



City Council Meeting
June 10, 2019
Office of the City Clerk
CITY HALL 2 PARK
PLAZA

6:30 PM

Official Minutes

The public is advised that the following minutes are not a verbatim transcription of business presented at the Council Meeting of the date shown; but are a synopsis of pertinent information. The public is further advised that the tapes recorded at said meeting are a matter of public record and are available to be heard at the City of Alpharetta's Clerk's office during normal business hours.

I. CALL TO ORDER

- *Mayor Gilvin called the meeting to order at 6:30 p.m.*

II. ROLL CALL

- Council Members
 - Mayor Jim Gilvin
 - Mayor Pro Tem Donald F. Mitchell (absent)
 - Jason Binder
 - Ben Burnett
 - John Hipes (absent)
 - Dan Merkel
 - Karen Richard
- Staff
 - Bob Regus, City Administrator
 - Scott Hastey, City Attorney
 - James Drinkard, Asst. City Administrator
 - Peter Sewczwicz, Director of Public Works
 - John Robison, Director of Public Safety
 - Randy Bundy, Director of Information Technology
 - Cris Randall, Director of Human Resources
 - Joel Williams, Information Technology Manager
 - Jonathan Hickel, Public Safety Administration
 - Kurt Kirby, Projects Manager

III. PLEDGE TO THE FLAG

IV. CONSENT AGENDA

A. Council Meeting Minutes (Meeting of 6/3/2019)

B. Alcoholic Beverage License Applications PH-19-AB-15 Concept to Table LLC

d/b/a Minnie Olivia Pizzeria
10 Roswell St. Ste. 120
Alpharetta, GA 30009

Restaurant
Consumption on Premises
Beer, Wine, Liquor, Sunday Sales

Owner: Julio Delgado
Registered Agent: Julio Delgado

❖ Council Member Burnett offered a motion to approve the consent agenda

- The motion received a second from Council Member Merkel
- The motion was approved unanimously (5-0); Mayor Pro Tem Mitchell and Council Member Hipes absent

V. OLD BUSINESS

A. Ordinance: Shareable Dockless Mobility Devices (2nd Reading)

- City Attorney, Scott Hastey, came forward to present this item.
- Staff recommends the approval of the second reading of an ordinance to amend the Code of the City of Alpharetta with respect to shareable dockless mobility devices; and for other purposes as presented.
- Local governments across the country are experiencing the increased integration of new technology platforms into their transportation systems. One area where this growth is moving at a fast pace is the deployment of dockless shareable mobility devices, such as bikes, including electric assist, and electric scooters. While these devices may have some potential to assist in "last mile" transportation, they can also pose risks to public safety, become hazards or block sidewalks, or even pose questions relative to personal privacy and data sharing.
- The modus operandi for Lime, Bird, and other companies introducing shareable dockless mobility devices into communities is to simply place a large volume of them in a community without notice, betting that riders will encourage elected officials to change city infrastructure and enact regulations to ensure the devices become an essential part of transportation
- In every city on which the scooters have descended, city officials have been barraged with complaints about abandoned scooters in sidewalks, accidents, and "near misses" with helmet-less riders on busy streets.
- As reported by the AJC in March, Grady Memorial Hospital estimated it receives between 80 and

100 scooter-related injuries per month, ranging from serious head injuries to broken limbs. Around the nation, it's estimated there have been at least 1,500 injuries related to the scooters since 2017, according to a Consumer Reports magazine study published in February. The magazine also found at least four scooter-related fatalities were confirmed nationally. The magazine compiled the data after contacting 110 hospitals in 47 cities where the two biggest scooter companies, Bird and Lime, operate.

- While we want to encourage innovative strategies that help to improve transportation and mobility, it is essential that solutions be safe for users and the general public and not create a nuisance in the community. A growing body of evidence indicates that dockless shareable mobility devices, especially in the form of scooters, do not meet that threshold.
- For this reason, Staff has worked with the City Attorney to bring forward an ordinance that would establish a ban on dockless shareable mobility devices in the City of Alpharetta.
- City Attorney, Scott Hastey, reviewed the following changes made to the ordinance since the first reading (changes in red):
 - (1)“Shareable Dockless Mobility Device” means any dockless wheeled device, whether it be human-powered, electric, or otherwise motorized, that permits an individual to move or be moved freely, including but not limited to a bicycle, scooter, or skateboard; is accessed via an on-demand portal, whether a smartphone application, membership card, or similar method; is operated-rented or otherwise made available for use to members of the public on a short-term basis by a private entity that owns, manages, and maintains, or operates a system that provides, devices for shared use by members of the public; and is available to members of the public in at transitory (non-fixed) locations or unstaffed, self-service locations.
 - (2)“Dockless” means that the device does is not required the individual user to be returned and lock ed the device to an authorized fixed station by the individual user once the user has completed their use of the device.
- City Attorney, Scott Hastey, read the ordinance aloud.

Public Comment:

- No Public Comment

- ❖ Council Member Merkel offered a motion to approve the second reading of the Shareable Dockless Mobility Devices Ordinance
 - The motion received a second from Council Member Richard
 - The motion was approved unanimously (5-0); Mayor Pro Tem Mitchell and Council Member Hipes absent

VI. NEW BUSINESS

A. Video and Badge Security System Maintenance and Camera Replacement / Expansion for the

City Jail and City Center Parking Garage (RFP 19-107)

- Director of IT, Randy Bundy, came forward to present this item.
- Staff recommend Mayor and Council award RFP 19-107 to NetPlanner Systems Inc. for a 5-year service contract to provide maintenance, management, and support of the City's video and badge security system equipment as well as the replacement/expansion of security cameras within the City Jail and City Center Parking Garage and also authorizing the Mayor to execute all necessary documents.
- This RFP consisted of three related components: (1) Maintenance, Management, and Support of the City's Video and Badge Security Infrastructure; (2) Replacement and Expansion of the City Jail's Security Camera Infrastructure; and (3) Expansion of the City Center Parking Garage's Security Camera Infrastructure. Each component is discussed below:

Maintenance, Management, and Support of the City's Video and Badge Security Infrastructure:

- The City's current video system footprint consists of 6 servers and 121 cameras (78 security and 43 traffic) while the badge system consists of 39 controllers, 8 elevator boards, and a large number of door relays and magnetic locks. The City's security infrastructure has evolved in recent years with management consisting of partnering with a private security technology provider on an as-needed basis to assist in maintenance (e.g. firmware updates) and support; primarily on a reactive basis.
- As the City's security infrastructure has grown, it has become apparent that a more proactive security technology provider partnership is needed to not only support the existing infrastructure (e.g. ensure all firmware and software fixes are made as-soon-as-available, fix malfunctioning cameras, etc.), but also guide the future growth based on best-practice industry standards.

Replacement and Expansion of the City Jail's Security Camera Infrastructure:

- Funding for this project was approved during the fiscal year 2019 budget and entails replacing the existing 16 coax cameras with IP cameras while also expanding the system to include an additional 12 IP cameras (28 in total). The current camera system was purchased off-the-shelf and uses low resolution cameras and an aging recording system that is technologically obsolete.
- The upgrade of the security camera system requested herein will increase and improve jail employee and inmate safety through enhanced camera resolution by adding additional camera coverage and reducing instances of camera system downtime. The proposed system will integrate with the City's current security system (Avigilon) and will reduce the time needed to comply with open-record requests and/or investigations with its improved data-copying capabilities.

Expansion of the City Center Parking Garage's Security Camera Infrastructure:

- Funding for this project was approved during fiscal year 2019 and includes adding an additional 13 security cameras to the City Center Parking Garage to expand video system coverage.
- RFP 19-107 was created through guidance from the City Administration, Information Technology, Public Safety, and Public Works departments and is intended to culminate in a service-level agreement for the ongoing maintenance and support of the City's security camera system and employee badging system.
- Additionally, with the goal of streamline new installations and management of new equipment, staff also included consultation, engineering, design, purchase of new equipment, and installation of new equipment as a component of this solicitation. Staff felt it was strategically important to have the selected security technology provider be our partner in the replacement/expansion projects (Jail/Parking Garage) and included both projects into the solicitation.
- RFP 19-107 was issued on January 17, 2019, advertised during January/February, with a mandatory site-visit on February 6, 2019, and proposals received on February 28, 2019. The RFP was evaluated by subject matter experts within the City Administration, Information

Technology, Public Safety, and Public Works Departments (the “Evaluation Committee”). The City received a total of two (2) responses which were submitted to the Evaluation Committee for review and ranking.

- The Evaluation Committee met on March 13, 2019 to review the proposals. An additional meeting was held on April 17, 2019 to discuss pricing including a best-and-final-offer request from NetPlanner. Each proposal was evaluated based on the following criteria: certifications and reseller standing with Avigilon and Software House (25%); project team, references, and company profile (40%); approach to project and added-value items (32%); Alpharetta vendor preference (3%). The resulting scores were as follows (ranking of “1” to “5” with “5” being the highest):
 - 4.64 NetPlanner Systems Inc.
 - 3.90 M.C. Dean
- From a cost perspective, the maintenance, management, and support component will be done on an hourly cost basis and billed at actual time invested. Hourly rates between the two firms are comparable with NetPlanner being the most cost competitive at an average cost-per-hour of \$70 (includes all skill sets, e.g. programmer, security technician, etc.).
- The replacement/expansion projects (Jail and City Center Parking Garage) represent turn-key pricing for purchase and installation of all required equipment and software. While not the low-cost provider, NetPlanner was competitive with the pricing as follows:
 - Jail (\$58,452 M.C. Dean; \$67,803 NetPlanner)
 - City Center Parking Garage (\$37,244 M.C. Dean; \$39,268 NetPlanner)
- The equipment quoted by each firm, all of which meets our minimum specifications, is slightly different and staff believes that the NetPlanner proposal provides the overall best value to the city from an equipment, installation, and long-term management perspective.
- With these factors in mind, staff recommends award of RFP 19-107 to NetPlanner Systems Inc.

Public Comment:

- No Public Comment
- ❖ Council Member Burnett offered a motion to award the RFP 19-107 to NetPlanner Systems Inc. for a 5-year service contract to provide maintenance, management, and support of the City’s video and badge security system equipment as well as the replacement/expansion of security cameras within the City Jail and City Center Parking Garage and also authorizing the Mayor to execute all necessary documents.
 - The motion received a second from Council Member Merkel
 - The motion was approved unanimously (5-0); Mayor Pro Tem Mitchell and Council Member Hipes absent

VII. WORKSHOP

A. Roadway Rating and Pavement Analysis Report

- Director of Public Works, Pete Sewczwicz, came forward to present this item.
- In FY2019 Alpharetta funded a project to evaluate city roadway conditions. The objective was to collect useful data and information about the City’s road inventory and surface condition that would allow the City’s staff to optimize their plan for road network repair and rehabilitation under budget constraints. The new information collected, in conjunction with historical repair and rehabilitation information and traffic information helps the City make consistent and cost-effective decisions for

roadway preservation.

- Dynatest, a firm with international experience in roadway rating and analysis, was selected to complete a thorough evaluation of the city's public roads. Dynatest manufactures, owns, and operates a state-of-the-art Pavement Condition Survey System (PCSS) for semi-automated pavement data collection and distress surveys of pavements.
- The PCSS is outfitted with the Pavement Laser Crack Measurement Systems (LCMS) for collecting continuous, high-resolution digital line scan pavement images and with a Dynatest Mark III Road Surface Profiler (RSP) for collecting longitudinal and travers profile data. Dynatest pavement inspectors take this information into a graphical interface to visualize, review, and edit all the collected datasets.
- This data is brought into PAVER, an industry-wide leader in pavement analysis software. In PAVER the City is able to determine the current Pavement Condition Index (PCI) for each road, create a 5-year and a 10-year preventative maintenance plan, create cost estimates for the upcoming years based on a variety of goals (i.e. improve average PCI score vs maintain current PCI score), create lists and maps of streets to be paved each year, and update lists based on completed paving work.
- In addition to the one-time analysis and software setup, Dynatest will return to the city in year 3 and year 5 of the contract to re-rate / re-analyze the roadway conditions. Roadway deterioration is non-linear (those with more truck traffic or thinner asphalt or smaller rock base may deteriorate faster than those without these issues).
- It is important to update the evaluations periodically so that the city can verify that it is expending its efforts efficiently and purposefully. This re-analysis will also provide the city with concrete evidence on whether the pavement program is improving the roadway conditions, maintaining a status quo rating, or falling behind.
- This will be critical as the city looks at future budgets. Additionally, repetitive analysis allows the city to recognize patterns of quicker deterioration on roadways so that the possible need for entire roadway reconstruction or deeper restoration can be evaluated.

What is evaluated and why what you need a professional to review the roads?

- When a road is analyzed, different distresses are evaluated. These distresses help to indicate and predict the condition of the road and its rate of deterioration. The roadway distresses that are evaluated for the city include:
 - Cracking (alligator, clock, edge, joint reflection, lateral and transverse)
 - Bleeding
 - Bumps / sags
 - Depressions
 - Lane or shoulder drop-offs
 - Patching
 - Potholes
 - Rutting
 - Swelling
 - Raveling
 - Weathering
- Each of these is independently evaluated for severity (low, medium, high) and each distress lowers the rated segment's overall condition score. Certain distresses are more catastrophic to the overall integrity of the roadway. When these are found they impact overall score more than superficial distresses.

- Not all cracking is the same. Some types of cracking indicate fatigue failure in roadways while others are superficial or cosmetic. Determination of which is which takes years of professional training. This is why the City hires the best consulting firms with years of professional experience to complete the evaluations.

Pavement Condition Index Scores:

- The current roadway PCI score average is 68.58. This falls into the Fair category. As a goal, the City would like to improve this average score to 75 (which would bring our average rating to the Good condition)
- Scoring is presented in two ways, as a total road score and as a segment score.
- A segment score is based on a small length of road typically between two intersecting streets or median breaks. This score zeros in on small patches of roadway distresses. The total roadway score combines a weighted average of the segments that make up the entire roadway.
- For neighborhood or shorter roads, the City will typically complete small repairs on a single segment (i.e. filling potholes) and will complete resurfacing along the entire length and width of the roadway for aesthetic consistency. For longer roads, such as North Point Parkway, it makes more financial sense to complete resurfacing on sections (i.e. between two intersections) rather than spend money to do the entire road at one time.
- Since roadways do not fail uniformly, it does not make sense to spend money to repair sections until they need it. Therefore, smaller neighborhood roads are typically prioritized by roadway and section PCI while major roads are prioritized by section PCI.
- The City's roadway scores are divided into four categories: Good (75-100), Fair (50-74.9), Poor (25 - 49.9), and Very Poor (0 - 24.9).
- The current roadway PCI score average is 68.58. This falls into the Fair category. As a goal, the City would like to improve this average score to 75 (which would bring our average rating to the Good category).

Current policies and guidelines that will impact how we approach prioritization:

- Public Works staff uses the condition data provided in PAVER, GIS maps, visual inspections, and work order data to determine the roads to include in our preservation program each year. This holistic approach relies on sound engineering principles and accounts for our unique conditions and field experiences.
- Common practice is not to approach this with a linear “worst section first” methodology. Pavements do not fail linearly. In the degradation curve there is a point where cheaper and less obtrusive maintenance will extend the life and maintain a higher level of integrity prior to the steep decline in condition. It is advisable to try to ‘catch’ roads before they begin the steep decline.
- To do this, you will be spending money on roads that are not the lowest condition on the list. While you do want to focus large portions of funding to repair or rehabilitate those at the lowest end of the spectrum, there is an art in preserving a road just before the steep decline. The key is to find the balance where you are reducing the number of roads in the poor or very poor categories while maintaining everything else.
- In addition to understanding this dual method approach, the City has been selecting roads each year by proximity to each other. This saves the city mobilization money, but it also narrows the time frame any resident is inconvenienced by the project.
- The intent here is to select neighborhoods with the most “poor or red” sections of roads and then add in other roads in the neighborhood that fall below an average PCI of 75. This works great in

most neighborhoods (some of the larger subdivisions have too many roads to get to each one in a year).

- The intent is to prevent milling and resurfacing year after year after year on different roads in one neighborhood. It also allows the roadway surface color to wear and fade uniformly throughout the neighborhood. We know this aesthetic is important to our residents.
- Based on the scenarios run in PAVER, and assuming that the degradation curves are accurate and prices for asphalt work do not jump beyond the assumed 3% inflation rate, the City could anticipate reaching the goal average roadway PCI of 75 after the FY24 milling and resurfacing project if \$5.1 million is budgeted for each of the next five years.
- Because this includes many assumptions, the City will continue to re-evaluate its plan each year once the annual pavement project is complete. PAVER will adjust scores (up for work completed and down for normal degradation) and new scenarios will be run. Each year our focus will adjust based on best engineering practices and field conditions. Some years we may concentrate on fewer more expensive full depth reclamation while other years a bulk of the budget will be spent on preventative maintenance like slurry seals.
- This combination of approaches and fluidity in the planning will provide the best and most cost-effective outcomes. By the end of FY24 the city will have 3 roadway evaluations and 5 years of adjusted pavement preservation projects. This data will help guide us for our next 5 years of planning and projects.

Public Comment:

- No Public Comment

VIII. PUBLIC COMMENT

- No Public Comment

IX. REPORTS

- Council Member Richard announced the Community Zoning Information Meeting on Wednesday, June 12th from 6:00 – 7:00 PM.
- Mayor Gilvin read a letter from a resident, Mary-Ann, thanking the Mayor, Council, and City Staff for continuing the Alpharetta Food Truck Alley event, which brings a variety of people together for food and music every Thursday through October 2019.

X. ADJOURNMENT

- ❖ With no further business to discuss or items to be heard, Mayor Gilvin adjourned the meeting at 6:53 PM

Respectfully submitted,


Erin Cobb, City Clerk