1M in FY29)	Cash	State Accommodations Tax Fund	100,000	100,000									
122	On	One Thermal imaging camera (we have 4) in future repl all at once	Cash	Capital Projects Fund	20,000					70,000					
123	On	One Thermal imaging camera (we have 4) in future repl all at once	Cash	State Accommodations Tax Fund	20,000										
124	On	Radios & Flash Upgrade TDMA (in-car & walkies)	Cash	Capital Projects Fund		27,500	275,000			-					
125	On	Porta-Count machine for SCBA mask fit testing (only w/ failure)	Cash	Capital Projects Fund				30,000							
126	On	RAD-57 medical monitor for carbon monoxide & oxygen (only w/failure)	Cash	Hospitality Tax Fund		7,000			8,000			9,000			
127	On	Cutters, spreader, hose and pump for "jaws of life" equip (City Portion 5% if grant is awarded)	Cash	State Accommodations Tax Fund			15,000								
128	On	Two Ram extrication devices	Cash	Municipal Accommodations Fee Fund			15,000								
129	On	Battery operated combination extrication tool for Sta2	Cash	Capital Projects Fund				20,000							
130	On	New airbags and hoses for vehicle accident extrications	Cash	Capital Projects Fund						12,000					
131	On	All terrain veh (ATVs) for beach patrol, add ambulatory pkg to 1 **Leave as-is(every 3yrs)	Cash	Hospitality Tax Fund	26,000										
132	On	Two (2) portable deck guns to be mounted on pumper trucks (\$10K to \$9K)	Cash	Capital Projects Fund											
133	On	Two (2) Battery powered Positive Pressure Ventilation (PPV) fans	Cash	Municipal Accommodations Fee Fund	12,000										
134	On	Two cardiac monitors for Paramedic program	Cash	Capital Projects Fund						130,000					
135	On	SCBA (self contained breathing apparatus) Evaluate in FY32	Cash	Capital Projects Fund							350,000				
136	On	2nd set of bunker gear (protective helmet, flash hood, coat, pants, boots & gloves) for all personnel (\$6,000*36). Approx 10-yr life	Cash	Capital Projects Fund							216,000				
137	On	Exhaust system for both stations	Cash	State Accommodations Tax Fund											
138	On	High-rise kits required for automatic aid	Cash	Municipal Accommodations Fee Fund											
139	On	Physical agility testing equipment, 75% covered with a grant	Cash	Hospitality Tax Fund					55,000					35,000	
140	On	Public Safety Building Access Control System Station 1 (1/2 FD & 1/2 PD)	Cash	Capital Projects Fund											
141	On	Public Safety Building Access Control System Station 1 (1/2 FD & 1/2 PD)	Cash	State Accommodations Tax Fund											
142	On	Training Room Technologies/IT Replacement & Upgrades for MEOC & Training Classes	Cash	Capital Projects Fund								20,000			
143	On	Training mannequins (three fire rescue and two medical training mannequins) and Training SCBA Self Contained Breathing Apparatus	Cash	State Accommodations Tax Fund						25,000					
144	On	PSB Gate 50%	Cash	State Accommodations Tax Fund	6,000										
145	On	Door Access Controls at Fire Station No. 2 to match Fire Sta. No. 1	Cash	Municipal Accommodations Fee Fund											
146	On	Body Armor	Cash	Capital Projects Fund				25,000					25,750		
147	On	Public Safety Drone (Drone as First Responder Software)	Cash	Capital Projects Fund		37,150			40,500			44,000			47,000
148	Off				402,000	3,121,650	2,197,000	200,000	458,500	285,000	588,000	1,593,000	3,545,750	139,000	47,000