



# CITY COUNCIL MEETING & PUBLIC HEARING FEBRUARY 27, 2023

ALPHARETTA CITY HALL  
COUNCIL CHAMBERS  
2 PARK PLAZA  
6:30 PM

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **PLEDGE TO THE FLAG**
4. **PRESENTATIONS & PROCLAMATIONS**
  - A. **Arbor Day 2023**
5. **CONSENT AGENDA**
  - A. **Council Meeting Minutes (Meeting of 2/6/2023)**  
*Consideration of approval of the City Council meeting minutes from February 6, 2023.*
  - B. **Council Meeting Minutes (Meeting of 2/20/2023)**  
*Consideration of approval of the City Council meeting minutes from the meeting of February 20, 2023.*
  - C. **Settlement Opt-in: National Opioid Settlements with Teva, Allergan, CVS, Walgreens, and Walmart**  
*Consideration of the settlement opt-in for National Opioid Settlements with Teva, Allergan, CVS, Walgreens, and Walmart.*
  - D. **Alcohol Beverage License Applications**  
*Consideration of approval of the following alcoholic beverage license application:*
    1. **PH-23-AB-02 RNR RCMH, LLC**  
**d/b/a Rock N Roll Sushi**  
5530 Windward Parkway Suite C300, Alpharetta, GA 30004  
  
Restaurant  
Consumption on Premises  
Beer, Wine & Sunday Sales  
Owner: RNR RCMH, LLC  
Registered Agent: Jeanne Harvey
6. **PUBLIC HEARING**
  - A. **PH-23-02 Unified Development Code (UDC) Text Amendments – Procedures to Establish a Residential Infill Overlay District**  
**First Reading**  
*Consideration of text amendments to the Unified Development Code (UDC) to add procedures for establishing a residential infill overlay district.*
7. **OLD BUSINESS**
  - A. **Ordinance - Fiscal Year 2023 Mid-Year Budget Amendment**  
**Second Reading**  
**The first reading occurred during the February 20, 2023 City Council Meeting and Public Hearing.**  
*Consideration of an Ordinance to adopt a Mid-Year Fiscal 2023 Budget for certain funds of the City of Alpharetta, Georgia appropriating the amounts shown in each budget as expenditures, adopting*

*the item of revenue anticipation, prohibiting expenditures to exceed appropriations, and prohibiting expenditures to exceed actual funding available.*

**8. NEW BUSINESS**

**A. Local Roads Safety Action Plan and Award of RFQ 23-1001**

*Consideration of approval to award RFQ 23-1001 to Alta, approve developing the Safety Action Plan for Alta in an amount not to exceed \$199,778.00, and authorize the Mayor to execute all necessary documents.*

**B. Memorandum of Understanding: Faithful Guardian and City of Alpharetta**

*Consideration of approval of a Memorandum of Understanding between Faithful Guardian and City of Alpharetta for training public safety employees.*

**9. WORKSHOP ITEMS**

**A. Presentation of the Alpha Loop Downtown Link Plan**

*Presentation and discussion of the Alpha Loop Downtown Link Plan.*

**B. Rucker Road Park Design Conceptual Site Plan Discussion**

*Discussion and consideration of the conceptual site plan for Rucker Road Park designed Columbia Engineering & Services Inc.*

**C. Town Green Special Events: Survey and Recommendation**

*Presentation and discussion of survey results regarding special events on the Town Green and discussion of staff's recommendations.*

**10. PUBLIC COMMENT**

**11. REPORTS**

**12. EXECUTIVE SESSION (IF NECESSARY)**

**13. ADJOURNMENT**





## A PROCLAMATION BY THE MAYOR AND COUNCIL OF THE CITY OF ALPHARETTA, GEORGIA

### "Arbor Day 2023"

- WHEREAS:** The first **Arbor Day** was celebrated in 1872 in Nebraska as a special day for planting trees and has grown to thousands of celebrations in communities across our nation each year; and
- WHEREAS:** Community partners, families and friends will be joined together at local **Arbor Day** ceremonies to recognize the benefits of trees and urban forests; and
- WHEREAS:** Trees will be planted across the United States creating a lasting legacy for future generations; and where planted may that area be a source of joy and spiritual renewal; and
- WHEREAS:** Trees improve water quality, reduce the erosion of precious topsoil, increase property values, and economic vitality in business areas, provide shade, cleanse the air, create habitat for wildlife, and add beauty to communities; and
- WHEREAS:** Trees promote outdoor recreation which improves human health and well-being and reduces "Nature-Deficit Disorder" in children by encouraging more activity and connection to the natural world; and
- WHEREAS:** All of Alpharetta benefits from trees and urban forestry, which contributes to the local economy and enjoyment of the outdoors.
- NOW, THEREFORE:** We, the Mayor and City Council of the City of Alpharetta do hereby proclaim March 4, 2023 as "**Arbor Day**" in the City of Alpharetta, and urge all citizens to plant trees to promote the well-being of present and future generations; and thus support our City's Beautification and Forestry Program for years to come.
- SO PROCLAIMED:** This 27th day of February two-thousand and twenty-three, by the Mayor and City Council of the City of Alpharetta, Georgia.

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**Jim Gilvin**  
Mayor of the City of Alpharetta

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**Lauren Shapiro**  
City Clerk of the City of Alpharetta



# STAFF REPORT

Department: City Clerk  
Submitted By: Lauren Shapiro  
Meeting Date: February 27, 2023

## AGENDA ITEM:

### Council Meeting Minutes (Meeting of 2/6/2023)

*Consideration of approval of the City Council meeting minutes from February 6, 2023.*

## STAFF RECOMMENDATION:

Approve, as part of the Consent Agenda, the City Council Meeting minutes from the meeting of February 6, 2023.

## BUDGET & PROCUREMENT:

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

## EXTERNAL FUNDING SOURCES:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

## ITEM DESCRIPTION:

City Clerk, Lauren Shapiro, prepared a synopsis of the pertinent information that occurred during the City Council Meeting and Public Hearing on February 6, 2023 at 6:30 p.m.

## ALTERNATIVES:

## ATTACHMENTS:

1. CC Minutes 2.6.2023



City Council Meeting & Public Hearing  
FEBRUARY 6, 2023  
UNOFFICIAL MINUTES  
Office of the City Clerk

ALPHARETTA CITY HALL  
COUNCIL CHAMBERS | 2 PARK PLAZA | 6:30 PM

*This summary is provided as a convenience and service to the public, media and staff. It is not the intent to record proceedings verbatim. Any reproduction of this summary must include this notice. This is not an official record of the Alpharetta City Council Meeting proceedings. Meetings are recorded and available for review at <https://www.youtube.com/user/alpharettagov>.*

**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 Dan Merkel
- Donald F. Mitchell
- Brian Will
- Douglas J. DeRito
- John Hipes
- Jason Binder

- **Staff**

- Chris Lagerbloom, City Administrator
- Melissa Tracy, City Attorney with Jarrard & Davis
- James Drinkard, Asst. City Administrator
- John Robison, Director of Public Safety
- Morgan Rodgers, Director of Parks, Recreation, and Cultural Services
- Pete Sewczwicz, Director of Public Works
- Thomas Harris, Director of Finance
- Adam Montgomery, Information Technology Manager
- Michael Woodman, Planning and Development Services Manager

**III. PLEDGE TO THE FLAG**

#### IV. PRESENTATIONS AND PROCLAMATIONS

##### A. Cambridge High School Ag-Business Program Update

- Cambridge High School Agribusiness and Future Farmers of America students came forward to speak about their experience with the AGaretta Box program at Old Rucker Farm.

#### V. CONSENT AGENDA

##### A. Council Meeting Minutes (Meeting of 1/23/2023)

*Approval of the City Council meeting minutes from the January 23, 2023 meeting.*

##### B. Financial Management Report (Month Ending December 31, 2022)

##### C. Ratification of the Final Consent Order and Judgement in the case of City of Alpharetta v. Madan, et al.

##### D. Ratification of Amended Intergovernmental Agreement between the City of Alpharetta and Fulton County, Georgia regarding utility relocation for the Webb Bridge Road Project

##### E. Ratification of a GDOT Bonding Letter confirming the City of Alpharetta's responsibility for completion and construction of projects to GDOT issued encroachment permits

- Council Member Hipes asked for the Council Meeting Minutes be removed and voted upon separately.
- ❖ Mayor Pro Tem Merkel offered a motion to approve the Consent Agenda, without the Council Meeting Minutes from the meeting of 1/23/2023.
  - Council Member DeRito seconded the motion.
  - The motion was approved unanimously (7-0).
- ❖ Mayor Pro Tem Merkel offered a motion to approve the Council Meeting Minutes from the meeting of 1/23/2023.
  - Council Member Mitchell seconded the motion.
  - The motion was approved (6-0-1; with Council Member Hipes in abstention as he was not present during the January 23, 2023 meeting).

#### VI. PUBLIC HEARING

##### A. Resolution to Authorize Eminent Domain – 500 Martha Way, Alpharetta, Georgia

**REMOVED:** This item has been removed from this City Council meeting agenda by staff. This item will not be heard, discussed, or considered during tonight's meeting.

*A Resolution of the Mayor and Council of the City of Alpharetta, Georgia to authorize the use of eminent domain to acquire certain property located at 500 Martha Way, Alpharetta, Georgia (Tax Parcel 21 559012491107) for right of way proposed Webb Bridge Road bike and pedestrian improvements from Big Creek Greenway to Webb Bridge Way.*

## VII. NEW BUSINESS

### A. Ratification of Authorization to file an Amicus Brief before the Georgia Supreme Court in the case of Gwinnett County v. Schroeder Holdings, LLC, et al.

- City Attorney, Melissa Tracy, came forward to present this item.
- This amicus brief is based upon a Court of Appeals case regarding a zoning denial and whether a claim for inverse condemnation would be viable and allow a property owner to seek damages.
- The Law Firm (Jarrard and Davis) thought it was important to bring forward to clients because of the impact it could have on local governments.
- This is a matter of ratifying the decision to join in the filing of this brief.

### PUBLIC COMMENTS

- There were no public comments.
- ❖ Council Member DeRito offered a motion to approve the authorization of the City Attorney to file an Amicus Brief before the Georgia Supreme Court in the case of Gwinnett County v. Schroeder Holdings LLC, et al.
  - Mayor Pro Tem Merkel seconded the motion.
  - The motion was approved unanimously (7-0).

### B. ARC Livable Centers Grant Application for North Point District Infrastructure Framework Plan

*Consideration of a 20% match for a \$200,000 grant application to the Atlanta Regional Commission for the purpose of planning a framework of public streets, public space, trails, and green infrastructure to advance the redevelopment of the 600-acre North Point Eco District.*

- City Attorney, Melissa Tracy, read the Resolution title aloud.
- Planning and Development Services Manager, Michael Woodman, came forward to present this item.
- Staff is requesting authorization to apply for an LCI Study to continue our work in the North Point Eco District by developing concept plans and regulations that promote creation of the transportation and environmental infrastructure envisioned in the 2008 North Point LCI Plan, 2018 plan update, and the 2019 North Point Placemaking Plan.
- The expected total cost of the study is \$200,000, so if funding is awarded, the grant would be \$160,000 and the City would be required to pay matching funds of \$40,000.
- The LCI Program has four primary goals:
  - Encourage a diversity of housing, employment, commercial, shopping and recreation land uses at the transit station, local and regional center level accessible by people of all ages, abilities, and income levels;

- Provide access to a range of travel modes including transit, roadways, walking and biking and increase roadway connectivity to provide optimal access to all uses within the study area;
- Foster public-private partnerships and sustained community support through an outreach process that promotes the involvement of all stakeholders, including those historically underserved or underrepresented, and
- Encourage mixed-income residential neighborhoods, employment, shopping, and recreation options.

## PUBLIC COMMENTS

- There were no public comments.
  - ❖ Mayor Pro Tem Merkel offered a motion to approve authorization for submittal of the North Point Infrastructure Framework Plan grant application to the Atlanta Regional Commission.
    - Council Member Will seconded the motion.
    - The motion was approved unanimously (7-0).

## C. Equestrian Arena 3 Renovation RFP # 23-104 Contract Award

*Approval to award RFP # 23-104 contract to Longwood Arenas LLC for the renovation of Arena #3 at Wills Park Equestrian Center in an amount totaling \$434,085 and authorize the Mayor to sign all necessary documents.*

- Director of Recreation, Parks, and Cultural Services, Morgan Rodgers, came forward to present this item.
- Most of the design specifications, as provided by Pond & Company, for the renovation of Competition Arena #3 at Wills Park Equestrian Center are the same as was established for Competition Arena #1; same size arena, same fencing, same drainage system, and same footings. The differences between the two scopes are that the scope for Arena #3 includes demolition of existing fencing; demolition of the existing irrigation system; removal of existing footings; and minor work on the existing drainage inlets.
- This project will be funded with a fifty percent match with the Wills Park Equestrian Foundation as agreed in the current MOU with the City of Alpharetta.
- Longwood Arenas, LLC's proposed cost for construction of Competition Arena #3 totaled \$434,085 and they were the lowest responsive and responsible bidder. Included in the bid price is \$69,450 associated with the scope differences noted above. The base price after adjusting for the scope difference totals \$364,635 and is essentially flat with Arena #1. Additionally, staff has reviewed the \$69,450 costs associated with the scope differences and believes them to be competitive given market conditions.

## PUBLIC COMMENTS

- There were no public comments.
- ❖ Council Member Hipes offered a motion to approve the award of RFP # 23-104 to Longwood Arenas, LLC for the renovation of Arena #3 at Wills Park Equestrian Center in an amount not to exceed \$434,085 and authorize the mayor to sign all necessary documents.
  - Council Member Mitchell seconded the motion.
  - The motion was approved unanimously (7-0).

## VIII. WORKSHOP ITEMS

### A. Mayfield Grow-A-Row Partnership | City of Alpharetta and City of Milton

**DEFERRED:** This item has been deferred by Staff to the March 6, 2023 City Council Meeting.

## IX. PUBLIC COMMENT

- There were no public comments.

## X. REPORTS

- Mayor Gilvin shared that the Alpharetta High School Mock Trial team will be advancing to the District Finals on March 4, 2023, with the goal of making it to the state finals on March 18, 2023. Alpharetta City Solicitor, Kelsie Mattox, is the attorney coach for the team. The team had three students win an outstanding attorney award and another student won an outstanding witness award. Congratulations to everyone involved.

## XI. EXECUTIVE SESSION

- ❖ Mayor Pro Tem Merkel offered a motion to recess to Executive Session.
  - Council Member Will seconded the motion.
  - The motion was approved unanimously (7-0).
- Mayor Gilvin recessed the meeting at 7:06 p.m.
- ❖ Mayor Pro Tem Merkel offered a motion to reconvene the meeting.
  - Council Member Mitchell seconded the motion.
  - The motion was approved unanimously (7-0).
- Mayor Gilvin reconvened the meeting at 8:05 p.m.

## XII. ADJOURNMENT

- ❖ Council Member Binder offered a motion to adjourn.
  - Council Member Mitchell seconded the motion.
  - The motion was approved unanimously (7-0).

- With there being no further items to consider or discuss, Mayor Gilvin adjourned the meeting at 8:06 p.m.

Respectfully submitted,

A handwritten signature in blue ink that reads "Lauren Shapiro". The signature is written in a cursive, flowing style.

Lauren Shapiro, City Clerk





# STAFF REPORT

Department: City Clerk  
Submitted By: Lauren Shapiro  
Meeting Date: February 27, 2023

## AGENDA ITEM:

### Council Meeting Minutes (Meeting of 2/20/2023)

*Consideration of approval of the City Council meeting minutes from the meeting of February 20, 2023.*

## STAFF RECOMMENDATION:

Approve, as part of the consent agenda, the City Council Meeting minutes from the meeting of February 20, 2023.

## BUDGET & PROCUREMENT:

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
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## EXTERNAL FUNDING SOURCES:

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## ITEM DESCRIPTION:

City Clerk, Lauren Shapiro, prepared a synopsis of the pertinent information that occurred during the City Council Meeting and Public Hearing on February 20, 2023 at 6:30 p.m.

## ALTERNATIVES:

## ATTACHMENTS:

|    |                      |
|----|----------------------|
| 1. | CC Minutes 2.20.2023 |
|----|----------------------|



City Council Meeting & Public Hearing  
FEBRUARY 20, 2023  
UNOFFICIAL MINUTES  
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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 Dan Merkel
- Donald F. Mitchell
- Brian Will (attending virtually via Zoom)
- Douglas J. DeRito
- John Hipes

- Council Members Absent

- Jason Binder

- Staff

- Chris Lagerbloom, City Administrator
- Melissa Tracy, City Attorney with Jarrard & Davis
- James Drinkard, Asst. City Administrator
- Kiersten VanHorn, Assistant City Clerk
- John Robison, Director of Public Safety
- Kathi Cook, Director of Community and Economic Development
- Kelsie Mattox, City Solicitor
- Morgan Rodgers, Director of Parks, Recreation, and Cultural Services
- Pete Sewczwicz, Director of Public Works

- Thomas Harris, Director of Finance
- Adam Montgomery, Information Technology Manager
- Michael Woodman, Planning and Development Services Manager
- Mayor Gilvin announced that since Council Member Binder is not present during tonight's meeting that he will make his appointment to the Natural Resources Commission at a future meeting. Additionally, the Ordinance regarding the text amendments to the City's Alcohol Ordinance (under Public Hearing items) will not be heard tonight and will be deferred to the March 6, 2023 meeting as a workshop item. Finally, the Ordinance regarding the text amendments involving New Offenses will be changed to workshop item, which will mean that this item will not be voted upon during tonight's meeting.

### III. PLEDGE TO THE FLAG

### IV. BOARDS & COMMISSIONS

#### A. Natural Resources Commission – Alternate Appointment by Council Member Binder

- Mayor Gilvin announced that since Council Member Binder is not present during tonight's meeting that he will make his appointment to the Natural Resources Commission at a future meeting.

#### B. Swearing-in of Board and Commission Members

- Mayor Gilvin administered the Oath of Office to a few of our Board and Commission Members (Joy Ross, Scott Wharton, and Kim Matherly).

### V. CONSENT AGENDA

#### A. Alcoholic Beverage License Applications

*Consideration of approval of the following alcoholic beverage license application:*

##### 1. PH-23-AB-01 AK Alpha Enterprise, LLC

3445 Webb Bridge Road, Alpharetta, GA 30005

Convenience Store

Retail Package Sales

Beer, Wine & Sunday Sals

Owner: AK Alpha Enterprise, LLC

Registered Agent: Divyesh Shah

#### B. FY 2023 Public Safety Fleet Replacement

##### PUBLIC COMMENTS

- There were no public comments.
- ❖ Council Member Hipes offered a motion to approve the Consent Agenda.
  - Council Member Mitchell seconded the motion.
  - The motion was approved unanimously (6-0).

## VI. PUBLIC HEARING

### A. CU-22-10 / Foamworks Alpharetta / 11725 Cotton Creek Entry

The applicant requested a deferral of this public hearing item during the January 17, 2023 City Council meeting, which was unanimously approved by City Council.

*Consideration of a conditional use to allow a 'Car Wash' for Foamworks on a property previously developed and used for a car wash. The property is located at 11725 Cotton Creek Entry and is legally described as being located in Land Lot 44, 1st District, 1st Section, Fulton County, Georgia.*

- Director of Community and Economic Development, Kathi Cook, came forward to present this item.
- This item was considered at the 11/3/2022 Planning Commission meeting. Staff recommended approval subject to 9 conditions. There were no public comments. After discussion, Planning Commission recommended approval subject to staff's recommended conditions (vote 7-0).
- Staff is recommending that Mayor and Council approve CU-22-10 Foamworks/11725 Cotton Creek Entry, subject to the following conditions:
  1. 'Car wash' shall be added as a conditional use at 11725 Cotton Creek Entry and limited to no more than 4,987 square feet.
  2. Conditional use approval shall be limited to Foamworks; no additional 'Car wash' use or subleasing shall be permitted within the approved space.
  3. Hours of operation shall be limited to Monday – Sunday 8:00 AM – 8:00 PM.
  4. Site shall be redeveloped substantially similar to the site plan prepared by Civilogistics, revised 10/26/2022, except where to comply with the conditions below.
  5. Developer shall remove existing impervious areas no longer in use, as depicted on the site plan prepared by Civilogistics, revised 10/26/2022. Areas shall be defined by curbing and shall be maintained as pervious area, as approved by Staff. Existing curb cut on Cotton Mill Place may remain to serve as a by-pass for the car wash.
  6. Exterior changes to the building shall be approved by DRB. Conditional use approval is not approval of elevation changes.
  7. Minimum 20' landscape strip shall be required along Old Milton Parkway. Parking lot screening (double row of shrubs) shall be required along Old Milton Parkway, Cotton Creek Entry and Cotton Mill Place, as approved by DRB.

8. Property owner shall assess site landscaping and replace missing, dead, or dying landscape material. This assessment shall include monument sign landscape material and installing ornamental planting beds at the corner of Old Milton Parkway and Cotton Creek Entry. New landscape areas, including tree islands, shall be planted with required landscape material, as approved by DRB.
  9. Auto detailing stations shall be limited to the areas depicted on the site plan prepared by Civilogistics, revised 10/26/2022. Shade structures shall be limited to the auto detailing stations depicted adjacent to the existing building. Auto detailing stations along Cotton Creek Entry and employee parking along Old Milton Parkway shall be heavily screened, as approved by DRB.
- The applicant, Foamworks Alpharetta, LLC, is requesting a conditional use to operate a 'Car Wash' in a 4,987 square foot building, which was formerly used by Autobell Car Wash. The Camden Pond Master Plan requires a conditional use to allow a 'Car Wash' on the subject property. The previous use of the property as a 'Car Wash' was not approved as a conditional use and was therefore a legal, non-conforming use. Since the 'Car Wash' has discontinued operation for 60 or more days, the use may not be re-established without the approval of a conditional use. The subject property is located at 11725 Cotton Creek Entry at the northeast corner of Old Milton Parkway and Cotton Creek Entry.
  - The 1.2-acre property was developed as a car wash in 2001, including a 1-story, 5,750 square foot building. Zoning of the property is CUP (Community Unit Plan) subject to the Camden Pond Master Plan. The property is designated 'Mixed Use Office/Commercial Zoning' in the Master Plan, which allows C-2 (General Commercial) permitted uses. A 'Car Wash' is a conditional use in the C-2 district. Surrounding properties are zoned CUP to the west, north, and east, and C-2 to the south. Andy's Frozen Custard is located to the west, an undeveloped property to the north, Old Milton Festival retail center to the east, and Aspen Station Plaza retail center to the south.
  - Foamworks Auto Spa is a full-service, automatic car wash. Exterior detailing is done by employees in the preparation canopy and in the car wash tunnel. The customer remains in the vehicle as the car goes through the automatic car wash. Interior detailing is completed by the customer at the auto detailing stations. According to the website, Foamworks currently operates five (5) locations in Georgia with ten (10) additional locations opening soon. Existing locations include Macon, Brunswick, Fayetteville, Stockbridge and Vidalia. The applicant proposes to renovate and re-purpose the former Autobell Car Wash. Hours of operation will be Monday – Sunday 8:00 AM – 8:00 PM. The applicant anticipates up to five (5) employees on the property at any given time.
  - The site plan depicts re-use of the existing car wash building, which includes demolition of the 'Porte Cochere' and 'Detailing Area' on the west side of the building. This

represents a reduction in the building area from approximately 5,750 square feet to 4,987 square feet.

- The applicant proposes to apply a German Smear to the existing brick and change out the awnings. German Smear mimics the look of irregular stones and heavy mortar joints. The property is located on Old Milton Parkway, which is a Corridor of Influence requiring Design Review Board (DRB) approval for any exterior changes to the building.
- Staff reviewed the applicant's proposal in consideration of the review criteria for a conditional use. The proposed use would be compatible with surrounding uses and other locations for this business, which are similarly situated along commercial corridors. In addition, the property was previously used as a 'Car Wash'. If approved, conditions are recommended requiring that the auto detailing stations and parking be screened with landscaping, as well as unused impervious areas returned to pervious area.
- The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that no public comments have been received other than the questions at the October 12, 2022 Community Zoning Information Meeting (CZIM). The CZIM was held on October 12, 2022. There were no public comments on the sign-in sheet. The applicant's citizen participation plan indicates that there was a question about the shared access on Cotton Mill Place.
- Steven Jones (attorney for the Applicant Foamworks) came forward and spoke on behalf of this application.

## PUBLIC COMMENTS

- There were no public comments.
- ❖ Council Member Mitchel offered a motion to approve CU-22-10 Foamworks/11725 Cotton Creek Entry, subject to following conditions:
  1. 'Car wash' shall be added as a conditional use at 11725 Cotton Creek Entry and limited to no more than 4,987 square feet.
  2. Conditional use approval shall be limited to Foamworks; no additional 'Car wash' use or subleasing shall be permitted within the approved space.
  3. Hours of operation shall be limited to Monday – Sunday 8:00 AM – 8:00 PM.
  4. Site shall be redeveloped substantially similar to the site plan prepared by Civilogistics, revised 10/26/2022, except where to comply with the conditions below.
  5. Developer shall remove existing impervious areas no longer in use, as depicted on the site plan prepared by Civilogistics, revised 10/26/2022. Areas shall be defined by curbing and shall be maintained as pervious area,

as approved by Staff. Existing curb cut on Cotton Mill Place may remain to serve as a by-pass for the car wash.

6. Exterior changes to the building shall be approved by DRB. Conditional use approval is not approval of elevation changes. The brick shall remain the existing bricks with no blue highlights, as approved by DRB.
  7. Minimum 20' landscape strip shall be required along Old Milton Parkway. Parking lot screening (double row of shrubs) shall be required along Old Milton Parkway, Cotton Creek Entry and Cotton Mill Place, as approved by DRB.
  8. Property owner shall assess site landscaping and replace missing, dead, or dying landscape material. This assessment shall include monument sign landscape material and installing ornamental planting beds at the corner of Old Milton Parkway and Cotton Creek Entry. New landscape areas, including tree islands, shall be planted with required landscape material, as approved by DRB.
  9. Auto detailing stations shall be limited to the areas depicted on the site plan prepared by Civilogistics, revised 10/26/2022. Shade structures shall be limited to the auto detailing stations depicted adjacent to the existing building. Auto detailing stations along Cotton Creek Entry and employee parking along Old Milton Parkway shall be heavily screened, as approved by DRB.
  10. Frontal lit signage, as approved by DRB, with no rear lit sign or plastic cover.
    - o Council Member Hipes seconded the motion.
    - o The motion failed (3-3; with Mayor Gilvin, Mayor Pro Tem Merkel, and Council Member DeRito in opposition).
- ❖ Mayor Pro Tem Merkel offered a motion to deny CU-22-10 Foamworks/11725 Cotton Creek Entry.
    - o Council Member DeRito seconded the motion.
    - o The motion failed (3-3; with Council Member Hipes, Council Member Mitchell, and Council Member Will in opposition).
  - ❖ Council Member Mitchell offered a motion to postpone until the full City Council is present.
    - o Council Member DeRito seconded the motion.
    - o The motion was approved (5-1; with Mayor Pro Tem Merkel in opposition).

#### **B. PH-23-03 The Gathering Change of Conditions**

*Consideration of a request to change previous conditions of zoning to add 4 'For-Sale' single-family detached lots, change the parking deck to 4 levels, revise the commercial layout, increase the commercial area from 41,800 square feet to 50,000 square feet, and allow one commercial building to be 1 story. The property is located at 0 Haynes Bridge Road and is legally described as being located in Land Lots 745 & 746, 1st District, 2nd Section, Fulton County, Georgia.*

- Director of Community and Economic Development, Kathi Cook, came forward to present this item.
- Staff is recommending that Mayor and Council approve PH-23-03 The Gathering Change of Conditions, subject to the following conditions (changes shown in red underline):
  1. The 24.76-acre property shall be zoned MU and the site shall be developed substantially similar to plan V-18 prepared by ADG, dated 12/2022 and plan ZP-2 prepared by Kimley-Horn, dated 12/16/2022, except for changes required to comply with the conditions below. The parking deck, as shown in V-18 of the site plan produced by ADG on 12/2022, shall not exceed 4 levels and shall include landscape screening and green screens and/or architectural panels, as depicted in Exhibit A, to obscure the view of the parking deck from Haynes Bridge Road, with final approval by DRB.
  2. Maximum residential density shall be limited to no more than 7.23 dwelling units per acre.
  4. Development regulations shall be as follows:
    - a. 39 'For-Sale' single-family detached homes and 140 'For-Sale' townhome units shall be permitted with a maximum height of 3-stories or 40'. 14' townhomes shall be limited to no more than 52 units and shall have no more than 2 bedrooms. No more than 10% of units/homes shall be rented as stated in the HOA documents.
    - b. Retail/Restaurant/Office – Maximum 50,000 square feet shall be permitted, not including outdoor dining areas. Minimum building height shall be 2 stories or 24' with a maximum height of 3 stories, except Bldg. F near the dog park, which shall be permitted to be single-story. Commercial buildings at the corner of Haynes Bridge Road and Morrison Parkway shall be at least 2 stories and shall be constructed in the first phase of development with the residential uses. Restaurants shall include outdoor dining areas. No drive-thru restaurants. Commercial area shall be replanted with a 100' buffer, to City buffer standards, along Haynes Bridge Road and Morrison Parkway, if construction does not commence within 18 months from the issuance of the LDP.
  10. All new internal streets shall be public, maintained in compliance with Private Development Agreement recorded in Fulton County records, Book 66332, Page 62, and in accordance with Fulton County Board of Commissioners final action #22-0903, approved at the Fulton County Board of



Commissioners meeting on 12-7-2022. Street 'A' shall have a minimum 6' planter planted with street trees, 6' concrete sidewalk, on-street parking as depicted on the site plan, and 10' landscape strip/building setback. Street 'B' shall have a minimum 6' planter planted with street trees, 8' concrete sidewalk, on-street parking as depicted on the site plan, and 10' landscape strip/building setback. Residential streets, not including alleys, shall have a minimum 4' planter planted with street trees, 5' concrete sidewalk, and 10' landscape strip/building setback. One-way residential street pavement width shall be a minimum 20' wide for Fire access and the planter and sidewalk shall be required on only 1 side of the street.

- The applicant, Brock Built Homes, LLC, is requesting changes to previous conditions of zoning related to The Gathering mixed-use development which is currently approved for 35 'For-Sale' detached homes, 140 'For-Sale' townhomes and 41,800 square feet of retail/restaurant use on 24.76 acres and located in the North Point Overlay. The following zoning condition changes are proposed: 1) add four (4) 'For-Sale' single-family detached lots, 2) change parking deck to 4 levels, 3) revise commercial layout, 4) increase allowable commercial area from 41,800 square feet to 50,000 square feet, and 5) allow one (1) commercial building to be one (1) story. The subject property is located at the northwest corner of Haynes Bridge Road and Morrison Parkway.
- The applicant's updated site plan is generally the same as previously approved, with small adjustments in the commercial village at the corner of Haynes Bridge Road and Morrison Parkway, as well as the addition of four (4) single-family detached lots near the detention pond along Morrison Parkway. The additional residential lots would increase the residential density from 7.07 to 7.23 dwelling units per acre.
- The previously approved below grade parking deck is now proposed to be a four (4) level parking deck at the project entrance off Haynes Bridge Road. The deck will appear as three (3) levels from Haynes Bridge Road, with one level below grade. Significant landscape screening (plantings and green screens) is depicted obscuring the deck from the street. Surface parking has been reduced in the commercial village and replaced with additional open space consisting of an event lawn, plazas, walkways, a linear park and various lawns.
- The commercial village will be served by 69 surface parking spaces and a 331-space, four (4) level parking deck. While the applicant is planning for both retail and restaurant uses in the commercial village, parking has been allocated based on the City's parking rate for restaurant (1 space/100 square feet) which is the higher of the two (2) parking rates. Since the property is located in the North Point Overlay, a 20% reduction in parking is required. Therefore, 400 parking spaces are required for the 50,000 square foot of retail and restaurant uses. Additional on-street parking is provided throughout the mixed-use development.

- Staff has reviewed the applicant's proposal and finds that it can generally support the applicant's request for changes to previous conditions of zoning. The request would result in a better site layout, including more open space, less surface parking, and additional commercial area to support surrounding office parks and future residential. If approved, conditions are recommended requiring a combination of landscaping and green screens to obscure the parking deck from Haynes Bridge Road.
- The report submitted by the applicant states that letters were mailed to each property owner within 500' of the subject property stating the applicant's intent. The report states that following a request from the Vantage Point HOA, the applicant held a teleconference call to discuss the project further. The neighbors were supportive of the development and had no concerns with proposed request. CZIM was held on January 11, 2023. Two (2) members of the public signed in, with one (1) voicing support for the proposal.
- The applicant, Matt Brock (280 Interstate North Circle, Suite 400, Atlanta GA, 30339) came forward to speak on behalf of this application.

## PUBLIC COMMENTS

- There were no public comments.
- ❖ Mayor Pro Tem Merkel offered a motion to approve PH-23-03 The Gathering Change of Conditions, subject to the following conditions:
  1. The 24.76-acre property shall be zoned MU and the site shall be developed substantially similar to plan V-18 prepared by ADG, dated 12/2022 and plan ZP-2 prepared by Kimley-Horn, dated 12/16/2022, except for changes required to comply with the conditions below. The parking deck, as shown in V-18 of the site plan produced by ADG on 12/2022, shall not exceed 4 levels and shall include landscape screening and architectural panels, as depicted in Exhibit A, and six-inch caliper planting along the streetscape and adjacent to the parking decks to obscure the view of the parking deck from Haynes Bridge Road, with final approval by DRB.
  2. Maximum residential density shall be limited to no more than 7.23 dwelling units per acre.
  4. Development regulations shall be as follows:
    - a. 39 'For-Sale' single-family detached homes and 140 'For-Sale' townhome units shall be permitted with a maximum height of 3-stories or 40'. 14' townhomes shall be limited to no more than 52 units and shall have no more than 2 bedrooms. No more than 10% of units/homes shall be rented as stated in the HOA documents.
    - b. Retail/Restaurant/Office – Maximum 50,000 square feet shall be permitted, not including outdoor dining areas. Minimum building height shall be 2 stories or 24' with a maximum height of 3 stories, except Bldg. F near the dog park, which shall be permitted to be

single-story. Commercial buildings at the corner of Haynes Bridge Road and Morrison Parkway shall be at least 2 stories and shall be constructed in the first phase of development with the residential uses. Restaurants shall include outdoor dining areas. No drive-thru restaurants. Commercial area shall be replanted with a 100' buffer, to City buffer standards, along Haynes Bridge Road and Morrison Parkway, if construction does not commence within 18 months from the issuance of the LDP.

10. All new internal streets shall be public, maintained in compliance with Private Development Agreement recorded in Fulton County records, Book 66332, Page 62, and in accordance with Fulton County Board of Commissioners final action #22-0903, approved at the Fulton County Board of Commissioners meeting on 12-7-2022. Street 'A' shall have a minimum 6' planter planted with street trees, 6' concrete sidewalk, on-street parking as depicted on the site plan, and 10' landscape strip/building setback. Street 'B' shall have a minimum 6' planter planted with street trees, 8' concrete sidewalk, on-street parking as depicted on the site plan, and 10' landscape strip/building setback. Residential streets, not including alleys, shall have a minimum 4' planter planted with street trees, 5' concrete sidewalk, and 10' landscape strip/building setback. One-way residential street pavement width shall be a minimum 20' wide for Fire access and the planter and sidewalk shall be required on only 1 side of the street.

- Council Member DeRito seconded the motion.
  - Mayor Gilvin offered a friendly amendment that would dictate a six-inch caliper planting along the streetscape and adjacent to the parking decks, with the landscape plan approved by DRB.
    - Mayor Pro Tem Merkel and Council Member DeRito accepted the friendly amendment.
  - Council Member Mitchell offered a friendly amendment eliminating the green screens and adding the architectural panels until they grow and add to that heavy landscaping (essentially modifying language in Condition #1).
    - Mayor Pro Tem Merkel accepted the friendly amendment.
- The motion was approved unanimously (6-0).

#### C. Ordinance: Fiscal Year 2023 Mid-Year Budget Amendment

##### First Reading

*Consideration of an Ordinance to adopt a Mid-Year Fiscal 2023 Budget for certain funds of the City of Alpharetta, Georgia appropriating the amounts shown in each budget as expenditures, adopting the item of revenue anticipation, prohibiting expenditures to exceed appropriations, and prohibiting expenditures to exceed actual funding available.*

- City Attorney, Melissa Tracy, read the Ordinance title aloud.
- Director of Finance, Tom Harris, came forward to present this item.

#### CITY COUNCIL DISCUSSION

- Council Member Will asked about email encryption and the \$12,000 cost for the next 3 months, requested that the pulse point software be removed from the mid-year budget, and the assessment for the fire stations to be updated.
- Council Member Hipes asked if we complete assessments of six fire stations if we would have the money to fix the six stations.
- Council Member DeRito and Council Member Mitchell both shared that they believed that the direction was that they were going to proceed with the two worst fire stations in the mid-year and then address the other four stations during the regular year budget.
- Mayor Gilvin asked about the \$43,000 (\$21,000 anticipated fees will come in) for recreation program, as he believed the fees of the camps would cover the costs associated.

#### PUBLIC COMMENTS

- There were no public comments.
- ❖ Mayor Pro Tem Merkel offered a motion to approve an Ordinance to adopt a Mid-Year Fiscal 2023 Budget Amendment with a note that before the second reading, finance and parks and recreation will clarify their request for the net of \$21,848.00
  - Council Member Mitchell seconded the motion.
  - The motion was approved (6-0).

#### D. Ordinance: Text Amendment to The Code of the City of Alpharetta, Georgia – Alcohol Ordinance

**DEFERRED:** This item was deferred by Mayor and City Council as a workshop item to the March 6, 2023 City Council meeting.

*Consideration of an Ordinance to amend Chapter 4 of The Code of the City of Alpharetta, Georgia to revise provisions related to delivery, consumption sales, and retail establishments and to add provisions related to mixed drink sales; to provide an effective date; and for other purposes.*

- Mayor Gilvin announced at the beginning of the meeting that this Ordinance item will not be heard tonight and will be deferred to the March 6, 2023 meeting as a workshop item.

#### E. Ordinance: Text Amendment to the Code of the City of Alpharetta, Georgia – New Offenses

*Consideration of an Ordinance to amend Article 1 of Chapter 30 of the Code of the City of Alpharetta, Georgia to add provisions related to destruction of property, defacing buildings, unauthorized entry of property, creating hazardous or offensive conditions, keeping a disorderly house, making false representations, and furnishing alcohol to a minor; to provide an effective date; and for other purposes.*

**WORKSHOP ITEM: Mayor and City Council amended this item to be presented as a workshop item instead of business item.**

- City Attorney, Melissa Tracy, read the Ordinance title aloud.
- City Solicitor, Kelsie Mattox, came forward to address questions by the City Council.

**City Council Discussion:**

- Council Member Hipes shared his concerns about the following: state law definitions of crimes as they pertain to felonies and whether the Charter allows City Council to add such new offenses (as drafted).
- Council Member Mitchell asked about examples of a couple of the new offenses.
- Mayor Pro Tem Merkel asked about juvenile cases in Municipal Court.
- Council Member Will asked about essentially charging a lesser included offense.
- Council Member DeRito shared concerns about costs to the taxpayer and officers determining which charge to cite at the time of an offense.

**F. Resolution to Authorize Eminent Domain – 0 Webb Bridge Road, Alpharetta, Georgia 30005**

*Consideration of a Resolution of the Mayor and Council of the City of Alpharetta, Georgia to authorize the use of eminent domain to acquire certain property located at 0 Webb Bridge Road, Alpharetta, Georgia 30005 (Tax Parcel 21 555012410196) for right of way proposed Webb Bridge Road bike and pedestrian improvements from Big Creek Greenway to Webb Bridge Way.*

- City Attorney, Melissa Tracy, read the Ordinance title aloud.
- This parcel is part of phase three of this project and all of the following resolutions are situations where both the city and the city attorney's office has tried to make contact with the property owner, but the property owner has been non-responsive.

**PUBLIC COMMENTS**

- There were no public comments.
- ❖ Council Member DeRito offered a motion to approve a Resolution of the Mayor and Council of the City of Alpharetta, Georgia to authorize the use of eminent domain to acquire certain property located at 0 Webb Bridge Road, Alpharetta, Georgia 30005 (Tax Parcel 21 555012410196) for right of way proposed Webb Bridge

Road bike and pedestrian improvements from Big Creek Greenway to Webb Bridge Way.

- Mayor Pro Tem Merkel seconded the motion.
- The motion was approved (5-0-1; as Council Member Hipes was not in the Council Chambers during this motion).

**G. Resolution to Authorize Eminent Domain – 3973 Webb Bridge Road, Alpharetta, Georgia 30005**

*Consideration of a Resolution of the Mayor and Council of the City of Alpharetta, Georgia to authorize the use of eminent domain to acquire certain property located at 3973 Webb Bridge Road, Alpharetta, Georgia 30005 (Tax Parcel 21 55512400163) for right of way proposed Webb Bridge Road bike and pedestrian improvements from Big Creek Greenway to Webb Bridge Way.*

- City Attorney, Melissa Tracy, read the Ordinance title aloud.

**PUBLIC COMMENTS**

- There were no public comments.
- ❖ Mayor Pro Tem Merkel offered a motion to approve a Resolution of the Mayor and Council of the City of Alpharetta, Georgia to authorize the use of eminent domain to acquire certain property located at 3973 Webb Bridge Road, Alpharetta, Georgia 30005 (Tax Parcel 21 55512400163) for right of way proposed Webb Bridge Road bike and pedestrian improvements from Big Creek Greenway to Webb Bridge Way.
  - Council Member Mitchell seconded the motion.
  - The motion was approved (6-0).

**H. Resolution to Authorize Eminent Domain – 212 Mossy Place, Alpharetta, Georgia 30005**

*Consideration of a Resolution of the Mayor and Council of the City of Alpharetta, Georgia to authorize the use of eminent domain to acquire certain property located at 212 Mossy Place, Alpharetta, Georgia 30005 (Tax Parcel 21 555212390396) for right of way proposed Webb Bridge Road bike and pedestrian improvements from Big Creek Greenway to Webb Bridge Way.*

- City Attorney, Melissa Tracy, read the Ordinance title aloud.

**PUBLIC COMMENTS**

- There were no public comments.
- ❖ Council Member Will offered a motion to approve a Resolution of the Mayor and Council of the City of Alpharetta, Georgia to authorize the use of eminent domain to acquire certain property located at 212 Mossy Place, Alpharetta, Georgia 30005

(Tax Parcel 21 555212390396) for right of way proposed Webb Bridge Road bike and pedestrian

- Council Member DeRito seconded the motion.
- The motion was approved (6-0).

## VII. OLD BUSINESS

### A. GDOT Georgia 400 Express Lanes Memorandum of Understanding

*Consideration of approval of the memorandum of understanding with the Georgia Department of Transportation for the GA 400 Managed Lanes Project regarding utility coordination and authorize the Mayor to execute all necessary documents.*

- Director of Public Works, Pete Sewczwicz, came forward to present this item.
- On September 26, 2022, Council approved a Memorandum of Understanding (MOU) with Georgia Department of Transportation in association with the GA 400 Managed Lanes Project.
- A revised version of the MOU was prepared by the GDOT in January 2023. In the revised version of the MOU, in addition to the BUY AMERICA requirements of the Federal regulations outlined in Section 8 of the MOU, the BUILD AMERICA, BUY AMERICA ACT ("BABA") set forth under the Infrastructure Investment and Jobs Act, was added to the revised MOU, under Section 9, in January 2023 that extends coverage of BUY AMERICA to include construction materials used for the GA 400 Managed Lanes Project. Under BABA all construction materials furnished for permanent incorporation into the work on this project shall be manufactured in the United States. Thus, the MOU has been modified and needs to be re-executed.

### PUBLIC COMMENTS

- There were no public comments.
- ❖ Council Member DeRito offered a motion to approve the memorandum of understanding with the Georgia Department of Transportation for the GA 400 Managed Lanes Project regarding utility coordination and authorize the Mayor to execute all necessary documents.
  - Mayor Pro Tem Merkel seconded the motion.
  - The motion was approved (6-0).

## VIII. NEW BUSINESS

### A. RFQ 23-1002 Award and Alpha Link Design and Project Management Services Task

#### Order 1

*Consideration of approval of the award of RFQ 23-1002 to AECOM, approve the Alpha Link design Task Order 1 for AECOM in an amount not to exceed \$450,825, approve the*

*Project Management Task Order 1 for Atkins in an amount not to exceed \$80,000, and authorize the Mayor to execute all necessary documents.*

- Director of Public Works, Pete Sewczwicz, came forward to present this item.
- The Alpha Link is a 12' wide lighted multi-use trail connection from Haynes Bridge Road to Encore Parkway, approximately 1.2 miles. More specifically, this segment connects the Big Creek Greenway (via Encore Parkway) to the Alpha Loop at Haynes Bridge Road. Not only will this project serve as a connection between the Greenway and the Alpha Loop, but provide connections to adjacent developments. Connections from the Alpha Link to developments along the trail will be discussed with adjacent property owners and incorporated into the overall design of the Alpha Link.
- This will take about 5-6 years for the design process (through the Federal Government).
- To begin the Alpha Link design procurement, step one in the process was execution of the Project Framework Agreement (PFA) from the Georgia Department of Transportation (GDOT). On July 25, 2022, the City Council approved the Alpha Link PFA with the GDOT and also approved to award an amount not to exceed \$35,000.00 to Atkins for RFQ/RFP professional services associated with Federal Procurement.
- Since this is a federally funded project, the procurement process followed GDOT's qualified based selection process (QBS). This process consists of multiple steps starting with a request for qualifications, shortlisting firms to submit technical proposals, followed by selecting a vendor and negotiating a fee.
- After evaluation and verifying the submitted proposals, staff from the Public Works and Finance Departments and Atkins informed AECOM they were the preferred respondent. AECOM is an experienced contractor that has worked on similar projects for the City and other agencies such as GDOT and local governments. Currently, AECOM is in the middle of a federally funded project with the City and Georgia Department of Transportation- the widening of Old Milton Parkway (State Route 120) from North Point Parkway east to the City limits. This project is currently on schedule and the team is working very well with Public Works.
- AECOM's estimated cost for Task Order 1 services is \$450,825.00.
- To ensure Federal design requirements are met, the trail design will be overseen by Atkins for a total cost of \$80,000 for Task Order 1 (survey, environmental studies, concept design). Atkins' proposal, under Attachments, provides a detailed breakdown of the cost. Funding for Task Order 1 is requested through the Non-Allocated account within the Capital Project Fund. When the City approved the PFA with GDOT for this project, it was acknowledged in the council report that funds would need to be allocated for project management services for this project to ensure the Federal Design Process is followed and there are no missteps.

## **PUBLIC COMMENTS**



- There were no public comments.
- ❖ Council Member Mitchell offered a motion to approve the award of RFQ 23-1002 to AECOM, approve the Alpha Link design Task Order 1 for AECOM in an amount not to exceed \$450,825, approve the Project Management Task Order 1 for Atkins in an amount not to exceed \$80,000, and authorize the Mayor to execute all necessary documents.
  - Council Member Hipes seconded the motion.
  - The motion was approved (6-0).

#### B. Union Hill Park – Vendor Approval for Covered Arena Electrical Upgrades

*Consideration of approval to utilize Meer Electrical Contractors, Inc. under the City's approved on-call services contract (#20-121) for electrical repairs and upgrades to the covered arena at Union Hill Park.*

- Director of Parks, Recreation, and Cultural Services, Morgan Rodgers, came forward to present this item.
- Through a rigorous selection process, the City Council agreed to nine high priority park projects to be included in the Series 2022 Park Bonds. One of the nine projects included the renovation of Union Hill Park. The project would include reformation of the park as a recreational and gathering space that better meets the needs of current and future Alpharetta residents, including trails, expanded Greenway connectivity, and other amenities.
- One facet of the Union Hill Park Series 2022 Park Bond project involves electrical repairs and upgrades to the covered arena to further enhance the space and support the arena as a multipurpose venue. More specifically, the electrical repairs and upgrades would include replacing broken fixtures, upgrading the fixtures to more efficient LED lighting, repairing and adding power outlets, improving air circulation by replacing the existing exhaust fans with area ceiling fans, and updating the electrical panels to accommodate a more robust and broad variety of activities.
- Working with the Finance Department, staff reviewed the City's existing on-call services contract with Meer Electrical Contractors, Inc. and determined that the scope of work for these repairs and enhancements were included within the services provided under the contract. Subsequently, staff requested an estimate of the work to be performed by Meer Electrical Contractors, Inc. The total cost for the project is estimated at \$86,087.88.

#### PUBLIC COMMENTS

- There were no public comments.
- ❖ Council Member Hipes offered a motion to approve utilizing Meer Electrical Contractors, Inc. under the City's approved on-call services contract (#20-121) for

electrical repairs and upgrades to the covered arena at Union Hill Park in an amount not to exceed \$86,087.88 and to authorize the Mayor to execute all necessary documents.

- Mayor Pro Tem Merkel seconded the motion.
- The motion was approved (5-1 ; with Council Member Will in opposition).

## IX. WORKSHOP ITEMS

### A. Settlement Opt-in: National Opioid Settlements with Teva, Allergan, CVS, Walgreens, and Walmart

*Presentation and Discussion and consideration of the settlement opt-in for National Opioid Settlements with Teva, Allergan, CVS, Walgreens, and Walmart.*

- City Attorney, Melissa Tracy, came forward to present this item.
- This settlement is part of a larger national litigation that has been going on for many years. There is an opt in provision for local governments (counties / cities). The more local governments that join and release claims against the parties, the more settlement funds Georgia will have available. It is not clear what benefits will come to the local governments.

## X. PUBLIC COMMENT

- There were no public comments.

## XI. REPORTS

- City Administrator, Chris Lagerbloom, asked all of City Council who will be present during the February 27 and March 6, 2023 City Council meetings.
- Council Member DeRito shared his experience from this past weekend while visiting downtown businesses, Up on the Roof and Taffer's Tavern, and the way that security officers at restaurants were dressed in full optical/military/police gear and weapons. This is not an image that Council Member DeRito wants to have for our city.

## XII. EXECUTIVE SESSION

- ❖ Council Member Hipes offered a motion to recess to Executive Session.
  - Council Member DeRito seconded the motion.
  - The motion was approved unanimously (6-0).
- Mayor Gilvin recessed the meeting at 9:50 p.m.
- ❖ Mayor Pro Tem Merkel offered a motion to reconvene the meeting.
  - A. Council Member DeRitoa seconded the motion.
  - B. The motion was approved unanimously (6-0).
- Mayor Gilvin reconvened the meeting at 10:00 p.m.

### XIII. ADJOURNMENT

- ❖ Council Member Mitchell offered a motion to adjourn.
  - Council Member Hipes seconded the motion.
  - The motion was approved unanimously (6-0).
- With there being no further items to consider or discuss, Mayor Gilvin adjourned the meeting at 10:01 p.m.

Respectfully submitted,



Lauren Shapiro, City Clerk



# STAFF REPORT

Department: Legal  
Submitted By: Melissa Tracy  
Meeting Date: February 27, 2023

## AGENDA ITEM:

### **Settlement Opt-in: National Opioid Settlements with Teva, Allergan, CVS, Walgreens, and Walmart**

*Consideration of the settlement opt-in for National Opioid Settlements with Teva, Allergan, CVS, Walgreens, and Walmart.*

## STAFF RECOMMENDATION:

Approve the City of Alpharetta becoming part of the settlement opt-in for National Opioid Settlements with Teva, Allergan, CVS, Walgreens, and Walmart.

## BUDGET & PROCUREMENT:

**BUDGETED ITEM:** NO

**FISCAL IMPACT:** NO

**INCLUDED IN CURRENT FY CPTL BUDGET:** NO

**INCLUDED IN CURRENT FY OPRT. BUDGET:** NO

**TOTAL PROJECT COST:**

**APPROPRIATIONS:**

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

## EXTERNAL FUNDING SOURCES:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

## ITEM DESCRIPTION:

City attorney, Melissa Tracy, discussed this item as a workshop during the February 20, 2023 City Council meeting. After that discussion, it was recommended to place this item for consideration of approval on the next City Council meeting agenda.

## ALTERNATIVES:

## ATTACHMENTS:

|    |                                                                  |
|----|------------------------------------------------------------------|
| 1. | Executive Summary of National Opioid Settlements                 |
| 2. | National Opioids Settlements FAQs                                |
| 3. | National Opioid Settlement - Teva Allergan CVS Walgreens Walmart |

# **Executive Summary of National Opioid Settlements**

[2.03.2023. Subject to ongoing corrections and updates]

In 2021, nationwide settlements were reached to resolve all opioids litigation brought by states and local political subdivisions against the three largest pharmaceutical distributors—McKesson, Cardinal Health, and AmerisourceBergen (“Distributors”)—and against manufacturer Janssen Pharmaceuticals, Inc. and its parent company Johnson & Johnson (collectively, “J&J”). These “2021 National Settlements” have been finalized, and payments have already begun. In all, the Distributors will pay up to \$21 billion over 18 years, and J&J will pay up to an additional \$5 billion over no more than nine years.

In late 2022, agreements were announced with three pharmacy chains—CVS, Walgreens, and Walmart—and two additional manufacturers—Allergan and Teva. In January 2023, each of those pharmacy chains and manufacturers confirmed that a sufficient number of states had agreed to the settlements to move forward. As with the 2021 National Settlements, states and local governments that want to participate in the 2022 National Settlements now will have the opportunity to “opt in.” The greater the level of subdivision participation, the more funds will ultimately be paid out for abatement. Assuming maximum participation, the 2022 National Settlements require:

- Teva to pay up to \$3.34 billion over 13 years and to provide either \$1.2 billion of its generic version of the drug Narcan over 10 years or \$240 million of cash in lieu of product, as each state may elect;
- Allergan to pay up to \$2.02 billion over 7 years;
- CVS to pay up to \$4.90 billion over 10 years;
- Walgreens to pay up to \$5.52 billion over 15 years; and
- Walmart to pay up to \$2.74 billion in 2023, and all payments to be made within 6 years.

(These figures include amounts attributable to prior settlements between the Defendants and certain states/subdivisions and amounts for attorneys’ fees and costs.)

Under both the 2021 and 2022 National Settlements, at least 85% of the funds going directly to participating states and subdivisions must be used for abatement of the opioid epidemic, with the overwhelming bulk of the proceeds restricted to funding future abatement efforts by state and local governments.

In addition to providing billions of dollars for abatement, the settlements also impose changes in the way the settling defendants conduct their business. For example:

- The Distributors will create a groundbreaking clearinghouse through which they will be required to account not only for their own shipments, but also the shipments of the other distributors, in order to detect, stop, and report suspicious opioids orders;
- J&J (which ceased marketing Opioids in 2015 and ceased selling Opioids in 2020) will not market or sell any opioid products in the next ten years and has agreed to cease lobbying concerning prescription opioids for ten years;
- Teva and Allergan have agreed to strict limitations on their marketing, promotion, sale, and distribution of opioids, including a ban on: (1) promotion and lobbying; (2) rewarding or disciplining employees based on volume of opioid sales; and (3) funding or grants to third parties; and
- Walmart, CVS, and Walgreens are required to implement changes in how they handle opioids, including requirements addressing their compliance structures, pharmacist judgment, diversion prevention, suspicious order monitoring, and reporting on red-flag processes, as well as blocked and potentially problematic prescribers.

The 2021 and 2022 National Settlements are the culmination of many years of intense negotiations among representatives of the State Attorneys General, the court-appointed Plaintiffs' Executive Committee and Negotiation Committee, which are comprised of lawyers in the National Prescription Opiate MDL who represent subdivisions, and counsel to the Settling Defendants. These negotiations were facilitated by Judge Dan Polster (who oversees the federal MDL litigation), by the Special Masters appointed by the MDL Court, and by experienced, neutral mediators.

The agreements do not settle or release any claims brought by Tribes or by private parties, including private individuals, private hospitals, or private third-party payers.

Additional information, including answers to FAQs, can be found at [nationalopioidsettlement.com/news](https://nationalopioidsettlement.com/news).

**Frequently Asked Questions about the 2022 National Opioid Settlements with Teva, Allergan, Walmart, Walgreens, and CVS**  
**[Subject to ongoing corrections and updates]**  
**[Executed Agreements Control]**

**1. Which Defendants Have Executed National Opioid Settlements?**

Since the Summer of 2021, nine Defendant families have executed National Opioid Settlements. First, in July 2021, J&J and Distributors McKesson, Cardinal Health, and AmerisourceBergen entered into National Opioids Settlements (“2021 National Settlement(s)”; details regarding the 2021 National Settlements, including a separate set of FAQs, can be found here: <https://nationalopioidsettlement.com/distributor-janssen-faq/>). More recently, between November and December of 2022, five additional Defendant families have entered into National Opioids Settlements (“2022 National Settlement(s)”).<sup>1</sup> They are:

| Settling Defendant | Date of Settlement Agreement | Link to Settlement Agreement                                                                                                                                                                                                                                                    |
|--------------------|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Teva               | November 22, 2022            | <a href="https://nationalopioidsettlement.com/wp-content/uploads/2022/12/Final-Teva-Global-Settlement-Agreement-and-Exhibits_12-20-22.pdf">https://nationalopioidsettlement.com/wp-content/uploads/2022/12/Final-Teva-Global-Settlement-Agreement-and-Exhibits_12-20-22.pdf</a> |
| Allergan           | November 22, 2022            | <a href="https://nationalopioidsettlement.com/wp-content/uploads/2022/12/Final-Allergan-Global-Agreement-and-Exhibits_12-20-22.pdf">https://nationalopioidsettlement.com/wp-content/uploads/2022/12/Final-Allergan-Global-Agreement-and-Exhibits_12-20-22.pdf</a>               |
| Walmart            | November 14, 2022            | <a href="https://nationalopioidsettlement.com/wp-content/uploads/2022/12/Walmart-Settlement-Agreement-2022.12.02_FINAL.pdf">https://nationalopioidsettlement.com/wp-content/uploads/2022/12/Walmart-Settlement-Agreement-2022.12.02_FINAL.pdf</a>                               |
| Walgreens          | December 9, 2022             | <a href="https://nationalopioidsettlement.com/wp-content/uploads/2022/12/Walgreens-Multistate-Agreement-and-Exhibits.pdf">https://nationalopioidsettlement.com/wp-content/uploads/2022/12/Walgreens-Multistate-Agreement-and-Exhibits.pdf</a>                                   |
| CVS                | December 9, 2022             | <a href="https://nationalopioidsettlement.com/wp-content/uploads/2022/12/2022-12-09-CVS-Global-Settlement-Agreement-with-Exhibits.pdf">https://nationalopioidsettlement.com/wp-content/uploads/2022/12/2022-12-09-CVS-Global-Settlement-Agreement-with-Exhibits.pdf</a>         |

**2. Which Entities Are Eligible to Participate in the 2022 National Settlements?**

The 2022 National Settlements are “opt in” settlements that are open only to states, as well as state subdivisions (e.g., municipalities, counties, parishes, cities, towns, incorporated townships, villages, and boroughs) and certain special districts (e.g., school districts, fire

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<sup>1</sup> The 2022 National Settlements define the specific entities entering into the respective agreements, as well as the “Released Entities.”



districts, and hospital districts). Claims brought on behalf of private individuals and businesses (including private hospitals and private third-party payors) are **not** included and will not be released. Claims brought on behalf of Tribal Nations are also not included and will not be released through participation in these agreements, but Tribal Nations may be eligible to participate in separate settlements with these same defendants; more information on those separate agreements may be found here: <https://www.tribalopioidsettlements.com/>.

Each 2022 National Settlement has the same basic “two-phase” structure:

**Phase I – Eligible States:** With respect to each 2022 National Settlement, most states are eligible to participate. (For these purposes, Washington, D.C. and the five U.S. Territories<sup>2</sup> are treated as “states.”) Certain states are not eligible to participate in certain of these settlements (e.g., due to prior settlements or litigation with a settling Defendant). Among the states eligible to participate in certain 2022 National Settlements, a small number have chosen not to participate in one or more of those settlements. Accordingly, for each of the 2022 National Settlements, the only states that may participate are those that are eligible and elected to do so. The following list sets forth, for each 2022 National Settlement, the eligible and ineligible states, as well as those eligible states that have chosen not to participate.

- **Teva Settlement:**

- All states are eligible, **except** Florida, Louisiana, Oklahoma, Rhode Island, Texas, and West Virginia. Oklahoma subdivisions and special districts, however, **are** eligible to participate.
- Nevada has chosen not to participate.

- **Allergan Settlement:**

- All states are eligible, **except** Florida, Louisiana, New York, Rhode Island, and West Virginia.
- Nevada has chosen not to participate.

- **Walmart Settlement:**

- All states are eligible, **except** Alabama, Florida, New Mexico, and West Virginia.

- **Walgreens Settlement:**

- All states are eligible, **except** Florida.
- Michigan, Nevada, New Mexico, and West Virginia have chosen not to participate.

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<sup>2</sup> American Samoa, Guam, Northern Mariana Islands, Puerto Rico, and the U.S. Virgin Islands.

- **CVS Settlement:**

- o All states are eligible, **except** Florida, New Mexico, and West Virginia.
- o Maryland and Nevada have chosen not to participate.

**Phase II – Eligible Subdivisions:** **Within settling states only**, both non-litigating and litigating subdivisions may participate, including all municipal, county, city, town, township, parish, village, or borough governments, as well as any other subdivisions that have filed lawsuits that fall within the release provisions of the 2022 National Settlements. “Special Districts” are treated as “Subdivisions” under the Walmart, Walgreens, and CVS Settlements. Under the Teva and Allergan Settlements, certain special districts, such as school districts, fire districts, and hospital districts, are eligible to participate in the 2022 National Settlements, along with subdivisions. For ease of reference, unless otherwise noted, use of the term “Subdivision” in these FAQs includes eligible “Special Districts.”

Subdivisions within a state can only participate if their state is participating.

In addition, certain subdivisions—even within participating states—may not be eligible to participate in one or more of the 2022 National Settlements despite their state participating, e.g., if they have previously settled and released their claims. Subdivisions should speak to their respective counsel and/or their respective state attorney general for further information on their eligibility.

**3. If a State or Subdivision Did Not Participate in the 2021 National Settlements with J&J or the Distributors (McKesson, Cardinal Health, and AmerisourceBergen), Can It Participate in the 2022 National Settlements with Teva, Allergan, Walmart, Walgreens, and CVS?**

Yes. Whether an eligible state or subdivision participated in either of the 2021 National Settlements does **not** impact its eligibility to participate in these more recent 2022 National Settlements with Teva, Allergan, Walmart, Walgreens, and CVS.

**4. May a State or Subdivision Participate in Some of the 2022 National Settlements While Choosing Not to Participate in Others?**

Yes, except for the Teva and Allergan Settlements, eligible states and subdivisions may choose to participate in one or more of the 2022 National Settlements, while choosing not to participate in others. **However**, if your state has participated in both the Teva and Allergan Settlements, your subdivision must participate in both or neither of these settlements; it cannot choose to participate in just Teva or just Allergan. If your state only participated in Teva, you can choose to participate only in Teva (and the Allergan Settlement is not available to you). And vice versa. A chart reflecting each state’s participation status with respect to each of the 2022 National Settlements is available here: <https://nationalopioidsettlement.com/state-participation-status/>.

## 5. How Many States Are Participating? Has “Critical Mass” Been Reached at the State Level?

The 2022 National Settlements are designed to incentivize higher participation rates. Each settlement provides two or more “critical mass” phases for each settling Defendant and/or the states to determine whether there is sufficient participation to make it worth proceeding with the settlement or, in the case of the Walmart Settlement, to meet minimum, objective participation thresholds.

Phase I has been met for each of the 2022 National Settlements, meaning that there was sufficient state-level participation to proceed to Phase II of the settlements regarding subdivisions. Teva, Allergan, and Walgreens each determined there was sufficient state participation to proceed to the second phase of those agreements. For the CVS Settlement, settling states on the “Enforcement Committee,” as well as CVS, determined there was sufficient state participation to proceed to the second of the settlement. For the Walmart Settlement, the “State Participation Threshold” was achieved (i.e., at least 45 of the 50 “Threshold States” joined the settlement), so that settlement will also proceed to its second phase.

A chart reflecting each state’s participation status with respect to each of the 2022 National Settlements is available here: <https://nationalopioidsettlement.com/state-participation-status/>.

## 6. What Steps Are Needed for a Subdivision to Opt In?

To participate, a subdivision must execute and submit a participation form **for each settlement** it wants to participate in. Participation forms must be executed and submitted on or **before April 18, 2023**, for subdivisions to be considered an “Initial Participating Subdivision” in a settlement. The participation forms will include a release (discussed below) and advance authorization for entry of a Master Dismissal of the released claims (if the settlement moves forward).

By executing and returning a participation form for a settlement: (1) the subdivision agrees to the terms of the applicable settlement agreement pertaining to subdivisions; (2) the subdivision releases all claims within the scope of such settlement; (3) the subdivision agrees to use monies it receives as required under such settlement; (4) the subdivision submits to the jurisdiction of the court where their state’s consent judgment is filed for purposes limited to that court’s role under such settlement; and (5) with respect to subdivisions who have filed lawsuits against any settling Defendant, the subdivision commits to promptly dismissing its legal action against that settling Defendant. By signing a participation form, the subdivision is authorizing the Plaintiffs’ Executive Committee (PEC) to file a dismissal on its behalf for any claims pending in the MDL. (For claims pending outside the MDL, the subdivision is obligated to dismiss those claims itself.) A link to an example of such dismissal may be found here: <https://nationalopioidsettlement.com/wp-content/uploads/2023/01/form-of-Master-Stipulation-of-Dismissal.pdf>.

After April 18, 2023, the extent of subdivision participation will be used to determine whether participation for each deal is sufficient for the settlement to move forward and whether a state earns its maximum potential payment under the settlement. See FAQ #8 below. If the settlement moves forward, the release in the subdivision's participation form will become effective. If a settlement does not move forward, that release will not become effective.

There are three methods for returning the executed participation forms and any supporting documentation to the Implementation Administrator:

1. **Electronic Signature via DocuSign:** Executing the participation forms electronically through DocuSign will return the signed forms to the Implementation Administrator and associate a subdivision's forms with that subdivision's records. Electronic signature is the most efficient method for returning participation forms, allowing for more timely participation and the potential to meet higher settlement payment thresholds, and is therefore strongly encouraged.
2. **Manual Signature returned via DocuSign:** DocuSign allows forms to be downloaded, signed manually, then uploaded to DocuSign and returned automatically to the Implementation Administrator. Please be sure to complete all fields. As with electronic signature, returning manually signed participation forms via DocuSign will associate a subdivision's signed forms with that subdivision's records.
3. **Manual Signature returned via electronic mail:** If a subdivision is unable to return executed participation forms using DocuSign, signed participation forms may be returned via electronic mail to [opioidsparticipation@rubris.com](mailto:opioidsparticipation@rubris.com). Please include the name, state, and reference ID of your subdivision in the body of the email and use the following subject line:

**Settlement Participation Forms – [Subdivision Name, Subdivision State] – [Reference ID]**

Detailed instructions on how to sign and return the participation forms, including changing the authorized signer, can be found at <https://nationalopioidsettlement.com>. You may also contact [opioidsparticipation@rubris.com](mailto:opioidsparticipation@rubris.com).

**7. What Are the Deadlines to Opt In to One or More of the 2022 National Settlements?**

As discussed above in FAQ #5, the state participation phase of the settlements has resulted in sufficient state participation to move forward with subdivision participation phase. The applicable time periods and deadlines are set forth below in Chart A. These deadlines reflect agreed extensions beyond the dates provided for under the settlement agreements.

For each of the 2022 National Settlements, subdivisions will have until **April 18, 2023**, to execute and submit their participation forms and be considered an “Initial Participating Subdivision” in a settlement.

For the Teva, Allergan, Walgreens, and CVS Settlements, these settling Defendants will then have until May 18, 2023, to determine whether to proceed further with their respective settlements.<sup>3</sup> The Walgreens and CVS Settlements include an intervening deadline (May 2, 2023) by which states are to determine whether there has been sufficient subdivision-level participation to proceed with those settlements.

**Chart A**

| <b>Settling Defendant</b> | <b>Initial deadline for subdivisions to participate in settlement</b> | <b>Deadline for states to determine whether to proceed</b> | <b>Deadline for settling Defendants to determine whether to proceed (Reference Date<sup>4</sup>)</b> |
|---------------------------|-----------------------------------------------------------------------|------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| Walmart                   | April 18, 2023                                                        |                                                            |                                                                                                      |
| Teva                      | April 18, 2023                                                        |                                                            | May 18, 2023                                                                                         |
| Allergan                  | April 18, 2023                                                        |                                                            | May 18, 2023                                                                                         |
| Walgreens                 | April 18, 2023                                                        | May 2, 2023                                                | May 18, 2023                                                                                         |
| CVS                       | April 18, 2023                                                        | May 2, 2023                                                | May 18, 2023                                                                                         |

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<sup>3</sup> Under the Walmart Settlement, each of the settling states will use reasonable efforts to ensure that, by April 18, 2023, the settling states have met the following “Subdivision Participation Thresholds” for the Walmart Settlement to become effective: (1) more than 85% of the aggregate population of all litigating subdivisions located in the settling states and separately settling states, and (2) more than 85% of the aggregate population of all non-litigating threshold subdivisions located in the settling states and separately settling states, (a) have become participating subdivisions, (b) are subject to a bar or case-specific resolution, or (c) have joined a settlement between Walmart and a separately settling state by executing a participation form, including a release.

<sup>4</sup> In the Teva, Allergan, Walgreens, and CVS Settlements, the “Reference Date” refers to the date by which each respective settling Defendant is to determine whether there has been enough subdivision-level participation to proceed beyond the second phase of its settlement. (In the Walmart Settlement, the “Subdivision Participation Thresholds” are based on objective criteria, and there is thus no such “Reference Date.”)

## **8. What Level of Subdivision Participation Is Necessary for the 2022 National Settlements to Become Effective?**

Under the Teva, Allergan, Walgreens, and CVS Settlements, there is no set threshold of subdivision-level participation required for those settlements to become effective. As to the Teva and Allergan Settlements, once the deadline for subdivisions to participate has passed, these settling Defendants will determine whether there has been sufficient subdivision-level participation for these settlements to become effective. The Walgreens and CVS Settlements operate similarly to the Teva and Allergan Settlements, except that under those settlements, the settling states (Walgreens) or the “Enforcement Committee” representing the settling states (CVS) will first have the opportunity to determine whether there has been sufficient subdivision participation to proceed with these settlements. If so, then Walgreens and CVS are to determine whether they agree that sufficient subdivisions have participated in the settlements. The decisions of the Teva, Allergan, CVS, and Walgreens as to whether there has been adequate subdivision-level participation is in their sole discretion and must be made in good faith.

The Walmart Settlement is different in that the level of subdivision participation required for the settlement to become effective is based on objective criteria: (1) more than 85% of the aggregate population of all litigating subdivisions located in settling states, as well as states that have separately settled with Walmart, must agree to participate or otherwise have their claims fully released, **and** (2) more than 85% of the aggregate population of all non-litigating threshold subdivisions (defined to include subdivisions with populations greater than 30,000 or those with populations between 10,000 and 30,000 that have brought opioids-related claims against McKesson, Cardinal Health, AmerisourceBergen, or J&J) must agree to participate or otherwise have their claims fully released. The calculation of the aggregate populations of litigating subdivisions and non-litigating threshold subdivisions is on an aggregated basis and not a state-by-state basis. If these thresholds are met, then the Walmart Settlement will become effective.

## **9. Can Eligible States Opt In After the Deadlines for Doing So?**

Except for the Walmart Settlement, eligible states may, under certain circumstances, join the 2022 National Settlements after the deadlines to do so. However, later joinder by eligible states requires the consent of the respective settling Defendant (and, if applicable, the State Enforcement Committee for such settlement). If an eligible state later joins a 2022 National Settlement, subdivisions within that state may also sign on and participate in such settlement but may receive lower total payments. Note that, with respect to the CVS and Walgreens Settlements, no eligible state may become a settling state after May 31, 2023, and June 30, 2023, respectively.

## **10. What Funds Will Be Available for Abatement?**

The amounts to be paid under each 2022 National Settlement depend on the level of participation by eligible states and subdivisions. Each of the settlements requires the settling Defendant to make annual payments over a period of years consisting of base and

incentive payments. **Assuming maximum participation** by eligible states and subdivisions, Chart B below reflects the **highest** amounts to be paid by each settling Defendant, including the base, incentive, and total amounts for abatement.

**Chart B**

| Settling Defendant | Abatement – Base                                                                             | Abatement - Incentive                                                                          | Abatement – Total  | Other                                                                                                                                                                                                                                                                                                                                                                      | Total              |
|--------------------|----------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|--------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| Teva               | \$1,325,488,100<br><br>(45% of the Net Abatement Amount of \$2,945,529,111)                  | \$1,620,041,011<br><br>(55% of the Net Abatement Amount of \$2,945,529,111)                    | \$2,945,529,111    | <ul style="list-style-type: none"> <li>• Maximum cash conversion of Settlement Product if Settling State elects to convert all or a portion of its Settlement Product allocation into a cash payment (\$240,000,000)<sup>5</sup></li> <li>• Additional Restitution Amount (\$28,669,762)</li> <li>• Global Settlement Attorney Fee Amount of (\$366,335,847.76)</li> </ul> | \$3,580,534,720.76 |
| Allergan           | \$809,634,037.95<br><br>(45% of the Net Abatement Amount of \$1,799,186,751)                 | \$989,552,713.05<br><br>(55% of the Net Abatement Amount of \$1,799,186,751)                   | \$1,799,186,751    | <ul style="list-style-type: none"> <li>• Additional Restitution Amount (\$16,192,680.76)</li> <li>• Global Settlement Attorney Fee Amount (\$206,906,476.36)</li> </ul>                                                                                                                                                                                                    | \$2,022,285,908.12 |
| Walmart            | \$909,641,765.08<br><br>(38% of Global Settlement Remediation Amount of \$2,393,794,118.64). | \$1,484,152,353.56<br><br>(62% of Global Settlement Remediation Amount of \$2,393,794,118.64). | \$2,393,794,118.64 | <ul style="list-style-type: none"> <li>• Subdivision Attorneys’ Fees, Expenses and Costs (\$297,720,376.93)</li> <li>• State Outside Counsel Fee Fund (\$16,006,471.88)</li> <li>• State Cost Fund (\$16,006,471.88)</li> </ul>                                                                                                                                            | \$2,739,533,911.20 |

<sup>5</sup> Under the Teva Settlement, Teva will offer up to \$1.2 billion of Teva’s generic version of the overdose reversal drug Narcan or, alternatively, provide cash at 20% of the \$1.2 billion wholesale acquisition cost “in lieu of product.”

|           |                                                                                           |                                                                                           |                 |                                                                                                                                                                                                                                                                                 |                 |
|-----------|-------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
|           |                                                                                           |                                                                                           |                 | <ul style="list-style-type: none"> <li>• Additional Remediation (\$16,006,471.88)</li> </ul>                                                                                                                                                                                    |                 |
| Walgreens | \$1,963,147,836<br><br>(41% of the Adjusted State Remediation Payment of \$4,788,165,456) | \$2,825,017,620<br><br>(59% of the Adjusted State Remediation Payment of \$4,788,165,456) | \$4,788,165,456 | <ul style="list-style-type: none"> <li>• Private Attorneys Fees (\$638,600,000)</li> <li>• State AG Fees and Costs (\$63,842,206)</li> <li>• Additional Remediation Amount (\$31,921,103)</li> </ul>                                                                            | \$5,522,528,766 |
| CVS       | \$1,626,081,118<br><br>(38% of Maximum Remediation Payment of \$4,279,160,837)            | \$2,653,079,719<br><br>(62% of Maximum Remediation Payment of \$4,279,160,837)            | \$4,279,160,837 | <ul style="list-style-type: none"> <li>• Common Benefit and Subdivision Attorneys' Fees, Expenses and Costs (\$539,457,124)</li> <li>• State Outside Counsel Fee Fund (\$28,527,739) State Cost Fund (\$28,527,739) and Additional Remediation Amount (\$28,527,739)</li> </ul> | \$4,904,201,178 |

### **11. How Much Will a Settling State Receive in Base Payments Under the 2022 National Settlements?**

As illustrated in [Chart B](#) above, approximately \$6.63 billion in base payments would be available to settling states. These base payments do not require a settling state to meet any specific participation benchmarks or conditions. Base payments will be paid out annually for distribution to each settling state according to its share of the abatement funds using the top-level state allocation model discussed below. Each state's base payment is then allocated into the three sub-funds or according to a state-subdivision agreement, qualifying statute, or statutory trust, as explained below.

### **12. How Much Can a State Receive in Incentive Payments?**

Under the 2022 National Settlements, approximately \$9.57 billion in abatement funds would be earmarked for "Incentive Payments" Although the criteria for Incentive Payments under each of the 2022 National Settlements are similar, there are differences in how they operate and when they accrue, as explained in FAQ #13 below.



### 13. How Do Incentive Payments Work?<sup>6</sup>

In each of the 2022 National Settlements, incentive payments are designed to reward states for increasing participation in the settlements by their subdivisions and/or taking steps to bar or otherwise resolve current and future subdivision litigation, but there are differences in how these incentive payments operate and when they accrue.

Eligibility for incentive payments is **state-specific**, meaning that eligibility for incentive payments, as well as the amount of such payments, depends on whether, and the extent to which, the applicable incentive criteria set forth in each of the 2022 National Settlements are met **in each such settling state**, irrespective of any other settling states.

- **Teva/Allergan**

The Teva and Allergan Settlements divide incentive payments into four categories: Incentives A, B, C, and D. Under the Teva Settlement, Incentives A-C would be due in installments over 12 years beginning with Payment Year 2, and Incentive D would be due in installments over 10 years beginning with Payment Year 4. Under the Allergan Settlement, Incentives A-C would be due in installments over 6 years beginning with Annual Payment 2, and Incentive D would be due in installments over 4 years beginning with Annual Payment 4. Under these settlements, if a settling state qualifies for Incentive A, it would receive the maximum payment allocable to the State for Incentives A-C. If a settling state does not qualify for Incentive A, it can alternatively qualify for Incentive B and/or Incentive C. A settling state can qualify for Incentive D regardless of whether it qualifies for another incentive payment.

Incentives A-D are generally as follows:

**Incentive A:** Full participation, or fully released claims, of (1) litigating subdivisions/special districts and (2) non-litigating subdivisions with populations greater than 10,000/non-litigating covered special districts.

**Incentive B:** Early participation, or released claims, by litigating subdivisions/special districts representing at least 75% of the settling state's litigating population.

**Incentive C:** Participation, or release of claims, by litigating **or** non-litigating primary subdivisions (defined as subdivisions with populations of 30,000 or more) representing more than 60% of the settling state's primary subdivision population (Part 1) and 100% of its 10 largest subdivisions by population (Part 2).

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<sup>6</sup> Note that these FAQs include certain terms that are specifically defined in the 2022 National Settlements. The definitions contained in the 2022 National Settlements are determinative.

**Incentive D:** No opioids-related lawsuits filed by subdivisions within the settling state against settling Defendants as of two look-back dates 2 years and 5.5 years after the “Preliminary Agreement Date.”

- **CVS**

Under the CVS Settlement, Incentives A-D are generally like the Teva and Allergan Settlements. But there are certain differences.

First, unlike the Teva and Allergan Settlements, Incentive A is **mutually exclusive** with Incentives B, C, and D, meaning that a settling state may either qualify for Incentive A, or Incentives B, C, and/or D. A settling state will be eligible for its full allocable share of the maximum amount available for incentive payments by either: (1) achieving Incentive A within 2 years of the Effective Date or (2) by fully earning Incentive B in each Payment Year it is available and earning Incentives C and D in a manner that produces that maximum possible combined amount from those two incentives.

Second, Incentive B requires early participation, or released claims, by litigating subdivisions representing at least 85% of the settling state’s litigating population.

Third, Incentive C requires participation, or release of claims, by at least 85% of the settling state’s litigating subdivisions **and** non-litigating threshold subdivisions (defined to include subdivisions with populations greater than 30,000 or subdivisions with populations between 10,000 and 30,000 that have brought an opioids-related claim against McKesson, Cardinal Health, AmerisourceBergen, or J&J).

Finally, there are five look-back dates for Incentive D: April 30 of Payment Years 6-10.

- **Walgreens**

Under the Walgreens Settlement, incentive payments are divided among three categories: Incentives A, BC, and D. Incentive A is mutually exclusive with Incentives BC and D; if a settling state receives Incentive A, such settling state is not eligible for Incentives BC or D.

Incentive A requires full participation from all litigating subdivisions, primary subdivisions (defined to include subdivisions with populations over 10,000), and certain special districts. Incentive BC is determined based on the percentage of the aggregate population of all the settling state’s litigating subdivisions and non-litigating threshold subdivisions (defined to include subdivisions with

populations greater than 30,000 or those with populations between 10,000 and 30,000 that have brought opioids-related claims against McKesson, Cardinal Health, AmerisourceBergen, or J&J) that have participated in the settlement or otherwise fully released their claims. A sliding percentage scale will determine the Incentive BC Payments under these settlement agreements.

Under the Walgreens Settlement, a settling state may earn Incentives A and BC in annual payments 2 through 15.

Finally, Incentive D (payments which are based on Incentive BC participation percentage) can be earned if there are no qualifying lawsuits surviving a threshold motion as of certain look-back dates prior to Incentive D payments being made. Any Incentive D payments would be made under the Walgreens Settlement during Payment Years 6-15.

- **Walmart**

Incentive payments under the Walmart Settlement operate similarly to incentive payments under the Walgreens Settlement. However, under the Walmart Settlement, Incentive Payments A and BC would be paid in (at most) three payments in Payment Years 1 through 3. Any Incentive D payments would be made during Payment Years 3-6.

**14. If States or Subdivisions Elect to Participate in the 2022 National Settlements, When Will They Receive Abatement Fund Payments?**

Participating states and subdivisions would receive abatement proceeds through annual payments continuing over a period of years. Chart C below sets forth, for each 2022 National Settlement, the date through which annual abatement payments would be made by the respective settling Defendant.

**Chart C**

| <b>Settling Agreement</b> | <b>Annual Abatement Payments Made Until</b> |
|---------------------------|---------------------------------------------|
| Teva Settlement           | July 15, 2035                               |
| Allergan Settlement       | July 15, 2029                               |
| Walmart Settlement        | ~July 15, 2028                              |
| Walgreens Settlement      | December 31, 2036                           |
| CVS Settlement            | June 30, 2032                               |

### 15. How Will Settlement Proceeds Be Used?

Each of the 2022 National Settlements requires that at least 85% to 95.5% of abatement funds be used to fund opioid-remediation efforts, with at least 70% of abatement funds required to be used in connection with future opioid-remediation efforts. Chart D below sets forth, for each settlement, the minimum percentage of settlement payments disbursed to states and participating subdivisions that must be spent on “Opioid Remediation” and “future Opioid Remediation,” respectively. The 2022 National Settlements effectively define “Opioid Remediation” as including care, treatment, and other programs and expenditures (including reimbursement for past such programs or expenditures, except where the agreement restricts the use of funds solely to **future** Opioid Remediation) designed to (1) address the misuse and abuse of opioid products, (2) treat or mitigate opioid use or related disorders, or (3) mitigate other alleged effects of, including on those injured as a result of, the opioid epidemic. The 2022 National Settlements include broad and non-exhaustive lists of qualifying opioid-remediation expenditures.<sup>7</sup>

**Chart D**

| Settling Defendant | Minimum Amount of Settlement Proceeds To Be Spent on Opioid Remediation                                                                                                                                       | Minimum Amount of Settlement Proceeds To Be Spent on Future Opioid Remediation |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| Teva               | 85%                                                                                                                                                                                                           | 70%                                                                            |
| Allergan           | 85%                                                                                                                                                                                                           | 70%                                                                            |
| Walmart            | 85%                                                                                                                                                                                                           | 70%                                                                            |
| Walgreens          | 95%                                                                                                                                                                                                           | 70%                                                                            |
| CVS                | 95.5%; <i>provided, however</i> , that the remaining 4.5% only may be spent outside of Opioid Remediation to the extent necessary to satisfy certain attorney fee agreements entered into by settling states. | 70%                                                                            |

### 16. How Will the State-Level Allocations Be Made?

Under the 2022 National Settlements, each of the settling Defendants would make annual payments consisting of base and incentive payments (described above). Calculation of the amounts distributed to each settling state (including the state and its settling subdivisions) starts with a top-level allocation among all states of the maximum potential payment. How much of that maximum

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<sup>7</sup> If settlement proceeds are used for something other than “Opioid Remediation,” then the amounts and uses (including any use to pay attorneys’ fees and costs) must be publicly reported.

amount each state will receive in any given year is then based on (1) which incentive payment categories that state qualifies for that year; and (2) whether amounts otherwise payable are offset or otherwise adjusted (see FAQ #18 below regarding offsets). Once the annual payment for a state is calculated, the further allocation of that state's payment proceed as outlined below among that state's (1) "State Fund"; (2) "Abatement Accounts Fund"/"Remediation Accounts Fund"; and (3) "Subdivision Fund."

For purposes of the top-level maximum potential allocation discussed above, an "Overall Allocation Percentage" or "State Allocation Percentage" has been calculated for each 2022 National Settlement based on the states eligible to participate in such settlements. Within each eligible state, there is a "Subdivision Allocation Percentage" or "Subdivision and Special District Allocation Percentage," set forth in Exhibit G to the respective 2022 National Settlements, which reflects the portion of a settling state's Subdivision Fund that a subdivision would receive if it becomes a participating subdivision (in the absence of a state-subdivision agreement, qualifying statute, or statutory trust; see FAQ #17 below). The aggregate "Subdivision Allocation Percentage" or "Subdivision and Special District Allocation Percentage" for each state equals 100%.

These sub-percentages for each state are based on population, adjusted for the proportionate share of the impact of the opioid epidemic using reliable, detailed, and objective national data, including: (1) the amount of opioids shipped to the state; (2) the number of opioid-related deaths that occurred in the state; and (3) the number of people who suffer opioid use disorder in the state. Adjustments were made to reflect the severity of impact insofar as the oversupply of opioids had more deleterious effects in some locales than in others. Ultimately, the model allocates settlement funds in proportion to where the opioid crisis has caused harm.

#### **17. How Will Settlement Funds Be Allocated Within a State?**

Settlement proceeds will be allocated in accordance with the terms of any qualifying agreement between a state and its subdivisions, a qualifying statute, or a statutory trust. Otherwise, settlement proceeds will be allocated in accordance with default allocation terms set out in the respective 2022 National Settlements. Under these default terms, settlement proceeds will be allocated among three sub-funds for each settling state: (1) a State Fund; (2) an Abatement Accounts Fund or Remediation Accounts Fund; and (3) a Subdivision Fund.<sup>8</sup> There are several important points to observe with respect to three sub-funds:

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<sup>8</sup> Non-litigating municipalities with a population under 10,000 and special districts will not receive direct allocations from the Subdivision Fund, unless an intrastate agreement provides otherwise. Moreover, a subdivision will not necessarily directly receive settlement funds by participating because decisions on how settlement funds will be allocated within a state may be subject to intrastate agreements or state statutes.

- The settlement agreements provide default allocations among the sub-funds (15% to the State Fund, 70% to the Abatement Accounts Fund/Remediation Accounts Fund, and 15% to the Subdivision Fund<sup>9</sup>). As noted above, these defaults can be changed on a state-by-state basis through a qualifying state-subdivision agreement, qualifying statute, or statutory trust.<sup>10</sup>
- Under the default set forth in the 2022 National Settlements, at least 50% of the annual spend from the Abatement Accounts Fund/Remediation Accounts Fund must be allocated at a **regional** level for settling states above a certain population. Each settling state will have an advisory committee—with equal representation from the state and local levels—to recommend how to spend the Abatement Accounts Fund/Remediation Accounts Fund.<sup>11</sup>
- Certain large participating subdivisions also will be eligible to receive block grants from the Abatement Accounts Fund/Remediation Accounts Fund.
- A settling state also is free to direct all or a portion of its State Fund to its Abatement Accounts Fund/Remediation Accounts Fund. A participating subdivision listed in Exhibit G to the respective 2022 National Settlements also may choose to direct all or a portion of its allocation from the Subdivision Fund to the state’s Abatement Accounts Fund/Remediation Accounts Fund or to another participating subdivision.

### **18. Can a Defendant Take an Offset Against a Settlement Payment?**

In each of the 2022 National Settlements, the settling Defendant is entitled to an offset for abatement/remediation payments that had been allocated to states that did not choose to participate in that settlement. In addition, Teva, Allergan, Walgreens, and CVS are entitled to dollar-for-dollar offsets for certain class resolution opt-outs, as well as payments made as a result of litigation bars, settlement class resolutions, or case-specific resolutions that are subsequently revoked, rescinded, or otherwise materially limited. Walgreens and CVS are also entitled to a dollar-for-dollar offset for certain taxes, assessments, or any other fees imposed by a settling state on Walgreens or CVS on the sale, transfer, or distribution of opioid products.

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<sup>9</sup> As a default, amounts apportioned to a state’s Subdivision Fund would be distributed to participating subdivisions in that state listed on Exhibit G to the respective 2022 National Settlement, per the Subdivision Allocation Percentage listed in Exhibit G.

<sup>10</sup> Allocation agreements/statutes have already been reached or enacted in several states.

<sup>11</sup> Spending from the Abatement Allocation Account Fund will be tracked and reported annually.

## **19. Will the Settlements Require Any Change to How the Defendants Operate Their Businesses?**

In addition to billions of dollars to be used for abatement of the effects of the opioid epidemic in communities across the nation, the proposed settlements provide for robust and meaningful injunctive relief that will require the settling Defendants to make significant changes to their business operations to address the opioid epidemic.

Teva and Allergan have agreed to strict limitations on their marketing, promotion, sale, and distribution of opioids, including a ban on: (1) promotion and lobbying; (2) rewarding or disciplining employees based on volume of opioid sales; and (3) funding or grants to third parties; and Teva and Allergan are also required to publicly disclose documents, including internal documents, related to their role in the opioid crisis. Allergan is also required to stop manufacturing and selling opioids for ten years, and Teva is required to create and maintain systems to prevent drug misuse, including suspicious order monitoring.

Walmart, CVS, and Walgreens are required to implement changes in how they handle opioids, including requirements that they: (1) maintain independent departments to oversee compliance with controlled-substance laws and the injunctive terms in the settlements; (2) ensure pharmacists exercise independent judgment in the dispensing of controlled substances; (3) create and maintain robust oversight programs, including site visits and audits, to prevent diversion; (4) monitor, report, and share data about suspicious activity related to opioid prescriptions; and (5) provide data to the states about their red-flag processes, as well as blocked and potentially problematic prescribers.

## **20. How Will Attorneys' Fees and Costs Be Addressed?**

The overarching goal of these global settlements is to dedicate funds to abate opioid-related harms. If private lawyers who represent some of the states and thousands of subdivisions were to enforce their contingency fee contracts, then a significant portion of the global settlement payments would potentially go towards legal fees to compensate efforts to prosecute the lawsuits that are being resolved as to the settling Defendants. As a result, government entities that hired outside counsel to litigate against the settling Defendants would recover proportionately less than entities that did not litigate. To protect against this imbalance, and maximize the amounts available for abatement, the negotiating State Attorneys General, the Plaintiffs' Executive Committee (PEC) Negotiation Team, and the settling Defendants agreed that the settling Defendants will pay, and the parties will set aside, separate funds to compensate attorneys' fees and costs. These funds total approximately \$2.2 billion in connection with the Teva, Allergan, Walmart, Walgreens, and CVS Settlements. See the "Other" column within [Chart B](#) in FAQ #10 above for deal-specific amounts. These attorneys' fees include amounts for outside counsel representing participating states and participating subdivisions and are intended to cover both contingency and common benefit work.

**21. How will more information on the settlements be made available?**

Settlement documents, information, and updates will be posted on a public settlement website: <https://nationalopioidsettlement.com/>

The website will provide current information on an ongoing basis as the settlement implementation progresses. Some states have also set up their own websites to provide state-specific information.



New National Opioids Settlements: Teva, Allergan, CVS, Walgreens, and Walmart  
Opioids Implementation Administrator  
[opioidsparticipation@rubris.com](mailto:opioidsparticipation@rubris.com)

Alpharetta city, GA  
Reference Number: CL-383836

***TO LOCAL POLITICAL SUBDIVISIONS AND SPECIAL DISTRICTS:***

**THIS PACKAGE CONTAINS DOCUMENTATION TO PARTICIPATE IN THE NEW NATIONAL OPIOID SETTLEMENTS. YOU MUST TAKE ACTION IN ORDER TO PARTICIPATE.**

**Deadline: April 18, 2023**

Five new proposed national opioid settlements ("*New National Opioid Settlements*") have been reached with **Teva, Allergan, CVS, Walgreens, and Walmart** ("Settling Defendants"). This *Participation Package* is a follow-up communication to the *Notice of National Opioid Settlements* recently received electronically by your subdivision or special district ("subdivision").

You are receiving this *Participation Package* because Georgia is participating in the following settlements:

- **Teva**
- **Allergan**
- **CVS**
- **Walgreens**
- **Walmart**

If a state does not participate in a particular Settlement, the subdivisions in that state are not eligible to participate in that Settlement.

This electronic envelope contains:

- *Participation Forms* for Teva, Allergan, CVS, Walgreens, and Walmart, including a release of any claims.

**The *Participation Form* for each settlement must be executed, without alteration, and submitted on or before April 18, 2023, in order for your subdivision to be considered for initial participation calculations and payment eligibility.**

Based upon subdivision participation forms received on or before April 18th, the subdivision participation rate will be used to determine whether participation for each deal is sufficient for the settlement to move forward and whether a state earns its maximum potential payment under the settlement. If the settlement moves forward, your release will become effective. If a settlement does not move forward, that release will not become effective.

Any subdivision that does not participate cannot directly share in the settlement funds, even if the subdivision's state is settling and other participating subdivisions are sharing in settlement funds. Any subdivision that does not participate may also reduce the amount of money for programs to remediate the opioid crisis in its state. Please note, a subdivision will not necessarily directly receive settlement funds by participating; decisions on how settlement funds will be allocated within a state are subject to intrastate agreements or state statutes.

You are encouraged to discuss the terms and benefits of the *New National Opioid Settlements* with your counsel, your Attorney General's Office, and other contacts within your state. Many states are implementing and allocating funds for these new settlements the same as they did for the prior opioid settlements with McKesson, Cardinal, Amerisource, and J&J/Janssen, but states may choose to treat these settlements differently.

Information and documents regarding the *New National Opioid Settlements* and how they are being implemented in your state and how funds will be allocated within your state allocation can be found on the national settlement website at <https://nationalopioidsettlement.com/>. This website will be supplemented as additional documents are created.

### **How to return signed forms:**

There are three methods for returning the executed *Participation Forms* and any supporting documentation to the Implementation Administrator:

- (1) *Electronic Signature via DocuSign*: Executing the *Participation Forms* electronically through DocuSign will return the signed forms to the Implementation Administrator and associate your forms with your subdivision's records. Electronic signature is the most efficient method for returning *Participation Forms*, allowing for more timely participation and the potential to meet higher settlement payment thresholds, and is therefore strongly encouraged.
- (2) *Manual Signature returned via DocuSign*: DocuSign allows forms to be downloaded, signed manually, then uploaded to DocuSign and returned automatically to the Implementation Administrator. Please be sure to complete all fields. As with electronic signature, returning manually signed *Participation Forms* via DocuSign will associate your signed forms with your subdivision's records.
- (3) *Manual Signature returned via electronic mail*: If your subdivision is unable to return executed *Participation Forms* using DocuSign, signed *Participation Forms* may be returned via electronic mail to [opioidsparticipation@rubris.com](mailto:opioidsparticipation@rubris.com). Please include the name, state, and reference ID of your subdivision in the body of the email and use the subject line Settlement Participation Forms - [Subdivision Name, Subdivision State] - [Reference ID].

Detailed instructions on how to sign and return the *Participation Forms*, including changing the authorized signer, can be found at <https://nationalopioidsettlement.com>. You may also contact [opioidsparticipation@rubris.com](mailto:opioidsparticipation@rubris.com).

**The sign-on period for subdivisions ends on April 18, 2023.**

If you have any questions about executing these forms, please contact your counsel, the Implementation Administrator at [opioidsparticipation@rubris.com](mailto:opioidsparticipation@rubris.com), or Christine Hom at the Georgia Attorney General's Office at (404) 458-3867 or [chom@law.ga.gov](mailto:chom@law.ga.gov).

Thank you,

National Opioids Settlements Implementation Administrator

*The Implementation Administrator is retained to provide the settlement notice required by the respective settlement agreements referenced above and to manage the collection of settlement participation forms for each settlement.*

**EXHIBIT K**  
**Subdivision and Special District Settlement Participation Form**

Will your subdivision or special district be signing the settlement participation forms for the Allergan and Teva Settlements at this time?

☐ Yes      ☐ No

|                                      |           |
|--------------------------------------|-----------|
| Governmental Entity: Alpharetta city | State: GA |
| Authorized Signatory:                |           |
| Address 1:                           |           |
| Address 2:                           |           |
| City, State, Zip:                    |           |
| Phone:                               |           |
| Email:                               |           |

The governmental entity identified above (“*Governmental Entity*”), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to the Agreement dated November 22, 2022 (“*Allergan Settlement*”), and acting through the undersigned authorized official, hereby elects to participate in the Allergan Settlement, release all Released Claims against all Released Entities, and agrees as follows.

1. The Governmental Entity is aware of and has reviewed the Allergan Settlement, understands that all terms in this Election and Release have the meanings defined therein, and agrees that by this Election, the Governmental Entity elects to participate in the Allergan Settlement as provided therein.
2. Following the execution of this Settlement Participation Form, the Governmental Entity shall comply with Section III.B of the Allergan Settlement regarding Cessation of Litigation Activities.
3. The Governmental Entity shall, within fourteen (14) days of the Reference Date and prior to the filing of the Consent Judgment, file a request to dismiss with prejudice any Released Claims that it has filed. With respect to any Released Claims pending in *In re National Prescription Opiate Litigation*, MDL No. 2804, the Governmental Entity authorizes the MDL Plaintiffs’ Executive Committee to execute and file on behalf of the Governmental Entity a Stipulation of Dismissal With Prejudice substantially in the form found at <https://nationalopioidsettlement.com>.
4. The Governmental Entity agrees to the terms of the Allergan Settlement pertaining to Subdivisions and Special Districts as defined therein.
5. By agreeing to the terms of the Allergan Settlement and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning after the Effective Date.
6. The Governmental Entity agrees to use any monies it receives through the Allergan Settlement solely for the purposes provided therein.



7. The Governmental Entity submits to the jurisdiction of the court in the Governmental Entity's state where the Consent Judgment is filed for purposes limited to that court's role as provided in, and for resolving disputes to the extent provided in, the Allergan Settlement.
8. The Governmental Entity has the right to enforce the Allergan Settlement as provided therein.
9. The Governmental Entity, as a Participating Subdivision or Participating Special District, hereby becomes a Releasor for all purposes in the Allergan Settlement, including, but not limited to, all provisions of **Section V (Release)**, and along with all departments, agencies, divisions, boards, commissions, Subdivisions, districts, instrumentalities of any kind and attorneys, and any person in their official capacity whether elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Releasor, provides for a release to the fullest extent of its authority. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist in bringing, or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in any forum whatsoever. The releases provided for in the Allergan Settlement are intended to be broad and shall be interpreted so as to give the Released Entities the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The Allergan Settlement shall be a complete bar to any Released Claim.
10. The Governmental Entity hereby takes on all rights and obligations of a Participating Subdivision or Participating Special District as set forth in the Allergan Settlement.
11. In connection with the releases provided for in the Allergan Settlement, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

**General Release; extent.** A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities' decision to participate in the Allergan Settlement.

12. Nothing herein is intended to modify in any way the terms of the Allergan Settlement, to which the Governmental Entity hereby agrees. To the extent this Settlement Participation Form is interpreted differently from the Allergan Settlement in any respect, the Allergan Settlement controls.



I have all necessary power and authorization to execute this Settlement Participation Form on behalf of the Governmental Entity.

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_



**Exhibit K**  
**Subdivision and Special District Settlement Participation Form**

|                                      |           |
|--------------------------------------|-----------|
| Governmental Entity: Alpharetta city | State: GA |
| Authorized Signatory:                |           |
| Address 1:                           |           |
| Address 2:                           |           |
| City, State, Zip:                    |           |
| Phone:                               |           |
| Email:                               |           |

The governmental entity identified above (“*Governmental Entity*”), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to the Agreement dated November 22, 2022 (“*Teva Settlement*”), and acting through the undersigned authorized official, hereby elects to participate in the Teva Settlement, release all Released Claims against all Released Entities, and agrees as follows.

1. The Governmental Entity is aware of and has reviewed the Teva Settlement, understands that all terms in this Election and Release have the meanings defined therein, and agrees that by this Election, the Governmental Entity elects to participate in the Teva Settlement as provided therein.
2. Following the execution of this Settlement Participation Form, the Governmental Entity shall comply with Section III.B of the Teva Settlement regarding Cessation of Litigation Activities.
3. The Governmental Entity shall, within 14 days of the Reference Date and prior to the filing of the Consent Judgment, file a request to dismiss with prejudice any Released Claims that it has filed. With respect to any Released Claims pending in In re National Prescription Opiate Litigation, MDL No. 2804, the Governmental Entity authorizes the Plaintiffs’ Executive Committee to execute and file on behalf of the Governmental Entity a Stipulation of Dismissal With Prejudice substantially in the form found at <https://nationalopioidsettlement.com>.
4. The Governmental Entity agrees to the terms of the Teva Settlement pertaining to Subdivisions as defined therein.
5. By agreeing to the terms of the Teva Settlement and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning after the Effective Date.
6. The Governmental Entity agrees to use any monies it receives through the Teva Settlement solely for the purposes provided therein.
7. The Governmental Entity submits to the jurisdiction of the court in the Governmental Entity’s state where the Consent Judgment is filed for purposes limited to that court’s role as provided in, and for resolving disputes to the extent provided in, the Teva Settlement.



8. The Governmental Entity has the right to enforce the Teva Settlement as provided therein.
9. The Governmental Entity, as a Participating Subdivision or Participating Special District, hereby becomes a Releasor for all purposes in the Teva Settlement, including but not limited to all provisions of Section V (Release), and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in their official capacity elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Releasor, provides for a release to the fullest extent of its authority. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in any forum whatsoever. The releases provided for in the Teva Settlement are intended by Released Entities and the Governmental Entity to be broad and shall be interpreted so as to give the Released Entities the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The Teva Settlement shall be a complete bar to any Released Claim.
10. The Governmental Entity hereby takes on all rights and obligations of a Participating Subdivision or Participating Special District as set forth in the Teva Settlement.
11. In connection with the releases provided for in the Teva Settlement, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

**General Release; extent.** A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities' decision to participate in the Teva Settlement.

12. Nothing herein is intended to modify in any way the terms of the Teva Settlement, to which Governmental Entity hereby agrees. To the extent this Election and Release is interpreted differently from the Teva Settlement in any respect, the Teva Settlement controls.





I have all necessary power and authorization to execute this Election and Release on behalf of the Governmental Entity.

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_



**EXHIBIT K****Subdivision Participation and Release Form**

Will your subdivision or special district be signing the settlement participation form for the CVS Settlement at this time?

☐ Yes      ☐ No

|                                      |           |
|--------------------------------------|-----------|
| Governmental Entity: Alpharetta city | State: GA |
| Authorized Signatory:                |           |
| Address 1:                           |           |
| Address 2:                           |           |
| City, State, Zip:                    |           |
| Phone:                               |           |
| Email:                               |           |

The governmental entity identified above ("*Governmental Entity*"), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to the Settlement Agreement dated December 9, 2022 ("*CVS Settlement*"), and acting through the undersigned authorized official, hereby elects to participate in the CVS Settlement, release all Released Claims against all Released Entities, and agrees as follows.

1. The Governmental Entity is aware of and has reviewed the CVS Settlement, understands that all terms in this Participation and Release Form have the meanings defined therein, and agrees that by executing this Participation and Release Form, the Governmental Entity elects to participate in the CVS Settlement and become a Participating Subdivision as provided therein.
2. The Governmental Entity shall promptly, and in any event no later than 14 days after the Reference Date and prior to the filing of the Consent Judgment, dismiss with prejudice any Released Claims that it has filed. With respect to any Released Claims pending in *In re National Prescription Opiate Litigation*, MDL No. 2804, the Governmental Entity authorizes the Plaintiffs' Executive Committee to execute and file on behalf of the Governmental Entity a Stipulation of Dismissal with Prejudice substantially in the form found at <https://nationalopioidsettlement.com>.
3. The Governmental Entity agrees to the terms of the CVS Settlement pertaining to Participating Subdivisions as defined therein.
4. By agreeing to the terms of the CVS Settlement and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning after the Effective Date.
5. The Governmental Entity agrees to use any monies it receives through the CVS Settlement solely for the purposes provided therein.



6. The Governmental Entity submits to the jurisdiction of the court in the Governmental Entity's state where the Consent Judgment is filed for purposes limited to that court's role as provided in, and for resolving disputes to the extent provided in, the CVS Settlement. The Governmental Entity likewise agrees to arbitrate before the National Arbitration Panel as provided in, and for resolving disputes to the extent otherwise provided in, the CVS Settlement.
7. The Governmental Entity has the right to enforce the CVS Settlement as provided therein.
8. The Governmental Entity, as a Participating Subdivision, hereby becomes a Releasor for all purposes in the CVS Settlement, including without limitation all provisions of Section XI (Release), and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in their official capacity elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Releasor, provides for a release to the fullest extent of its authority. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in any forum whatsoever. The releases provided for in the CVS Settlement are intended by the Parties to be broad and shall be interpreted so as to give the Released Entities the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The CVS Settlement shall be a complete bar to any Released Claim.
9. The Governmental Entity hereby takes on all rights and obligations of a Participating Subdivision as set forth in the CVS Settlement.
10. In connection with the releases provided for in the CVS Settlement, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

**General Release; extent.** A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her would have materially affected his or her settlement with the debtor or released party.

A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities' decision to participate in the CVS Settlement.



11. Nothing herein is intended to modify in any way the terms of the CVS Settlement, to which Governmental Entity hereby agrees. To the extent this Participation and Release Form is interpreted differently from the CVS Settlement in any respect, the CVS Settlement controls.

I have all necessary power and authorization to execute this Participation and Release Form on behalf of the Governmental Entity.

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_



**EXHIBIT K****Subdivision Participation and Release Form**

Will your subdivision or special district be signing the settlement participation form for the Walgreens Settlement at this time?

☐ Yes      ☐ No

|                                      |           |
|--------------------------------------|-----------|
| Governmental Entity: Alpharetta city | State: GA |
| Authorized Signatory:                |           |
| Address 1:                           |           |
| Address 2:                           |           |
| City, State, Zip:                    |           |
| Phone:                               |           |
| Email:                               |           |

The governmental entity identified above ("*Governmental Entity*"), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to the Settlement Agreement dated December 9, 2022 ("*Walgreens Settlement*"), and acting through the undersigned authorized official, hereby elects to participate in the Walgreens Settlement, release all Released Claims against all Released Entities, and agrees as follows.

1. The Governmental Entity is aware of and has reviewed the Walgreens Settlement, understands that all terms in this Participation and Release Form have the meanings defined therein, and agrees that by executing this Participation and Release Form, the Governmental Entity elects to participate in the Walgreens Settlement and become a Participating Subdivision as provided therein.
2. The Governmental Entity shall promptly, and in any event no later than 14 days after the Reference Date and prior to the filing of the Consent Judgment, dismiss with prejudice any Released Claims that it has filed. With respect to any Released Claims pending in *In re National Prescription Opiate Litigation*, MDL No. 2804, the Governmental Entity authorizes the Plaintiffs' Executive Committee to execute and file on behalf of the Governmental Entity a Stipulation of Dismissal with Prejudice substantially in the form found at <https://nationalopioidsettlement.com>.
3. The Governmental Entity agrees to the terms of the Walgreens Settlement pertaining to Participating Subdivisions as defined therein.
4. By agreeing to the terms of the Walgreens Settlement and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning after the Effective Date.
5. The Governmental Entity agrees to use any monies it receives through the Walgreens Settlement solely for the purposes provided therein.



6. The Governmental Entity submits to the jurisdiction of the court in the Governmental Entity's state where the Consent Judgment is filed for purposes limited to that court's role as provided in, and for resolving disputes to the extent provided in, the Walgreens Settlement. The Governmental Entity likewise agrees to arbitrate before the National Arbitration Panel as provided in, and for resolving disputes to the extent otherwise provided in, the Walgreens Settlement.
7. The Governmental Entity has the right to enforce the Walgreens Settlement as provided therein.
8. The Governmental Entity, as a Participating Subdivision, hereby becomes a Releasor for all purposes in the Walgreens Settlement, including without limitation all provisions of Section XI (Release), and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in their official capacity elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Releasor, provides for a release to the fullest extent of its authority. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in any forum whatsoever. The releases provided for in the Walgreens Settlement are intended by the Parties to be broad and shall be interpreted so as to give the Released Entities the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The Walgreens Settlement shall be a complete bar to any Released Claim.
9. The Governmental Entity hereby takes on all rights and obligations of a Participating Subdivision as set forth in the Walgreens Settlement.
10. In connection with the releases provided for in the Walgreens Settlement, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

**General Release; extent.** A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her would have materially affected his or her settlement with the debtor or released party.

A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities' decision to participate in the Walgreens Settlement.



11. Nothing herein is intended to modify in any way the terms of the Walgreens Settlement, to which Governmental Entity hereby agrees. To the extent this Participation and Release Form is interpreted differently from the Walgreens Settlement in any respect, the Walgreens Settlement controls.

I have all necessary power and authorization to execute this Participation and Release Form on behalf of the Governmental Entity.

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_



**EXHIBIT K****Subdivision Participation Form**

Will your subdivision or special district be signing the settlement participation form for the Walmart Settlement at this time?

☐ Yes      ☐ No

|                                      |           |
|--------------------------------------|-----------|
| Governmental Entity: Alpharetta city | State: GA |
| Authorized Official:                 |           |
| Address 1:                           |           |
| Address 2:                           |           |
| City, State, Zip:                    |           |
| Phone:                               |           |
| Email:                               |           |

The governmental entity identified above ("Governmental Entity"), in order to obtain and in consideration for the benefits provided to the Governmental Entity pursuant to the Settlement Agreement dated November 14, 2022 ("Walmart Settlement"), and acting through the undersigned authorized official, hereby elects to participate in the Walmart Settlement, release all Released Claims against all Released Entities, and agrees as follows.

1. The Governmental Entity is aware of and has reviewed the Walmart Settlement, understands that all terms in this Election and Release have the meanings defined therein, and agrees that by this Election, the Governmental Entity elects to participate in the Walmart Settlement and become a Participating Subdivision as provided therein.
2. The Governmental Entity shall promptly, and in any event within 14 days of the Effective Date and prior to the filing of the Consent Judgment, dismiss with prejudice any Released Claims that it has filed. With respect to any Released Claims pending in In re National Prescription Opiate Litigation, MDL No. 2804, the Governmental Entity authorizes the Plaintiffs' Executive Committee to execute and file on behalf of the Governmental Entity a Stipulation of Dismissal With Prejudice substantially in the form found at <https://nationalopioidsettlement.com/>.
3. The Governmental Entity agrees to the terms of the Walmart Settlement pertaining to Subdivisions as defined therein.
4. By agreeing to the terms of the Walmart Settlement and becoming a Releasor, the Governmental Entity is entitled to the benefits provided therein, including, if applicable, monetary payments beginning after the Effective Date.
5. The Governmental Entity agrees to use any monies it receives through the Walmart Settlement solely for the purposes provided therein.





6. The Governmental Entity submits to the jurisdiction of the court in the Governmental Entity's state where the Consent Judgment is filed for purposes limited to that court's role as provided in, and for resolving disputes to the extent provided in, the Walmart Settlement.
7. The Governmental Entity has the right to enforce the Walmart Settlement as provided therein.
8. The Governmental Entity, as a Participating Subdivision, hereby becomes a Releasor for all purposes in the Walmart Settlement, including but not limited to all provisions of Section X (Release), and along with all departments, agencies, divisions, boards, commissions, districts, instrumentalities of any kind and attorneys, and any person in their official capacity elected or appointed to serve any of the foregoing and any agency, person, or other entity claiming by or through any of the foregoing, and any other entity identified in the definition of Releasor, provides for a release to the fullest extent of its authority. As a Releasor, the Governmental Entity hereby absolutely, unconditionally, and irrevocably covenants not to bring, file, or claim, or to cause, assist or permit to be brought, filed, or claimed, or to otherwise seek to establish liability for any Released Claims against any Released Entity in any forum whatsoever. The releases provided for in the Walmart Settlement are intended by the Parties to be broad and shall be interpreted so as to give the Released Entities the broadest possible bar against any liability relating in any way to Released Claims and extend to the full extent of the power of the Governmental Entity to release claims. The Walmart Settlement shall be a complete bar to any Released Claim.
9. In connection with the releases provided for in the Walmart Settlement, each Governmental Entity expressly waives, releases, and forever discharges any and all provisions, rights, and benefits conferred by any law of any state or territory of the United States or other jurisdiction, or principle of common law, which is similar, comparable, or equivalent to § 1542 of the California Civil Code, which reads:

**General Release; extent.** A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

A Releasor may hereafter discover facts other than or different from those which it knows, believes, or assumes to be true with respect to the Released Claims, but each Governmental Entity hereby expressly waives and fully, finally, and forever settles, releases and discharges, upon the Effective Date, any and all Released Claims that may exist as of such date but which Releasors do not know or suspect to exist, whether through ignorance, oversight, error, negligence or through no fault whatsoever, and which, if known, would materially affect the Governmental Entities' decision to participate in the Walmart Settlement.

10. Nothing herein is intended to modify in any way the terms of the Walmart Settlement, to which Governmental Entity hereby agrees. To the extent this Election and Release is interpreted differently from the Walmart Settlement in any respect, the Walmart Settlement controls.



I have all necessary power and authorization to execute this Election and Release on behalf of the Governmental Entity.

Signature: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_





# STAFF REPORT

Department: City Clerk  
Submitted By: Lauren Shapiro  
Meeting Date: February 27, 2023

## AGENDA ITEM:

### Alcohol Beverage License Applications

*Consideration of approval of the following alcoholic beverage license application:*

#### 1. PH-23-AB-02 RNR RCMH, LLC

d/b/a Rock N Roll Sushi

5530 Windward Parkway Suite C300, Alpharetta, GA 30004

Restaurant

Consumption on Premises

Beer, Wine & Sunday Sales

Owner: RNR RCMH, LLC

Registered Agent: Jeanne Harvey

## STAFF RECOMMENDATION:

Approve the following alcoholic beverage license application as part of the Consent Agenda:

#### PH-23-AB-02 RNR RCMH, LLC

d/b/a Rock N Roll Sushi

5530 Windward Parkway Suite C300, Alpharetta, GA 30004

## BUDGET & PROCUREMENT:

**BUDGETED ITEM:** NO

**FISCAL IMPACT:** NO

**INCLUDED IN CURRENT FY CPTL BUDGET:** NO

**INCLUDED IN CURRENT FY OPRT. BUDGET:** NO

**TOTAL PROJECT COST:**

**APPROPRIATIONS:**

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

## EXTERNAL FUNDING SOURCES:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

## ITEM DESCRIPTION:

The above referenced Alcoholic Beverage License Application was heard and considered during a virtual Alcohol License Public Hearing on Tuesday, February 21, 2023. There were no public comments during the hearing. At the conclusion of the hearing, City Clerk, Lauren Shapiro, recommended approval and forwarded the above referenced application to City Council for final approval.

## ALTERNATIVES:

| ATTACHMENTS: |                                                  |
|--------------|--------------------------------------------------|
| 1.           | Alcohol License Public Hearing Minutes 2-21-2023 |



# ALCOHOL LICENSE PUBLIC HEARING

## FEBRUARY 21, 2023

ALPHARETTA CITY CLERK'S OFFICE  
VIRTUAL MEETING VIA ZOOM

CITY CLERK: [LSHAPIRO@ALPHARETTA.GA.US](mailto:LSHAPIRO@ALPHARETTA.GA.US)  
ASSISTANT CITY CLERK: [KVANHORN@ALPHARETTA.GA.US](mailto:KVANHORN@ALPHARETTA.GA.US)

2:00 PM

### I. VIRTUAL MEETING ZOOM LINK

The City of Alpharetta's Alcohol License Public Hearings are a virtual meeting via Zoom. The meeting begins at 2:00 p.m. on the day of the scheduled hearing. To join the meeting, please click on this link: <https://zoom.us>

Zoom Meeting ID: 861 2832 2279

### II. CALL TO ORDER

- City Clerk Lauren Shapiro called the meeting to order at 2:02 p.m.

### III. ROLL CALL

- Lauren Shapiro, City Clerk
- Kiersten VanHorn, Assistant City Clerk
- Beau Smith, Code Enforcement Officer
- Frank Jackson, Code Enforcement Officer
- Michael Hartshorn, Territory Manager for RNR RCMH, LLC

### IV. PUBLIC HEARING

A. PH-23-AB-01 RNR RCMH, LLC  
d/b/a Rock N Roll Sushi  
5530 Windward Parkway, Suite #C300  
Alpharetta, GA 30004

Restaurant  
Consumption on Premises  
Beer, Wine & Sunday Sales

Owner: RNR RCMH, LLC  
Registered Agent: Jeanne Harvey

- Mr. Michael Hartshorn, territory manager for RNR RCMH, LLC and residing at 473 Edwards Court, Lawrenceville, GA 30044 was on the call.
- Mr. Hartshorn stated this is a sushi and hibachi restaurant with digital entertainment including tracks of live music and music videos. They are open for business.
- Mr. Hartshorn stated there are 62 locations throughout the Southeast, including one in Duluth.

- Mr. Hartshorn stated there are approximately 18 employees at this Alpharetta location, including a host/hostess seating customers and servers who wait on tables. There is dining in and patio seating available.
- Mr. Hartshorn stated employees are given a general alcoholic beverage training from their corporate team. Management will train on local ordinances.
- Mr. Hartshorn confirmed he is aware all employees, including himself, are required to have a pouring permit obtained through the Alpharetta Public Safety Department.
- Ms. Shapiro reminded Mr. Hartshorn that once he obtains his local license, he will need to obtain a license from the State of Georgia before they begin serving alcohol.
- Officer Smith confirmed that City staff has reviewed the application and that it meets all the City's requirements for an alcohol license. Ms. Shapiro recommended the application be approved and advised the applicant that a representative will need to appear in person at the Alpharetta City Council meeting on Monday, February 27, 2023, at 6:30 pm in case Mayor or Council have any questions.

#### V. PUBLIC COMMENT

- There were no public comments

#### VI. ADJOURNMENT

- City Clerk Lauren Shapiro adjourned the hearing at 2:11 p.m.

Respectfully submitted,

*Kiersten VanHorn*

Kiersten VanHorn, Assistant City Clerk



## CITY COUNCIL MEETING STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

SUBMITTED BY: KATHI COOK

DRAFTED BY: MICHAEL WOODMAN

CITY COUNCIL SPONSOR: STAFF INITIATED

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**I. AGENDA ITEM TITLE:** PH-23-02 UNIFIED DEVELOPMENT CODE TEXT AMENDMENTS – PROCEDURES TO ESTABLISH A RESIDENTIAL INFILL OVERLAY DISTRICT

CITY COUNCIL: FEBRUARY 27, 2023

This item was considered at the 2/3/2023 Planning Commission meeting. There were no public comments. Planning Commission requested that clarifications be made to the proposed regulations to specify that the residential infill overlay applies to non-HOA neighborhoods. After discussion, Planning Commission recommended approval. Vote 7-0

**II. REPORT IN BRIEF:**

Consideration of text amendments to Unified Development Code (UDC) Section 2.3 Supplementary Regulations to add procedures for establishing a residential infill overlay district.

### DISCUSSION

In order to recognize particular needs of an existing neighborhood where an HOA is not present it is recommended that procedures be established for an application to be considered. An overlay district can help preserve special characteristics of a neighborhood with specific zoning regulations and design guidelines.

Staff proposes procedures to establish a Residential Infill Overlay District. The procedures propose an initial 30% threshold of real property owners in support of the overlay for the City to consider creating a residential infill overlay district. A 75% threshold of real property owners in support is proposed prior to City Council adoption of the overlay. The intent of these procedures is to provide a process to establish a residential infill overlay district where there is support among a majority of the property owners in order to impose an additional layer of regulation to help combat incompatible development in established neighborhoods. The Meadow Brook Hills, Milton Estates and Stone Gate Manor Residential Infill Overlay District was approved in August 2022 in response to impacts from redevelopment in those neighborhoods.

**III. ATTACHMENTS:**

- Section 2.3 Supplementary Regulations (amended)
- Ordinance

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## SECTION 2.3 SUPPLEMENTARY REGULATIONS

### **2.3.1 General exemptions.**

- A. *Heights—Exclusions.* The following structures are exempt from the height limitations imposed within each zoning district:
1. Church spires, cupolas, and chimneys.
  2. Agricultural accessory structures, such as barns, silos, windmills, and the like.
  3. Parapets and structures used for ornamental or aesthetic purposes not to exceed twelve (12) feet.
  4. Elevator penthouses not to exceed fifteen (15) feet.
  5. Mechanical equipment on building roofs or rooftop antennas provided any such equipment exceeding 12 feet in height shall be contained within a structure or otherwise screened from ground view from adjoining streets and properties.
- B. *Front Yard Requirements—Existing Residential Areas.* The setback requirements of this Ordinance shall not apply to any residential lot where the average setback on developed lots located adjacent to and on each side of such lot and within the same zoning district and fronting on the same street as such lot is less than the minimum required setback. In such cases, the setback of such a lot may be less than the required setback but not less than the average of the existing setbacks on the developed lots. In no case, however, shall setbacks be less than 15 feet.

If the adjacent developed lots on both sides of a vacant residential lot, within the same zoning district and fronting on the same street as such lot, have front yard setbacks greater than the minimum required by the zoning district, then the minimum setback on the vacant lot shall be the average of the 2 adjacent developed lots.

- C. *Double Frontage Lots.*
1. Double frontage lots should be avoided except where essential to provide separation of residential development from traffic arteries or to overcome specific disadvantages of topography and orientation. A landscaped or natural buffer of at least twenty feet (20'), across which shall be the right of access, shall be provided along the line of lots abutting such a traffic artery.
  2. On lots having frontage on two (2) streets, but not located on a corner, the minimum front yard setback requirement shall be provided along each street frontage.
- D. *Setbacks—Exclusions.*
1. No building or structure or projection thereof, including porch, deck, terrace or chimney, shall be erected closer to a property line than the applicable setback regulation prescribed herein allows. However, uncovered steps, patio slabs, driveways, walkways, retaining walls of no more than 4' in height, and roof overhangs of up to 18" may be located within setback areas.
  2. Required setbacks may accommodate vegetated runoff reduction measures, provided such setbacks meet fire code standards. The runoff reduction measures may not compromise public safety such as the sight distance triangles required by the City.
- E. *Flag Lots.*
1. Flag lots are prohibited for residential development. Residential building sites must meet minimum lot width requirements at the front setback line or at twice the required front setback for cul-de-sac lots.

( Ord. No. 730 , § 6, 12-5-2016; Ord. No. 732 , § 2, 2-6-2017)



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### **2.3.2 Temporary uses.**

The Director may authorize a temporary use, as follows:

- A. Carnival, circus or fair on property zoned and used for non-residential use, for a period not to exceed 4 days. A period not to exceed 30 days may be granted by the Director if the event is held within a designated amphitheater facility as defined by Code and confirmed by the Director. Site shall meet adequate parking and safety concerns and limit impacts to surrounding properties.
- B. Outdoor tent sales on property zoned and used for non-residential use, for a period not to exceed forty-five (45) days. Authorization may not be granted more than two (2) times per year, per property.
- C. Seasonal events associated with a not-for-profit on property zoned and used for non-residential use, for a period not to exceed seventy-five (75) days. Authorization may not be granted more than two (2) times per year, per property.  
  
Seasonal Events associated with a for-profit entity on property zoned and used for non-residential use for a period not to exceed thirty (30) days. Authorization may not be granted more than four (4) times per year, per property. Seasonal events, such as an ice-skating rink, corn maze, haunted house, etc. shall be limited to activities that draw fewer than 100 people at a time.
- D. Religious meeting in a tent or other temporary structure on property zoned and used for non-residential use, for a period not to exceed sixty (60) days.
- E. Open lot sale of Christmas trees, fruit and vegetables, and other harvested products on property zoned and used for non-residential use, for a period not to exceed forty-five (45) days.
- F. Real estate sales office, related to an active development, in any district, for a period not to exceed one (1) year, provided no sleeping accommodations are maintained in the structure.
- G. Contractor's office, construction trailer and equipment shed, in any district, related to an active development, for a period of one (1) year provided that such office be placed on the property to which it is appurtenant.
- H. Commercial television or motion picture filming activities not to exceed seven (7) calendar days at any residential location, or a period not to exceed twenty-one (21) days if approved by the Mayor and Council. The director or the Mayor and Council may impose conditions to the issuance of the permit to minimize the disturbance to the residential neighborhood. These conditions may include neighborhood notification requirements, parking and traffic control, and limitations on the hours of operation. In no event shall filming activities commence prior to 7:00 a.m. or continue after 10:00 p.m.
- I. All temporary certificates of zoning compliance may be renewed provided that it is determined that said use is clearly of a temporary nature, will cause no increased traffic congestion and will not create a nuisance to surrounding uses.
- J. The director may require City Council review and approval of any temporary uses.
- K. Fireworks sales in a tent or other temporary structure in the L-1 District, for a period not to exceed ninety (90) days.

( Ord. No. 688, § 1, 4-28-2014 ; Ord. No. 708 , § 1, 8-10-2015; Ord. No. 718 , § 15, 12-14-2015; Ord. No. 808 , § 3(Exh. C), 9-8-2020; Ord. No. 836 , § 1(Exh. B), 10-4-2021)

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### **2.3.3 Accessory uses and structures.**

- A. *Home Occupations.* An occupation, profession or trade customarily carried on by an occupant in a dwelling unit as a secondary use which is clearly incidental to the dwelling unit for residential purposes and which meets all of the following conditions:
1. The use shall be carried on wholly within the dwelling unit principal building. The attachment of an accessory building by a breezeway, roof or similar structure shall not be deemed as sufficient for the accessory building to be considered as a portion of the primary building.
  2. Not more than 25% of the floor area, not to exceed 500 square feet, of the dwelling unit building shall be used for the conduct of the home occupation.
  3. No merchandise or articles shall be displayed for advertising purposes, nor be displayed in such a way as to be visible from outside the dwelling unit. Garage doors shall not be left in the open position when the garage is used for the storage of business related materials.
  4. No merchandise or articles shall be stored other than inside the dwelling unit.
  5. No equipment or business vehicles may be stored or parked on the premises except that 1 business vehicle (the carrying capacity of which shall not exceed 1andhalf; tons and shall not exceed six (6) tires and/or two (2) axles) used exclusively by the resident may be parked in a carport, garage or an approved parking space in the rear or side yard and not within the public street or right-of-way.
  6. A home occupation may not generate more than six non-residential trips per day to the home, excluding occupant trips.
  7. There shall be no alteration of the residential character of the dwelling unit or premises or structures on the premises.
  8. No person not a resident of the dwelling unit shall work in the dwelling unit in connection with the home occupation. This prohibition shall also apply to independent contractors and employees who serve the resident of the dwelling unit.
  9. One (1) off-street paved parking space for each 250 square feet of floor area devoted to the home occupation shall be provided in addition to the required parking for residential use of the building.
  10. No motor power, other than electrically operated motors, shall be used and the total horsepower of such motors shall not exceed 3 horsepower or 1 horsepower for any single motor.
  11. No nameplate or sign shall be displayed upon the dwelling unit or structure on the premises except 1 unlighted sign not exceeding 1 square foot in area and located not less than 20 feet from any property line.
  12. No aspect of the home occupation which is noticeable to neighbors shall be conducted between the hours of 9:00 p.m. of one evening and 7:00 a.m. of the next day.
- B. *Swimming Pools.* All swimming pools shall comply with the following requirements:
- Construction Plan:* An application for a permit to construct a swimming pool shall be submitted to and approved by the Building Official.
- Pool Location:* Swimming pools and their auxiliary structures shall maintain a 20' setback from side and rear property lines or the same setback as the principle structure, whichever is less. Swimming pools shall not be located within the required front yard of any lot or closer to the front lot line than the principal building on the lot. Pools may also not be located within a buffer or easement.

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*Accessory Buildings:* Pool houses, cabanas and other structures related to a swimming pool shall be subject to all of the requirements for "accessory buildings" and shall maintain a minimum 10 foot setback from side and rear lot lines or the same setbacks as the principal.

*Fencing:* All swimming pools shall be enclosed by a fence that is at least 5 feet in height and constructed so as not to pass a four inch (4") diameter sphere through any opening. The fence must be maintained in good condition and shall be self-closing and self-latching. The fencing shall be located so as to not obstruct visibility at road intersections.

- C. *Uses Customarily Accessory to Dwellings Located in Residential Zoning Districts.* Each of the following uses is considered to be a customary accessory use to a dwelling, and as such, may be situated on the same lot with the principal use to which it serves as an accessory provided that the setback and yard requirements are met and provided that the accessory structure is not located closer to a road than the principal structure. No such accessory use shall be more than 20% in size of principal use or be located in a required front yard.
1. Private garage not to exceed the following storage capacities; 'For-Sale' dwelling, 4 automobiles; 'For-Rent' dwelling, 2 automobiles per dwelling unit; group dwelling, 1½ automobiles per sleeping room. Structures shall maintain a 10 foot setback from rear and side lot lines or the same setbacks as the principal building, whichever is less.
  2. Open storage space or parking area for motor vehicles provided that such space does not exceed the maximum respective storage capacities listed above; and provided that such space shall not be used for more than 1 commercial vehicle licensed as 1 ton or more in capacity per family residing on the premises.
  3. Shed or tool room for the storage of household goods or equipment used in grounds or building maintenance. Structures shall maintain a 10 foot setback from rear and side lot lines or the same setbacks as the principal building, whichever is less.
  4. Miscellaneous free-standing structures such as gazebos shall maintain a 10 foot setback from lot lines or the same setbacks as the principal building, whichever is less.
  5. Children's playhouse and play equipment.
  6. Quarters for the keeping of pets owned by occupants for non-commercial purposes provided that such use does not generate a nuisance to adjoining properties. Such quarters shall maintain a 20 foot setback from rear and side lot lines.
  7. Private swimming pool and bathhouse or cabana. Swimming pool shall maintain a 20 foot setback from side and rear lot lines, or the same setback as the principle structure whichever is less. All other structures shall maintain a 10 foot setback from side and rear lot lines or the same setbacks as the principal building, whichever is less.
  8. Structures designed and used for purposes of shelter in the event of man-made or natural catastrophes. Same setbacks shall apply as for the principal building.
  9. Backyard chickens on minimum 1-acre properties with a single-family detached dwelling, limited to no more than 6 chickens and no roosters allowed. Associated structures (chicken coop, run, etc.) shall maintain a minimum 25' setback from the rear and side property lines. Chicken coop and run shall not exceed 9' in height. No chickens shall be permitted within any undisturbed water buffers, wetlands, or regulated floodplain.

( Ord. No. 833 , § 1(Exh. A), 7-26-2021)

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### **2.3.4 Standards for dwelling, 'for-sale', detached houses.**

- A. All detached 'For-Sale' dwellings shall meet or exceed the following requirements in addition to the requirements of all applicable Building Codes:
1. Each dwelling shall be connected to a potable water supply and sanitary sewage disposal system approved by the Fulton County Development Services Department.
  2. Foundation: The structure shall be attached to a permanent foundation constructed in accordance with the Building Code.
  3. Exterior siding: Exterior siding materials shall consist of wood, brick, stone, concrete, stucco, EIFS or similar materials, or lap siding of masonite, vinyl or similar materials, or any combination of the above.  
  
The exterior siding shall extend the full height of the exterior walls, from the surrounding grade to the bottom of the eaves or other juncture with the roof.
  4. Roofs: All roof surfaces shall have a minimum pitch of 2.25:12 (2¼ inches of rise for every 12 inches of run), except that mansard and gambrel roofs must meet this requirement only for those surfaces that rise from the eaves. All roof surfaces exposed to view shall be covered with asphalt or fiberglass shingles, wood shakes or shingles, clay tiles, slate, standing seam metal or similar materials.
  5. Houses shall be at least 20 ft. in width.
  6. A porch or hard surfaced landing shall be provided at each exterior door and stairway top and bottom, which shall be at least as wide as the door it serves, but no less than 36 inches in width and 36 inches in depth.

### **2.3.5 Buffers and landscape requirements.**

See UDC Section 3.2.8.

( Ord. No. 718 , § 16, 12-14-2015; Ord. No. 732 , §§ 3, 4, 2-6-2017; Ord. No. 737 , § 1, 5-1-2017; Ord. No. 739 , 5-1-2017)

### **2.3.6 Fence and wall requirements.**

- A. *Height.* Height of fences and walls used as fences shall not exceed six (6) feet on residential property and eight (8) feet on non residential property. These limits may be exceeded by up to 50% on sloped lots where the appearance of an even fence line is desired.
- B. *Location on Property.* In order to prevent the obstruction of visibility, no walls, fences, shrubbery or hedges over three (3) feet in height shall be located within twenty (20) feet of an intersection of two or more streets or within ten (10) feet of the edge of a driveway leading to a street. Fences and walls shall be placed at least five (5) feet from required landscape strips and buffers to accommodate construction and maintenance unless approved otherwise at a public hearing.
- C. *Materials.* Fences and walls used as fences shall be made of wood which shall be protected from decay by the use of naturally durable wood or wood that is pressure treated, metal, brick, block, vinyl or stone. The use of plywood/sheet goods as a material is prohibited. Barbed, razor wire or electrically charged fencing shall be permitted in AG and RE districts and may be permitted, subject to administrative review and approval, in other districts.
- D. *Appearance.* All fencing shall be constructed with finished side facing away from the property owners property. Fences and walls used as fences shall not be finished with bright or primary colors or be visually distracting in any other way. A privacy fence or chainlink fence along a public or private right-of-way shall only be permitted when the required landscape strip and associated landscape material is provided. Privacy

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and chainlink fences shall be prohibited in a front yard, except that the Director of Community Development, or designee, may approve a privacy fence in the front yard on collector or arterial streets.

- E. *Permit.* A permit for construction shall not be required to erect a fence or wall used as a fence which is built in accordance with these standards. Signage incorporated into such fences shall require a sign permit.

( Ord. No. 720 , § 1, 2-22-2016; Ord. No. 808 , § 3(Exh. C), 9-8-2020)

### **2.3.7 Reserved Procedures to Establish a Residential Infill Overlay District.**

- A. The City shall require the filing of a petition and completed application for any Residential Infill Overlay District on forms promulgated by the Community Development department director. A Residential Infill Overlay District shall apply to established neighborhoods without a homeowner's association (HOA).
- B. Any person(s) interested in pursuing the approval of a Residential Infill Overlay District upon request to the Community Development department will be provided with a petition and application form. The petition will allow for persons to sign in favor of the approval of a Residential Infill Overlay District. All signatories to the petition must be real property owners residing within the proposed Residential Infill Overlay District. The Community Development director shall not allow the petition process for the adoption of a Residential Infill Overlay District ordinance to begin to be reviewed and investigated by city staff until thirty (30) percent of the property owners in the proposed Residential Infill Overlay District have voted in favor of the imposition of the Residential Infill Overlay District designation by signing the petition described in this division. Once the thirty (30) percent threshold has been achieved, the Community Development director shall initiate notice to all property owners within the proposed district of a public hearing to be held at the Planning Commission and City Council meetings.
- C. Application forms must be accompanied by a boundary map and a complete list of each property located in the Residential Infill Overlay District by street address or tax parcel identification number(s). All applications must be accompanied by a written description of why the particular properties qualify for a Residential Infill Overlay District designation. This written description shall include an analysis of all the following criteria that shall guide the Planning Commission and City Council in deciding if specific property should be classified as a Residential Infill Overlay District:
1. Whether the built environment of a neighborhood and its location, size or age, is one in which it is desirable to ensure that new and remodeled single-family dwellings and related accessory uses and structures are compatible with the height, size, and level of forestation of the existing dwellings and lots; and
  2. Whether there is a need to establish and maintain a balance between preserving the character of a mature neighborhood while accommodating compatible new residential developments.
- D. All applications and petitions for a Residential Infill Overlay District shall become final upon presentation and approval at a public hearing before the Planning Commission and City Council, at which time the petition will include a minimum of seventy-five (75) percent of the property owners having voted in favor of the imposition of the Residential Infill Overlay District designation.
- E. The staff of the Community Development department shall conduct a site inspection on all complete applications for a Residential Infill Overlay District designation and shall investigate and prepare an analysis of such application and shall include a written analysis of whether the properties at issue satisfy the criteria identified in subsection C. The staff of the Community Development department shall present its findings and recommendations in written form to the Planning Commission and City Council. Copies of the written findings shall be reasonably available to the public.
- F. In addition to all other applicable standards and criteria, the Planning Commission and City Council shall consider whether the property at issue satisfies the criteria set forth in subsection C. If the Planning

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Commission and City Council approves the creation of a specific Residential Infill Overlay District, the newly created district shall be governed by the regulations in this division and any other applicable regulations in the code.

Editor's note(s)—Ord. No. 730 , § 7, adopted Dec. 5, 2016, repealed former § 2.3.7 which pertained to conditional uses.



**AN ORDINANCE BY THE MAYOR AND COUNCIL OF THE CITY OF ALPHARETTA, GEORGIA TO AMEND ARTICLE II OF THE UNIFIED DEVELOPMENT CODE OF THE CITY OF ALPHARETTA, GEORGIA; TO ADD REGULATIONS PERTAINING TO PROCEDURES TO ESTABLISH A RESIDENTIAL INFILL OVERLAY DISTRICT; TO REPEAL CONFLICTING ORDINANCES; AND FOR OTHER PURPOSES.**

**WHEREAS**, on or about May 21, 2001, the City of Alpharetta (the "City") adopted a comprehensive zoning ordinance known and cited as the Unified Development Code of the City of Alpharetta, Georgia, which has subsequently been amended from time to time (the "Unified Development Code");

**WHEREAS**, the Mayor and Council of the City of Alpharetta (the "City Council" or "Council") are charged with the protection of the public health, safety, and welfare of the citizens of the City of Alpharetta;

**WHEREAS**, the Unified Development Code was designed to be amended from time to time when circumstances warrant that modifications be made in order to make said Codes more responsive to community needs;

**WHEREAS**, the City Council finds that ordinances and regulations governing the uses of land and development of land within the City, as well as the City's operations, should be continually improved from time to time and modified as necessary to better protect and promote the public health, safety and welfare of the residents and businesses of the City of Alpharetta;

**WHEREAS**, the City Council desires to amend Article II of the Unified Development Code for the foregoing purposes; and

**WHEREAS**, the City Council finds that the following amendments to the Unified Development Code promote the health, safety, morals, convenience, order, prosperity and general welfare of the present and future inhabitants of the City of Alpharetta.

**NOW THEREFORE**, the Mayor and City Council of the City of Alpharetta hereby ordains, as follows:

**Section 1:** Article II, Subsection 2.3.7 titled "Procedures to Establish a Residential Infill Overlay District" of the Unified Development Code is hereby added by amending same as set forth in Exhibit "A" attached hereto as if fully set forth herein.

**Section 2:** If any section, subsection, provisions, or clause of any part of this Ordinance shall be declared invalid or unconstitutional or, if the provisions of any part of this Ordinance as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, such invalidity shall not be construed to affect the portions of this Ordinance not so held to be invalid, or the application of this Ordinance to other circumstances not so held to be invalid.

It is hereby declared as the intent of the City Council that this Ordinance would have been adopted in its current form without the invalid or unconstitutional provision contained therein.

**Section 3:** This Ordinance shall be effective immediately upon its adoption by the City Council and the amendments made herein shall be incorporated into the Unified Development Code of the City of Alpharetta, Georgia, as applicable. This Ordinance hereby repeals any and all conflicting ordinances and amendments.

**SO ORDAINED**, this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

CITY OF ALPHARETTA

By: \_\_\_\_\_  
Jim Gilvin, Mayor

COUNCIL MEMBERS

\_\_\_\_\_  
Mayor Pro Tem Dan Merkel

\_\_\_\_\_  
Council Member Donald F. Mitchell

\_\_\_\_\_  
Council Member Brian Will

\_\_\_\_\_  
Council Member Douglas J. DeRito

\_\_\_\_\_  
Council Member John Hipes

\_\_\_\_\_  
Council Member Jason Binder

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(SEAL)

Attest:  
sufficiency:

Approved as to form and legal

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Lauren Shapiro, City Clerk

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[INSERT ATTORNEY], City Attorney

# Exhibit “A”

### **2.3.7 Reserved Procedures to Establish a Residential Infill Overlay District.**

- A. The City shall require the filing of a petition and completed application for any Residential Infill Overlay District on forms promulgated by the Community Development department director. A Residential Infill Overlay District shall apply to established neighborhoods without a homeowner's association (HOA).
- B. Any person(s) interested in pursuing the approval of a Residential Infill Overlay District upon request to the Community Development department will be provided with a petition and application form. The petition will allow for persons to sign in favor of the approval of a Residential Infill Overlay District. All signatories to the petition must be real property owners residing within the proposed Residential Infill Overlay District. The Community Development director shall not allow the petition process for the adoption of a Residential Infill Overlay District ordinance to begin to be reviewed and investigated by city staff until thirty (30) percent of the property owners in the proposed Residential Infill Overlay District have voted in favor of the imposition of the Residential Infill Overlay District designation by signing the petition described in this division. Once the thirty (30) percent threshold has been achieved, the Community Development director shall initiate notice to all property owners within the proposed district of a public hearing to be held at the Planning Commission and City Council meetings.
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  - 1. Whether the built environment of a neighborhood and its location, size or age, is one in which it is desirable to ensure that new and remodeled single-family dwellings and related accessory uses and structures are compatible with the height, size, and level of forestation of the existing dwellings and lots; and
  - 2. Whether there is a need to establish and maintain a balance between preserving the character of a mature neighborhood while accommodating compatible new residential developments.
- D. All applications and petitions for a Residential Infill Overlay District shall become final upon presentation and approval at a public hearing before the Planning Commission and City Council, at which time the petition will include a minimum of seventy-five (75) percent of the property owners having voted in favor of the imposition of the Residential Infill Overlay District designation.
- E. The staff of the Community Development department shall conduct a site inspection on all complete applications for a Residential Infill Overlay District designation and shall investigate and prepare an analysis of such application and shall include a written analysis of whether the properties at issue satisfy the criteria identified in subsection C. The staff of the Community Development department shall present its findings and recommendations in written form to the Planning Commission and City Council. Copies of the written findings shall be reasonably available to the public.
- F. In addition to all other applicable standards and criteria, the Planning Commission and City Council shall consider whether the property at issue satisfies the criteria set forth in subsection C. If the Planning Commission and City Council approves the creation of a specific Residential Infill Overlay District, the newly created district shall be governed by the regulations in this division and any other applicable regulations in the code.



# STAFF REPORT

Department: Finance  
Submitted By: Shawn Mitchell  
Meeting Date: February 27, 2023

## AGENDA ITEM:

### Ordinance - Fiscal Year 2023 Mid-Year Budget Amendment

#### Second Reading

**The first reading occurred during the February 20, 2023 City Council Meeting and Public Hearing.**

*Consideration of an Ordinance to adopt a Mid-Year Fiscal 2023 Budget for certain funds of the City of Alpharetta, Georgia appropriating the amounts shown in each budget as expenditures, adopting the item of revenue anticipation, prohibiting expenditures to exceed appropriations, and prohibiting expenditures to exceed actual funding available.*

## STAFF RECOMMENDATION:

Adopt an Ordinance (Second Reading) of the Mayor and Council of the City of Alpharetta, Georgia to adopt a Fiscal Year 2023 Mid-Year Budget (attached as Exhibit A).

## BUDGET & PROCUREMENT:

**BUDGETED ITEM:** NO

**FISCAL IMPACT:** YES

**INCLUDED IN CURRENT FY CPTL BUDGET:** NO

**INCLUDED IN CURRENT FY OPRT. BUDGET:** NO

**TOTAL PROJECT COST:**

**APPROPRIATIONS:**

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

## EXTERNAL FUNDING SOURCES:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

## ITEM DESCRIPTION:

The purpose of this meeting is to provide an overview of the Fiscal Year (FY) 2023 Mid-Year Budget Amendment which amends the base budget, as adopted by the City Council, for targeted initiatives that have already occurred (e.g. during the first 7 months of the fiscal year) or are planned to occur before year-end.

Initiatives are discussed in detail within the attached FY 2023 Mid-Year Budget Requests (Exhibit A).

Changes since the 1<sup>st</sup> Reading on February 20, 2023:

- Email Encryption and CyberGraph AI funding request
  - Adjusted request to reflect partial-year impact of \$4,800 for FY 2023.
- Community Agriculture Operational funding request
  - Adjusted request to reflect \$21,000 in Ag-Venture program revenue resulting in a net funding request of \$21,828.

- Fire Station Facility Assessments
  - Adjusted narrative to reflect staff intent that the requested funding covers the assessment of two Fire Stations (tentatively Stations 82 and 84).

|                      |
|----------------------|
| <b>ALTERNATIVES:</b> |
|----------------------|

|                     |
|---------------------|
| <b>ATTACHMENTS:</b> |
|---------------------|

|    |                                            |
|----|--------------------------------------------|
| 1. | 2023 Mid-Year Budget Ordinance             |
| 2. | Exhibit A (2023 Mid-Year Budget Ordinance) |

**ORDINANCE NUMBER:**



**AN ORDINANCE BY THE MAYOR AND COUNCIL OF THE CITY OF ALPHARETTA, GEORGIA TO ADOPT A MID-YEAR FISCAL 2023 BUDGET FOR CERTAIN FUNDS OF THE CITY OF ALPHARETTA, GEORGIA APPROPRIATING THE AMOUNTS SHOWN IN EACH BUDGET AS EXPENDITURES, ADOPTING THE ITEM OF REVENUE ANTICIPATION, PROHIBITING EXPENDITURES TO EXCEED APPROPRIATIONS, AND PROHIBITING EXPENDITURES TO EXCEED ACTUAL FUNDING AVAILABLE.**

**WHEREAS**, the Director of Finance has presented a proposed fiscal year 2023 mid-year budget to the City Council on certain funds of the City; and

**WHEREAS**, each of these proposed amendments will adjust expenditures and revenues originally appropriated in the fiscal year 2023 budget; and

**WHEREAS**, each of these mid-year amendments represent a balanced budget, so that anticipated revenues for each fund equal or exceed proposed expenditures.

**NOW THEREFORE**, the Mayor and City Council of the City of Alpharetta hereby ordains, as follows:

- that this mid-year budget, "Exhibit A" attached hereto and by this reference made a part hereof this ordinance shall be the City of Alpharetta's fiscal year 2023 mid-year budget for these certain funds for the fiscal year 2023; and
- that this mid-year budget be and is hereby approved and the revenue items shown in the budget for each fund in the amount anticipated are adopted and that the several amounts shown in the budget for each fund as proposed expenditures are hereby appropriated to the departments named in each fund; and
- that the expenditures shall not exceed the appropriations authorized by this mid-year budget or amendments thereto provided; and that expenditures shall not exceed actual funding available.

**SO ORDAINED**, this \_\_\_\_\_ day of February 2023.

CITY OF ALPHARETTA

By: \_\_\_\_\_  
Jim Gilvin, Mayor

[SIGNATURES CONTINUED ON FOLLOWING PAGE]

[SIGNATURES CONTINUED FROM PRECEDING PAGE]

COUNCIL MEMBERS

\_\_\_\_\_  
Mayor Pro Tem Dan Merkel

\_\_\_\_\_  
Council Member Donald F. Mitchell

\_\_\_\_\_  
Council Member Brian Will

\_\_\_\_\_  
Council Member Douglas J. DeRito

\_\_\_\_\_  
Council Member John Hipes

\_\_\_\_\_  
Council Member Jason Binder

(SEAL)

Attest:  
sufficiency:

Approved as to form and legal

\_\_\_\_\_  
Lauren Shapiro, City Clerk

\_\_\_\_\_  
Melissa Tracy, City Attorney



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City of Alpharetta, Georgia  
Fiscal Year 2023  
Mid-Year Budget Request

The purpose of the Fiscal Year (FY) 2023 Mid-Year Budget Amendment is to amend the base budget as adopted by City Council for targeted initiatives that have already occurred (e.g., during the first seven months of the fiscal year) or are planned to occur before fiscal year-end.

**General Fund**

This Fund is the principal operating fund of the city and includes governmental activities such as police, fire, recreation, transportation, and other general government functions that are primarily funded with property taxes, franchise fees, state shared revenues, and charges for services such as recreation program fees. State law requires that the city's budget be balanced: revenues = expenditures.

The budgetary legal level of control resides at the department level (e.g. City Administration, Recreation, Parks and Cultural Services, etc.). That is to say, a given department has the operational flexibility to reallocate appropriations within specific line-items to achieve its mission, but cannot exceed its overall appropriation level as approved by City Council. Furthermore, the Adopted Budget approves the staffing level (i.e. authorized full-time equivalent staffing level) for each department. The FY 2023 Mid-Year Budget Amendment adjusts departmental budgets to fund/authorize the targeted initiatives discussed in detail over the following pages.



# Fiscal Year 2023 Mid-Year Budget Requests

| GENERAL FUND                                     |                      |                           |                      |
|--------------------------------------------------|----------------------|---------------------------|----------------------|
| LEGAL LEVEL OF CONTROL                           |                      |                           |                      |
|                                                  | Fiscal Year 2023     |                           |                      |
|                                                  | Current Budget       | Mid-Year Budget Amendment | Revised Budget       |
| <b>Revenues by Source:</b>                       |                      |                           |                      |
| Property Taxes                                   | \$ 26,300,000        | \$ -                      | \$ 26,300,000        |
| Motor Vehicle Title Fees, Delinquent Taxes, etc. | 3,202,000            | -                         | 3,202,000            |
| Local Option Sales Taxes                         | 18,925,000           | 260,073                   | 19,185,073           |
| Other Taxes                                      | 12,565,150           | -                         | 12,565,150           |
| Insurance Premium Taxes                          | 4,825,000            | 593,627                   | 5,418,627            |
| Licenses and Permits                             | 2,991,000            | -                         | 2,991,000            |
| Intergovernmental Revenue                        | 186,000              | -                         | 186,000              |
| Charges for Services                             | 1,293,250            | -                         | 1,293,250            |
| Recreation/Special Event Fees                    | 2,824,339            | 496,376                   | 3,320,715            |
| Fines and Forfeitures                            | 2,372,000            | -                         | 2,372,000            |
| Investment Earnings                              | 200,000              | -                         | 200,000              |
| Other/Miscellaneous                              | 293,043              | -                         | 293,043              |
| Other Financing Sources                          |                      |                           |                      |
| Transfer-in from Hotel/Motel Fund                | 2,812,500            | -                         | 2,812,500            |
| Budgeted Fund Balance                            | 12,639,800           | -                         | 12,639,800           |
| <b>Total Revenues</b>                            | <b>\$ 91,429,082</b> | <b>\$ 1,350,076</b>       | <b>\$ 92,779,158</b> |
| <b>Expenditures by Department:</b>               |                      |                           |                      |
| Mayor and City Council                           | \$ 399,287           | \$ -                      | \$ 399,287           |
| City Administration                              | 1,445,733            | 32,400                    | 1,478,133            |
| Finance                                          | 3,698,826            | -                         | 3,698,826            |
| City Attorney                                    | 750,000              | 350,000                   | 1,100,000            |
| Information Technology                           | 2,350,617            | 46,500                    | 2,397,117            |
| Human Resources                                  | 855,513              | -                         | 855,513              |
| Municipal Court                                  | 1,148,200            | -                         | 1,148,200            |
| Public Safety                                    | 36,733,287           | 51,340                    | 36,784,627           |
| Public Works                                     | 10,112,573           | 43,500                    | 10,156,073           |
| Recreation, Parks and Cultural Services          | 11,803,191           | 826,336                   | 12,629,527           |
| Community Development                            | 4,630,115            | -                         | 4,630,115            |
| <b>subtotal</b>                                  | <b>\$ 73,927,342</b> | <b>\$ 1,350,076</b>       | <b>\$ 75,277,418</b> |
| General Government:                              |                      |                           |                      |
| Insurance Premiums                               | \$ 823,300           | \$ -                      | \$ 823,300           |
| Gwinnett Tech Bond (P&I)                         | 288,640              | -                         | 288,640              |
| Transfer to Capital Project Fund                 | 11,439,800           | -                         | 11,439,800           |
| Transfer to Stormwater Capital Fund              | 4,200,000            | -                         | 4,200,000            |
| Contingency                                      | 750,000              | -                         | 750,000              |
| <b>subtotal</b>                                  | <b>\$ 17,501,740</b> | <b>\$ -</b>               | <b>\$ 17,501,740</b> |
| <b>Total Expenditures</b>                        | <b>\$ 91,429,082</b> | <b>\$ 1,350,076</b>       | <b>\$ 92,779,158</b> |

## Fiscal Year 2023 Mid-Year Budget Requests

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The following section provides, by department, the associated detail/justification for each targeted initiative requested through the FY 2023 Mid-Year Budget Amendment.

### **City Administration**

#### **Initiative: City Administrator Employment Contract**

Funding Request: \$32,400 (FY 2023; additional funding)

This request is to provide additional funding for the City Administration employment contract to cover new contract components.

Components include:

- New Contract Components
  - Housing Allowance: \$30,000 (10-month term; no impact to FY 2024)
- Adjusted Contract Components
  - Auto Allowance: \$ 2,400 (monthly increase from \$600 to \$800)

### **City Attorney**

#### **Initiative: Legal Services**

Funding Request: \$350,000 (FY 2023; additional funding)

This request is to provide additional funding for legal services. The city utilizes private law firms for legal services (e.g., City Attorney operations, mediations, right-of-way acquisitions, etc.) and the FY 2023 Budget included appropriations totaling \$750,000 for these services. Legal services utilization is trending towards an annualized spend of \$1.5 million with approximately \$400,000 of that allocated towards identified capital projects (McGinnis Ferry Road; Webb Bridge Road Improvements; etc.) leaving a net trend of \$1.1 million resulting in the additional \$350,000 funding request included herein (\$750,000 budget less \$1.1 million net utilization trend = \$350,000 funding shortfall). Recent annualized historical spend patterns (including services targeted towards capital projects) included \$1.06 million (FY 2022), \$762,682 (FY 2021), and \$882,013 (FY 2020).

The FY 2024 preliminary operating budget includes appropriations for legal services at a \$1.2 million appropriation level.

### **Information Technology**

#### **Initiative: MS-ISAC Security Software**

Funding Request: \$34,200 (FY 2023); \$32,400 annualized (FY 2024)

On September 26, 2022, the City Council authorized the purchase of the CIS Albert MD Appliance Primary Sensor System from the Center for Internet Security, Inc. (CIS) in an amount totaling \$34,200. This funding level included a one-time implementation cost of \$1,800 with an annual operational cost of \$32,400. As detailed in the City Council Staff report, funding for this initiative came through a temporary reprioritization of existing appropriations (e.g., holding on implementation of the after-hours help desk support) pending the replenishment of funding as part of this request.

The city is a member of the Multi-State – Information Sharing and Analysis Center (MS-ISAC), which is a division of the CIS. The MS-ISAC's role is to provide cybersecurity information and tools to state, local, tribal, and territory governments (SLTT).

The City receives a great deal of information from the MS-ISAC and participates in the nationwide meetings and cybersecurity training at no charge to the City. CIS offers an Intrusion Detection

## Fiscal Year 2023 Mid-Year Budget Requests

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System (IDS) called Albert Monitoring at a cost to MS-ISAC and EL-ISAC (election entity) members. This IDS requires a hardware component to collect network traffic that is entering and leaving our network through our internet circuits. The collected data is sent to the CIS Security Operations Center (SOC) where it is analyzed against known bad traffic. Once traffic is flagged as potentially bad, a professional in their SOC reviews further and contacts us if they believe an incident is occurring.

The FY 2024 preliminary operating budget includes appropriations for CIS Albert MD Appliance Primary Sensor System software services at the \$32,400 appropriation level.

**Initiative:**                    **Providing City E-Mail Addresses for all Commission and Board Members**

Funding Request:        \$7,500 (FY 2023; partial year); \$20,000 (FY 2024 and beyond)

The Department of Information Technology, in conjunction with the City Clerk's office and City Administration, are requesting a FY 2023 mid-year budget adjustment to procure additional licenses for Microsoft 365 and Duo Multi-factor Access. This request will give all commission and board members an email address and a collaboration license for conducting City business. Today, these members use their personal email addresses, which are provided to the public, to conduct commission and board business. It is difficult to retrieve emails and documents which may not route through City systems when needed to fulfill open records or legal requests.

Along with providing the technology, all commissions and boards would be instructed to conduct City business through these tools as a policy change.

The FY 2024 preliminary operating budget includes appropriations for this initiative at an annualized \$20,000 appropriation level and is allocated across the pertinent City departments.

**Initiative:**                    **Email Encryption and CyberGraph AI**

Funding Request:        \$4,800 (FY 2023; partial year); \$12,000 (FY 2024 and beyond)

The Department of Information Technology is requesting a FY 2023 mid-year budget adjustment for the procurement of Mimecast Email encryption services and their Artificial Intelligence email analysis tool, CyberGraph AI.

The Departments of Finance and Public Safety have requested the ability to use encrypted email due to the personally identifiable information that can be sent through our email system. Email as a system was never designed to be a secure method of communication and should not be used for sharing personal information; however, because of the nature of what they do, that type of information is often emailed. This would immediately provide a method to communicate that type of information, which can include name, date of birth, address, social security numbers, and bank account numbers. CyberGraph AI will learn the behavior of all emails in the system and establish a set of norms around the relationships between senders and recipients. It uses this knowledge to alert the user of the trustworthiness of the email. This would replace the generic out-of-network banner we all receive now with a dynamic banner that would give context to the specific email being received.

The FY 2024 preliminary operating budget includes appropriations for this initiative (licensing fees) at an annualized \$12,000 appropriation level.

## Fiscal Year 2023 Mid-Year Budget Requests

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### **Public Safety**

#### **Initiative:**

#### **COPLINK Software**

Funding Request: \$30,000 (FY 2023); \$25,000 annualized (FY 2024 and beyond)

COPLINK is a powerful law enforcement search engine and information platform that enables law enforcement to search data from agencies across the U.S. using natural language speech terms and concepts. With COPLINK, officers have instant access to the necessary information to strike the right balance between crime reduction, community engagement, and personal safety.

Everyday crime reports from the City of Alpharetta, neighboring cities, and counties are accumulated into an extensive data-sharing private network in cooperation with NLETS (National Law Enforcement Telecommunications System), Microsoft, and Thompson Reuters Publishing.

This cooperative, private network maintains contact with national open-source criminal data and Criminal Justice Information System compliant reporting.

Officers, Investigators, Courts, and Prosecutors have access to a vast array of data to establish trends and analysis to produce a crime reduction. Joining the COPLINK network enables the City of Alpharetta Police Department to search records from other jurisdictions.

Additionally, the COPLINK software will provide a more efficient and effective data integration solution for the CAD/RMS software upgrade (computer aided dispatch and records management) that is currently in the procurement phase.

FY 2023 costs include \$25,000 (on-going) for the maintenance/support fees and \$5,000 (one-time) for implementation (\$30,000 total).

The FY 2024 preliminary operating budget includes appropriations for this initiative (maintenance/support fees) at an annualized \$25,000 appropriation level.

#### **Initiative:**

#### **Julota Software**

Funding Request: \$12,000 (FY 2023); \$11,000 annualized (FY 2024 and beyond)

This Initiative is for the purchase of the Julota platform for integration with the city My Watch Community Paramedic program. Currently, staff has to store data and documentation in several different areas in order to meet HIPPA requirements and to protect patient information. Additionally, staff is only able to receive referrals via email and connecting with community partners can only be done via email or phone, which often delays getting our citizens the help they need. The Julota platform provides HIPPA-compliant security and integrates with state and national reporting requirements. Referrals can be submitted and processed directly on the platform. Additionally, community partners will have access to certain areas within the Julota platform, which will allow them to immediately view a citizen that requires their services. Referrals can be done immediately, and the system allows us to track our clients within the system to ensure they are getting the help they need.

FY 2023 costs include \$11,000 (on-going) for the maintenance/support fees and \$1,000 (one-time) for implementation (\$12,000 total).

The FY 2024 preliminary operating budget includes appropriations for this initiative (maintenance/support fees) at an annualized \$11,000 appropriation level.

## Fiscal Year 2023 Mid-Year Budget Requests

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**Initiative:**                    **Parking Ambassador Position (reallocation of two part-time Parking Enforcement Officer positions)**

**Funding Request:**        \$9,340 (FY 2023; partial-year funding requirement above currently available appropriations)

The FY 2023 operating budget as adopted by the City Council included one part-time Parking Ambassador position (0.5 Full Time Equivalent) that was funded and one part-time Parking Ambassador position (0.5 Full Time Equivalent) that was part of the authorized workforce but unfunded pending a (1) justifiable needs assessment and (2) identification of a sustainable funding source. The City Administrator, in consultation with the Public Safety and Finance Departments, verified the need and sustainable funding for the part-time unfunded Parking Ambassador position and authorized staff to move forward with recruitment and inclusion of the funding request included herein.

Subsequent to the actions above, it was determined that a full-time parking enforcement position aligns more closely with the operational goals of the city. As such, the two part-time Parking Ambassador positions were restructured into one full-time Parking Ambassador position.

The Parking Ambassador position enforces parking ordinances and assists visitors in the downtown area. Under the general direction of a Police Sergeant, the Parking Ambassador patrols the city to identify vehicles that violate City and State parking ordinances and laws and take appropriate enforcement actions. Performs a variety of clerical duties required to document and process enforcement actions. Assists motorists and visitors as needed.

Personnel costs are estimated at \$37,500 for the remainder of FY 2023 and will approximate \$75,000 annually beginning in FY 2024.

FY 2023 available appropriations total \$28,160 (the funded part-time position has been vacant the entire fiscal year) leaving an additional funding requirement of \$9,340.

The FY 2024 preliminary operating budget includes full funding of the Parking Ambassador position.

### **Public Works**

**Initiative:**                    **Maintenance & Operational Funding**

**Funding Request:**        \$43,500 annually (FY 2023 and beyond)

The Public Works Department is experiencing an inflationary increase in service and supply costs that was not fully accounted for in the FY 2023 budget. Details include:

- General Supplies (additional funding need of \$15,000) – Paper, cleaning and sanitary supplies, and general facility supplies have experienced cost growth in excess of what was included in the FY 2023 Budget.
- Maintenance Contracts (additional funding need of \$21,000):
  - Utilization and cost trends for animal control services through Fulton County Animal Services indicate annual spend totaling \$90,000. The FY 2023 Budget for this activity totals \$80,000 leaving an additional funding need of \$10,000.
  - Street sweeping services were competitively procured and the resulting costs have been in excess of budgetary allowances indicating an annual spend total of \$31,000. The FY 2023 Budget for this activity totals \$20,000 leaving an additional funding need of \$11,000.

## Fiscal Year 2023 Mid-Year Budget Requests

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- Vehicle Repair and Maintenance (additional funding need of \$7,500) - The bucket truck that is utilized by the traffic division to maintain all the traffic signals had internal engine failure. This unit, 2013 Ford F-550 Super Duty XLT bucket truck (EN0185), really needed a new engine due to the idle hours and damage to this unit; however, due to the limited supply for this motor and the upward of 6-months to get a remanufactured motor, the city opted to have parts replaced in the current motor. AMT Fleet was able to get the truck back in operation in a month. Unfortunately, this repair was \$7,500 which was not anticipated in the current budget.

The FY 2024 preliminary operating budget will be adjusted to reflect the additional appropriation needs.

### **Recreation, Parks, and Cultural Services**

#### **Initiative: Aquatics Operational Funding (Recreation Services)**

Net Funding Request: \$109,413 (\$6,000 additional revenue; \$115,413 additional expenses)

With the additional funding requested, seasonal staff will be fully accounted for at current utilization trends and staff can increase participation in aquatics programs at Wills Park Pool (especially for active adults) thereby improving citizen wellness and reducing health risks for our active adult population. With the new safety equipment, staff can further develop lifeguards' knowledge and water safety skills leading to a safer and more positive experience for all. Request details include:

- Aquatics Temporary and Seasonal Salaries (\$100,000): Utilization and cost trends for seasonal salaries indicate annual spend totaling \$265,000. The FY 2023 Budget for this activity totals \$165,000 leaving an additional funding need of \$100,000. Historical cost totals include \$217,103 (FY 2022), \$189,245 (FY 2021), and \$152,136 (FY 2020).
- Aquatics Small Equipment (\$7,000): Funding necessary to purchase an extra pool vacuum for the leisure pool and to cover an adjustable mannequin, CPR adult and child mannequins, and megaphone speakers for lifeguard in-service training.
- Aquatics Special Events (\$2,000): Funding necessary to cover entertainment and prizes for aquatic special water games and activities such as diving competitions and toy diving. These events are popular, and staff believes we should enhance the event to make it bigger and better than in years' past.
- Aquatics Swim Lessons (\$3,413): Funding to offset overage related to instructors for Aquatic Adventure Camp.
- Aquatics Fitness Programs (\$3,000): Funding to offset additional costs related to program instruction. Aquatics Fitness Programs are very popular, and staff wants to add additional classes to meet the demand. The current budget will not cover the cost for additional class instruction.

The expenses identified above will be partially offset through anticipated growth in Aquatics Fees (\$6,000) leaving an additional funding requirement of \$109,413.

## Fiscal Year 2023 Mid-Year Budget Requests

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### **Initiative:                    Athletics and Will Park Recreation Center Operational Funding (Recreation Services)**

Net Funding Request: \$39,263 (\$100,000 additional revenue; \$139,263 additional expenses)

Providing new, in-demand programs for the community is vital to ensuring the city always offers relevant and appealing recreational activities for its residents. In addition, inflation occurs, and staff must navigate how to continue to provide popular programs despite growing costs. Additional funding ensures we do not lose participants (and therefore revenue) for popular programs that could otherwise experience negative impacts from lack of funding. Lastly, staff prides itself on ensuring our leagues have highly qualified officials/umpires to officiate games which enhances the experience for all. As league participation grows, funds are needed to offset the costs of officials and umpires who oversee the additional games. Request details include:

- Athletics Professional Services (\$75,000): Funding to cover the increase in costs related to umpires and officials for adult/teen and youth sports.
- Athletics General Supplies (\$8,266): Funding for increase in cost for software league management in addition to supplies needed for winter, spring, and summer leagues which continues to show increased participation each season.
- Athletics Small Equipment (\$1,027): Funding for athletic equipment that needs to be replaced for winter, spring, and summer sports/leagues.
- Athletics Equipment Repair & Maintenance (\$9,970): Funding to cover improvements and safety inspection of our indoor basketball goals.
- Fitness Programs (\$40,000): Additional funding requested for the implementation self-defense classes.
- Adventure Day Camps (\$5,000): Funding for field trips for an extra week of camps. In 2022 camp was six weeks and we'll be increasing the length to seven weeks in 2023.

The expenses identified above will be partially offset through anticipated growth in Athletics Fees (\$75,000) and Wills Park Recreation Center Fees (\$25,000) leaving an additional funding requirement of \$39,263.

### **Initiative:                    Alpharetta Community Center Operational Funding (Recreation Services)**

Net Funding Request: \$33,156 (\$207,376 additional revenue; \$240,532 additional expenses)

The request will provide benefits to the community and our participants. Seasonal staff will be fully accounted for at current utilization trends. Additionally, an expense increase in professional services demonstrates that more programs are being offered, additional enrollment spaces are available, and we are diversifying our current offerings. The repurposing of basketball gym 2 to be an additional gymnastics space has offered growth in the gymnastics program, with more growth expected in FY 2024. Request details include:

- Community Center Temporary and Seasonal Salaries (\$85,000): Utilization and cost trends for seasonal salaries indicate annual spend totaling \$214,000. The FY 2023 Budget for this activity totals \$129,000 leaving an additional funding need of \$85,000. Historical cost totals include \$171,477 (FY 2022), \$159,632 (FY 2021), and \$124,916 (FY 2020).
- LD Gymnastics (\$115,000): \$40,000 is needed to fund existing program needs above the current FY 2023 budget appropriations. Based on projections on winter enrollments and averages for spring and summer programming, an additional \$75,000 is needed.

## Fiscal Year 2023 Mid-Year Budget Requests

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- AGA Team (\$15,520): Based on current cost trends, additional funding of \$15,520 is needed to meet current service demand.
- Specialty Programs (\$25,012): \$10,400 is needed to fund existing program needs above the current FY 2023 budget appropriations. Additional funding of \$14,612 is requested to cover June camps for PlayWell Technologies & STREM HQ. Each provider is offering 4 camps in June, the average enrollment number for PlayWell is 20 and STREM HQ is 7. Along with the compensation of 75%, projected expense was calculated.

The expenses identified above will be partially offset through anticipated growth in Community Center Fees (\$207,376) leaving an additional funding requirement of \$33,156.

**Initiative: Alpharetta Adult Activity Center Operational Funding (Recreation Services)**

Net Funding Sources: \$55,000 (\$112,000 additional revenue; \$57,000 additional expenses)

The request will provide benefits to the community and our participants. An expense increase in professional services demonstrates that more programs are being offered, additional enrollment spaces are available, and we are diversifying our current offerings. The addition of outdoor pickleball courts and the activation of the Art Wing has offered growth in the programs, with more growth expected in FY 2024. Request details include:

- Pickleball/Tennis (\$39,000): Based on projections on winter enrollments and averages for spring and summer programming an additional \$39,000 is needed to fund existing program needs above the current FY 2023 budget appropriations.
- Senior Enrichment (\$18,000): Based on projections on winter enrollments and averages for spring and summer programming an additional \$18,000 is needed to fund existing program needs above the current FY 2023 budget appropriations.

The expenses identified above will be fully offset through forecasted growth in Adult Activity Center Fees (\$50,000) and Adult Activity Center Trip Fees (\$62,000).

**Initiative: Cultural Services Operational Funding**

Net Funding Request: \$11,000 (\$50,000 additional revenue; \$61,000 additional expenses)

This request will provide art instruction, workshops, classes and learning opportunities to residents of all ages. Our registration for classes has risen since 2020 and we have not recovered the funding to support the process. This is actually recovering our instructor and supply fees now that our residents are comfortable with registering for classes. Request details include:

- Arts Center & Log Cabin Camps (\$11,000): The Division is adding camp offerings at the Arts Center and Log Cabin and will need funding to offset expenses.
- Arts Center Class Instruction (\$45,000): We are requesting funding to return our budget to normal programming levels. During the COVID pandemic, Cultural Services' budget was decreased significantly. We are hoping to regain the lost funding to cover instructor costs based on current class registration.
- Arts Center Class Supplies (\$5,000): The Division is adding camp offerings at the Arts Center and Log Cabin and will need funding to offset expenses.

The expenses identified above will be partially offset through anticipated growth in Arts Program Fees – Camps (\$20,000) and Arts Program Fees (\$30,000) leaving an additional funding requirement of \$11,000.



## Fiscal Year 2023 Mid-Year Budget Requests

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### **Initiative: Community Agriculture Operational Funding**

Net Funding Request: \$21,828 (\$21,000 additional revenue; \$42,828 additional expenses)

The benefit for the Community AG Program is that the city will be able to meet the demand the community has made for this program. For 2023 we have decided to move the summer camp program management in-house to better ensure the summer camp program meets Alpharetta standards. As such, we will need to hire one camp director and two camp counselors for 8 weeks. The additional grounds maintenance is due to biting ants at the farm and the necessity of weekly treatment to keep them under control, as well as exterminator costs for monthly rodent treatment. We will be re-building the community garden area to make it impervious to the ants, but the remainder of Old Rucker Farm will need to be treated on a weekly basis all season. The additional funding for equipment rental is for the port-o-let at Old Rucker Farm which is currently the old restroom facility and requires weekly service at a minimum. Request details include:

- AG-Venture Camp Counselors (\$17,280): One camp director at \$24/hr and two camp counselors at \$15/hr for the duration of the program.
- Summer PT Seasonal Staff (\$8,400): Two seasonal summer staffers at \$15/hr at the farm when residents are visiting and to keep the facility up to Alpharetta's standards.
- AG-Venture Camp Supplies (\$4,000): Supplies for the four weeks of summer camp.
- Grounds Maintenance (\$10,000): Landscaping and pest control services at Old Rucker Farm.
- Equipment Rental (\$3,148): Storage pods and port-o-lets at Old Rucker Farm.

The expenses identified above will be partially offset through anticipated growth in Ag-Venture Camp fees (\$21,000) leaving an additional funding requirement of \$21,828.

### **Initiative: Special Events Operational Funding**

Funding Request: \$19,500

The benefit to adding additional Partnered Events to the calendar is that the community has more events to attend, and the cost to the city is significantly less than if the city produced the event. For all partnered events the city provides the same services (waste management, restrooms, public safety, road closures, etc.). The cost of each partnered event may vary based on size of event, location, and specific need. Request details include:

- Electrical & Waste Management (\$18,000): There are some additional electrical costs for two existing events due to increased footprint (Taste of Alpharetta -TOA - and Alpharetta Arts Streetfest - AASF). TOA now encompasses both sides of HWY 9, and the need for additional electrical hook ups was evident at the 2022 event to provide the needs of the participating restaurants. The AASF takes place at the Wills Park Grove and the art vendors need access to electricity in more locations of The Wills Park Grove than what is currently readily available. In addition, both Brew Moon events and the AASF exposed a need for additional waste management in 2022, and we will need to have additional waste management support on site in 2023.
- Memorial Day Flag Installation (\$1,500): The cost to install one large American flag on City Hall and one in the bandshell in Brooke Street Park for the Memorial Day event increased in 2022, and we will need the additional funds to cover that expense.

## Fiscal Year 2023 Mid-Year Budget Requests

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### **Initiative: Special Events New Partnered Events**

Funding Request: \$15,800

The benefit to adding additional Partnered Events to the calendar is that the community has more events to attend, and the cost to the city is significantly less than if the city produced the event. For all partnered events the city provides the same services (waste management, restrooms, public safety, road closures, etc.). The cost of each partnered event may vary based on size of event, location, and specific need. Request details include:

- New Partnered Events (\$15,800): New partnered events added to the calendar include the Alpharetta Wine Festival, Alpharetta POP Fest, Garden Faire, K95K, Juneteenth, and the Kentucky Derby. Some of these partnered events have been taking place for a couple years, and the Community Services Division has been able to pull funds from other events to cover the costs. However, with increases across most events, there are no longer funds available to pull from.

### **Initiative: Park Services Operational Funding**

Funding Request: \$75,000

This request is related to change orders required for our existing parks landscaping contract to cover mulch/pine straw and seasonal plantings in the Downtown Planters.

The FY 2024 preliminary operating budget will be programmed to include the additional landscape maintenance contract fees of \$75,000.

### **Initiative: Budget adjustment for Staffing Reclassifications implemented in November 2022**

Funding Request: \$60,000 (FY 2023; partial-year funding requirement above currently available appropriations)

Recreation, Parks, and Cultural Services (RPCS) and Human Resources worked on a staffing strategy to address changes in the work duties and responsibilities of certain positions in light of the current labor market for parks and recreational positions. Highlights included:

- Parks Technician I (pay grade 301) to Parks Maintenance Worker (pay grade 302). Employees affected: 11.
- Facility Technician (pay grade 301) to Parks Maintenance Worker (pay grade 302). Employees affected: 1.
- Parks Technician II (pay grade 302) to Parks Maintenance Crew Leader (pay grade 304). Employees affected: 4.

Costs related to the reclassification adjustments are estimated at \$60,000 for FY 2023 and will approximate \$92,000 annually beginning in FY 2024.

The FY 2024 preliminary operating budget includes full funding of these adjustments.

### **General Government**

Funding Sources: \$853,700 (revenue; Local Option Sales Taxes and Insurance Premium Taxes)

Funding is available through the above revenue collections for Local Option Sales Taxes and Insurance Premium Taxes outpacing budgetary expectations for FY 2023.

## Fiscal Year 2023 Mid-Year Budget Requests

### E911 Fund

This Fund accounts for fees received from users/potential users of the city's Emergency 911 System. The fees are paid directly from wired, wireless (including prepaid cards), and voice-over-internet-protocol telecommunications providers, with expenditures occurring to maintain and run the system.

| E911 FUND                               |                 |                     |                           |
|-----------------------------------------|-----------------|---------------------|---------------------------|
| LEGAL LEVEL OF CONTROL                  |                 |                     |                           |
|                                         |                 | Fiscal Year 2023    |                           |
|                                         |                 | Current Budget      | Mid-Year Budget Amendment |
|                                         |                 |                     | Revised Budget            |
| <b>Expenditures by Department:</b>      |                 |                     |                           |
| Public Safety                           |                 | \$ 5,725,715        | \$ -                      |
| Non-Allocated                           |                 | 656,421             | (10,500)                  |
|                                         | <b>subtotal</b> | <b>\$ 6,382,136</b> | <b>\$ (10,500)</b>        |
| <b>Targeted Initiatives:</b>            |                 |                     |                           |
| GIS Analyst Position (Reclassification) |                 | \$ -                | \$ -                      |
| Pulse Point Software                    |                 | -                   | 10,500                    |
|                                         | <b>subtotal</b> | <b>\$ -</b>         | <b>\$ 10,500</b>          |
|                                         | <b>Total</b>    | <b>\$ 6,382,136</b> | <b>\$ -</b>               |

### Public Safety Department

**Initiative:** Public Safety GIS Analyst Position (reclassification of one existing full-time vacant 911 Communication Officer position)

**Funding Request:** \$0 (FY 2023; incremental cost growth is covered through budgetary savings in personnel due to vacancies)

With the evolution of the electronic world in which we all live, the reliance on data, statistics, and trends has an ever-increasing impact on performance, service, capabilities, and liabilities. In the world of 911 emergency communications and responses by Fire and Police, the daily impact of data also encompasses the use of maps.

These maps are generated and maintained by a network of employees between multiple city departments. City of Alpharetta information Technology, Community Development and 911 staff work together to provide a workable solution. The increasing need for accurate, reliable mapping utilized by Public Safety has created a need for a change in procedural functionality.

Currently, the 911 Center relies upon Community Development and Information Technology personnel for the maintenance and support of vital emergency services data. As this reliance has increased, the workload for these departments has increased as well. This has necessitated the need for dedicated GIS capability within the Public Safety Department.

Current staffing in the 911 Center has averaged eight (8) vacancies. The 911 Center has been unsuccessful in filling these vacancies for the last few years.

The request involves the reclassification of one (1) vacant 911 Communications Officer position to one (1) GIS Analyst Position, functioning under 911 Communication.

## Fiscal Year 2023 Mid-Year Budget Requests

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This position would expedite the GIS needs for Public Safety, relieve other city departments of some infringement by Public Safety, and provide Public Safety with an excellent foundation for future stability as personnel changes occur.

Annualized personnel costs for a Communications Officer total \$81,000 (pay grade 304). Annualized personnel costs for a Public Safety GIS Analyst total \$100,000 (tentative pay grade of 307). The incremental annualized personnel costs associated with this reclassification totals \$19,000.

Operational costs (e.g., supplies) for the PS GIS Analyst total \$1,000 annually and initial equipment needs total \$4,000 (e.g., computer, phone, etc.).

The impact for FY 2023 is estimated at \$13,000 for the remainder of the fiscal year (\$8,000 for personnel costs and \$5,000 for operational/equipment costs) and is fully coverable through budgetary savings in personnel due to vacancies.

The FY 2024 preliminary operating budget will be programmed to include the personnel and operational costs upon approval of this initiative.

**Initiative:                      Pulse Point Software**

Funding Request:        \$10,500 (FY 2023); \$10,000 annualized (FY 2024 and beyond)

The primary goal of the Pulse Point application is to inform subscribers to the system of the need to bystander Cardiopulmonary Resuscitation (CPR) in the event of a cardiac arrest in their immediate vicinity.

- PulsePoint aims to initiate CPR earlier and more often as well as increase the use of automated external defibrillators (AED), prior to emergency responders arriving on scene.
- PulsePoint is integrated directly into the public safety communications center. When a call taker determines CPR may be needed, an alert is simultaneously sent to nearby app subscribers with the dispatch of emergency responders.
- PulsePoint Respond informs the community of emergency activity in real time. Alerting residents to traffic collisions, wildland fires and other emergencies makes PulsePoint a valued and trusted local resource. The routine usefulness of the application helps build and sustain a reliable network of engaged citizens and CPR-trained individuals.
- PulsePoint Respond alerts community responders only if the cardiac emergency occurs in a public location.
- Subscribers indicate if they intend to respond and can listen to live dispatch audio (if offered by the agency) for any updates communicated to the responding crews as they make their way to the patient.
- PulsePoint includes a powerful and simple to use analytics platform, PulsePoint Insights, designed to provide actionable statistics on PulsePoint performance in a community.

The PulsePoint software application is currently being implemented by the Milton Fire Department.

FY 2023 costs include \$10,000 (on-going) for the maintenance/support fees and \$500 (one-time) for implementation (\$10,500 total).

The FY 2024 preliminary operating budget includes appropriations for this initiative (maintenance/support fees) at an annualized \$10,000 appropriation level.

# Fiscal Year 2023 Mid-Year Budget Requests

## Capital Project Fund

This Fund accounts for the acquisition and construction of major items such as buildings, infrastructure, parks, streets, and other major capital facilities. The budgetary legal level of control resides at the project level.

| CAPITAL PROJECT FUND                                  |                     |                           |                     |
|-------------------------------------------------------|---------------------|---------------------------|---------------------|
| LEGAL LEVEL OF CONTROL (Impacted Line-Items)          |                     |                           |                     |
|                                                       | Fiscal Year 2023    |                           |                     |
|                                                       | Current Budget      | Mid-Year Budget Amendment | Revised Budget      |
| <b>Expenditures by Project:</b>                       |                     |                           |                     |
| Fire Station Facility Assessments                     | \$ -                | \$ 75,000                 | \$ 75,000           |
| Fire Station Renovations                              | 90,484              | (75,000)                  | 15,484              |
| Local Roads Safety Action Plan                        | -                   | 120,000                   | 120,000             |
| Chipper Truck Replacement (Change Orders)             | -                   | 12,770                    | 12,770              |
| Tree Removal (parkland) and Replacement (City Center) | -                   | 110,000                   | 110,000             |
| Parks Call Boxes                                      | -                   | 38,000                    | 38,000              |
| Water Truck (Parks)                                   | 120,000             | 60,000                    | 180,000             |
| Non-Allocated                                         | 2,229,195           | (340,770)                 | 1,888,425           |
| <b>Net Budget Adjustments</b>                         | <b>\$ 2,439,679</b> | <b>\$ -</b>               | <b>\$ 2,439,679</b> |

## Public Safety

### Initiative: Fire Station Facility Assessments

Funding Request: \$75,000 (funded through a reallocation of existing appropriations set aside for Fire Station Renovations) – will only fund a portion of the overall scope.

This request is to provide funding for facility assessments of our Fire Stations to include:

- needs/wants assessment (programming, meeting with user group, assessments of space and needs);
- systems condition assessment;
- development of conceptual floor plans;
- development of a preliminary cost estimate; etc.

Staff estimates the costs for a facility assessment of all 6 of our fire stations to approach \$300,000.

The funding proposed herein totals \$75,000 and is anticipated to cover the assessment of approximately two stations (tentatively Fire Stations 82 and 84). Depending on the findings of the initial assessment, staff will bring a funding request forward to cover assessment needs for all remaining stations.

The funding being reallocated was for fire station renovations including the renovation of bathrooms, kitchens, flooring, lighting, etc. and will be put on hold pending conclusion of the assessment process.

### **Public Works**

#### **Initiative: Local Roads Safety Action Plan**

Funding Request: \$120,000

Through the U.S. Department of Transportation, the Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary grant program. The SS4A program is to prevent roadway deaths and serious injuries. This request is to hire a consultant to conduct necessary studies and prepare a Safety Action Plan for Local Roads (Plan). This will include components such as goal setting, data collection process, safety analysis methods, engagement and collaboration with stakeholders, projects selection and prioritization criteria.

Total cost for the Plan is estimated at \$200,000. Current funding totaling \$80,000 is available within the Pedestrian Safety Study/Improvement account leaving an additional funding requirement of \$120,000.

#### **Initiative: Chipper Truck Replacement (Change Orders)**

Funding Request: \$12,770 (additional funding)

On August 21, 2021, City Council approved the purchase of a Freightliner M2-106 Chipper Truck utilizing State Contract 999-SPD-SPD0000155-0007 from Peach State Truck Center in the amount of \$101,093.00.

Delivery was anticipated to be approximately 300 days after receipt of the Purchase Order (issued 08/17/2021). On November 8, 2022, a change order in the amount of \$6,700 was approved for the Freightliner chassis price increase. On December 6, 2022, the city received another e-mail from Peach State to let us know that there was another price increase on the body of unit that was ordered in the amount of \$6,070.00.

This request is for funding totaling \$12,770 to cover the chassis cost growth.

### **Recreation, Parks and Cultural Services**

#### **Initiative: Tree Removal (parkland) and Replacement (City Center)**

Funding Request: \$110,000

This request is for the replacement of dead/dying trees in our parks as well as the replacement of the trees in City Center that are either declining or missing both in and out of tree wells. City Hall and Brooke Street Park landscaping to replace declining and or missing plant material per the original landscape plans.

#### **Initiative: Upgrade of Parks Call Boxes (mandatory upgrade from 3G to 4G service equipment)**

Funding Request: \$38,000

The Department of Recreation, Parks, and Cultural Services is upgrading twenty-three (23) Lexan Call Boxes from 3G service to 4G service during FY 2023. Without this upgrade, the boxes would no longer be operational. The Department was not aware of the 3G-4G switchover during the FY 2023 capital budget formulation and had to reprioritize capital equipment replacement funding to cover the upgrade. This reimbursement request will provide the Department with sufficient appropriations to replace the equipment identified in the adopted FY 2023 capital budget.

## Fiscal Year 2023 Mid-Year Budget Requests

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**Initiative: Water Truck (replacement)**

Funding Request: \$60,000 (additional funding)

The water truck was purchased in the Spring of 2013 as a 13-year-old used unit. Since that time numerous repairs have been made to the vehicle. Repairs made in the last two years total \$14,730.

The speedometer stopped working at 161,236 several years ago. Currently the Power Take Off pump is leaking, hose that sprays water from the back of the unit has a hole and needs to be replaced, hose from water tank to the PTO pump is leaking, clutch needs to be replaced, door handle on driver's side is broken, etc. In short, the vehicle is in need of replacement.

The FY 2023 budget includes funds totaling \$60,000 to be used towards replacement of the water truck. Based on market prices, an additional \$60,000 is needed to fund a replacement unit (total of \$120,000).

**General Government**

Funding Sources: \$340,770 (Non-Allocated)

Funding for the capital initiatives identified herein is being provided through current year Non-Allocated appropriations leaving an estimated balance of \$1.9 million.



# STAFF REPORT

Department: Public Works  
Submitted By: Arash Moradkhani  
Meeting Date: February 27, 2023

## AGENDA ITEM:

### Local Roads Safety Action Plan and Award of RFQ 23-1001

*Consideration of approval to award RFQ 23-1001 to Alta, approve developing the Safety Action Plan for Alta in an amount not to exceed \$199,778.00, and authorize the Mayor to execute all necessary documents.*

## STAFF RECOMMENDATION:

Approval to award RFQ 23-1001 to Alta, approve developing the Safety Action Plan for Alta in an amount not to exceed \$199,778.00 and authorize the Mayor to execute all necessary documents.

## BUDGET & PROCUREMENT:

**BUDGETED ITEM:** YES

**FISCAL IMPACT:** YES

**INCLUDED IN CURRENT FY CPTL BUDGET:** YES

**INCLUDED IN CURRENT FY OPRT. BUDGET:** NO

**TOTAL PROJECT COST:** \$199,778.00

### APPROPRIATIONS:

| <u>ACCOUNT TITLE/NUMBER</u>                                 | <u>DOLLAR AMOUNT</u> |
|-------------------------------------------------------------|----------------------|
| Local Roads Safety Action Plan (30141100-541410-C2315)      | \$199,778            |
| Pedestrian Safety Study/Improvement (30141100-541410-C1918) | -\$79,778            |
| Mid-Year 2023 Budget Ordinance (2nd Reading on 2/27/2023)   | -\$120,000           |

### EXTERNAL FUNDING SOURCES:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
| -                           | \$0.00               |
| -                           | \$0.00               |
| -                           | \$0.00               |

## ITEM DESCRIPTION:

### Project Background:

Through the U.S. Department of Transportation, the Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for All (SS4A) discretionary grant program. The SS4A program is to prevent roadway deaths and serious injuries. The following activities are eligible for the SS4A program: 1) Develop or update a comprehensive safety action plan; 2) Conduct planning, design, and development activities in support of an action plan; and 3) Carry out projects and strategies identified in an action plan.

To qualify for the SS4A Implementation Grant, that would enable the city to conduct planning, design, and construction of safety improvement projects, a comprehensive action plan would be required. The safety action plan should include components such as goal setting, data collection process, safety analysis methods, engagement and collaboration with stakeholders, projects' selection and prioritization criteria. On Feb. 1, 2023, U.S. Transportation Secretary Pete Buttigieg announced \$800 million in grant awards for 510 communities through the first round of funding for SS4A. A list of the Implementation Grant awards is provided under Attachments.

### Procurement:



A scoping document was prepared by the Public Works Department and a request for Qualifications (RFQ 23-1001) was issued for this project on July 14, 2022. The following responses were received on August 18, 2022. Scores, out of 100, are shown in parentheses.

- Alta Planning + Design (86.67)
- KCI Technologies (86)
- AECOM Technical Services (80)
- Croy Engineering (77.33)
- Toole Design (74)
- NV5 Engineers + Consultants (68)

Request for Proposals (RFP 23-1003) was extended to the top 3 companies on September 1, 2022. Interviews were scheduled on September 27, 2022. The interview Scores, out of 100, are shown in parentheses.

- Alta Planning + Design (93.33)
- AECOM Technical Services (86.67)
- KCI Technologies (56.67)

A cost proposal was received from the top two firms. Accumulated scores based on the RFQ and RFP responses as well as interviews and cost proposals are listed below. Scores, out of 300, are shown in parentheses.

- Alta Planning + Design (275.83) It should be noted that Alta's cost was also lower than AECOM.
- AECOM Technical Services (262.83)

#### **Consultant Selection:**

After evaluation and verifying the submitted proposals, staff from the Public Works Department met and discussed the project scope with representatives of Alta Planning + Design (Alta), as the preferred respondent, on Thursday November 10, 2022. Alta is a local and experienced consultant that has worked on similar projects for other agencies in Tennessee, Missouri, Virginia, and Florida.

#### **Project Schedule:**

Developing the safety action plan is anticipated to take 9 months from notice to proceed, followed by 3 months for writing the SS4A Implementation Grant.

#### **Project Cost:**

Alta's estimated cost for this project is \$199,778.00. The proposal, under Attachments, provides a detailed breakdown of the cost.

#### **Funding:**

Funding for this initiative (\$199,778) is provided through existing appropriations within the Pedestrian Safety Study/Improvements project (\$79,778) as well as the 2023 Mid-Year Budget Ordinance (\$120,000) which has its second reading on February 27, 2023.

#### **ALTERNATIVES:**

Do not approve and the Safety Action Plan services will not be procured.

#### **ATTACHMENTS:**

|    |                                                                  |
|----|------------------------------------------------------------------|
| 1. | Alta's Proposal \$199,778                                        |
| 2. | Page 16 Atlanta SS4A-2022-Implementation-Grant-Award-Fact-Sheets |



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(470) 290-1202 | [altago.com](http://altago.com)

Friday, November 18, 2022

Mr. Arash Moradkhani, PhD, PE  
City of Alpharetta  
2 Park Plaza  
Alpharetta, GA 30009

## Re: RFP 23-103 Local Roads Safety Action Plan Budget

Dear Mr. Arash Moradkhani,

Please find attached our updated budget for the Alpharetta Local Roads Safety Action Plan. The proposed fee accounts for the required elements that would make the City eligible for implementation grant funding through the Safe Streets and Roads for All (SS4A) federal grant. It also reflects our nimble approach to creating a Plan that best meets the specific needs of the City in the most efficient manner, with added elements after our recent meeting with the City.

The budget was developed based on the following framework:

- **Committee meetings and Council presentations** will be scheduled at key milestones to gather critical input and maintain smooth project progress.
- The SS4A Notice of Funding Opportunity (NOFO) emphasizes meaningful and inclusive **community engagement**. We propose a hybrid of in-person and virtual meetings to capture a representative population that could include both residents and commuters. Additionally, by offering "Meeting-in-a-Box" materials, the City can distribute information about the project to maximize exposure. Materials will be illustrative and will highlight key elements of the Plan. We also propose to hold up to two focus groups with special interest groups, who will be determined with the City but could include the senior population, advocacy groups, police enforcement, or the development community.
- Task 3 represents the minimum **data collection and analysis** required to create a Safety Action Plan that is eligible and competitive for SS4A implementation funding. We will review the crash and roadway characteristics data to establish a systemic safety approach and develop the High Injury Network (HIN). We will also conduct a context-based equity analysis for the City that will demonstrate the City's commitment to prioritizing vulnerable populations, a critical element of a competitive SS4A grant application. Vulnerable populations may include the elderly, minorities, children, or other groups who are overburdened by fatal and severe injury crashes.
- **Identification and prioritization of corridors and intersections** for safety improvements is a critical element of readying the City for future SS4A grant funding cycles. We propose to work with the City to develop the prioritization criteria in Task 4. Consequently, we will create a prioritized project list that represents the highest benefit of infrastructure improvement expenditures.
- In addition, as part of Task 4, **corridor-level analyses and countermeasures** will be established for specific segments of the HIN. This would provide a more location-based analysis and identification of improvements and programs that could be supported through SS4A funding.
- The development of the **Safety Action Plan** will include developing strategies and countermeasures that address what the crash data and analysis reveals. Performance metrics that the City can easily track and report on will also be developed. The Action Plan is anticipated to be completed by Summer 2023.
- The proposed fee also includes supporting the City in preparing a **SS4A implementation grant application**, anticipated to be due the Fall of 2023. Alta's grant-writing specialists have assisted in securing over \$700 million in grant funding. We have written successful RAISE, BUILD and TIGER grant applications and were also most recently involved in supporting SS4A grant applications across the country. The specific elements of the grant request will be finalized with the City following the completion of the Safety Action Plan, to ensure a direct nexus with the data-driven approach that SS4A requirements call for.



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The City has already been implementing a significant, commendable amount of safety improvements. We are well-equipped and ready to help the City achieve its safety goals, spread the word on safe travel behavior and crash risks, and develop safety solutions that save lives and yield the most benefits.

Our proposed project budget is flexible and adaptable. Should you have any questions, please do not hesitate to call me at (404) 272-4926 or via email at [aliaawwad@altago.com](mailto:aliaawwad@altago.com), or Project Manager Elizabeth Yarnall at (470) 290-1205 or via email at [elizabethyarnall@altago.com](mailto:elizabethyarnall@altago.com).

We greatly appreciate your time and effort and look forward to hearing from you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alia Awwad".

Alia Awwad, PE, Principal-In-Charge  
Alta Planning + Design, Inc.



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## Proposed Project Budget

| TASK                                                                          | FEE              |
|-------------------------------------------------------------------------------|------------------|
| <b>1 Management, Coordination &amp; Goal Setting</b>                          | <b>\$27,334</b>  |
| 1.1 Project Management, Kickoff, & Progress Meetings                          | \$11,054         |
| 1.2 Safety Committee Formation + Presentations (3)                            | \$9,778          |
| 1.3 Council Presentations (2)                                                 | \$6,502          |
| <b>2 Engagement</b>                                                           | <b>\$31,760</b>  |
| 2.1 Community Engagement (2 in-person, 1 virtual, Meeting-in-a-Box Materials) | \$24,226         |
| 2.2 Focus Groups (2)                                                          | \$7,535          |
| <b>3 Data Analysis</b>                                                        | <b>\$29,467</b>  |
| 3.1 Data Collection + Crash Analysis                                          | \$11,197         |
| 3.2 Systemic Safety Analysis (HIN Development)                                | \$15,238         |
| 3.3 Equity Analysis                                                           | \$3,032          |
| <b>4 Project Selection + Prioritization</b>                                   | <b>\$36,137</b>  |
| 4.1 Prioritization Criteria Development                                       | \$3,322          |
| 4.2 Project Prioritization                                                    | \$5,960          |
| 4.3 Corridor-Level Profiles + Countermeasures                                 | \$26,855         |
| <b>5 Action Plan</b>                                                          | <b>\$33,537</b>  |
| 5.1 Development of Strategies + Action Items + Performance Metrics            | \$7,190          |
| 5.2 Draft Action Plan (one round of reviews)                                  | \$17,585         |
| 5.3 Final Action Plan                                                         | \$8,761          |
| <b>6 SS4A Implementation Grant Support</b>                                    | <b>\$39,543</b>  |
| 6.1 Coordination and Management                                               | \$5,040          |
| 6.2 Grant Writing                                                             | \$17,363         |
| 6.3 Additional Analysis                                                       | \$10,555         |
| 6.4 Graphics Development                                                      | \$6,586          |
| <b>Staff Hours</b>                                                            | <b>\$197,778</b> |
| <b>Labor Total</b>                                                            | <b>\$197,778</b> |
| Reimbursable Expenses & Travel                                                | \$2,000          |
| <b>Project Total</b>                                                          | <b>\$199,778</b> |



# SS4A AWARDS

FY 2022 Implementation Grants



## SS4A 2022 Award Fact Sheets Table of Contents

| Project                                                                                        | Applicant                             | State | Award Amount | Rural or Urban | Page |
|------------------------------------------------------------------------------------------------|---------------------------------------|-------|--------------|----------------|------|
| San Pablo Avenue Safety Improvements Project                                                   | Alameda County                        | CA    | \$15,000,000 | Urban          | 6    |
| La Brea Avenue Complete Streets Project                                                        | City of Los Angeles                   | CA    | \$9,000,000  | Urban          | 7    |
| Western Addition Community Safe Streets Project                                                | City of San Francisco                 | CA    | \$17,613,284 | Urban          | 8    |
| Sedco Boulevard Roadway Safety Improvements Project                                            | City of Wildomar                      | CA    | \$2,218,531  | Urban          | 9    |
| Bicycle and Pedestrian Safety Improvements to Improve Equity Countywide in Contra Costa County | Contra Costa Transportation Authority | CA    | \$28,940,010 | Urban          | 10   |
| Florence-Firestone for All: Achieving Vision Zero in South Los Angeles                         | Los Angeles County                    | CA    | \$21,494,665 | Urban          | 11   |
| Modoc County SS4A Implementation Grant 2022                                                    | Modoc County                          | CA    | \$12,954,400 | Rural          | 12   |
| Completing a City's Primary Street: Implementation of University Avenue Redesign               | City of Gainesville                   | FL    | \$8,000,000  | Rural          | 13   |
| T-SAFE: Tampa - Systemic Applications for Equity                                               | City of Tampa                         | FL    | \$20,000,000 | Urban          | 14   |



## Safe Streets and Roads for All (SS4A) Grants



U.S. Department  
of Transportation

| Project                                                                                                                                                                | Applicant                                              | State | Award Amount | Rural or Urban | Page |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-------|--------------|----------------|------|
| Hillsborough County's Data-Driven Equitable Transportation Safety Programs to Provide Vulnerable Road Users Safety and Access to Destinations for Opportunities        | Hillsborough County                                    | FL    | \$19,716,000 | Urban          | 15   |
| Central and Pryor Safe Streets Corridors                                                                                                                               | City of Atlanta                                        | GA    | \$30,000,000 | Urban          | 16   |
| Shoulder Widening, Rumble Strips, and Low-Cost Safety Countermeasures Along 50 Miles of Roadway in Accordance with Priority Recommendations from Fayette County's LRSP | Fayette County                                         | IA    | \$10,425,879 | Rural          | 17   |
| Rightsizing Louisville for Safe Streets                                                                                                                                | Louisville-Jefferson County Metropolitan Government    | KY    | \$21,416,800 | Urban          | 18   |
| Safety at Key Intersections in Boston                                                                                                                                  | City of Boston                                         | MA    | \$9,000,000  | Urban          | 19   |
| City of Springfield Citywide Safety Improvements for Intersections and Corridors throughout the City                                                                   | City of Springfield                                    | MA    | \$15,012,800 | Urban          | 20   |
| Salisbury Vision Zero Rapid Safety Improvements                                                                                                                        | City of Salisbury                                      | MD    | \$11,753,587 | Rural          | 21   |
| Safe and Equitable Access to Montgomery Parks                                                                                                                          | Maryland-National Capital Park and Planning Commission | MD    | \$7,500,000  | Urban          | 22   |
| Improvements along the Prince George's County, Maryland, High-Injury Network                                                                                           | Prince George's County                                 | MD    | \$21,253,985 | Urban          | 23   |



## Safe Streets and Roads for All (SS4A) Grants



U.S. Department  
of Transportation

| Project                                                                           | Applicant                             | State | Award Amount | Rural or Urban | Page |
|-----------------------------------------------------------------------------------|---------------------------------------|-------|--------------|----------------|------|
| Safe Streets for Detroit (SS4D)                                                   | City of Detroit                       | MI    | \$24,800,000 | Urban          | 24   |
| South Avenue Safe Streets                                                         | City of Missoula                      | MT    | \$9,311,254  | Rural          | 25   |
| Proven Countermeasures to Implement Vision Zero                                   | City of Charlotte                     | NC    | \$4,466,688  | Urban          | 26   |
| McKenzie County Safety Projects                                                   | McKenzie County                       | ND    | \$2,858,595  | Rural          | 27   |
| Chestnut Avenue Safety Improvements and Rehabilitation                            | City of Vineland                      | NJ    | \$20,000,000 | Rural          | 28   |
| Bernalillo County's Coors Boulevard Pedestrian Safety Project                     | Bernalillo County                     | NM    | \$6,300,000  | Urban          | 29   |
| NYCDOT Application for USDOT SS4A                                                 | New York City                         | NY    | \$21,481,306 | Urban          | 30   |
| Saint Regis Mohawk Tribe (SRMT) Safe Streets Project                              | Saint Regis Mohawk Tribe              | NY    | \$10,235,200 | Rural          | 31   |
| Livingston Avenue West                                                            | City of Columbus                      | OH    | \$12,000,000 | Urban          | 32   |
| Travel with Care – Tulsa: Safe Streets for All Implementation Grant               | Indian Nations Council of Governments | OK    | \$21,200,000 | Urban          | 33   |
| Safe Systems on 122 <sup>nd</sup> Avenue: A Model for Humanizing Arterial Streets | City of Portland                      | OR    | \$20,000,000 | Urban          | 34   |





## Safe Streets and Roads for All (SS4A) Grants



U.S. Department  
of Transportation

| Project                                                                                                   | Applicant            | State | Award Amount | Rural or Urban | Page |
|-----------------------------------------------------------------------------------------------------------|----------------------|-------|--------------|----------------|------|
| City of Lancaster, PA, Vision Zero Implementation                                                         | City of Lancaster    | PA    | \$12,706,568 | Urban          | 35   |
| Philadelphia Vision Zero Capital Plan Implementation Project                                              | City of Philadelphia | PA    | \$30,000,000 | Urban          | 36   |
| SS4A Implementation Grant to Advance Engineering and Construction of Providence, RI's Urban Trail Network | City of Providence   | RI    | \$27,200,000 | Urban          | 37   |
| Safe and Equitable Mobility for Austin                                                                    | City of Austin       | TX    | \$22,866,400 | Urban          | 38   |
| Bissonnet Corridor Safe Streets Project                                                                   | City of Houston      | TX    | \$28,789,305 | Urban          | 39   |
| Zarzamora Street Mid-Block Crossings and High-Injury Network Safety Campaigns                             | City of San Antonio  | TX    | \$4,400,000  | Urban          | 40   |
| Seattle Safe Streets                                                                                      | City of Seattle      | WA    | \$25,654,000 | Urban          | 41   |
| Accessible Intersections for All                                                                          | City of Milwaukee    | WI    | \$4,400,000  | Urban          | 42   |

*The Bipartisan Infrastructure Law established the new Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.*

## Urban

## San Pablo Avenue Safety Improvements Project

Applicant: Alameda County Transportation Commission

*Alameda County, California*

SS4A Award: \$15,000,000

## Project Description

This project will improve safety for all road users—especially pedestrians and cyclists—along San Pablo Avenue, a key corridor in Alameda County’s high-injury network.

The project will implement a variety of [Proven Safety Countermeasures](#) along the 14-mile corridor, including adding speed feedback signs, bus bulb-outs/in-lane transit stops, leading pedestrian intervals, and pedestrian hybrid beacons. The project will also relocate bus stops and construct parallel bike routes along the corridor, strengthening connections to transit. These multimodal safety improvements will enhance access to vital destinations—including more than 20 schools, 10 community centers, 4 libraries, 6 food banks, and other community gathering spaces—in a corridor that serves a population with high concentrations of low-income residents and people of color, high rates of asthma, and a history of exclusionary policies.



## Urban

## La Brea Avenue Complete Streets Project

**Applicant: City of Los Angeles**

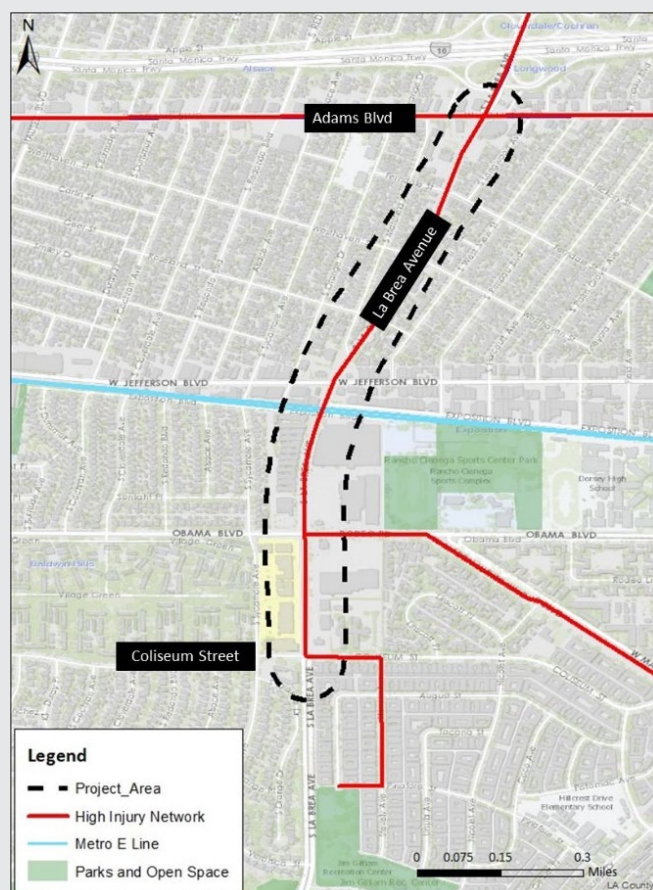
*Los Angeles, California*

**SS4A Award: \$9,000,000**

### Project Description

This project will rehabilitate pedestrian facilities along the La Brea Avenue corridor, which currently poses safety and mobility issues due to sidewalk cracking and uplift, limited accessibility, and heavy traffic flow at multiple intersections.

This project will construct new pedestrian crosswalks and signals, sidewalk repairs, upgraded markings, and upgrades to the transit user experience to support the City of Los Angeles's Vision Zero goals. The project will implement these safety features using proposed [Public Rights-of-Way Accessibility Guidelines](#) to ensure accessibility for all road users, including pedestrians with disabilities. The improvements will deliver safety benefits by helping to reduce collisions and improve pedestrian facility accessibility.



## Urban

## Western Addition Community Safe Streets Project

Applicant: City and County of San Francisco

San Francisco, California

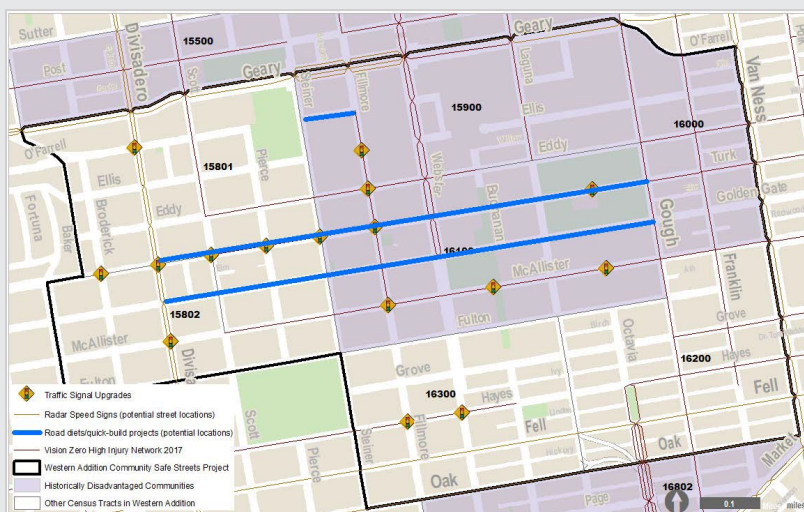
SS4A Award: \$17,613,284

## Project Description

This project will implement [Proven Safety Countermeasures](#) in the Western Addition, a residential neighborhood at the center of San Francisco that is home to many low-income housing residents and a diverse community.

Employing a [Safe System Approach](#) to create Safer Roads, Safer People, and Safer Speeds, this project will implement

traffic signal upgrades; pedestrian signal and crossing improvements; speed management strategies; quick-build strategies such as changes to parking, loading, and transit stops; and other safety improvements at approximately 16 intersections—15 of which are on the Vision Zero High-Injury Network. These safety enhancements will improve pedestrian connectivity and accessibility and reduce collisions and vehicle speeds in the Western Addition.





## Urban

## Sedco Boulevard Roadway Safety Improvements Project

Applicant: City of Wildomar

*Wildomar, California*

SS4A Award: \$2,218,531

## Project Description

This project will construct infrastructure improvements in the City of Wildomar's most disadvantaged neighborhood by adding bicycle lanes adjacent to vehicle travel lanes, improving sidewalks, and installing marked crosswalks and three roundabouts along a 0.19-mile segment that links two planned bicycle corridors.

The roundabout installations will function as a traffic calming measure to encourage slower speeds and further support multimodal mobility. The improvements will increase visibility and accessibility for cyclists and pedestrians and reduce collisions.



## Urban

## Bicycle and Pedestrian Safety Improvements to Improve Equity Countywide in Contra Costa County

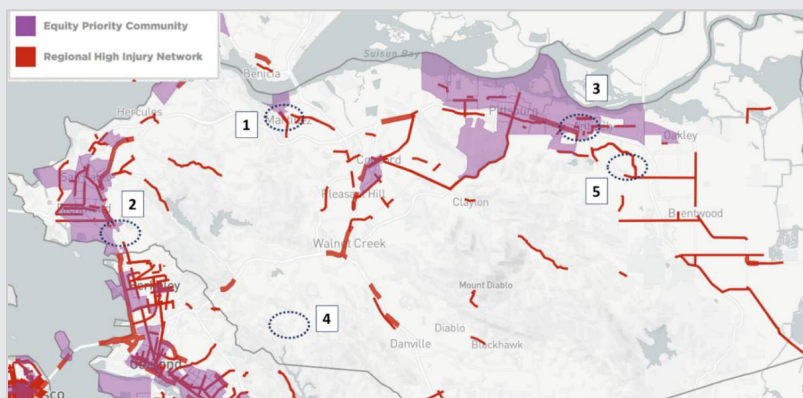
**Applicant: Contra Costa Transportation Authority**

*Contra Costa County, California*

**SS4A Award: \$28,940,010**

### Project Description

Contra Costa County will construct a suite of five projects in multiple locations to improve safety in areas within walking distance to schools, major transit stops, and locations with the largest concentration of pedestrian crashes.



Improvements will include closing gaps in bicycle and pedestrian infrastructure along transit routes or to link to transit centers; enhancing bicycle and pedestrian signing and marking; installing loop detection upgrades for bicycles at traffic signals; modifying traffic signals to include leading pedestrian intervals; and installing bicycle lanes, [ADA-compliant](#) curb ramps, approximately 12 rectangular rapid-flashing beacons, and a bike garden to provide bicycle and pedestrian safety education to groups and individuals. These projects are also expected to increase equity and access to historically disadvantaged and neglected communities.

## Florence-Firestone for All: Achieving Vision Zero in South Los Angeles

**Applicant: Los Angeles County**

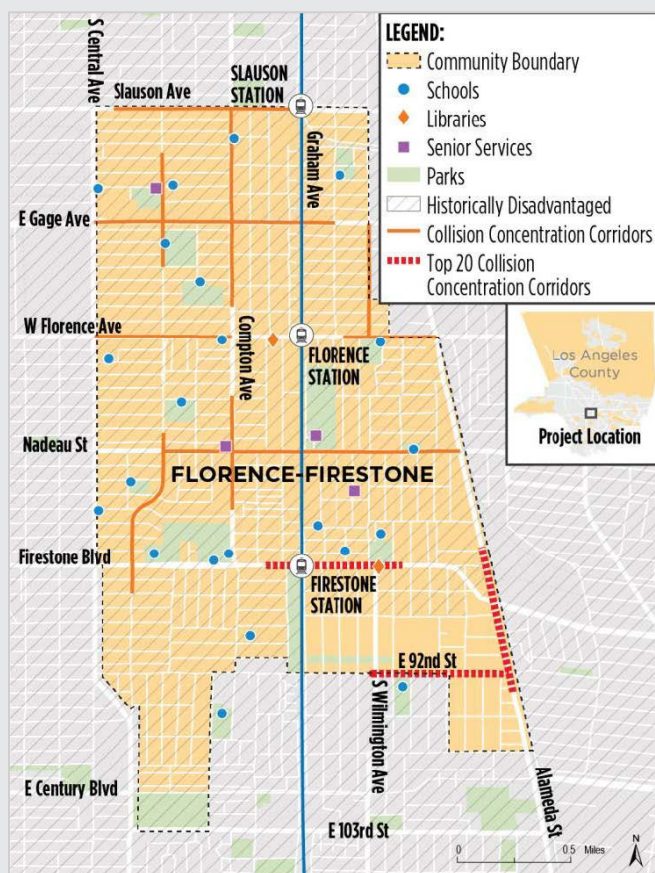
*Los Angeles County, California*

**SS4A Award: \$21,494,665**

### Project Description

This project will implement [Proven Safety Countermeasures](#) along three Collision Concentration Corridors (CCCs) in the Florence-Firestone community, including the highest-ranked CCC in the County. The project will construct curb ramps, curb extensions, raised crosswalks, raised medians, pedestrian refuge islands, speed cushions, high-visibility crosswalks, and sign improvements, and remove sections of roadway to reduce conflicts at complex intersections. The project will deploy demonstration projects on two additional high-crash corridors in the community.

In addition, the project will launch an education campaign in schools with teen drivers to prevent distracted and impaired driving and discourage street racing, establish an education campaign for a Safe Routes for Seniors Program, and engage the community in a public art campaign to encourage traffic calming and community support for improved roadway safety.





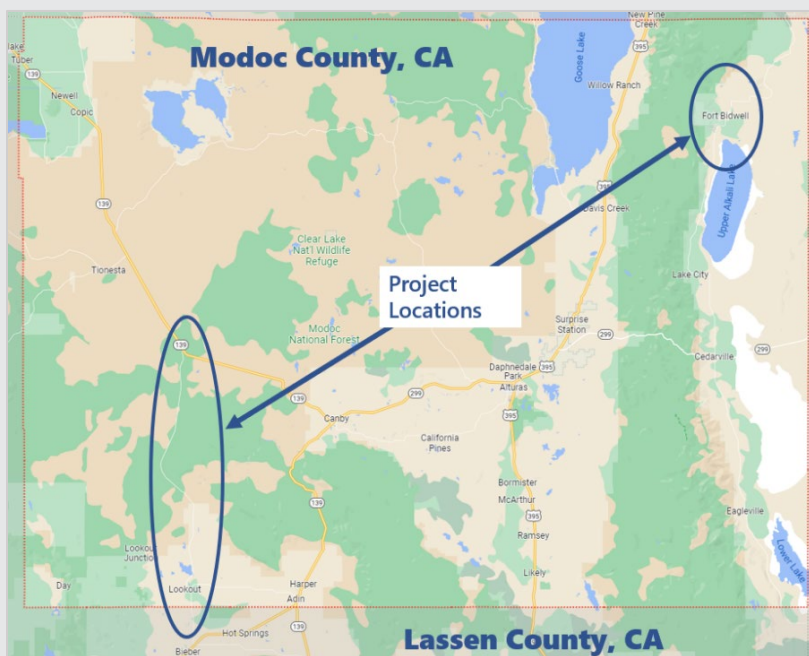
## Rural

## Modoc County SS4A Implementation Grant 2022

**Applicant: Modoc County***Modoc County, California***SS4A Award: \$12,954,400****Project Description**

This project will improve safety along two corridors in rural disadvantaged communities and Tribal areas that have Modoc County's most dangerous crash history: County Road 91 and County Road 1.

In a partnership between Modoc County, the Town of Fort Bidwell, the Fort Bidwell Indian Reservation, and neighboring Lassen County, this project will implement bicycle lanes, pedestrian crosswalks, speed control, and infrastructure features for persons with disabilities—improvements that are expected to significantly reduce crashes and serious injuries. This project will also update crash data tables to include the most recent 10-year period to help validate data sets and show the effectiveness of the safety improvements.





## Rural

Completing a City's Primary Street: Implementation of  
University Avenue Redesign

Applicant: City of Gainesville

*Gainesville, Florida*

SS4A Award: \$8,000,000

## Project Description

This project will convert approximately 4.15 miles of University Avenue—a hotspot for pedestrian and bicyclist crashes between 2015 and 2019—into a fully redesigned [Complete Street](#) using [Proven Safety Countermeasures](#) that will reduce crashes and improve safety and visibility, particularly for pedestrians and bicyclists.

The project will improve safety by narrowing and repurposing vehicle lanes from four lanes to two lanes; converting undivided segments to divided roadways; and installing a buffered two-way cycle track, mid-block and minor street high-visibility marked crosswalks, mid-block pedestrian refuge islands, and raised crosswalks or speed bumps. The project will also enhance signal timing with leading pedestrian intervals, exclusive pedestrian phases, and protected turning phases.



## Urban

## T-SAFE: Tampa - Systemic Applications for Equity

**Applicant: City of Tampa**

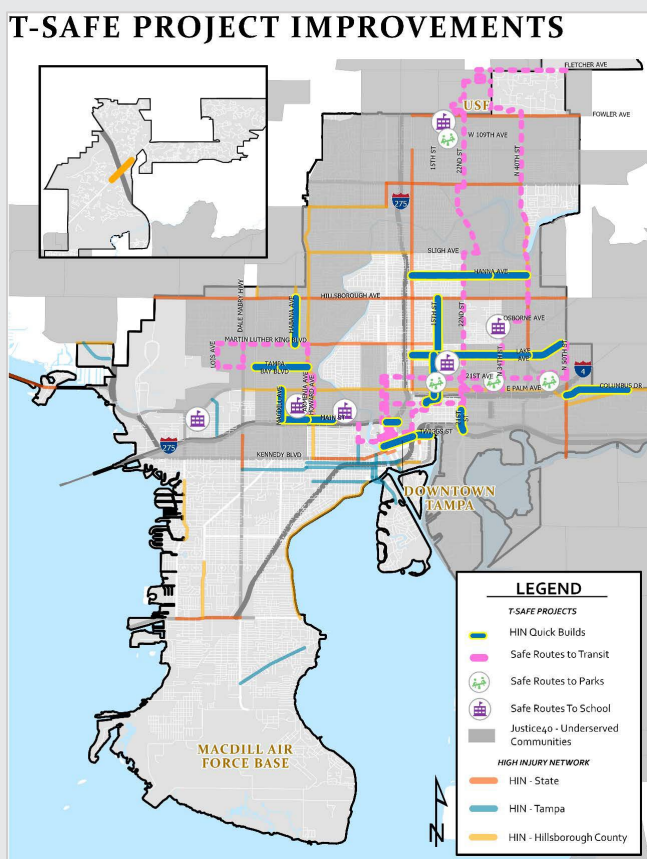
*Tampa, Florida*

**SS4A Award: \$20,000,000**

### Project Description

This project will rapidly deploy systemic safety countermeasures in a series of low-cost, high-impact projects spread across a broad geography.

The project will add quick-to-implement improvements along Tampa's high-injury network such as pedestrian mid-block crosswalks, backplates with reflective borders, rectangular rapid-flashing beacons, high-visibility crosswalks, and signage and marking enhancements. The project will also construct new sidewalks and separated bicycle lanes, upgrade street lighting, and narrow and repurpose lanes with a focus on improvements near schools, parks, and transit routes. In addition, the project will develop a Pedestrian Safety and Equity Action Plan.



# Hillsborough County's Data-Driven Equitable Transportation Safety Programs to Provide Vulnerable Road Users Safety and Access to Destinations for Opportunities

**Applicant: Hillsborough County**

Hillsborough County, Florida

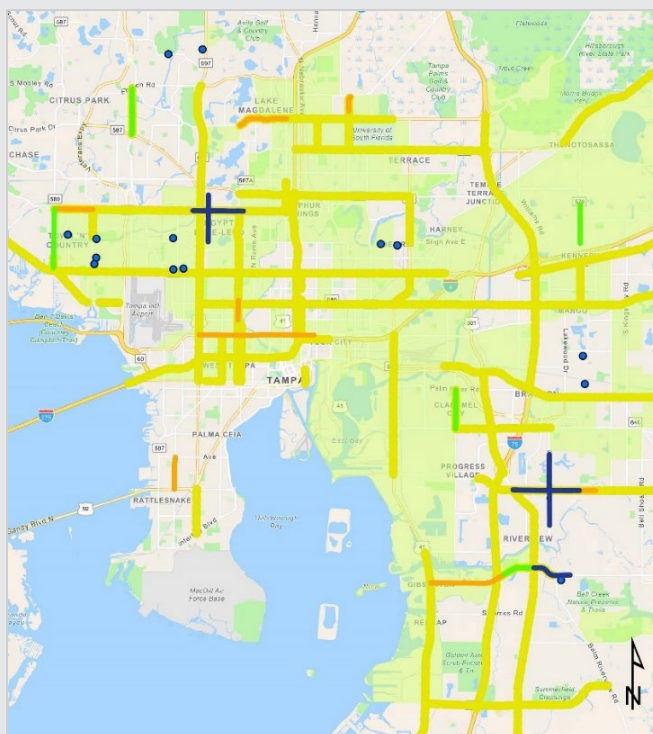
**SS4A Award: \$19,716,000**

## Project Description

This project will improve safety for pedestrians, bicyclists, transit users, and drivers at approximately 22 locations throughout Hillsborough County, which has the highest traffic fatality rate per capita amongst large counties in the United States.

This project will implement low-cost [Proven Safety Countermeasures](#) such as sidewalks, leading pedestrian intervals, curb bulb-outs, crosswalk improvements, bicycle lanes, and speed management strategies at locations that are the highest priorities for [Safe Routes to School](#), bus stop pedestrian safety and access, pedestrian corridor safety improvements, and Vision Zero corridor safety improvements.

The project will also develop Vision Zero Action Plan updates with additional countermeasure toolbox items for safer streets, a lighting management plan, and stakeholder engagement and education.



## Urban

## Central and Pryor Safe Streets Corridors

Applicant: City of Atlanta

Atlanta, Georgia

SS4A Award: \$30,000,000

## Project Description

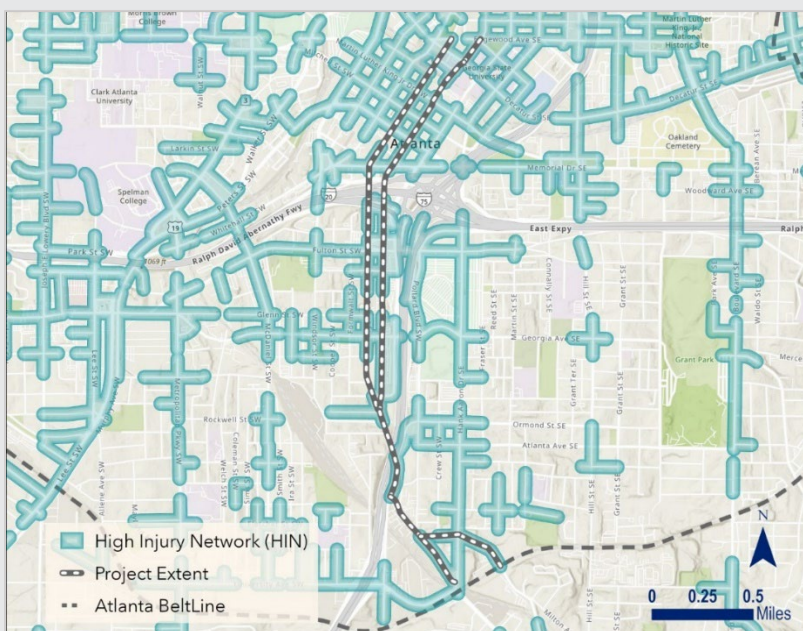
This project will transform Pryor Street and Central Avenue in Atlanta, Georgia, to safe streets with protected bike and pedestrian facilities, and connect the Southside of Atlanta and the Southside Beltline trail to Atlanta's downtown.

The project will implement [Proven Safety Countermeasures](#)

such as rectangular rapid-flashing beacons, pedestrian hybrid beacons, bicycle lanes, crosswalk lighting, roadway

reconfiguration, medians, safe speed limits, edge lines, and enhanced delineation for horizontal curves at crash hot spots on the City's high-injury network.

There are currently no other built bicycle facilities that run north and south through downtown, so this project will be a major expansion of the current system and bike network. The addition of protected on-street bike facilities along with improved and connected pedestrian facilities will enhance safety and promote mode shift from single occupancy vehicles to more active transportation modes.





## Rural

## Shoulder Widening, Rumble Strips, and Low-Cost Safety Countermeasures Along 50 Miles of Roadway in Accordance with Priority Recommendations from Fayette County's LRSP

**Applicant: Fayette County**

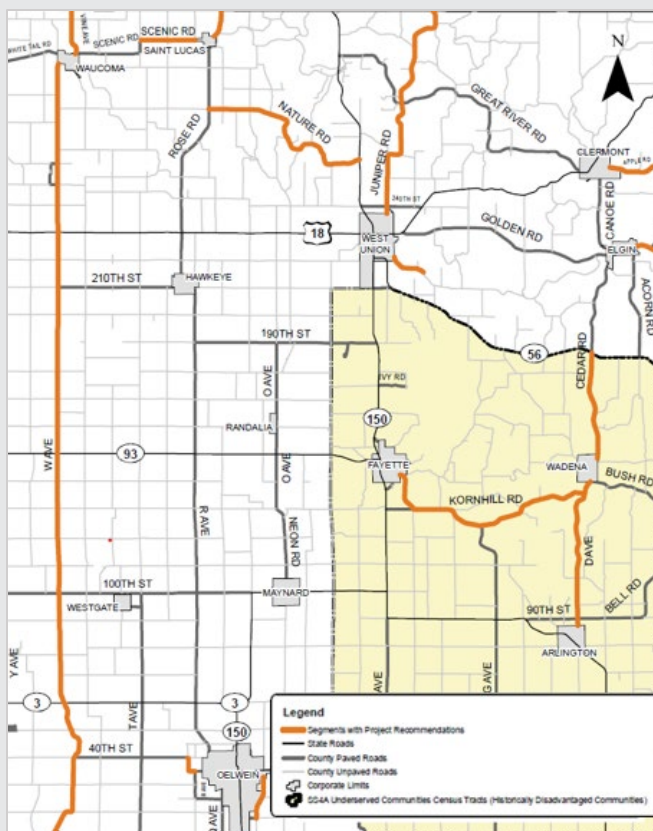
*Fayette County, Iowa*

**SS4A Award: \$10,425,879**

### Project Description

This project will implement shoulder widening, rumble strips, and other low-cost treatments along approximately 50 miles of roadway in an area that is defined by steep hillsides, narrow valleys, limestone cliffs, trout streams, and forested hillsides. The hilly grades lead to edge-line rutting of pavement shoulders. Shoulder drop-offs are particularly dangerous for inexperienced drivers, and roadway departure is of the most common types of crashes involving serious and fatal injuries. Project locations were selected based on a roadway risk assessment factoring for speed, segment length, and crash history.

A community of Amish people use the roads along this project. Shoulder widening will create more space for horse and buggy travel and for other vehicles to safely pass.



## Rightsizing Louisville for Safe Streets

**Applicant: Louisville-Jefferson County Metropolitan Government**

*Louisville-Jefferson County, Kentucky*

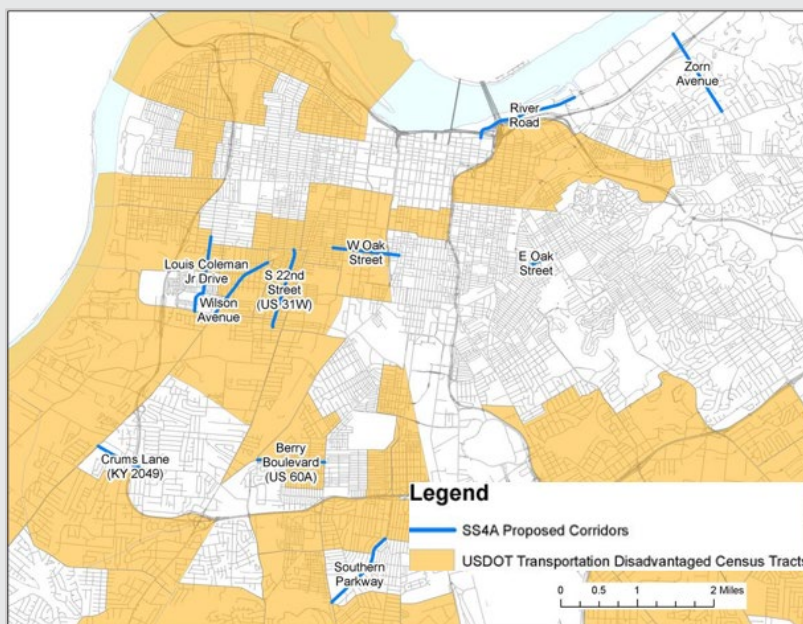
**SS4A Award: \$21,416,800**

### Project Description

This project will rightsize or reconfigure approximately 10 roadway corridors that pose the highest safety risk in Louisville-Jefferson County to be safer, calmer, and more inclusive.

The project's safety improvements include road diets, bicycle lanes, mini roundabouts, sidewalks, infrastructure improvements for persons with disabilities, crosswalk enhancements, medians and pedestrian refuge islands, pedestrian hybrid beacons, reflective backplates on traffic signals, curb extensions, and improved lighting.

Each project corridor includes several [Proven Safety Countermeasures](#) in addition to other improvements to infrastructure safety that will lead to safer speeds along the corridors.



## Urban

### Safety at Key Intersections in Boston

**Applicant: City of Boston**

*Boston, Massachusetts*

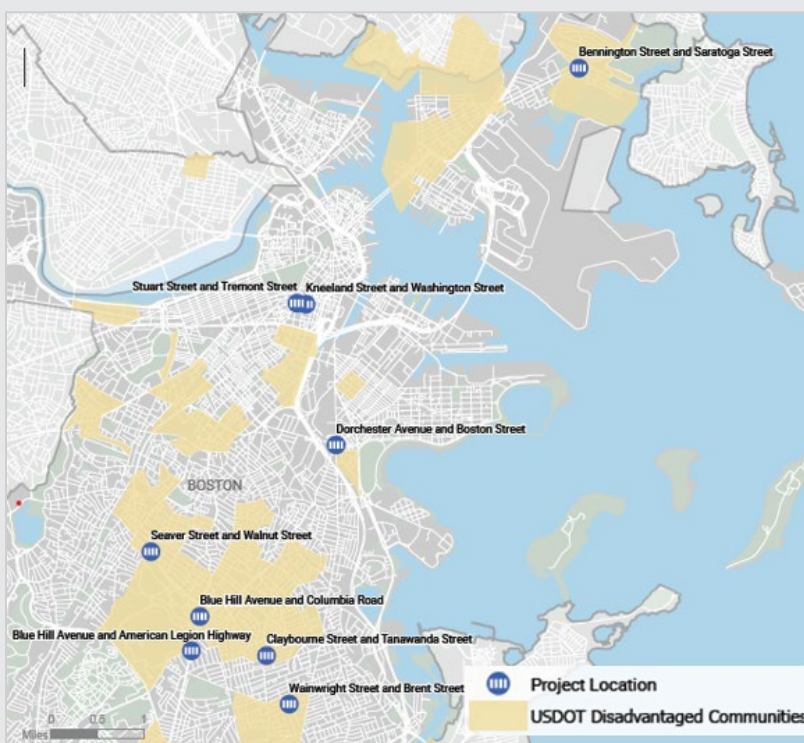
**SS4A Award: \$9,000,000**

### Project Description

This project will employ low-cost, high-impact strategies for Complete Streets improvements throughout the City of Boston, addressing safety issues with speeding, pedestrian crashes, visibility issues, and blind spots.

The project's [Proven Safety Countermeasures](#) and other safety improvements include raised crosswalks, pedestrian refuges island, street rightsizing, curb extensions, slow turn wedges, speed humps, and high-visibility crosswalks.

The project will improve safety at approximately nine intersections in five distinct neighborhoods, the majority of which are underserved communities where residents face high safety risks on local streets.



## Urban

City of Springfield Citywide Safety Improvements for  
Intersections and Corridors throughout the City

Applicant: City of Springfield

*Springfield, Massachusetts*

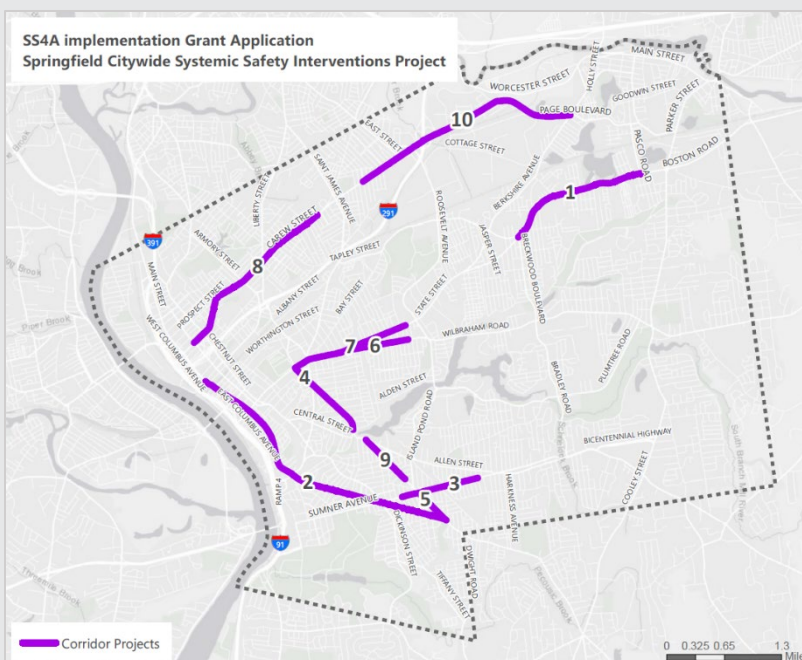
SS4A Award: \$15,012,800

## Project Description

This project will implement systemic safety countermeasures at approximately 15 intersections and 10 corridors in the City of Springfield that have a disproportionately high number of fatal and serious injury crashes.

These systemic interventions include intersection and signal improvements, pedestrian and cyclist enhancements—such as crosswalk improvements, sidewalk upgrades, lighting, and ADA improvements—roadway conspicuity treatments, and intersection/corridor speed management treatments.

The project implements safety improvements for multiple transportation modes, aligning with USDOT's [Complete Streets](#) strategy, and employs three elements of the [National Roadway Safety Strategy](#) to reduce serious injury and fatal crashes.





## Rural

## Salisbury Vision Zero Rapid Safety Improvements

Applicant: City of Salisbury

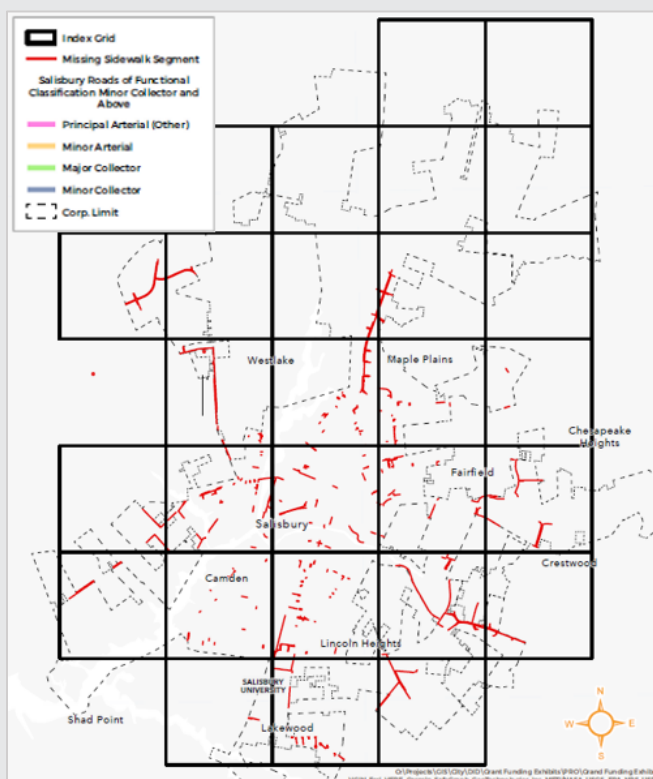
Salisbury, Maryland

SS4A Award: \$11,753,587

## Project Description

This project will implement the rapid overhaul and traffic calming of City-owned arterials and collectors in Salisbury, Maryland.

The project will use multiple [Proven Safety Countermeasures](#), including constructing approximately 21 miles of sidewalk infill segments on collectors and arterials, nearly 4.5 miles of side paths along arterial streets to infill gaps in the network, around 100 new high-visibility crosswalks or crosswalks upgraded to high-visibility styles, close to a dozen crosswalks upgraded with beacons, pedestrian signals at multiple intersections, miles of bikeways, numerous streets and intersections calmed to prevent excessive speeds, and approximately 160 intersections with permanent or interim curb extensions.



## Urban

## Safe and Equitable Access to Montgomery Parks

## Applicant: Maryland-National Capital Park and Planning Commission

*Montgomery and Prince George's County, Maryland*

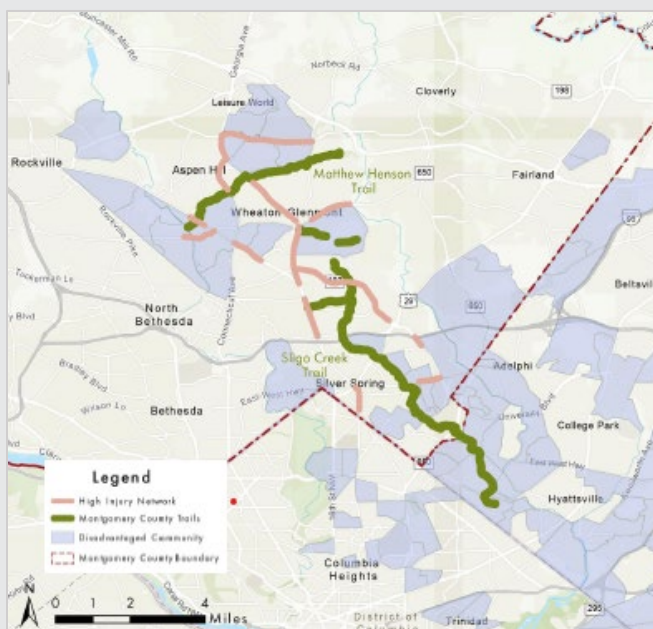
SS4A Award: \$7,500,000

## Project Description

This project will improve the safety of trail crossings and implement educational safety programs for pedestrians and cyclists throughout Montgomery and Prince George's Counties. The project will implement effective behavioral safety countermeasures paired with proven engineering countermeasures at approximately three sites based on crash data and high-injury network locations.

At one project location, trail users must cross four to six lanes of traffic in several areas. In lower-speed areas where the trail crosses the road, vertical and horizontal curves of the road tend to reduce sight distance for motorists, bicyclists, and pedestrians. To address these safety issues, the project will provide additional protected crossings by installing new traffic signals, beacons, and median refuge islands. Supporting program elements include street lighting assessments, safety education, a Failure to Yield campaign, and more trail crossing assessments.

In both counties served by the project locations, the trail passes through several historically disadvantaged communities that are home to large Latino and other minority and immigrant populations.



## Urban

Improvements along the Prince George's County, Maryland,  
High-Injury Network

## Applicant: Prince George's County

*Prince George's County, Maryland*

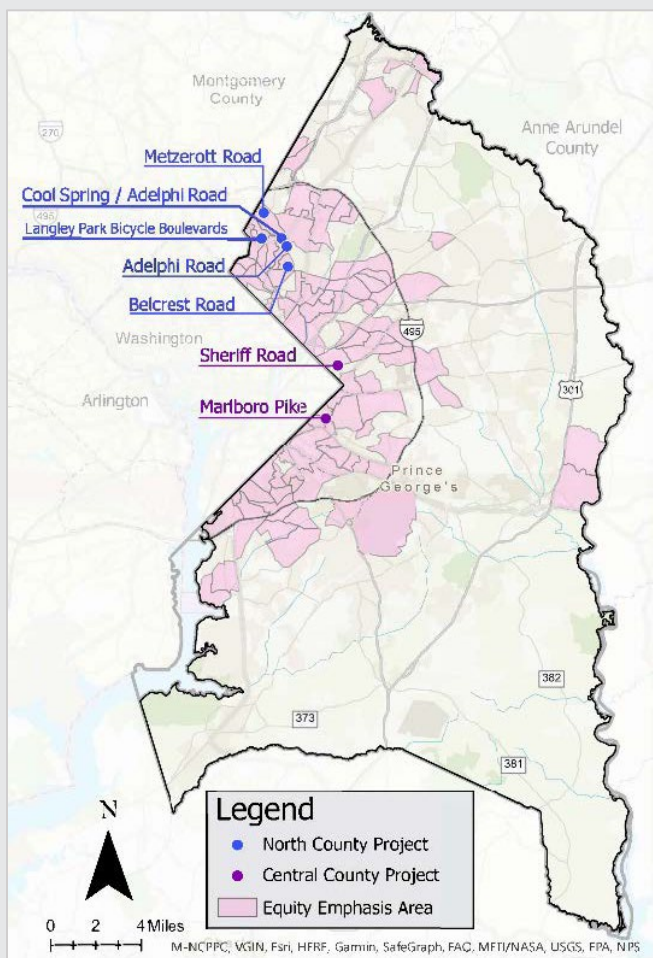
SS4A Award: \$21,253,985

## Project Description

This project includes implementing safety countermeasures and connectivity improvements along high-injury network and similar corridors in Prince George's County.

The project will improve visibility, slow vehicle speeds, and promote pedestrian and bicyclist safety in underserved communities by reducing lane widths; installing ADA-compliant curbs, high-visibility crosswalks, and lighting; and implementing a road diet. Project safety countermeasures also include installing new sidewalks and pedestrian refuge medians, rectangular rapid-flashing beacons for bus stop crossings, and bicycle lanes connecting to existing networks.

Many project sites have significant minority populations that have low English proficiency, live below national poverty levels, and lack access to a personal vehicle.



## Urban

## Safe Streets for Detroit (SS4D)

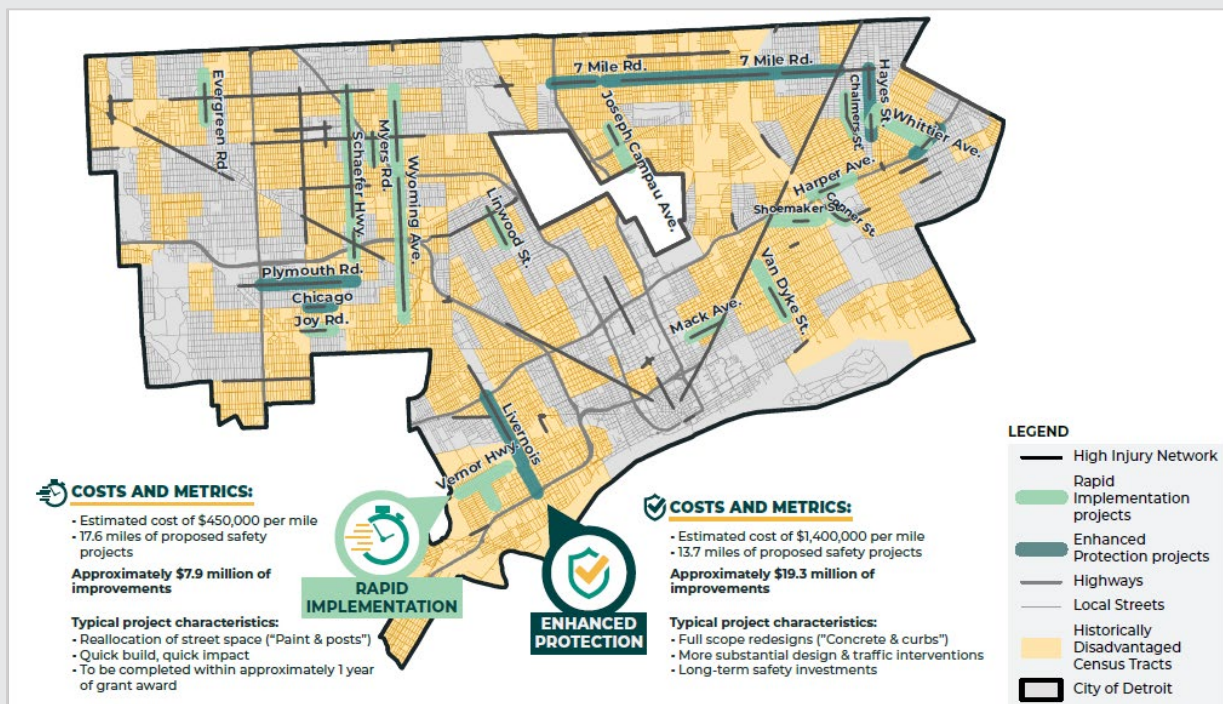
Applicant: City of Detroit

Detroit, Michigan

SS4A Award: \$24,800,000

## Project Description

This project will implement safety improvements on Detroit's high-injury network that are designed to reinvent existing transportation infrastructure to focus on pedestrian safety and encourage safe speeds. The project will implement [Proven Safety Countermeasures](#) such as road diets, leading pedestrian intervals, bike lanes, pedestrian refuge islands, rectangular rapid-flashing beacons, and protected left-turn lanes. The project will also apply systemic low-cost, high-benefit safety interventions throughout the City that include installing curb extensions, high-visibility crosswalks, raised crosswalks, intersection lighting, and pedestrian countdown timers.





## Rural

## South Avenue Safe Streets

## Applicant: City of Missoula

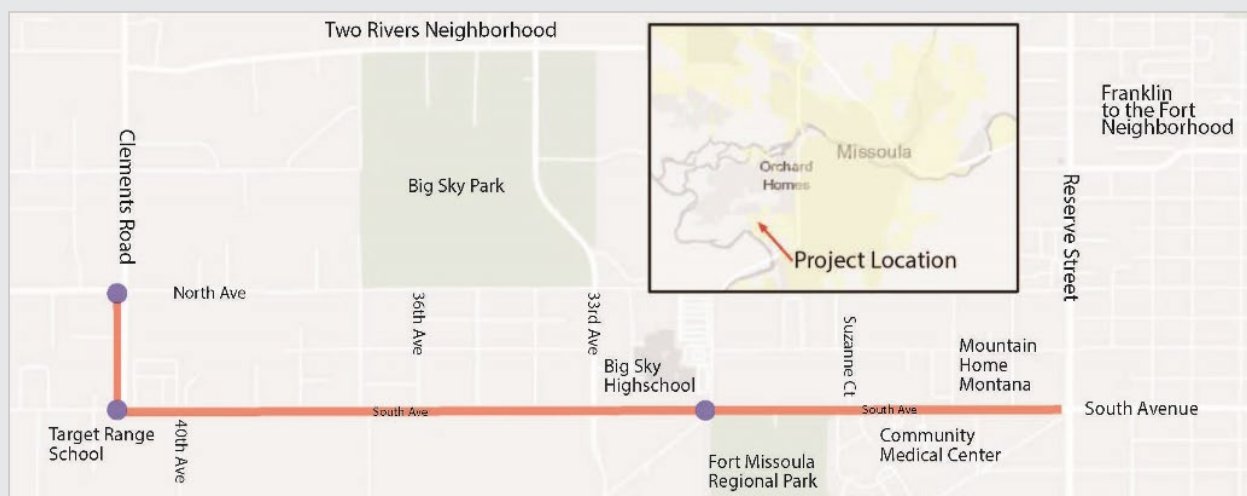
*Missoula, Montana*

SS4A Award: \$9,311,254

## Project Description

This project will enhance safety, improve accessibility, and provide equitable transportation by implementing multiple safety improvements along South Avenue and Clements Road—two corridors with high crash rates. The project will build separated bicycle lanes and sidewalks, and both extend and widen the existing shared-use path to better serve the schools, regional park, and other facilities. The project will improve safety and increase accessibility for transit riders by establishing well-designed, ADA-compliant bus stops that are connected to the sidewalk network.

The project will create Complete Streets connections for all people using the road to the destinations and services along the corridor like grocery, retail, restaurants, shopping malls, parks, and schools.



## Urban

## Proven Countermeasures to Implement Vision Zero

Applicant: City of Charlotte

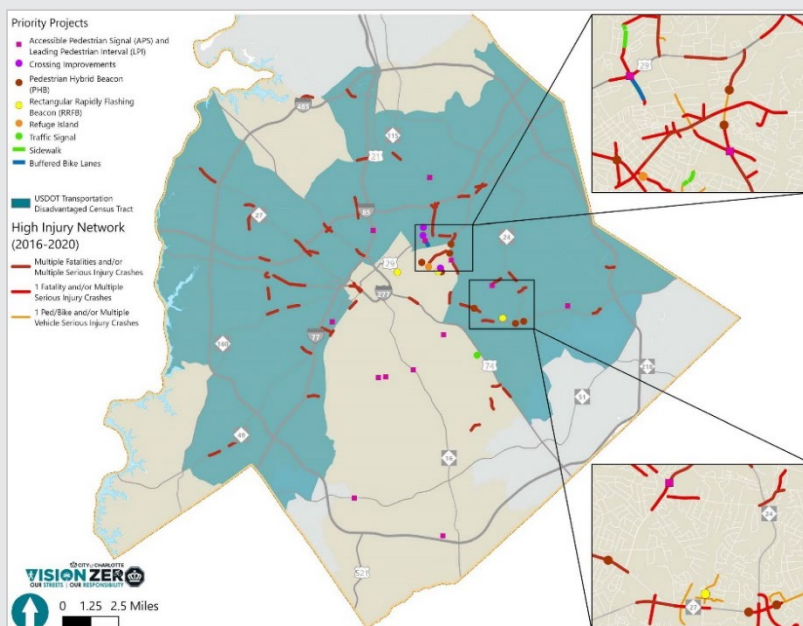
Charlotte, North Carolina

SS4A Award: \$4,466,688

## Project Description

This project will implement systemic Vision Zero strategies to reduce risky behaviors through infrastructure improvements, with a focus on intersections and pedestrian-involved crashes.

Project components include pedestrian hybrid beacons, a pedestrian refuge island, traffic signals, buffered bicycle lanes, and leading pedestrian interval upgrades. Funding also includes [Safe Routes to School](#) activities. Many of the projects fall within or border an underserved community.



The project treatments are high-quality [Proven Safety Countermeasures](#) that directly address the existing safety concerns, especially for vulnerable road users.

## Rural

### McKenzie County Safety Projects

#### Applicant: McKenzie County

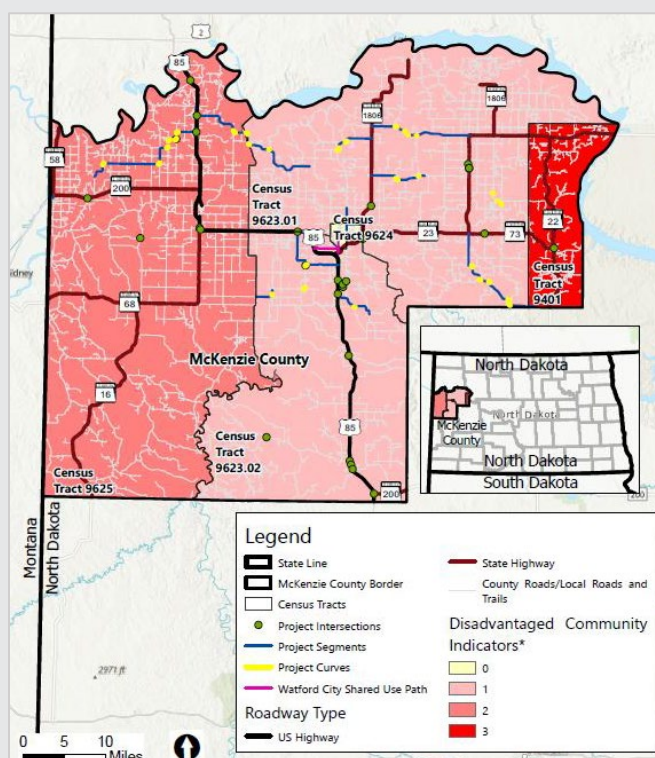
*McKenzie County, North Dakota*

**SS4A Award: \$2,858,595**

#### Project Description

This project will implement systemic safety improvements that address rural safety problems including right-angle intersection crashes, lane departures, and non-intersection crashes along a curve. The project scope entails approximately 21 corridors, 30 curve locations, and 30 intersections, selected based on a high-injury network analysis.

The project will implement enhanced pavement markings including edge lines, signing improvements including advanced curve warnings and upgraded chevrons, shoulder and centerline rumble strips, streetlights, and a separated bicycle and pedestrian path.



## Rural

## Chestnut Avenue Safety Improvements and Rehabilitation

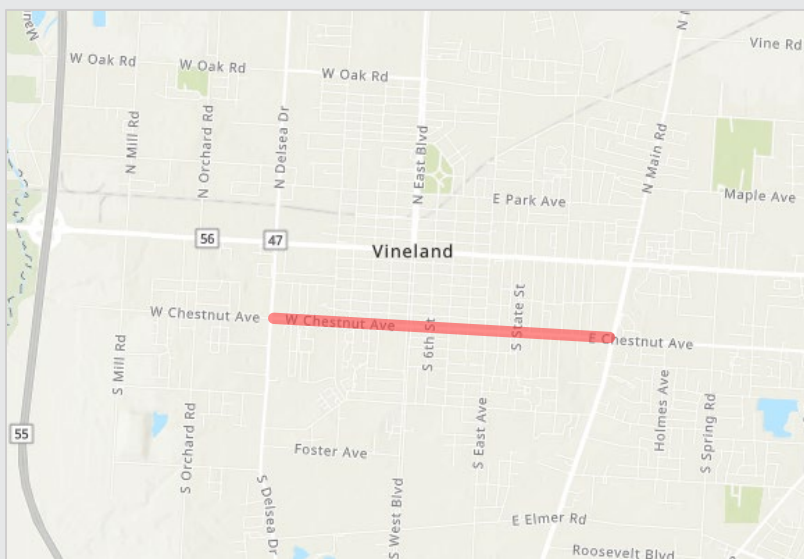
Applicant: City of Vineland

*Vineland, New Jersey*

SS4A Award: \$20,000,000

## Project Description

This project will improve safety on a nearly 2.3-mile corridor of Chestnut Avenue between Delsea Drive and Main Road. Residents frequently walk or bike along this corridor, dodging speeding traffic, to access jobs, schools, and other activities. The project will implement a road diet; convert the four-lane roadway to a three-lane section with a two-way left-turn lane; install lighting, ADA-compliant walkways, and bicycle lanes; enhance visibility at crosswalks; modernize traffic signals; and rehabilitate sidewalks.



This project will use [Proven Safety Countermeasures](#) to address persistent behavioral safety issues including speeding and is expected to mitigate the potential for vehicle crashes involving other vehicles, bicyclists, and pedestrians. This project will increase mobility and expand connectivity for all road users, including people in underserved communities, to jobs and business opportunities.



## Urban

### Bernalillo County's Coors Boulevard Pedestrian Safety Project

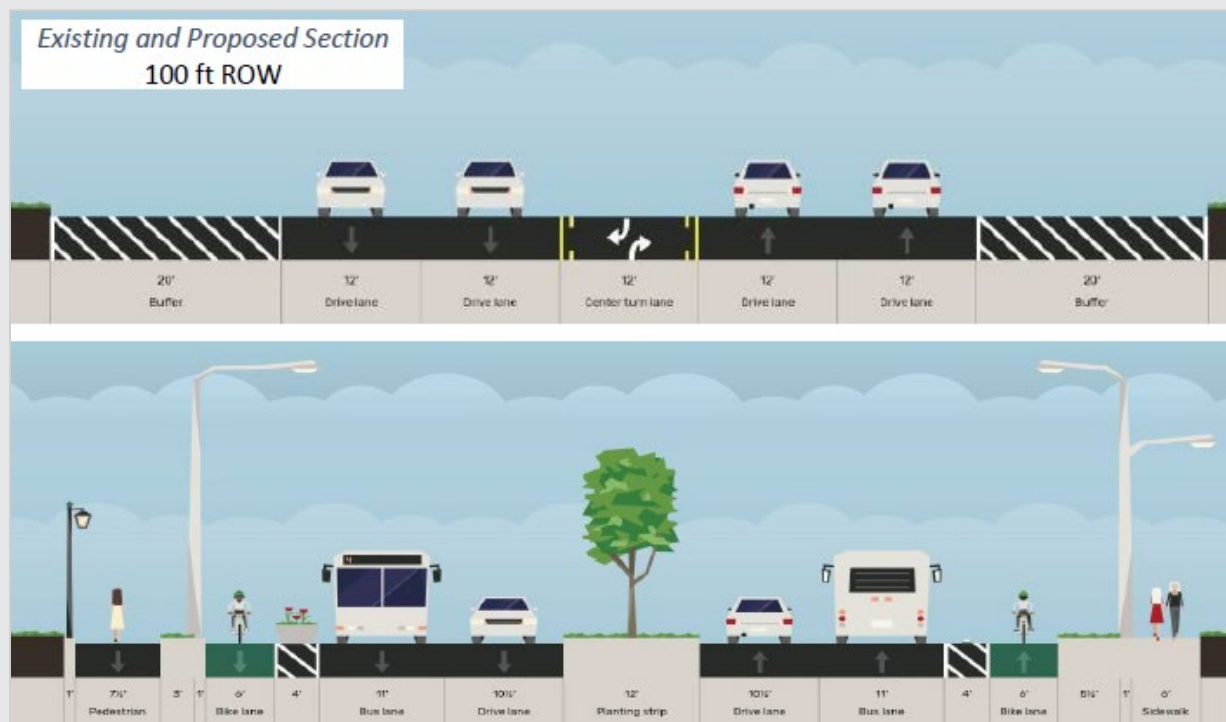
**Applicant: Bernalillo County**

*Bernalillo County, New Mexico*

**SS4A Award: \$6,300,000**

#### Project Description

This project will implement infrastructure safety countermeasures along nearly 2 miles of Coors Boulevard, including reducing lane widths, lowering speed limits, installing protected bike lanes and sidewalks, and improving crosswalks. The project will also install advanced stop bars, refresh crosswalk markings, and implement leading pedestrian intervals and radar feedback signage. The project employs evidence-based, proven countermeasures supported by a 2022 road safety audit. This project will benefit the disadvantaged populations who live in the area, especially students who attend school along the corridor.



## Urban

## NYCDOT Application for USDOT SS4A

Applicant: New York City Department of Transportation

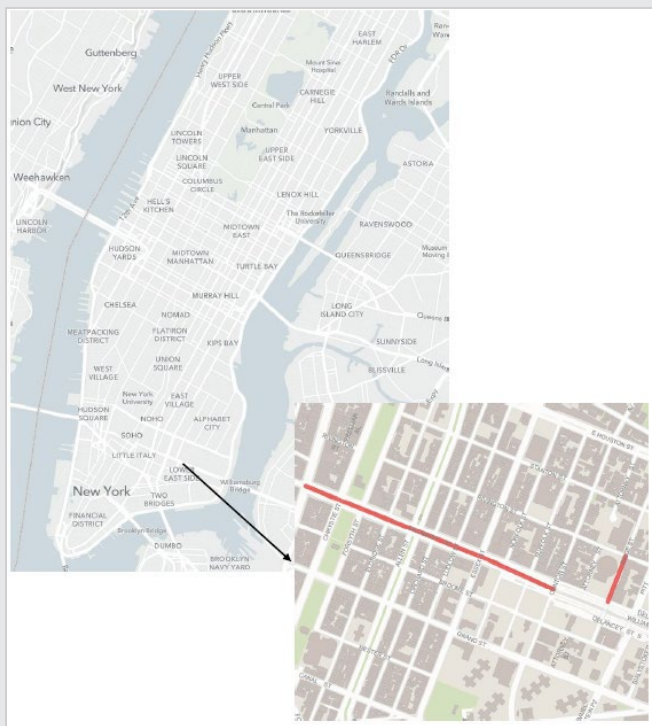
*New York, New York*

SS4A Award: \$21,481,306

## Project Description

This project includes a Complete Streets redesign of a segment of Delancey Street—a high-injury corridor—by implementing a road diet, creating a separated bikeway, making accessibility improvements, and reconstructing the roadway. This project will also develop a pedestrian model and micromobility planning toolkit that will address emergent safety risks in a systematic way, including through policy improvements and outreach.

These activities will improve safety for pedestrians, bicyclists, and micromobility users by reducing speeds, adding space and grade separation for bikes and pedestrians, and gathering and using better data to enable risk assessment and targeted safety projects in the future for vulnerable road users.



## Rural

## Saint Regis Mohawk Tribe (SRMT) Safe Streets Project

Applicant: Saint Regis Mohawk Tribe

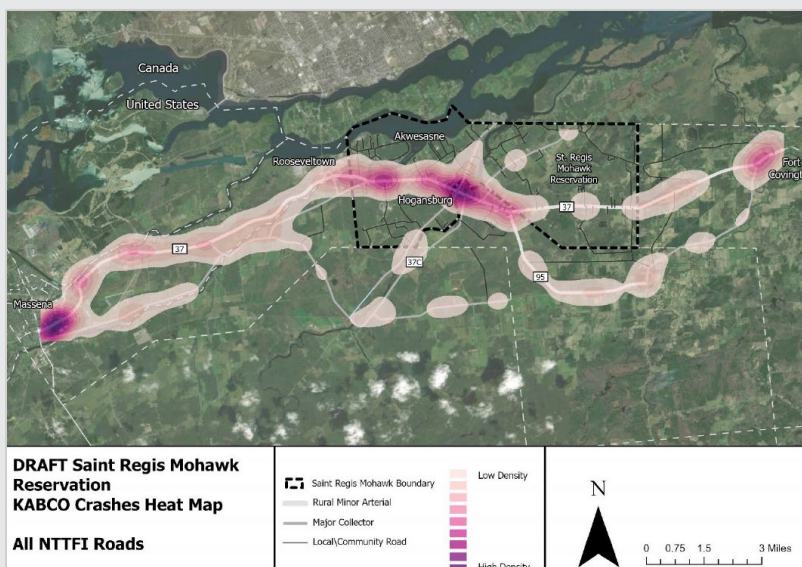
*Akwesasne, New York*

SS4A Award: \$10,235,200

## Project Description

This project will improve motorist safety on the Route 37 corridor by reconfiguring approximately 4.2 miles of road to include a two-way left-turn lane. Route 37 is the primary thoroughfare in Saint Regis Mohawk Tribe territory, which is a Tribal reservation in Northern New York State.

The two-lane section of Route 37 from Route 95 to Raquette Point Road will be widened to accommodate a 16-foot-wide two-way left-turn lane along with two 12-foot-wide travel lanes, one in each direction, and a 5-foot-wide shoulder on each side—a strategy intended to reduce the frequency of crashes involving a turning vehicle.



## Urban

## Livingston Avenue West

Applicant: City of Columbus

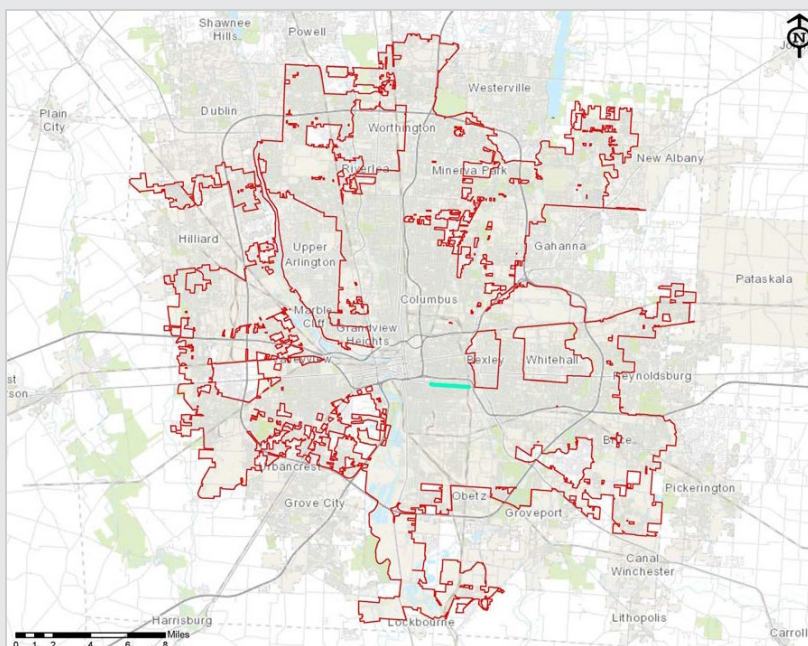
*Columbus, Ohio*

SS4A Award: \$12,000,000

## Project Description

This project will implement safety improvements on Livingston Avenue West from 18th Street to Nelson Road in Columbus, Ohio.

The project provides improvements using effective infrastructure countermeasures to promote safety for all roadway users, with a focus on lowering vehicle speeds and reducing pedestrian, fatal, and serious injury crashes. All five census tracts surrounding the project corridor either had



portions of their communities redlined in the 1930s or demolished by the interstate system in the 1960s. The project is located within 14 different block groups, 12 of which are communities of interest, according to the city's equity analysis.



## Urban

Travel with Care – Tulsa: Safe Streets for All Implementation  
Grant

Applicant: Indian Nations Council of Governments

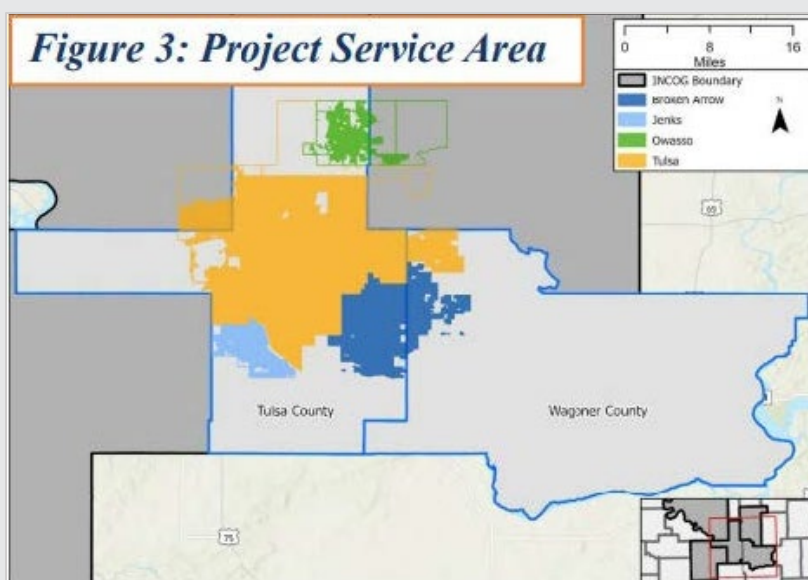
Tulsa, Oklahoma

SS4A Award: \$21,200,000

## Project Description

The Indian Nations Council of Governments, a metropolitan planning organization, is partnering with Tulsa County, Wagoner County, the City of Tulsa, the City of Broken Arrow, the City of Jenks, and the City of Owasso to take a systemic approach to improving safety with low-cost, high-impact rural and urban projects across the region.

The projects are focused on making intersections safer, mostly using [Proven Safety Countermeasures](#), and include upgrading traffic signal backplates, incorporating flashing yellow arrow traffic signal heads, installing advanced warning signage for signalized intersections, adding enhanced stop-controlled intersection signage, upgrading stop-controlled intersections to LED stop signs, posting mounted speed feedback signs, establishing mid-block crossings, and installing rectangular rapid-flashing beacons at pedestrian crossings. The project takes a regional approach to improving safety, with systemic deployment and significant partnerships among government and non-governmental entities.



## Urban

### Safe Systems on 122<sup>nd</sup> Avenue: A Model for Humanizing Arterial Streets

**Applicant: City of Portland**

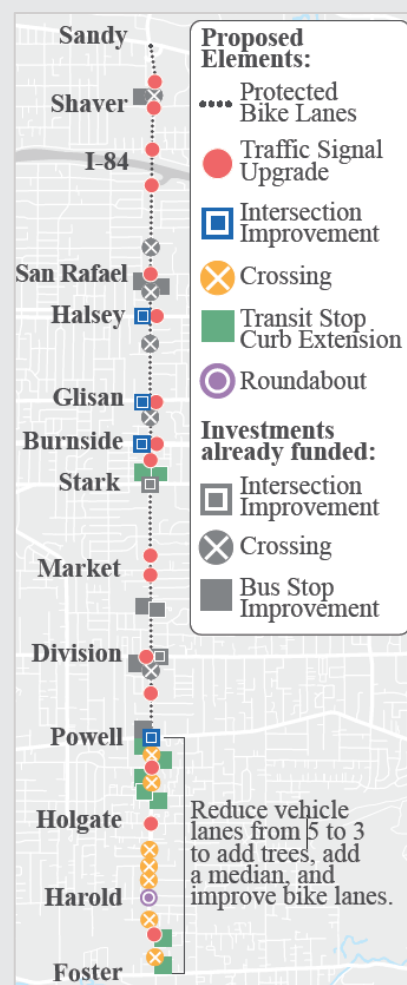
*Portland, Oregon*

**SS4A Award: \$20,000,000**

#### Project Description

This project will employ low-cost, high-benefit treatments on approximately 5.5 miles of 122nd Avenue in Portland, Oregon, which is in the top 5 percent of the Portland metropolitan area's most deadly and injurious streets. Challenges in this corridor include open two-way left-turn lanes, substandard street lighting, long distances between pedestrian crossings, speed, and wide intersections without protections for pedestrians or bicyclists.

Project interventions include filling gaps in street lighting; converting existing parking to approximately 4 miles of protected bike lanes; making signal improvements for pedestrians and bicyclists; reducing vehicle lanes; and installing pedestrian crossings, raised center medians along two travel lanes, approximately 11 raised medians for 4 travel lanes, street trees, bus stop curb extensions, speed reader boards with automated enforcement, and a roundabout.



## City of Lancaster, PA, Vision Zero Implementation

**Applicant: City of Lancaster**

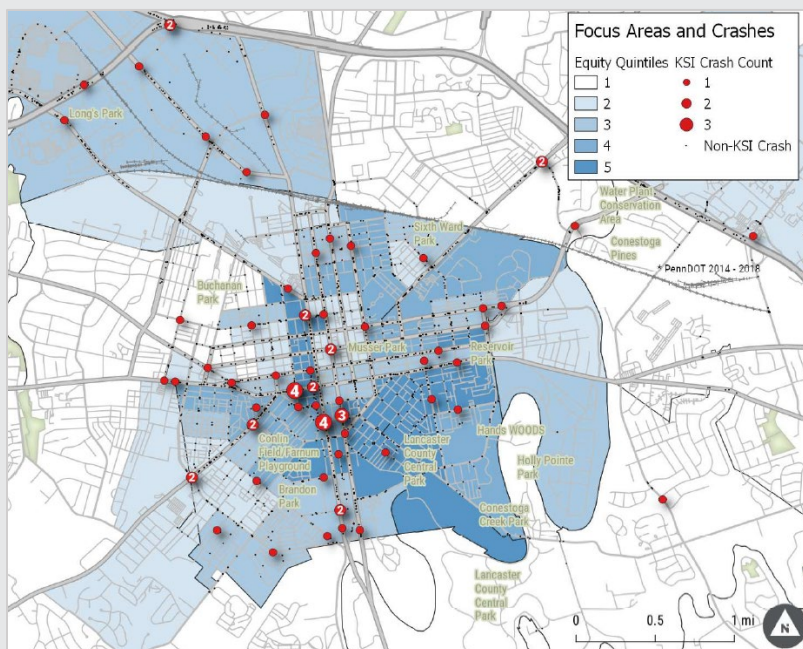
*Lancaster, Pennsylvania*

**SS4A Award: \$12,706,568**

### Project Description

The City of Lancaster will implement safety countermeasures concentrated along its high-injury network, aimed at addressing severe and fatal crashes involving speeding, aggressive driving, and crashes at intersections.

Project improvements include installing crosswalk upgrades, roadway lighting, signal improvements, leading pedestrian indicators, and No Turn On Red signs; implementing safety projects at schools; restoring one-way streets back to two-way; conducting red light and speeding enforcement; measuring results through before-and-after studies; and performing walk audits. These projects prioritize street design that encourages slower speeds, slower turns, and improved driver sightlines.



## Urban

### Philadelphia Vision Zero Capital Plan Implementation Project

**Applicant: City of Philadelphia**

*Philadelphia, Pennsylvania*

**SS4A Award: \$30,000,000**

#### Project Description

The City of Philadelphia will address safety concerns for all road users, especially pedestrians and cyclists, by implementing multimodal safety improvement projects along N. Broad Street and Cecil B. Moore Avenue. The project will implement transportation infrastructure upgrades such as raised medians and pedestrian refuge islands, raised pedestrian crossings, roadway and intersection modifications, traffic signal improvements, speed management measures, and corridor access management strategies. The majority of the project funds will provide safety improvements along key corridors located in underserved communities.

#### PROJECT ELEMENTS

##### Element A (Citywide)

A1 – VZ Capital Plan Update

A2 – Safe Systems Analysis Tool

##### Element B

B1 - Market Street: Juniper to 6th

B2 - Old York Road: Butler to Lindley

B3 - N 25th: Jefferson to Sedgley

B4 - N 56th: Arch to Haverford

B5 - N 54th: Baltimore to Arch

B6 - Germantown Ave: Indiana to Erie

B7 - Luzerne: American to M

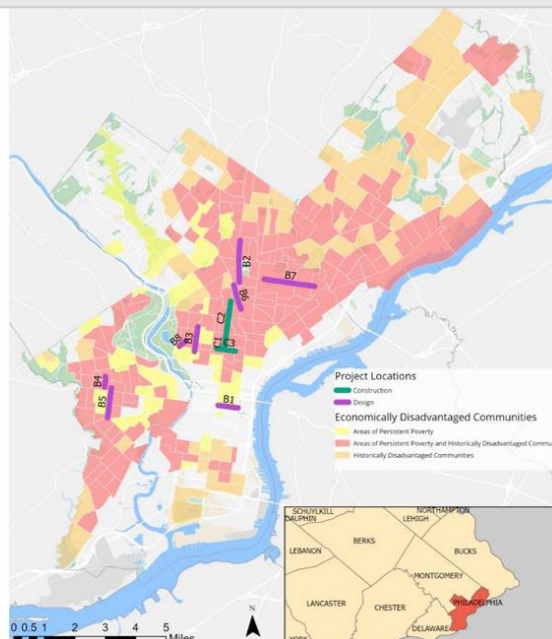
B8 - Glenwood: Oxford to Montgomery

##### Element C

C1 - N. Broad St (Cecil B Moore to Diamond)

C2 - N. Broad St (Diamond to Allegheny)

C3 - Cecil B Moore Ave (10th to 17th)





## SS4A Implementation Grant to Advance Engineering and Construction of Providence, RI's Urban Trail Network

Applicant: City of Providence

Providence, Rhode Island

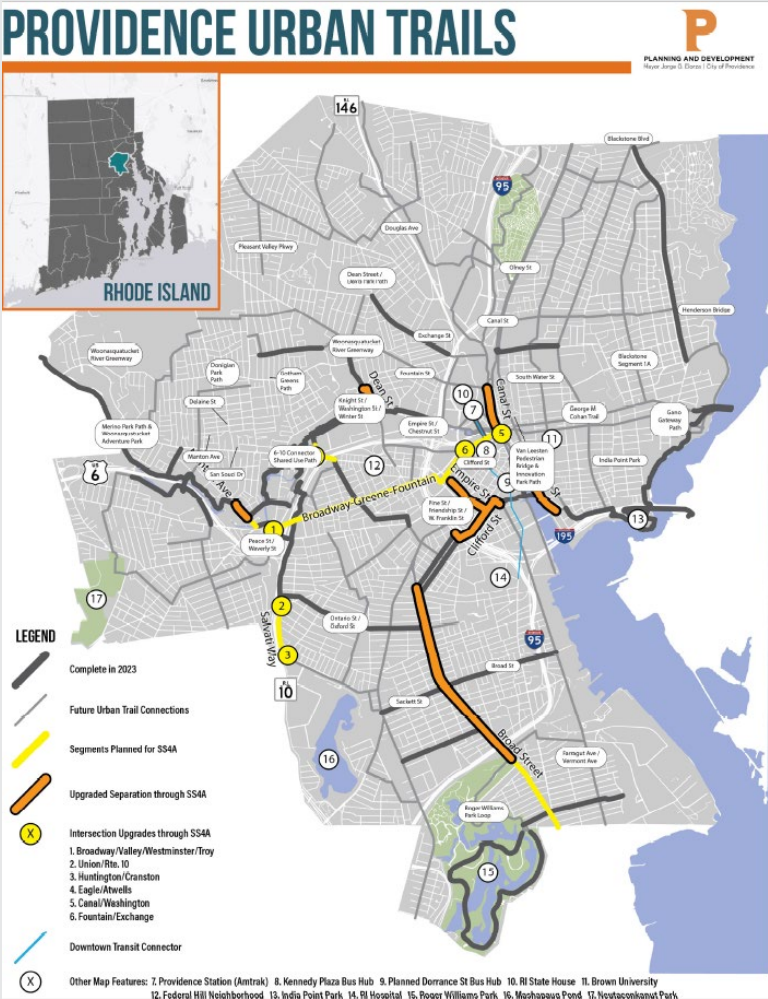
SS4A Award: \$27,200,000

### Project Description

The City of Providence will advance engineering and systemic construction of the city's Urban Trail Network.

This project will create last-mile connections to residential, employment, and cultural activity centers between the city's 25 neighborhoods while significantly reducing fatal and serious crashes for vulnerable road users.

The trails are a combination of on-road and road-adjacent protected bicycle lanes and shared-use trails, neighborhood greenways on low-volume streets, and off-road shared-use paths.



## Urban

## Safe and Equitable Mobility for Austin

Applicant: City of Austin

Austin, Texas

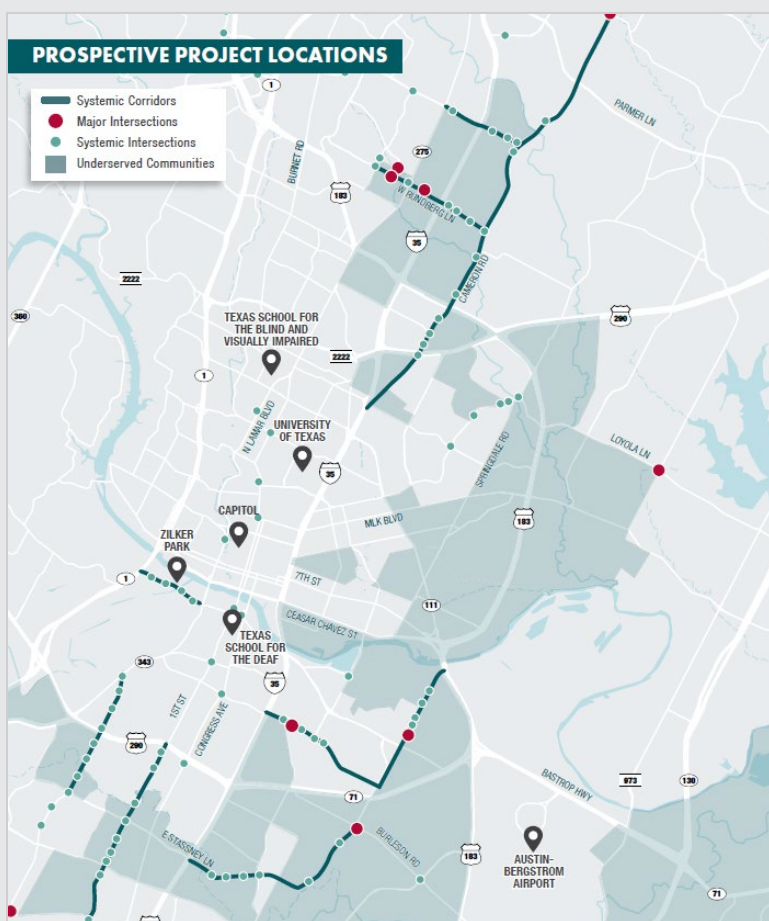
SS4A Award: \$22,866,400

## Project Description

The City of Austin will address multiple roadway safety issues, especially for pedestrians.

Components of this project include constructing major intersection geometric improvements such as installing roundabouts, conducting a citywide lighting study, and implementing systemic safety improvements such as addressing sidewalk gaps, installing ramps and traffic signal backplates, and adding audible pedestrian signals.

The project locations closely correlate with underserved communities' safety needs and high-injury network data.



## Urban

### Bissonnet Corridor Safe Streets Project

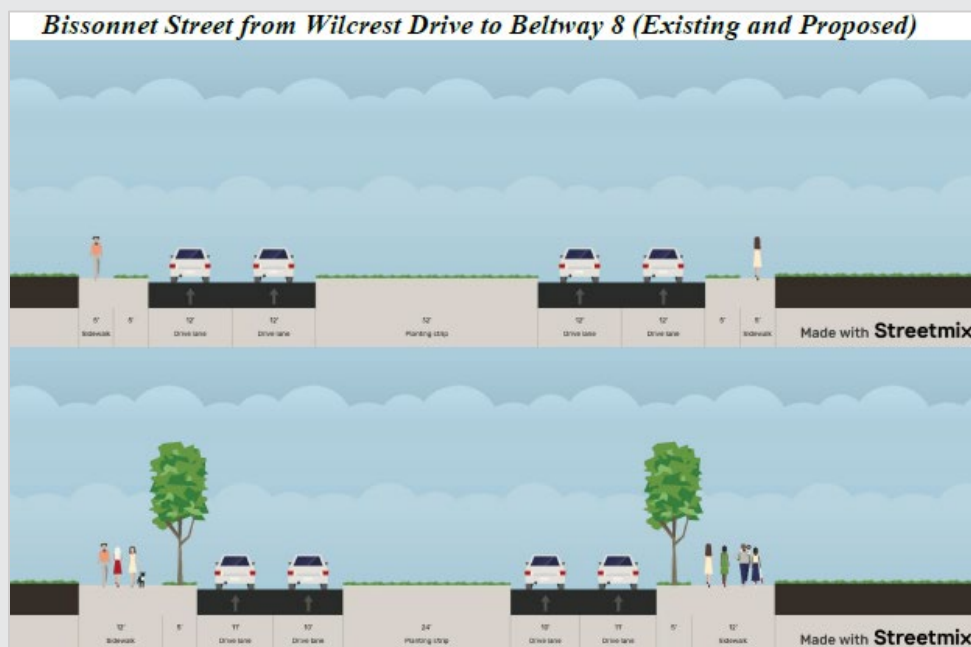
**Applicant: City of Houston**

*Houston, Texas*

**SS4A Award: \$28,789,305**

### Project Description

The City of Houston will complete safety improvements at intersections and pedestrian crossings in the Bissonnet Corridor to address unsafe crossing locations, as well as confusing and complicated intersections. The project will install enhanced crosswalks, rectangular rapid-flashing beacons, pedestrian hybrid beacons, lighting, and pedestrian refuge islands to address pedestrian safety problems. The project will also create dedicated turn lanes at intersections and roundabouts, improve corridor access, and construct bicycle facilities through a road diet. The project will help reduce traffic deaths and serious injuries along the corridor, which travels directly through the underserved communities of Alief-Westwood, Gulfton, and Braeburn, significantly impacting people of color and families of low income.



## Urban

Zarzamora Street Mid-Block Crossings and High-Injury Network  
Safety Campaigns

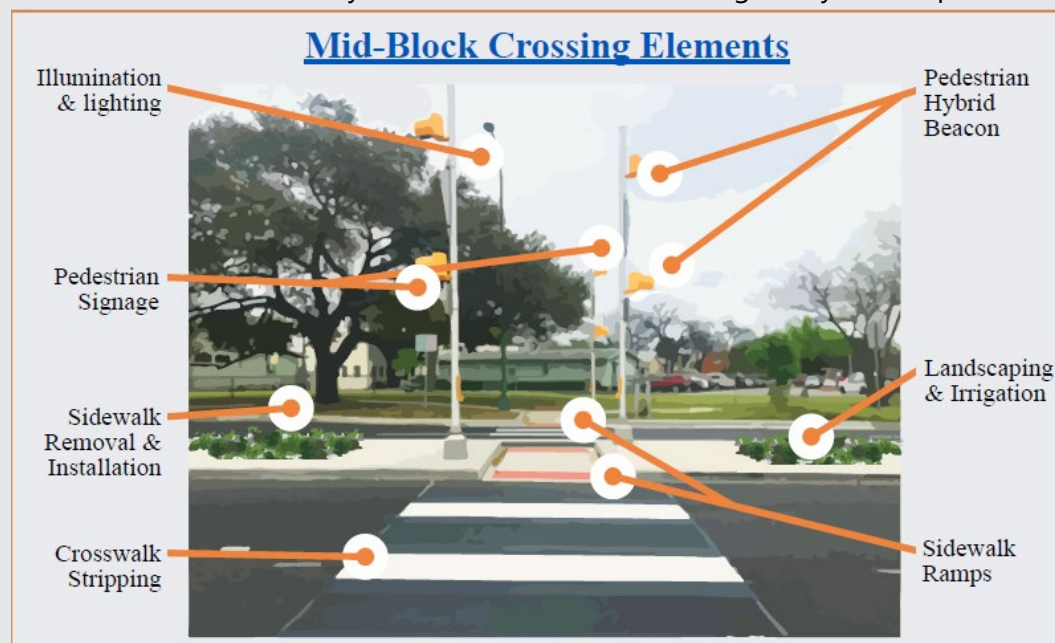
Applicant: City of San Antonio

*San Antonio, Texas*

SS4A Award: \$4,400,000

## Project Description

The City of San Antonio will install approximately eight mid-block crossings with pedestrian refuge islands and pedestrian hybrid beacons on Zarzamora Street in the City's historically underserved Westside. The mid-block crossings will include lighting, signage, vegetation and tree canopy, and high-visibility crosswalk markings. Zarzamora Street is a heavily traveled 12-mile corridor with four to six lanes and posted speeds between 30 and 35 miles per hour. The Zarzamora Street mid-block crossings are critical to the safety of pedestrians and cyclists who travel the corridor, sharing the road with 17 VIA Metropolitan Transit bus routes serving 19,633 transit riders each weekday combined with 71,999 average daily auto trips.





## Urban

## Seattle Safe Streets

## Applicant: City of Seattle

*Seattle, Washington*

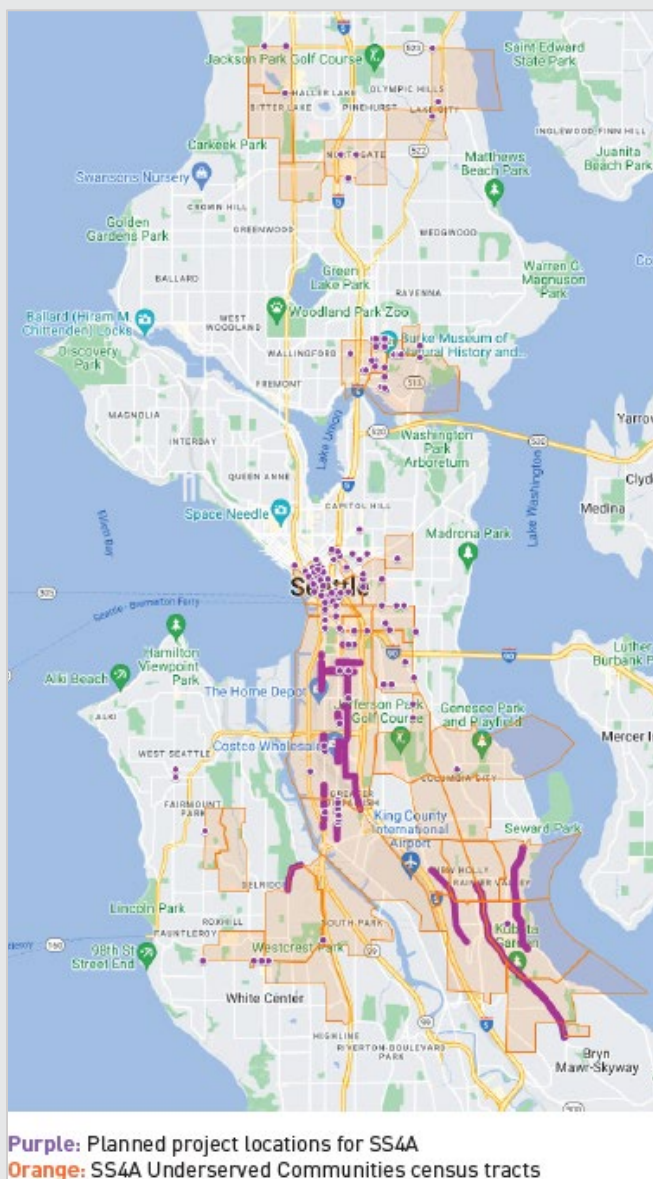
SS4A Award: \$25,654,000

## Project Description

The City of Seattle will implement a vast array of safety treatments to address pedestrian collisions at intersections, including unsignalized intersections, and bicycle crashes.

The project will apply low-cost, high impact strategies on arterial streets in the southeast SODO neighborhood of Seattle, focused on the highest number of serious injury and fatal collisions.

The project will implement approximately 60 signalized intersection treatments, 6 unsignalized intersection treatments, 4 miles of protected bike lanes, 1.5 miles of new sidewalks, and 4.5 miles of arterial traffic calming treatments.



## Urban

## Accessible Intersections for All

## Applicant: City of Milwaukee

*Milwaukee, Wisconsin*

SS4A Award: \$4,400,000

## Project Description

The City of Milwaukee will address safety concerns for all road users, especially pedestrians and cyclists, in a project that implements multimodal safety improvements at approximately 26 intersections along 5 corridors in the City's high-injury network.

Crashes at these intersections resulted from high speeds, reckless driving, disregard of traffic control, or other dangerous driver behaviors. Dated pedestrian facilities, skewed intersections, intersections with five-plus legs, and lack of accessible pedestrian signals create high-risk features.

The project's safety countermeasures include installing high-visibility markings, upgrading traffic signal equipment, making intersections ADA-compliant, realigning skewed intersections, closing approaches on five-plus-legged intersections, applying road diets, and installing accessible pedestrian signals.

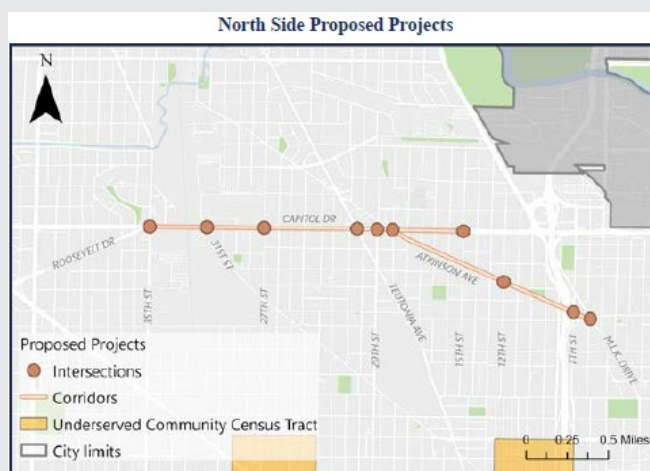


Figure 1. North Side Proposed Projects



Figure 2. South Side Proposed Projects



# STAFF REPORT

Department: Public Safety  
Submitted By: Stephanie Cochran  
Meeting Date: February 27, 2023

## AGENDA ITEM:

### Memorandum of Understanding: Faithful Guardian and City of Alpharetta

*Consideration of approval of a Memorandum of Understanding between Faithful Guardian and City of Alpharetta for training public safety employees.*

## STAFF RECOMMENDATION:

Approve the Collaborative Agreement between the City of Alpharetta and Faithful Guardian, LLC, and authorize the Mayor to execute all necessary documents.

## BUDGET & PROCUREMENT:

**BUDGETED ITEM:** YES

**FISCAL IMPACT:** YES

**INCLUDED IN CURRENT FY CPTL BUDGET:** NO

**INCLUDED IN CURRENT FY OPRT. BUDGET:** NO

**TOTAL PROJECT COST:**

**APPROPRIATIONS:**

| <u>ACCOUNT TITLE/NUMBER</u>             | <u>DOLLAR AMOUNT</u> |
|-----------------------------------------|----------------------|
| Employee Training 10031511-523700-PFS01 | \$18,000.00          |

## EXTERNAL FUNDING SOURCES:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
| None                        | \$0.00               |

## ITEM DESCRIPTION:

The fire department has relied on hiring certified firefighters/AEMT/Paramedics over the past twenty years. This is no longer an option due to limited lateral applicants. To address this, we are establishing our own recruit school, like most metro Atlanta departments. These six individuals would spend 12 weeks in AEMT school and 14 weeks in fire school. Alpharetta Fire will conduct the fire school. We have partnered with Faithful Guardian Training Center to provide the AEMT portion. The Commission accredits Faithful Guardian Training Center on Accreditation of Allied Health Education Programs. Faithful Guardian has trained several of our current employees.

## ALTERNATIVES:

## ATTACHMENTS:

- |    |                                                      |
|----|------------------------------------------------------|
| 1. | Faithful Guardians Collaborative Agreement 2023-2025 |
|----|------------------------------------------------------|

# **Faithful Guardian LLC and City of Alpharetta, Georgia Collaborative Agreement 2023-2025**

## **1. Purpose of the Agreement**

Faithful Guardian LLC, a Georgia limited liability company, and the City of Alpharetta, a municipal corporation organized and existing under the laws of the State of Georgia (the “City”), have agreed to work together to provide a SOEMS/T-approved AEMT cohort and classroom location at the Roswell-Alpharetta Public Safety Training Center (“RAPSTC”) located at 11565 Maxwell Road, Alpharetta, Georgia 30009. Faithful Guardian LLC and the City may be referred to herein collectively as the “Parties” or individually as a “Party” to this Agreement. This Agreement describes the understanding and commitment of the Parties to this collaborative effort.

## **2. Scope and Duration**

While the Parties will work together to educate and train EMT students, this Agreement will guide the collaboration for the period beginning March 1, 2023, and ending March 1, 2025. The scope and duration of the collaboration may be amended and/or extended through the joint agreement of the Parties through amendments to this Agreement.

As the Term of this Agreement is longer than one year, the Parties agree that this Agreement, as required by O.C.G.A. § 36-60-13, shall terminate absolutely and without further obligation on the part of City on June 30 each calendar year of the Term, and further, that this Agreement shall automatically renew on July 1 of each subsequent calendar year absent City’s provision of written notice of non-renewal to Faithful Guardian LLC at least five (5) days prior to the end of the then current calendar year. To the extent this may apply to this Agreement, title to any supplies, materials, equipment, or other personal property shall remain in Contractor until fully paid for by City.

## **3. Decision-making structure & authority**

All significant decisions regarding the collaboration will require agreement by all participating organizations. Significant decisions will include decisions regarding eligibility for services provided through collaboration, the nature of the services to be provided, and decisions regarding seeking and using the funding to carry out collaboration activities.

The Parties will each identify three (3) people within their own organization to serve on the Leadership Committee for the collaboration. Each member of the Leadership Committee will be authorized to represent their organization in joint collaborative decision-making. Each organization will be responsible for ensuring that the person granted authority to represent their organization is kept informed regarding the operation of the collaboration and the identification of issues for joint discussion. Each participating organization will make all parties to the collaboration aware of any limits in the authority of their representative to bind their organization to collaborative decisions and will establish a clear process for their representative to become fully capable of committing to the organization.



The Leadership Committee will agree upon an effective structure for the operational management of collaborative activities and efforts. Each member of the Leadership Committee will keep their organization informed of collaborative progress and actively seek feedback regarding the collaboration from within their respective organization. Leadership Committee members will regularly discuss the progress of the collaborative effort and regularly share feedback from their respective organizations in order to ensure clear communication, issue identification, and problem resolution.

- i. Faithful Guardian LLC Representatives:
  - 1. Thomas Woodruff, President
  - 2. Jordan Shelby, Vice President
  - 3. Katrina Hancock, Satellite Coordinator
- ii. City Representatives:
  - 1. Philip Seabolt, Alpharetta Fire
  - 2. Nick Marlin, Alpharetta Fire
  - 3. Jim Darling, Alpharetta Fire

**4. Legal & financial structure:**

Faithful Guardian LLC and City will each assign employees of their respective organizations to carry out the work of the collaboration. Each employee assigned to work with the collaboration will continue to function as an employee of the organization making the assignment. While Faithful Guardian LLC and City will retain authority for hiring, performance review, and termination for each of their employees, each organization agrees to seek feedback from the other participating organizations regarding the selection and evaluation of staff assigned to collaborative activities. Faithful Guardian LLC and City will provide effective supervision for both staff and volunteers in which they assign to collaborative activities.

Faithful Guardian LLC and City will each retain sole responsibility and liability for the actions of their respective staff and volunteers.

The Parties agree that Faithful Guardian LLC will provide the administrative oversight, maintenance, and coordination of educational staff, cohort and classroom materials, student management, and clinical site management, including but not limited to, adherence to SOEMS/T and any required accreditation compliance.

City agrees that it will enter into binding agreements with Faithful Guardian LLC to provide EMT and AEMT courses with each cohort of a census of fifteen or more (15+) students. City agrees to tuition rates of \$1,900.00 per each AEMT student enrolled. These tuition fees apply to student tuition only, as there are additional program costs as outlined in clause #5. For cohorts with a census of less than fifteen (<15) students, cohorts may be held on a case-by-case basis with the agreement of both Parties as outlined in Addendum A.

All private or outside cohort students will direct their tuition payments to Faithful Guardian LLC.

Individual cohort invoices are generated after the orientation day of each class, and payment is due within thirty (30) days of the invoice date (Net 30 terms). Late payment of ten percent (10%) monthly will be applied to the total amount due if not paid within thirty (30) days of invoice receipt.

Individual cohorts may be open or closed to open enrollment upon mutual agreement between the Parties. Outside industry recruiters may visit open-enrollment classes. Outside industry recruiters are not allowed in closed enrollment or sponsored classes.

#### **5. Resource Commitment to the Collaboration**

Each participating organization has agreed to commit resources to the collaboration. All participating organizations will contribute:

- i. The time and effort required for consistent representation of and participation by the organization on the Leadership Committee;
- ii. Careful attention to risk assessment and risk mitigation including maintaining appropriate insurance coverage and ensuring appropriate supervision of staff, and volunteers, and use of facilities and equipment contributed to the collaboration; and
- iii. The resources of their organization required to ensure fulfillment of specific commitments described below.

Specifically, each organization agrees to provide the resources described below:

Faithful Guardian LLC will provide the following:

- i. Administrative oversight, maintenance, and coordination of educational staff, including but not limited to, adherence to SOEMS/T and any required accreditation compliance.
- ii. Provide one or more lead instructors and maintain them on the Faithful Guardian LLC payroll.
- iii. Comprehensive educational support including curriculum, lesson plans, course outlines, skill sheets, PowerPoints, lecture material, and all required course paperwork.
- iv. Administrative oversight, maintenance, and coordination of cohort attendees, including but not limited to, adherence to SOEMS/T and any required accreditation compliance.
- v. Oversight, maintenance, and coordination of clinical sites, clinical scheduling, and clinical skill verification.

City will provide the following:

- i. Access to a primary classroom location and alternate classroom location.
- ii. Provide the SOEMS/T required classroom equipment for each cohort.
- iii. Provide one or more adjunct instructors and maintain them on the City's payroll.
- iv. Administrative assistance with establishing and maintaining clinical site relationships.
- v. Reasonable marketing support necessary to make the program successful.

City or the Students attending the cohorts will be responsible for the following additional costs (some of the following costs may be already covered by the City for its employees):

- i. Faithful Guardian Training Center ("FGTC") Elite Portal- \$99.00 (Virtual Online Classroom purchased through FGTC)
- ii. Course textbook- Price Varies (See textbook flyer- Textbooks may be used)
- iii. Registration Fee for Program- \$75.00
- iv. Course uniform- Price varies
- v. HPSO Professional Liability Insurance- \$45.00
- vi. FISDAP- \$84.00
- vii. Seasonal Flu Shot- Price varies
- viii. COVID Vaccine or Signed COVID Declination Form- Price varies
- ix. TB Skin Test- Price varies
- x. Advantage Student Background/Drug screen- \$78.50
- xi. National Registry Exam Fees (Cognitive and Psychomotor)
- xii. State Licensure fees
- xiii. Any additional clinical scheduling fees, if required

#### **6. Risk management strategies**

The Parties agree that the Leadership Committee will complete an initial risk assessment for the work to be carried out through the collaboration and will regularly update the assessment as the collaboration is expanded or changed, and review both the analysis and the risk mitigation strategies at least annually. A copy of such risk assessment(s) shall be provided to the participating organizations upon request.

Each participating organization will consult with its insurance carriers to determine the extent to which the organization's insurance coverage will provide adequate protection for potential damages which may arise through participation in the collaboration. Each participating organization will seek additional insurance coverage, if needed, to mitigate its own risks and to protect the other organizations participating in the collaboration.

The collaborative risk assessment will include, at a minimum, consideration of risks relating to serving program participants, facilities and equipment, employment, volunteers, financial management, and compliance with SOEMS/T, and applicable laws and regulations.

**7. Accountability process and problem-solving**

The Leadership Committee will meet regularly to jointly evaluate the collaborative, including its progress toward meeting collaborative goals. The Parties are committed to open communication with each other with regard to strengths and limitations in the collaboration. The Leadership Committee will work together to address weaknesses and to improve outcomes.

**8. Addition of new participating organizations**

The Leadership Committee may, from time to time, recommend the addition of other organizations or governmental bodies to the collaboration. Upon the agreement of the Parties, additional organizations or governmental entities may be invited to participate in the collaboration. If the invited organizations/entities decide to participate, the Parties will amend this collaboration Agreement to include all participating organizations, with all participating organizations sharing equally in the rights and responsibilities described in this Agreement.

**9. Termination of this Agreement**

Each participating organization retains the right to withdraw from the collaboration upon giving the other participating organizations at least sixty (60) days' written notice of its election to withdraw. The withdrawal of any participating organization from the collaboration shall result in the termination of this collaboration Agreement. The remaining organizations may choose to enter into a new agreement to guide their continuing work together.

**10. Extension or amendment of this Agreement**

This Agreement may be extended or amended only through unanimous agreement by the Parties. The decision to amend or extend the Agreement, and language describing the agreed-upon changes, shall be documented in writing, including the date of the amendment/extension, and the signatures of the chief operating officers of each participating organization.

**11. Governing Law**

This Agreement shall be governed by and construed in accordance with the laws of the State of Georgia without regard to choice of law principles.

**12. Nondiscrimination**

In accordance with Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and all other provisions of Federal law, the Parties agree that, during performance of this agreement, for itself, its assignees and successors in interest, the Parties will not discriminate against any employee or applicant for employment, any subcontractor, or any supplier because of race, color or belief, political affiliation, creed, national origin, gender, age or disability. In addition, the Parties agree to comply with all

applicable implementing regulations and shall include the provisions of this paragraph in every subcontract, if any, for services contemplated under this Agreement.

**13. E-Verify Compliance Requirements**

Pursuant to O.C.G.A. § 13-10-91, the City shall not enter into a contract for the physical performance of services unless the contractor provides evidence on City-provided forms that it and contractor's subcontractors have registered with, are authorized to use and use the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91, and that they will continue to use the federal work authorization program throughout the contract period.

Faithful Guardian LLC agrees that the employee-number category designated below is applicable to the Contractor:

\_\_\_\_\_ 500 or more employees.  
\_\_\_\_\_ 100 or more employees.  
 X  Fewer than 100 employees.

Faithful Guardian LLC hereby agrees that, in the event Faithful Guardian LLC employs or contracts with any subcontractor(s) in connection with this Agreement and where the subcontractor is required to provide an affidavit pursuant to O.C.G.A. § 13-10-91, Faithful Guardian LLC will secure from the subcontractor(s) such subcontractor(s') indication of the above employee-number category that is applicable to the subcontractor.

The above requirements shall be in addition to the requirements of State and federal law and shall be construed to be in conformity with those laws.

**(signature page follows)**

This Agreement was adopted by designated representatives of the Parties on the date this Agreement is fully executed by all Parties hereto. The signature of the respective officers of each participating organization below represents the full commitment of such organization to participate actively in the collaboration and implement fully all elements in this Agreement.

**FAITHFUL GUARDIAN, LLC**

By:   
Thomas F. Woodruff, President

Date: 2-16, 2023

**CITY OF ALPHARETTA, GEORGIA**

By: \_\_\_\_\_  
Jim Gilvin, Mayor

Approved as to Substance:

By: \_\_\_\_\_  
Chris Lagerbloom, City Administrator

Approved as to Form:

By: \_\_\_\_\_  
Jeff M Strickland, City Attorney

Date: \_\_\_\_\_, 2023

## **Addendum A**

### **Cohort Census Options**

City agrees that it will enter into binding Agreements with Faithful Guardian LLC for each cohort with a census of less than fifteen (<15) students, City agrees to tuition rates of \$2,750.00 per each AEMT student enrolled. These tuition fees apply to student tuition only, as there are additional program costs as outlined in clause #5.

Individual cohorts may be open or closed to open enrollment upon mutual agreement between Faithful Guardian LLC and City.



# STAFF REPORT

Department: Community & Economic Development

Submitted By: Kathi Cook

Meeting Date: February 27, 2023

## AGENDA ITEM:

### Presentation of the Alpha Loop Downtown Link Plan

*Presentation and discussion of the Alpha Loop Downtown Link Plan.*

## STAFF RECOMMENDATION:

Adopt the Alpha Loop Downtown Link as a framework to connect Downtown to the Larger Alpha Loop

## BUDGET & PROCUREMENT:

**BUDGETED ITEM:** NO

**FISCAL IMPACT:** NO

**INCLUDED IN CURRENT FY CPTL BUDGET:** NO

**INCLUDED IN CURRENT FY OPRT. BUDGET:** NO

**TOTAL PROJECT COST:**

**APPROPRIATIONS:**

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

## EXTERNAL FUNDING SOURCES:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

## ITEM DESCRIPTION:

Alpharetta has continued to experience high quality growth since the Alpha Loop was originally planned. Development continues to boom, with residences and mixed-use lifestyle centers in various stages of development emerging throughout the downtown district. Establishing a clear and comprehensive vision for the downtown portion of the trail is critical to maximizing the public benefit of these private investments and ensuring a cohesive and connected Alpha Loop system for commuters and recreational users alike.

The design team identified two key goals for the study: 1. Realizing opportunities for enhancing safety and placemaking; and, 2. establishing a cohesive transportation network. The framework plan being presented for adoption provides unique experience within the public realm, optimizing connections to open space and downtown attractions, while recognizing the opportunities and constraints inherent to building in an established urban area. Projects and design standards identified within the plan can be developed as adjacent private projects come online and the cost estimates can assist programming public improvements as public funding and grant opportunities become available.

The focus areas of the study became crossing and interacting with city streets connecting existing and planned Alpha Loop sections to Downtown. Specifically, the Old Roswell Street Section, crossing Old Milton at Roswell Street, the new Devore Road at Roswell Street intersection, and crossing Old Milton Parkway at Kingry Lane.

## ALTERNATIVES:



| ATTACHMENTS: |                                                   |
|--------------|---------------------------------------------------|
| 1.           | Alpha Loop Downtown Link_Conceptual Design Report |



# **DOWNTOWN LINK CONCEPTUAL DESIGN REPORT**

**ALPHARETTA, GA**

**01/13/2023**

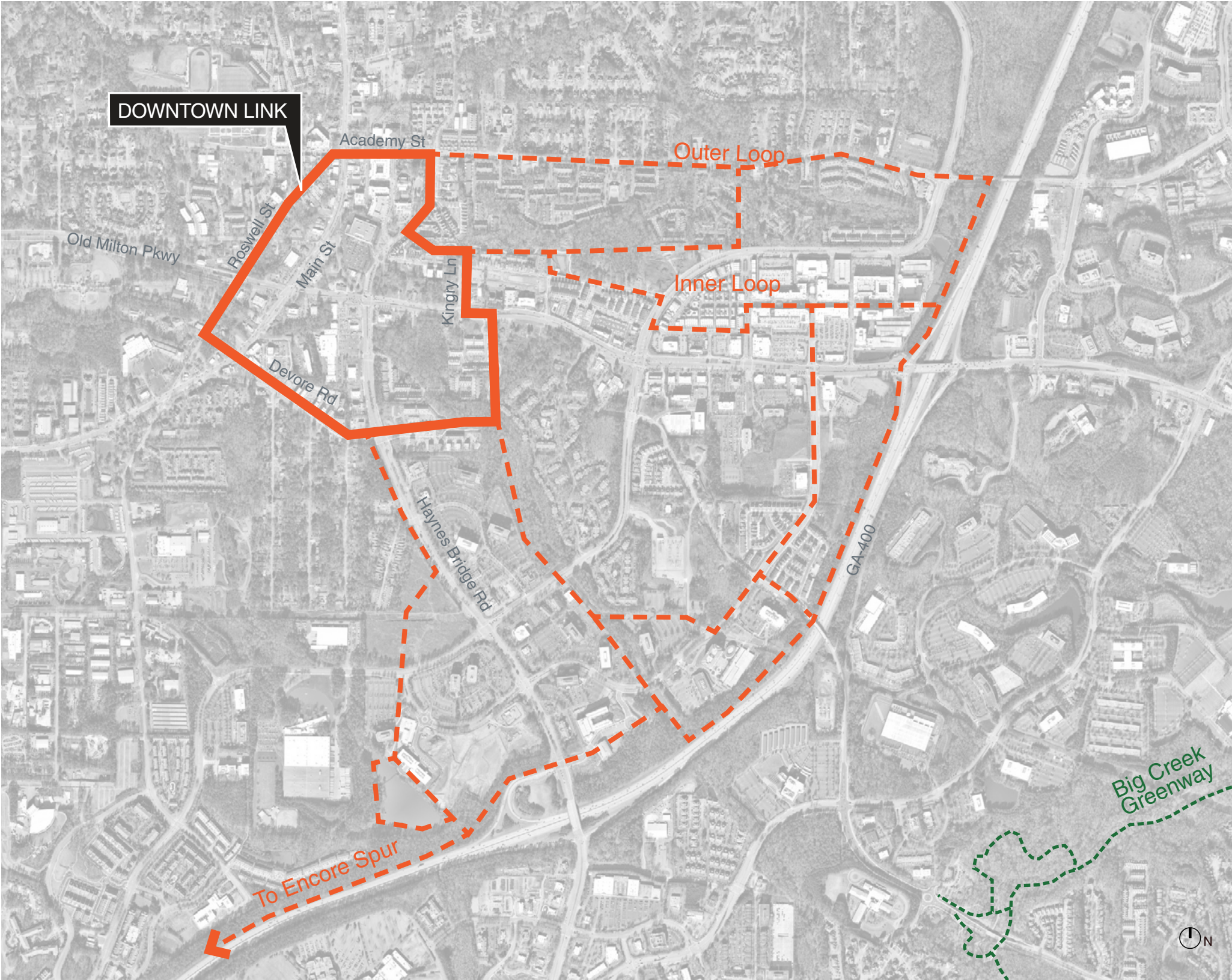


**STARR WHITEHOUSE**  
Landscape Architects  
and Planners PLLC





# EXECUTIVE SUMMARY



## PROJECT OVERVIEW

Alpharetta has experienced unprecedented growth since the AlphaLoop was originally planned. Development continues to boom, with hotels, offices, multi-family residences, and mixed-use lifestyle centers in various stages of development emerging throughout the downtown district. Alpharettans understand the valuable connectivity that the AlphaLoop brings. Residents want to be near the trail, and the development community is eager to build the trail to make that possible. Establishing a clear and comprehensive vision for the downtown trail is critical to maximizing the public benefit of these private investments and ensuring a cohesive and connected AlphaLoop system for commuters and recreational users alike.

## PROJECT GOALS

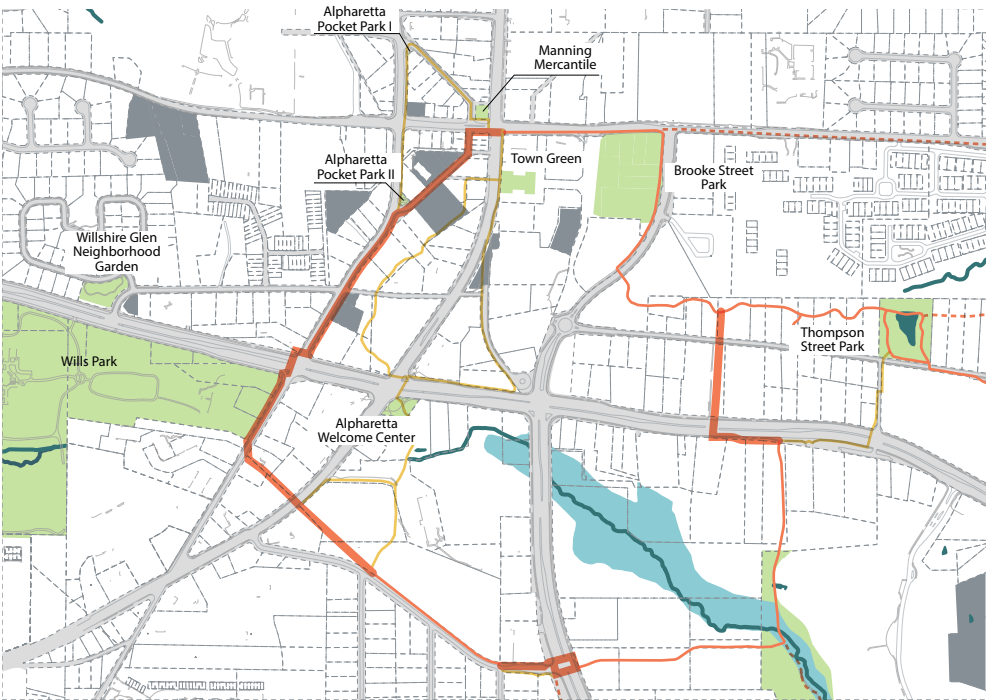
This trail study and conceptual design report establishes a district-wide framework for the AlphaLoop Downtown Link that creates a dynamic and legible public realm experience aligned to the unique opportunities and constraints of Alpharetta's urban context. It maximizes connections to open space assets, commercial and institutional attractions, and existing and future AlphaLoop alignments. To achieve these goals, this study considers the following:

- Existing reports and studies
- Recent and upcoming development
- Minimizing right-of-way acquisition and impacts to privately held land
- Safe and efficient roadway crossings
- Catalyzing future pedestrian oriented development
- Connectivity to the broader pedestrian and bicycle circulation system

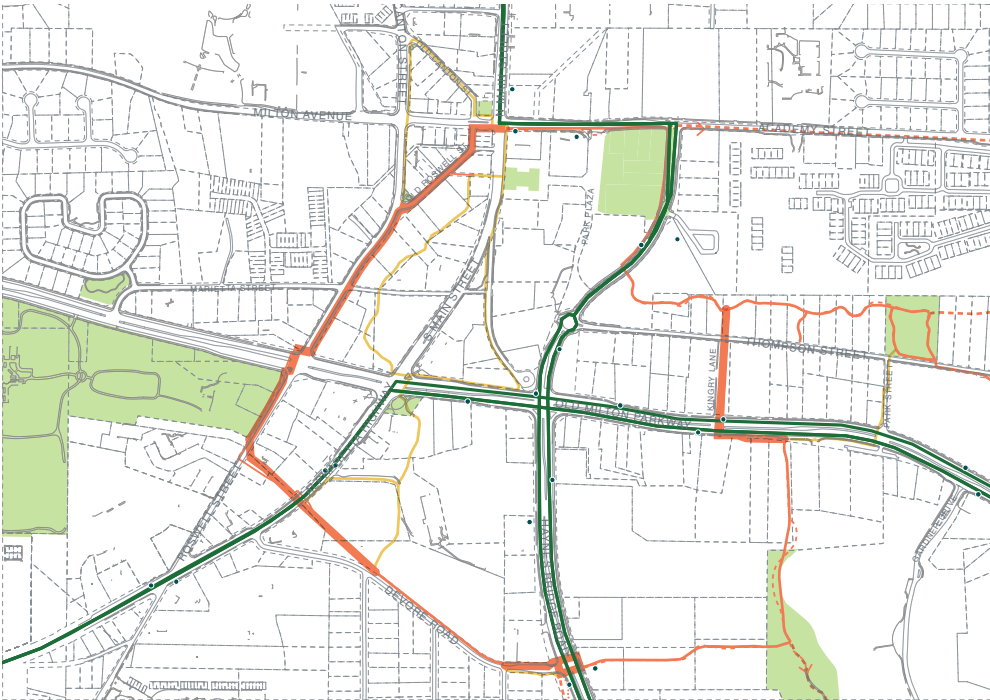




# ANALYSIS



OPEN SPACE CONNECTIVITY



TRANSIT CONNECTIVITY

## ANALYSIS MAPPING

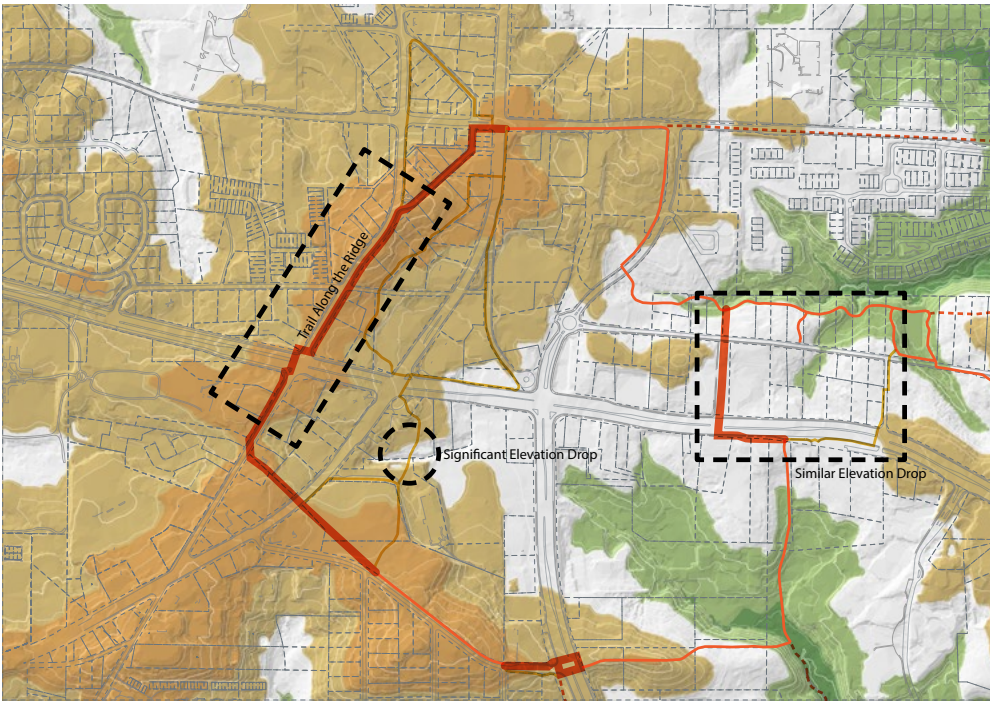
Through GIS mapping and analysis, a series of potential trail alignments were evaluated based on the following variables:

- Connectivity to open space assets, transit networks, existing pedestrian infrastructure, and roadway ownership.
- Crash and traffic data at key roadway crossings - both pedestrian and vehicular.
- Physiographic features such as topography, tree canopy, and hydrologic features.
- Right of way availability.
- Potential parking impacts.

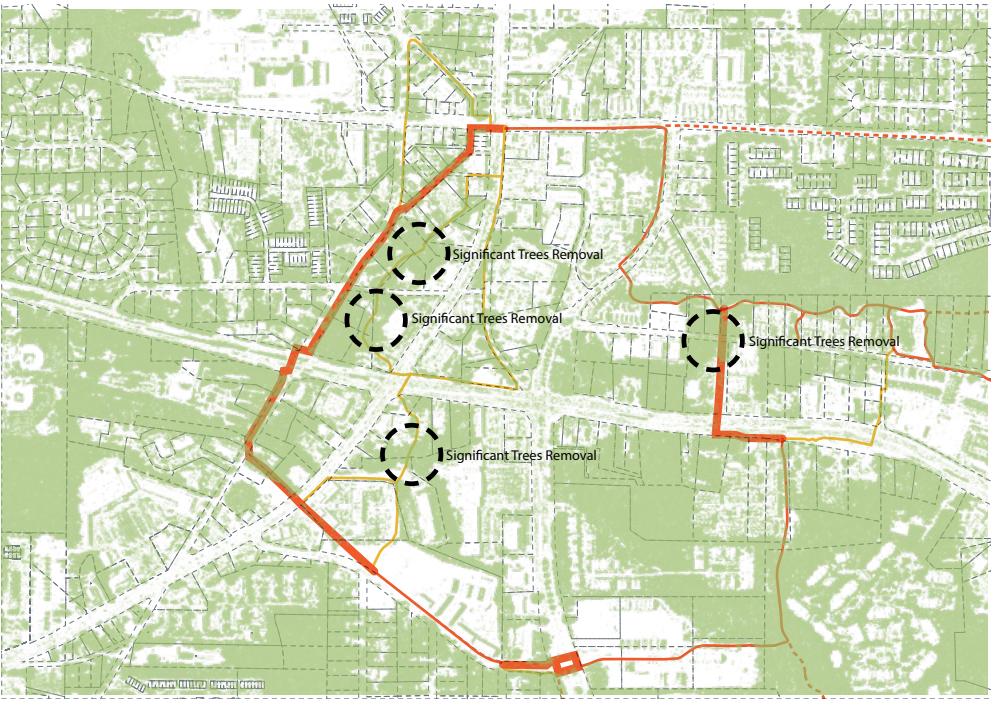
*\*See appendix for complete traffic study.*



CRASH DATA



TOPOGRAPHY

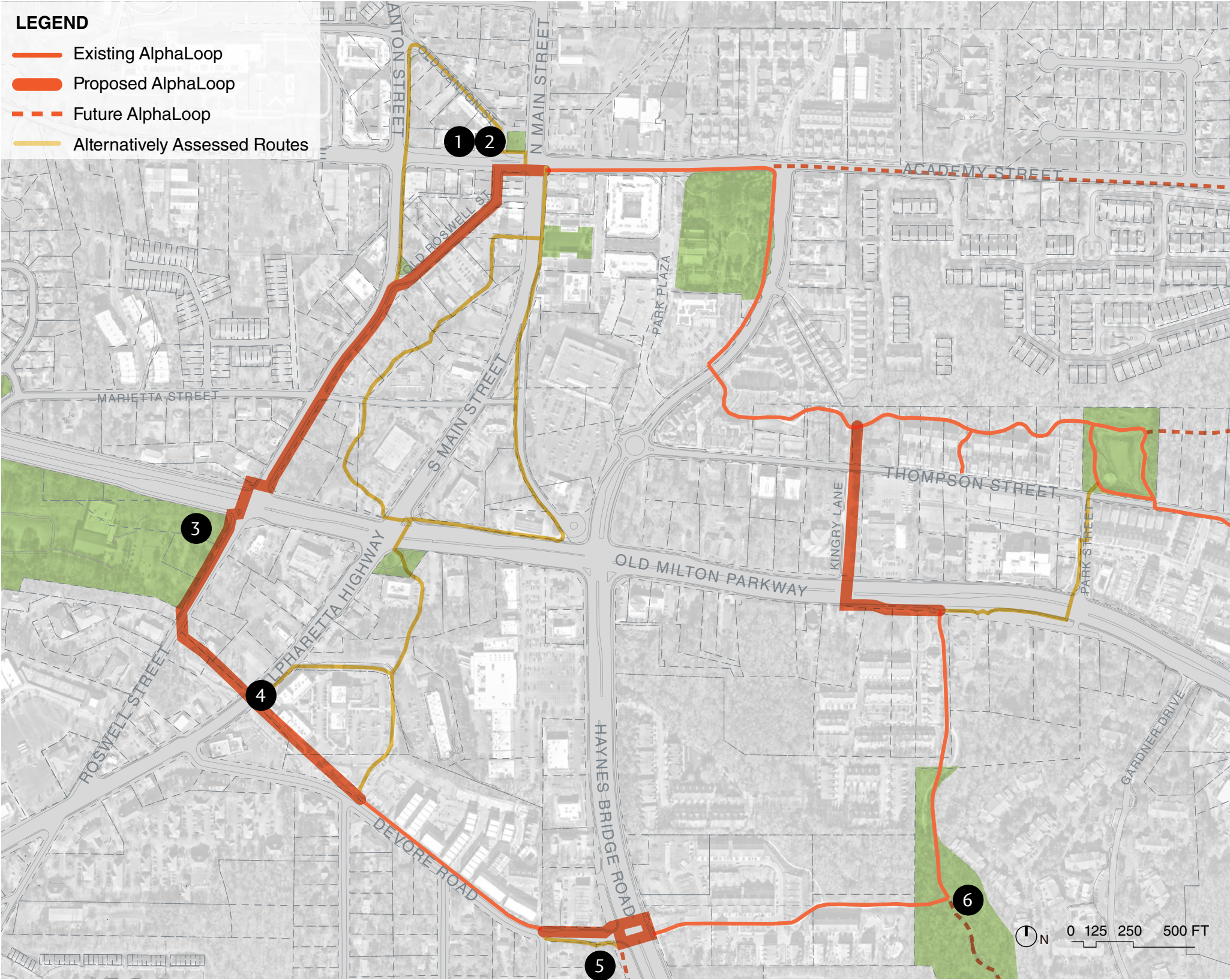


TREE CANOPY IMPACTS AND SHADING





# REFERENCED STUDIES AND DEVELOPMENTS



1 MILTON AVE.  
AECOM



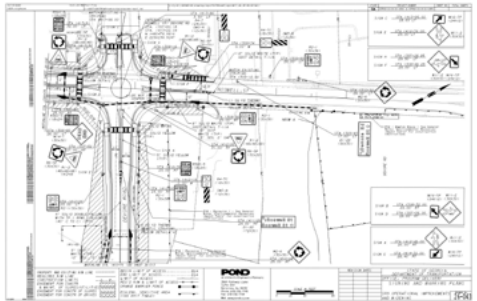
2 MILTON AVE.  
KIMLEY HORN



3 WILLS PARK MASTER PLAN  
JACOBS



4 DEVORE RD. REALIGNMENT  
POND & COMPANY



5 ALCOVY ESTATES



6 ALPHALOOP EXTENSION  
POND & COMPANY



## OTHER REFERENCED PLANS AND DEVELOPMENTS

- Alpharetta City Trail, *Pond & Company*.
- North Point Area and Alpha Loop Trail Connectivity Feasibility Study, *MKSK, Toole Design Group*.
- Pickle and Social, Old Milton and Roswell Street





# PREFERRED TRAIL ALIGNMENT



## ESTABLISHING A PREFERRED ALIGNMENT

In the Downtown District, the Alpha Loop trail has been installed incrementally over the last decade by both the City and private developers who have stepped up to fund public realm improvements. The primary goal of our alignment is to find the safest and most legible path to integrating these existing stretches of trail.

The preferred alignment leverages these prior investments to create a cohesive network that “Connects Alpharetta to the stuff.” The alignment prioritizes pedestrian/bicyclist safety and limits right-of-way acquisition. It endeavors to move Alpharettans through the Downtown District freely, while simultaneously identifying opportunities to encourage them to stop and stay awhile.

This Conceptual Design Report is organized into two sections:

1. Focus Areas: Opportunities for Enhancing Safety and Placemaking
2. Design Standards: Establishing A Cohesive Transportation Network



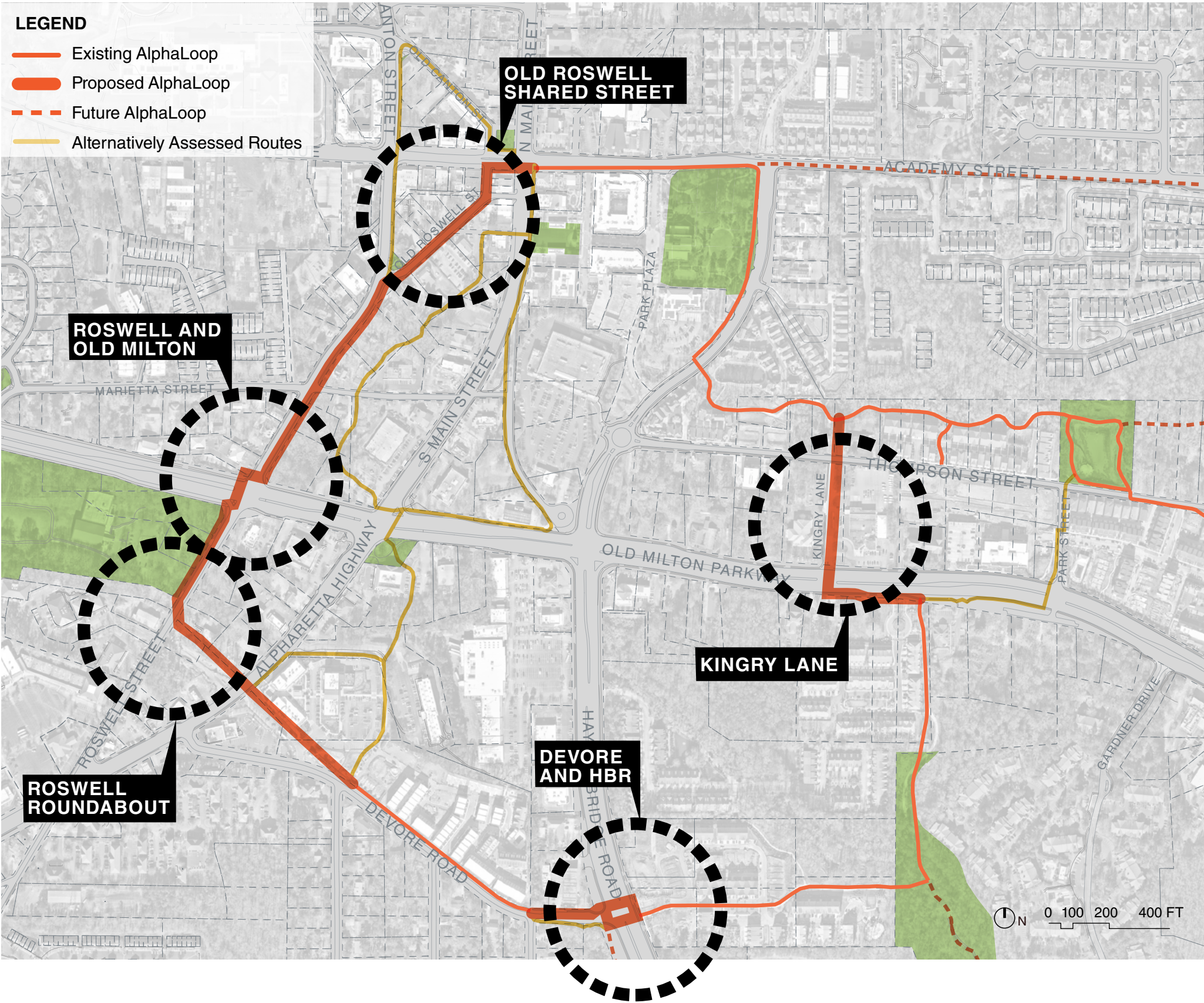
# **FOCUS AREAS**

## **OPPORTUNITIES FOR ENHANCING SAFETY AND PLACEMAKING**





FOCUS AREAS



OLD ROSWELL SHARED STREET

Develop a conceptual design for the conversion of Old Roswell Street to a shared street where pedestrian, bicycle, and vehicular traffic coalesce in a single, curbless, urban plaza space.

ROSWELL AND OLD MILTON

Determine optimal crossing from NE corner of intersection to SW corner of intersection, including shortening the crossing distance for pedestrians, providing pedestrian and bicycle safety improvements, and integrating with the planned Wills Park Gateway design concept.

ROSWELL ROUNDABOUT

Recommend pedestrian and bicycle safety improvements for the new Devore Road alignment (currently under construction), including widening of the AlphaLoop trail to the standard 12’ width, establishing pavement material standards for consistency, and enhancing AlphaLoop crosswalks for improved vehicular recognition.

DEVORE AND HAYNES BRIDGE ROAD (HBR)

Eliminate the planned trail crossing at Jon Scott and Devore Road and align the trail on the north side of Devore, replacing the QuikTrip deceleration lane. Enhance all four crosswalks to better denote the trail’s presence to vehicular traffic at a key intersection of the Downtown Link and Outer Loop.

KINGRY LANE

Develop two feasible alternatives for connecting the existing trail spur south of Old Milton Parkway with AlphaLoop’s first phase constructed north of Thompson Street.





# OLD ROSWELL STREET SHARED STREET OPTION



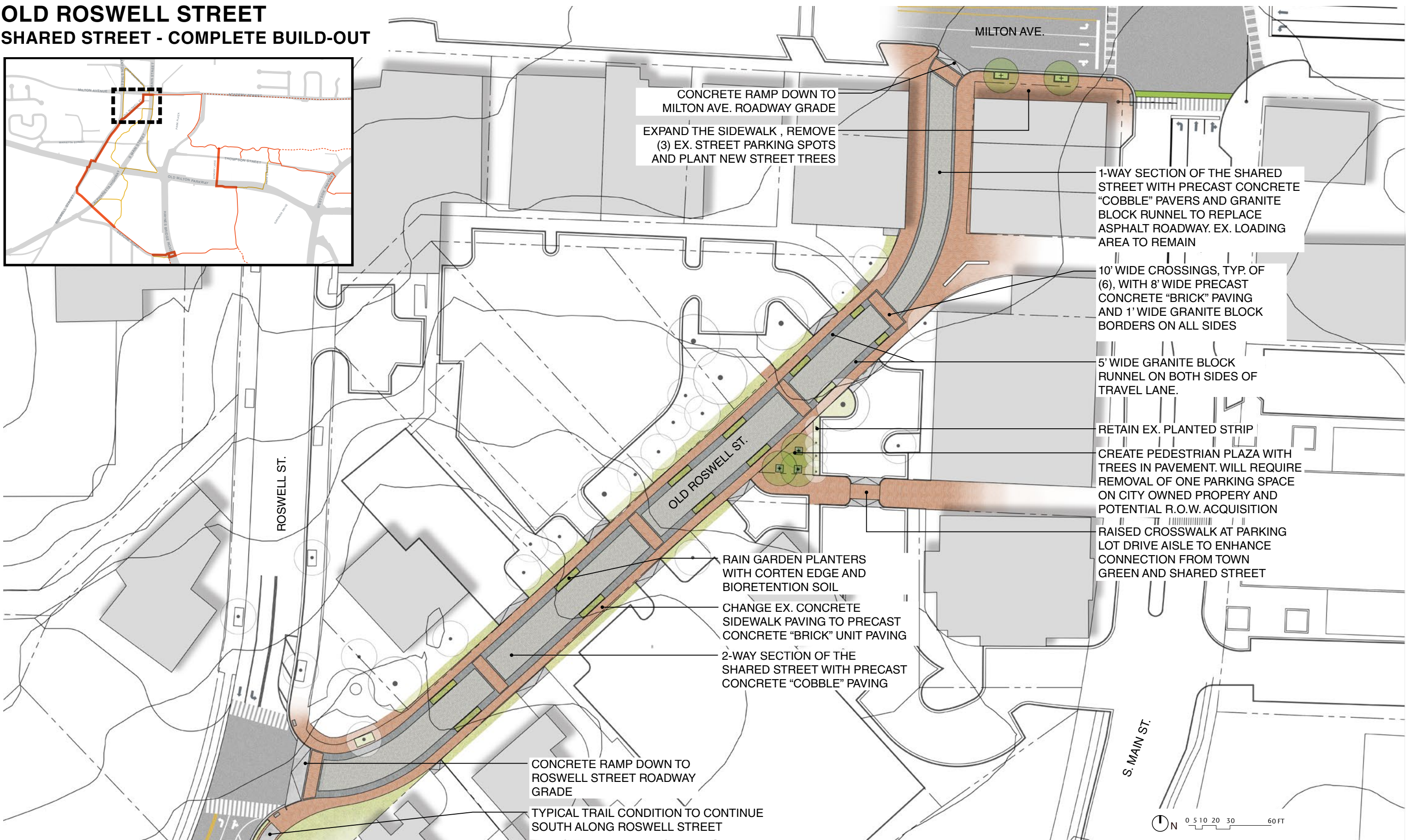
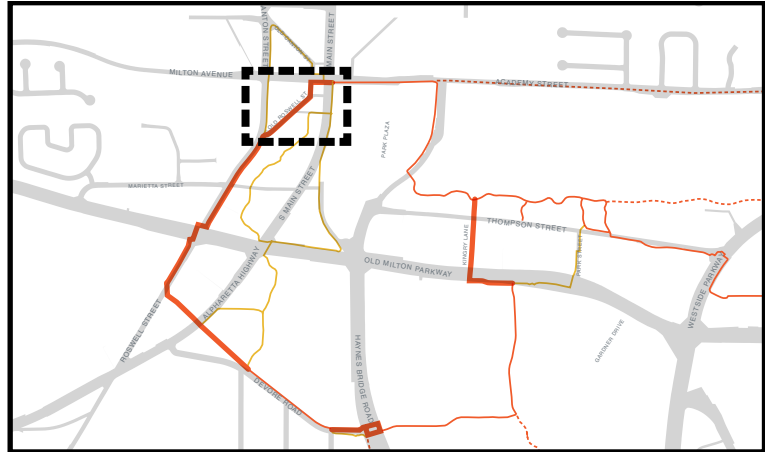
## OLD ROSWELL STREET KEY CONSIDERATIONS

- Evaluate the potential for converting Old Roswell Street to a pedestrianized or shared street where pedestrian, bicycle, and vehicular traffic can coalesce in a single, curbless, urban plaza space. Note: this was shown in previous Downtown Alpharetta study.
- Synthesize current and proposed development plans including the redevelopment of Milton Avenue into a pedestrian plaza and potential additional development.
- Connect 3 existing pocket parks and potential City-owned event open space at the corner of Roswell and Milton, and extend the axis from City Hall into the new shared street.
- Synthesize AlphaLoop design standards and visual character with that of Downtown to ensure that the AlphaLoop is legible without compromising the sense of place characteristic of Downtown.
- Explore alternative options (i.e. “Partial Build-out) for aligning the Alpha Loop along Old Roswell Street, including pedestrian safety enhancements in lieu of a full shared street build-out.





OLD ROSWELL STREET  
SHARED STREET - COMPLETE BUILD-OUT





**OLD ROSWELL STREET**  
**SHARED STREET - COMPLETE BUILD-OUT**



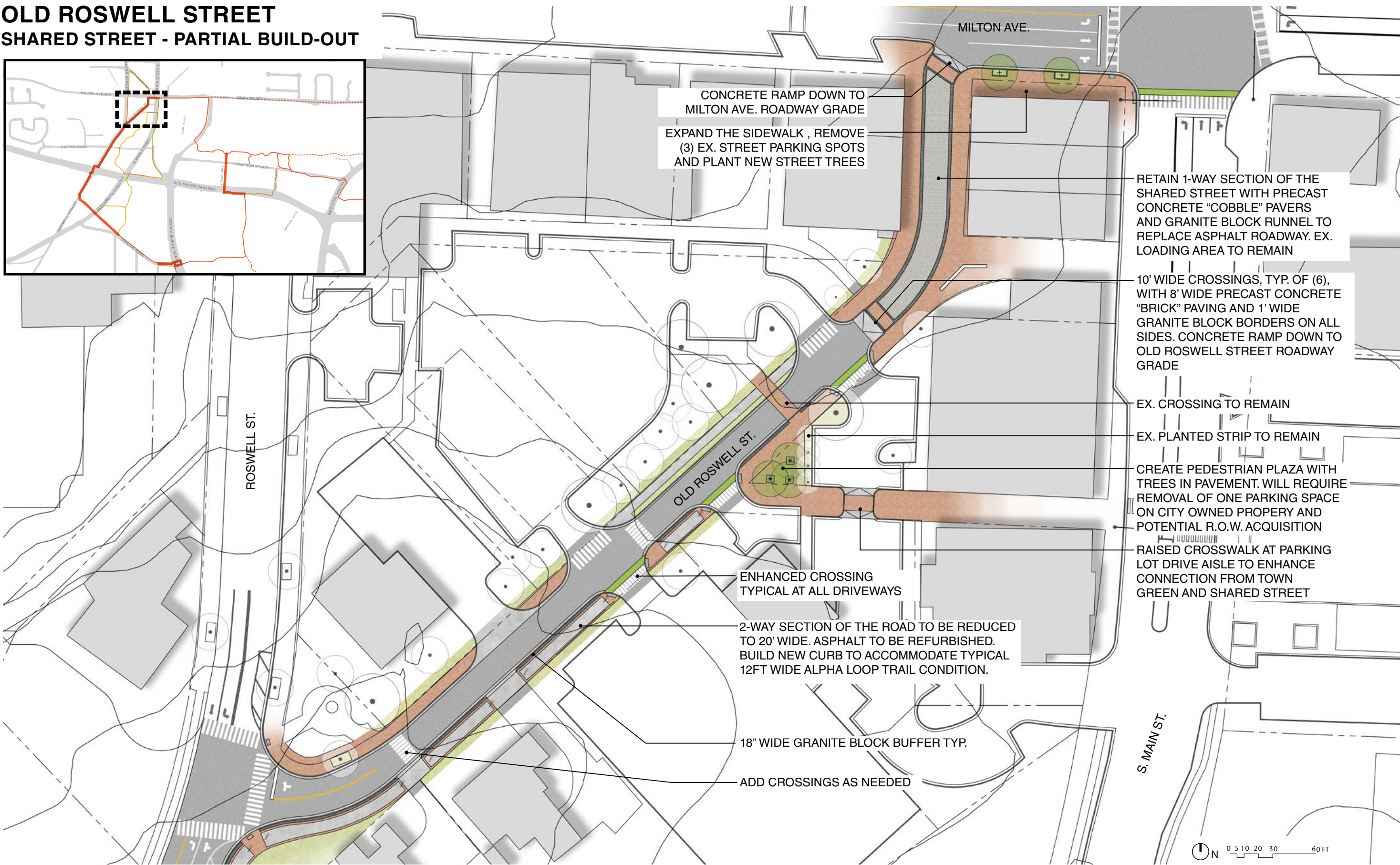


**OLD ROSWELL STREET**  
**SHARED STREET - COMPLETE BUILD-OUT**





OLD ROSWELL STREET  
SHARED STREET - PARTIAL BUILD-OUT





**OLD ROSWELL STREET**  
**SHARED STREET - PARTIAL BUILD-OUT**





# ROSWELL STREET AND OLD MILTON PARKWAY INTERSECTION ENHANCEMENT



## KEY CONSIDERATIONS

- East alignment along Roswell Street between Old Roswell Street and Old Milton Parkway; West alignment along Roswell Street between Old Milton Parkway and Devore Road (future)
- Coordinate trail alignment with proposed improvements to Wills Park, including the Wills Park Gateway concept from the park Master Plan.
- Evaluate the optimal crosswalk movement based on pedestrian traffic analysis, connections to open space assets, and availability of public right-of-way.
- Provide pedestrian safety improvements including enhanced crosswalks, enlarged pedestrian plazas, and pedestrian refuges across Old Milton Parkway.
- Analyze the viability of removing the dedicated right turn lane on the eastbound Old Milton Parkway to southbound Roswell Street.

## Traffic Study Findings

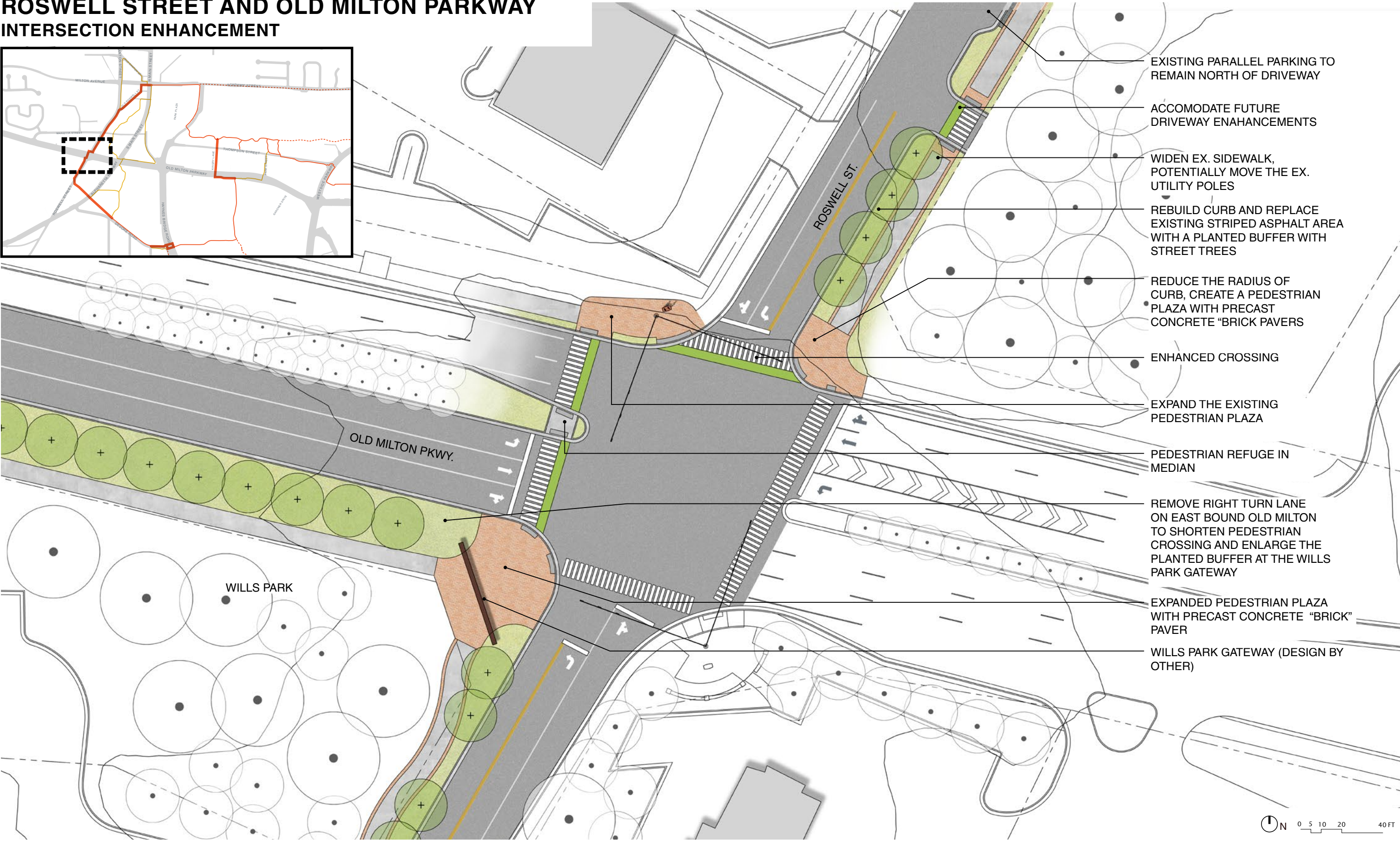
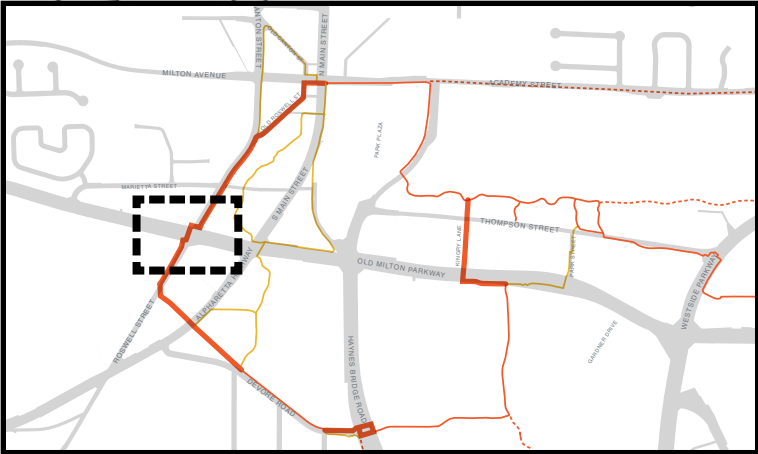
- Significant pedestrian and bike movement through this intersection, particularly in PM Peak
- “All red” at traffic signal would impact vehicular level of service, particularly in PM Peak
- Additional study: Assess a no-right-on-red for southbound turns from eastbound Old Milton Parkway
- Eliminating the eastbound right-turn-only lane from Old Milton Parkway to southbound Roswell Street will not have adverse impact on traffic.

*\*Complete Traffic Study has been attached as an appendix to this report.*





# ROSWELL STREET AND OLD MILTON PARKWAY INTERSECTION ENHANCEMENT





ROSWELL STREET AND OLD MILTON PARKWAY  
INTERSECTION ENHANCEMENT

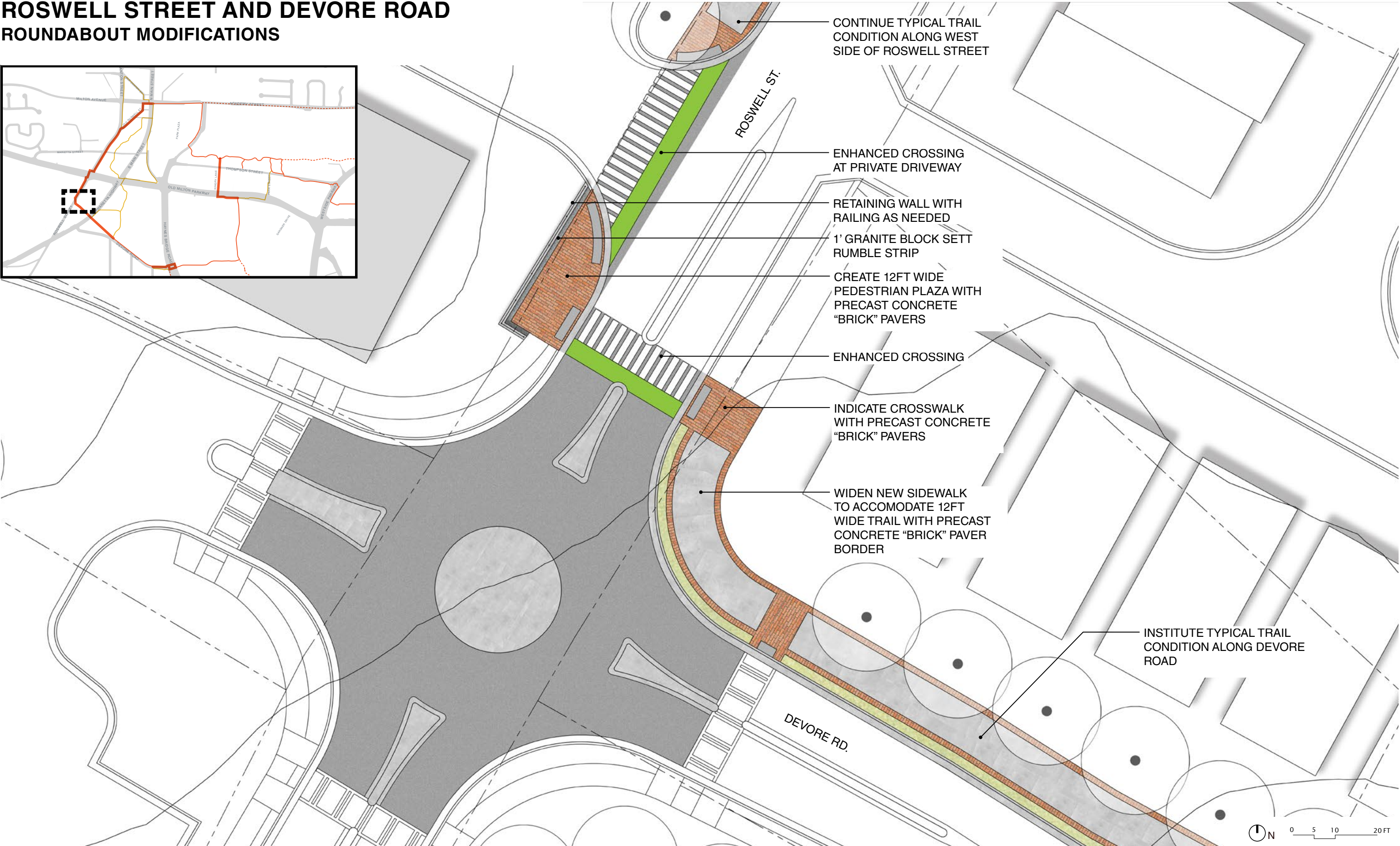
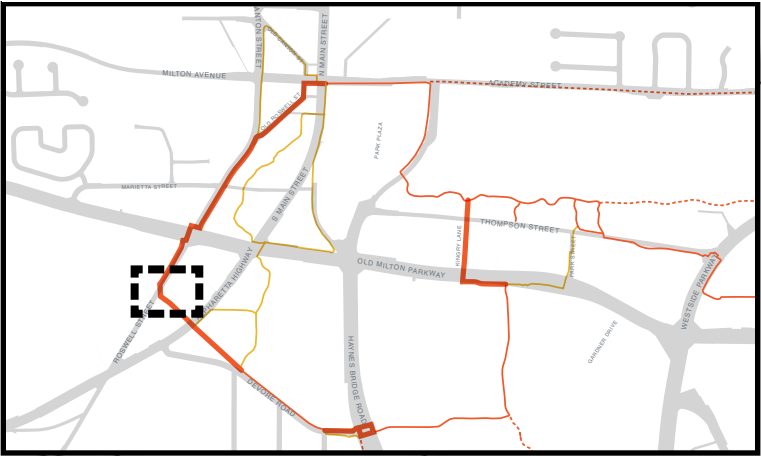






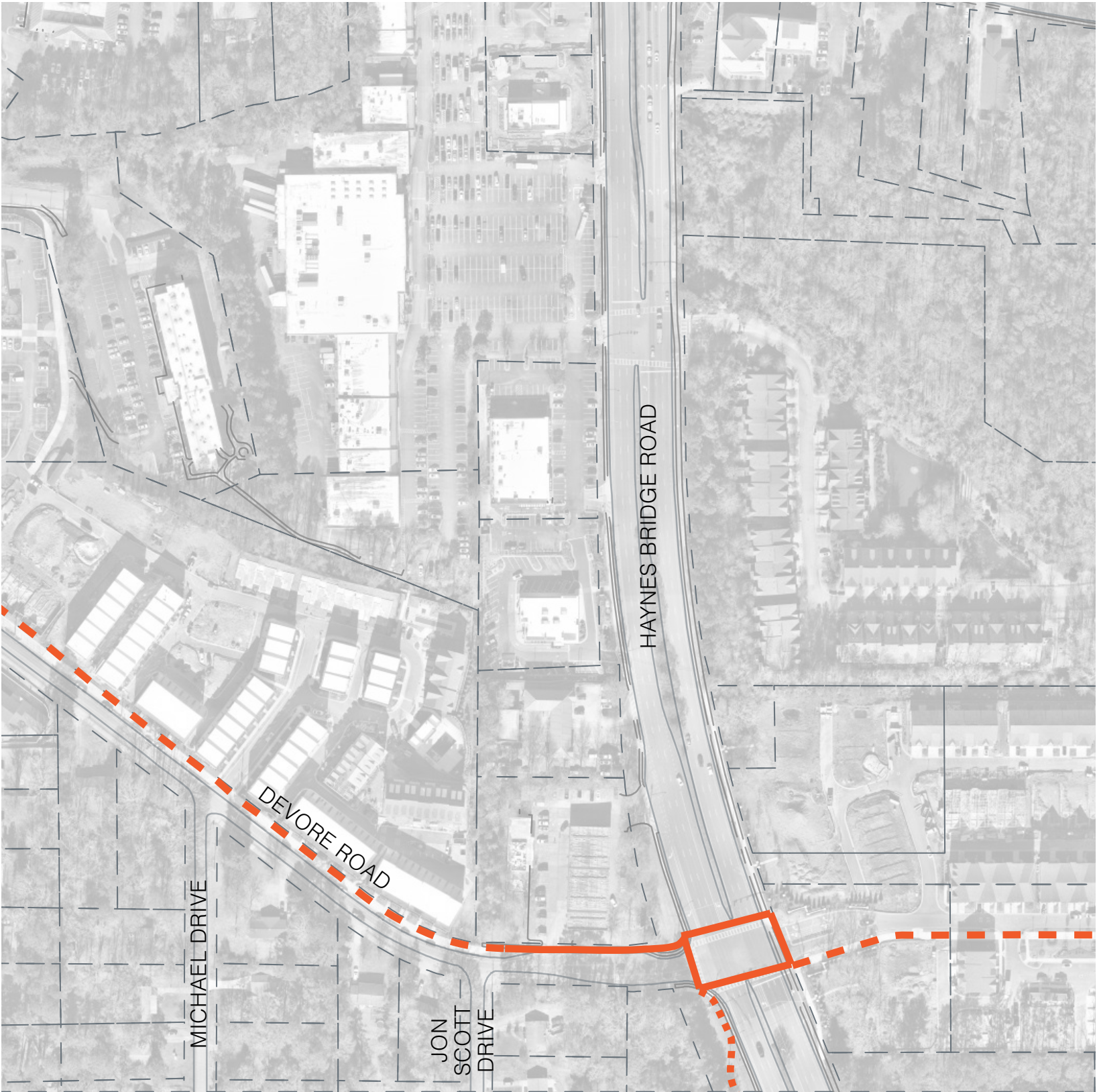


ROSWELL STREET AND DEVORE ROAD  
ROUNDBABOUT MODIFICATIONS





# HAYNES BRIDGE ROAD AND DEVORE ROAD INTERSECTION ENHANCEMENT



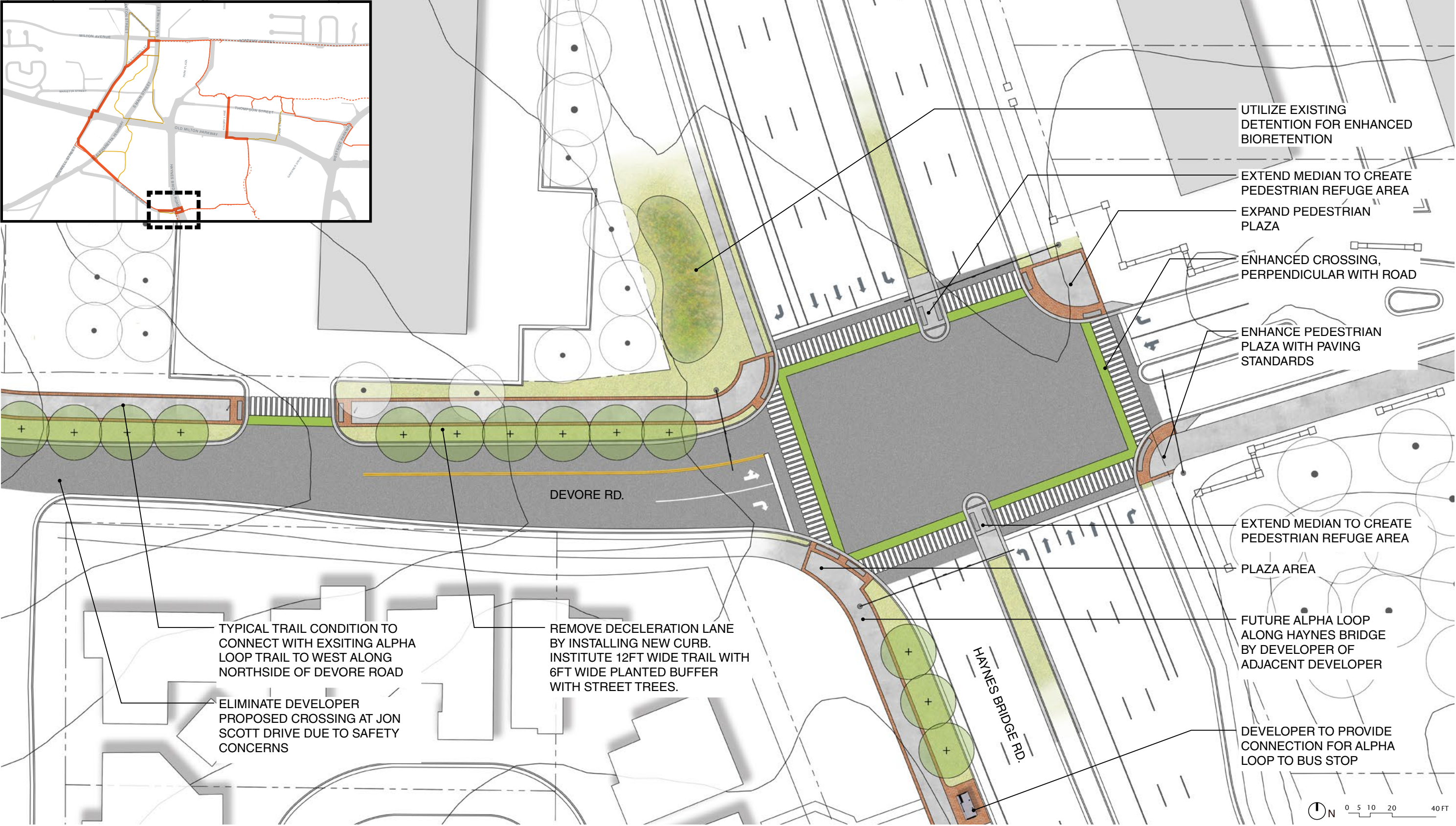
## KEY CONSIDERATIONS

- Create a single, continuous and well-defined trail
- Utilize existing sidewalk along Devore Road as AlphaLoop Trail and explore how to instill the AlphaLoop experience.
- Explore modifications to the planned trail crossing at Jon Scott Drive and Devore Road, including locating the AlphaLoop within the gas station deceleration lane.
- Define trail crossing locations and types at intersection of Devore Road and Haynes Bridge Road, including the use of enhanced crosswalks to alert drivers of pedestrian and bicycle activity.





HAYNES BRIDGE ROAD AND DEVORE ROAD  
INTERSECTION ENHANCEMENT





**HAYNES BRIDGE ROAD AND DEVORE ROAD  
INTERSECTION ENHANCEMENT**





KINGRY LANE BETWEEN OLD MILTON AND THOMPSON  
OPTIONS FOR TRAIL ALIGNMENT



KEY CONSIDERATIONS

Initial study:

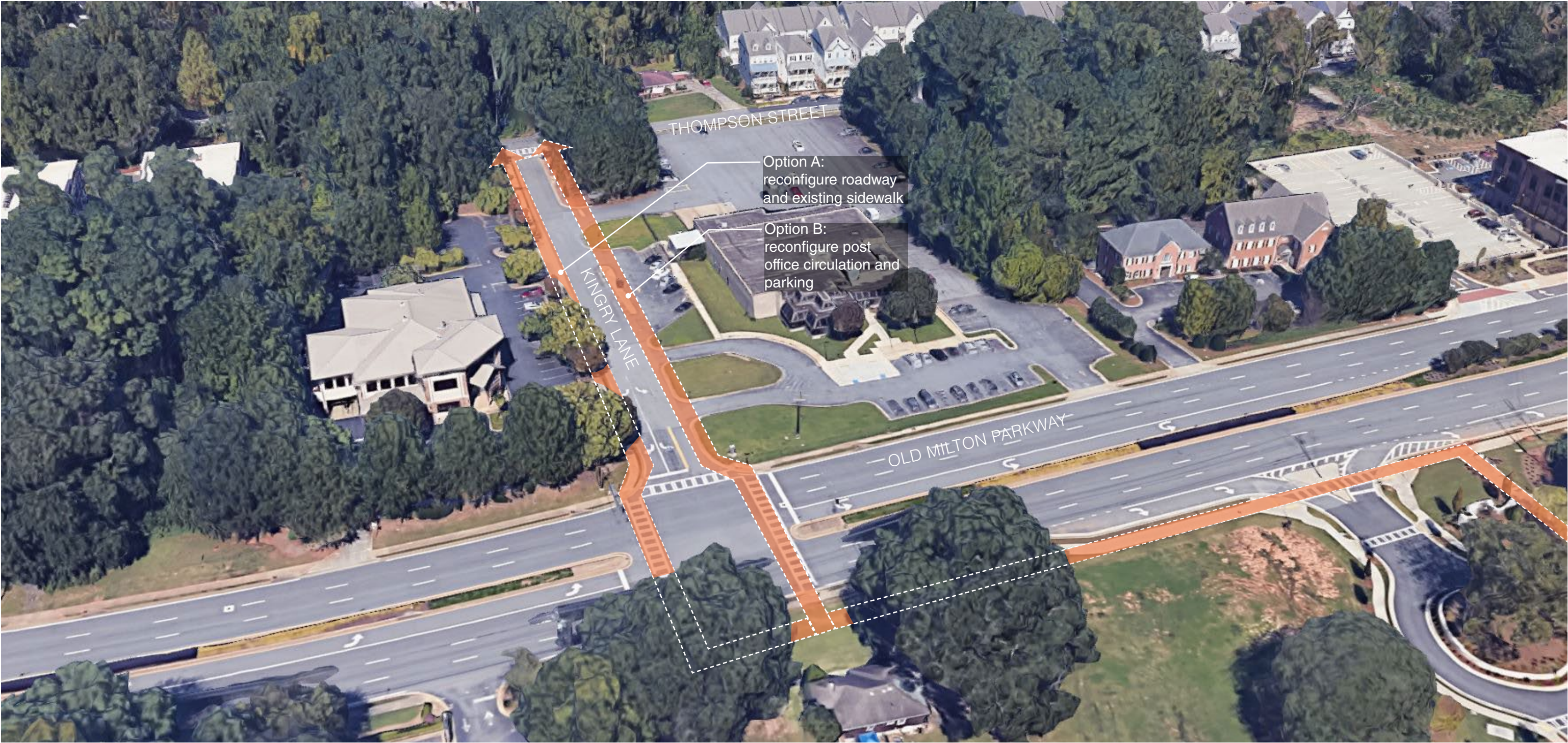
- Evaluate potential crossings at Park Street and Kingry Lane and assess connections to existing AlphaLoop north of Thompson along each street. \*Kingry Lane was identified as the preferred crossing location.
- Perform traffic studies to make data-driven decisions regarding pedestrian safety enhancements.
- Provide trail alignment alternatives along Kingry given the right-of-way constraints on the west and the post office on the east.
- Explore a reconfiguration of the property adjacent to the Post Office to facilitate an enhanced pedestrian realm.
- Determine the best connection from Kingry Lane to AlphaLoop Phase 1 north of Thompson Street.

*\*Complete Traffic Study has been attached as an appendix to this report.*



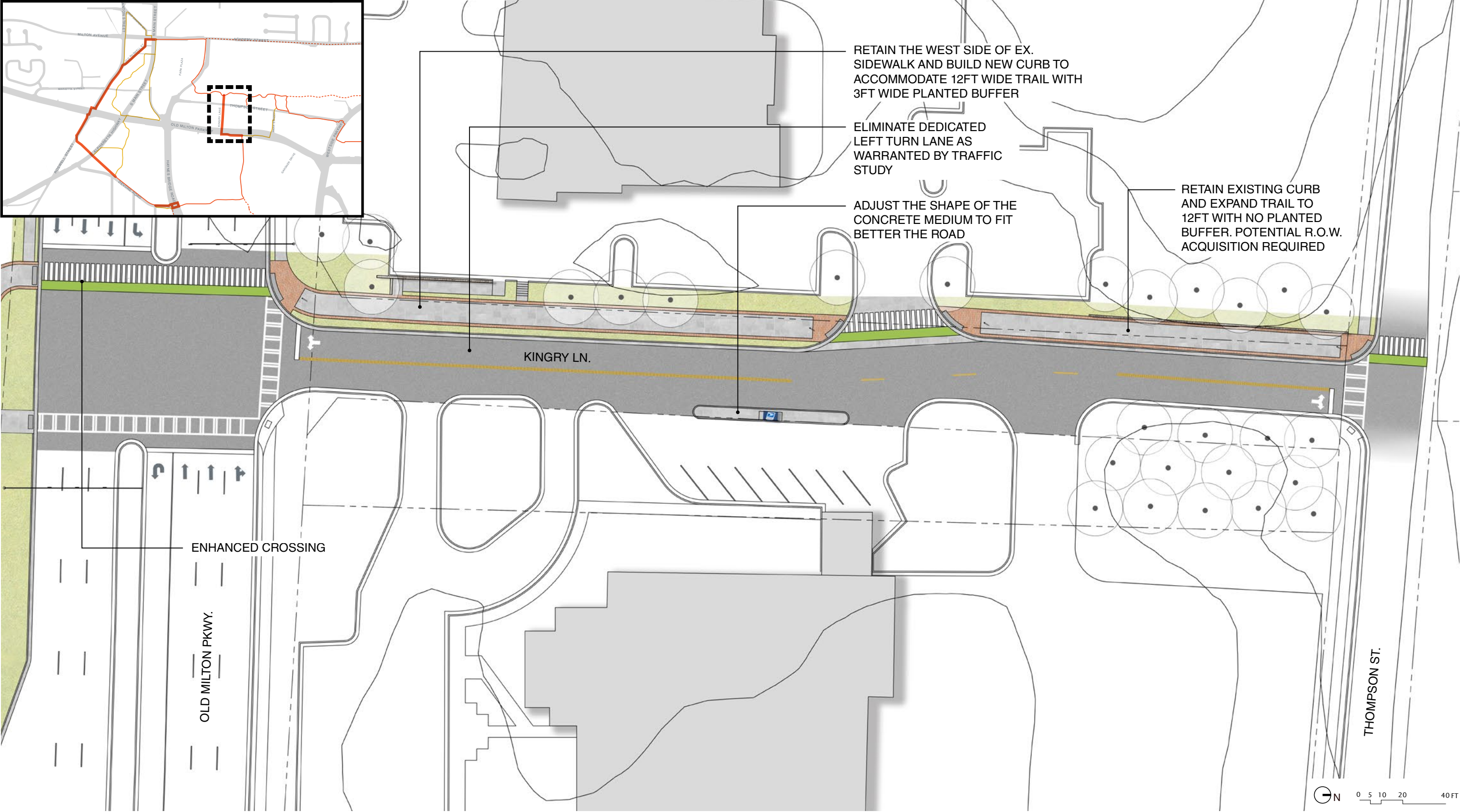


KINGRY LANE BETWEEN OLD MILTON AND THOMPSON  
OPTIONS FOR TRAIL ALIGNMENT





KINGRY LANE AND OLD MILTON PARKWAY  
OPTION A - WEST ALIGNMENT





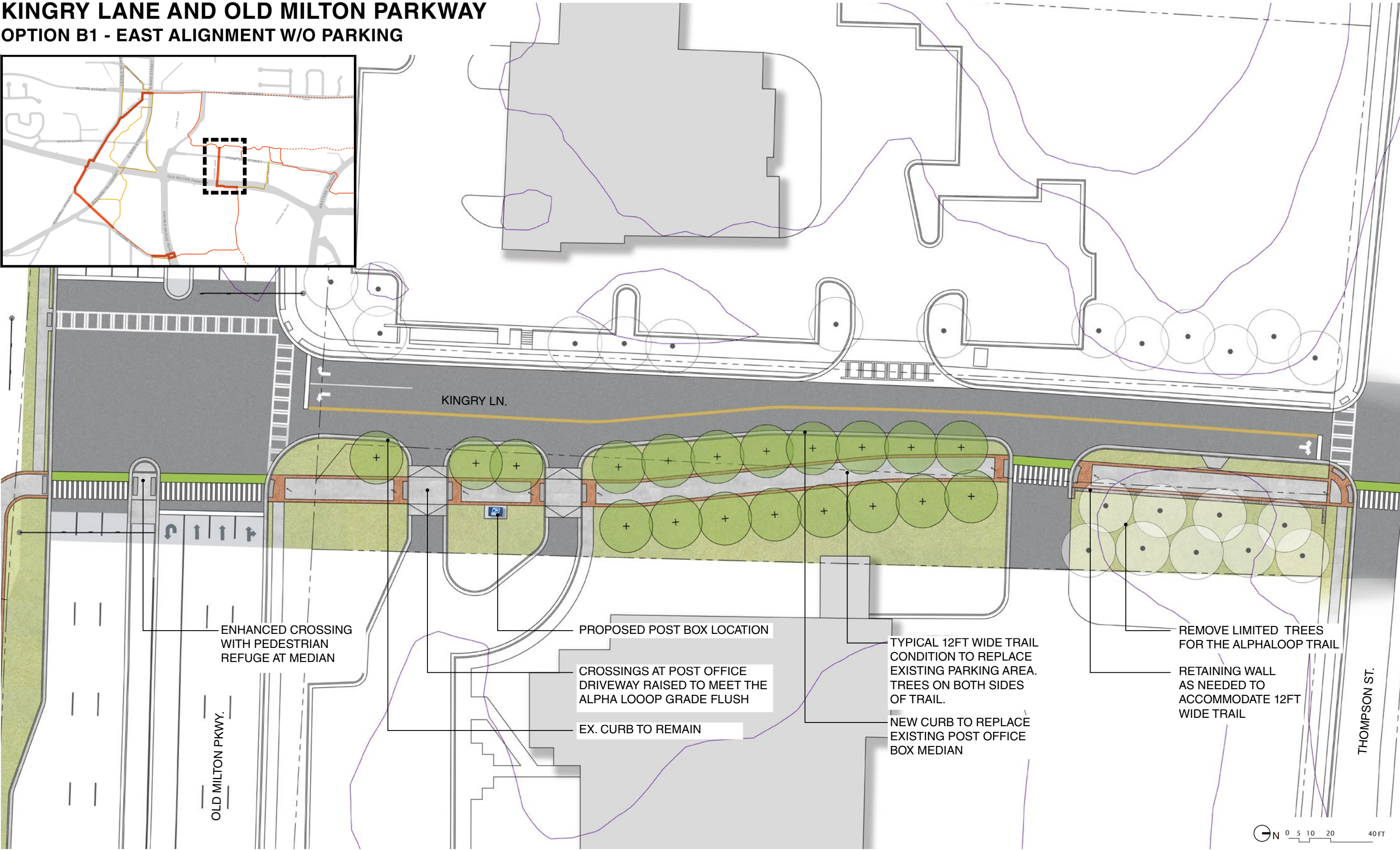
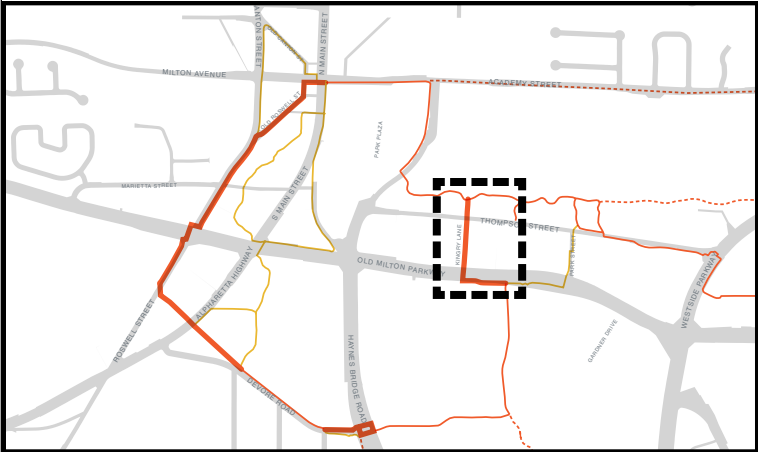
KINGRY LANE AND OLD MILTON PARKWAY  
OPTION A - WEST ALIGNMENT





# KINGRY LANE AND OLD MILTON PARKWAY

## OPTION B1 - EAST ALIGNMENT W/O PARKING



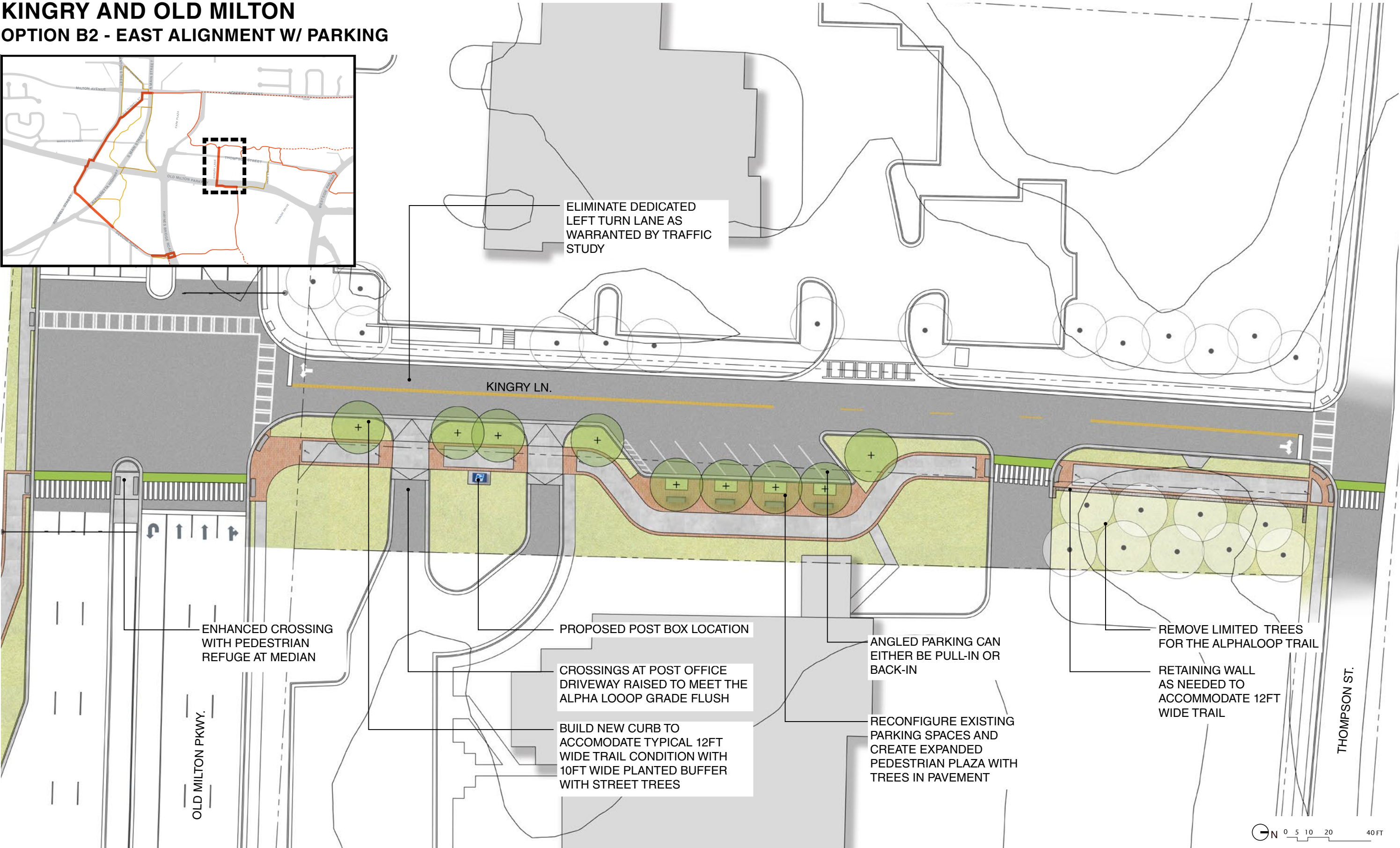
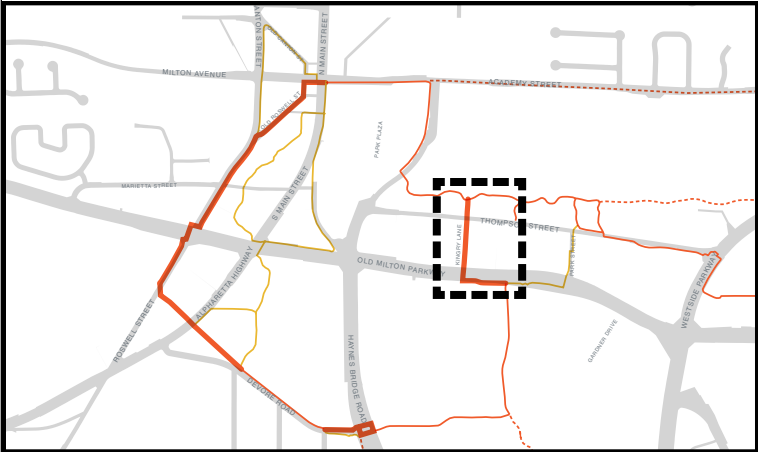


**KINGRY LANE AND OLD MILTON PARKWAY**  
**OPTION B1 - EAST ALIGNMENT W/O PARKING**





KINGRY AND OLD MILTON  
OPTION B2 - EAST ALIGNMENT W/ PARKING



ELIMINATE DEDICATED  
LEFT TURN LANE AS  
WARRANTED BY TRAFFIC  
STUDY

KINGRY LN.

ENHANCED CROSSING  
WITH PEDESTRIAN  
REFUGE AT MEDIAN

PROPOSED POST BOX LOCATION

CROSSINGS AT POST OFFICE  
DRIVEWAY RAISED TO MEET THE  
ALPHA LOOP GRADE FLUSH

BUILD NEW CURB TO  
ACCOMMODATE TYPICAL 12FT  
WIDE TRAIL CONDITION WITH  
10FT WIDE PLANTED BUFFER  
WITH STREET TREES

ANGLED PARKING CAN  
EITHER BE PULL-IN OR  
BACK-IN

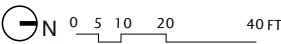
RECONFIGURE EXISTING  
PARKING SPACES AND  
CREATE EXPANDED  
PEDESTRIAN PLAZA WITH  
TREES IN PAVEMENT

REMOVE LIMITED TREES  
FOR THE ALPHALoop TRAIL

RETAINING WALL  
AS NEEDED TO  
ACCOMMODATE 12FT  
WIDE TRAIL

OLD MILTON PKWY.

THOMPSON ST.





KINGRY AND OLD MILTON  
OPTION B2 - EAST ALIGNMENT W/ PARKING





**KINGRY AND OLD MILTON**  
**OPTION B2 - EAST ALIGNMENT W/ PARKING**



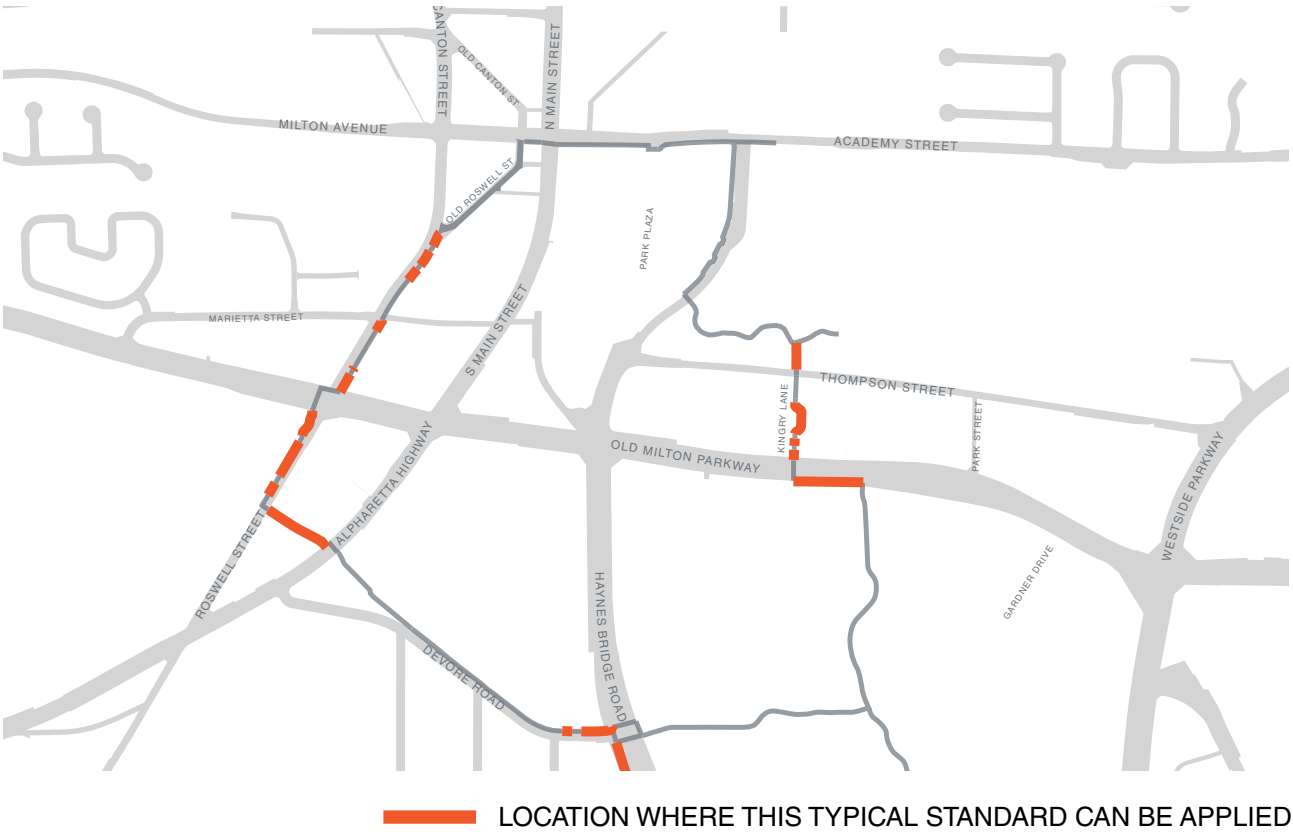
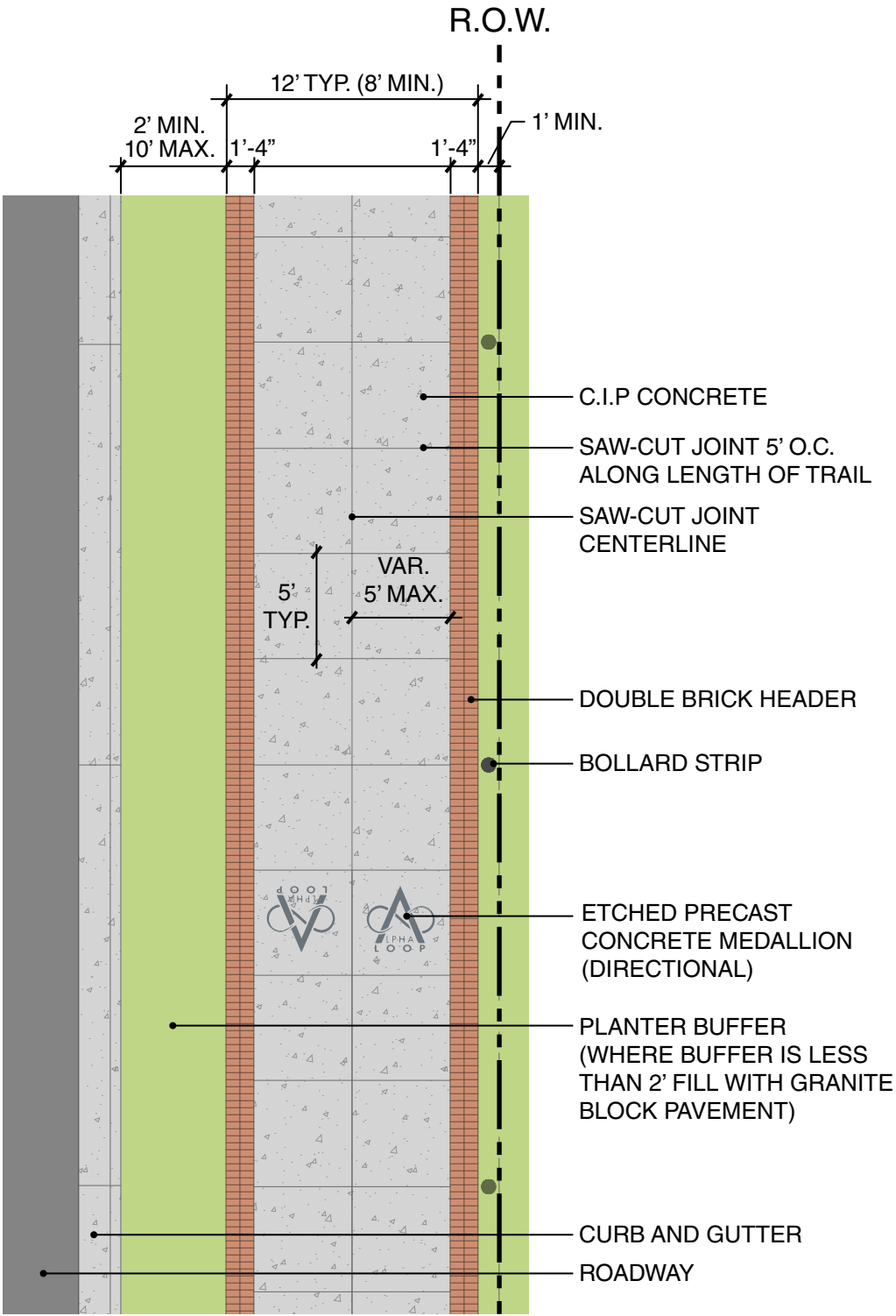


# **DESIGN STANDARDS ESTABLISHING A COHESIVE TRANSPORTATION NETWORK**



# DESIGN STANDARDS

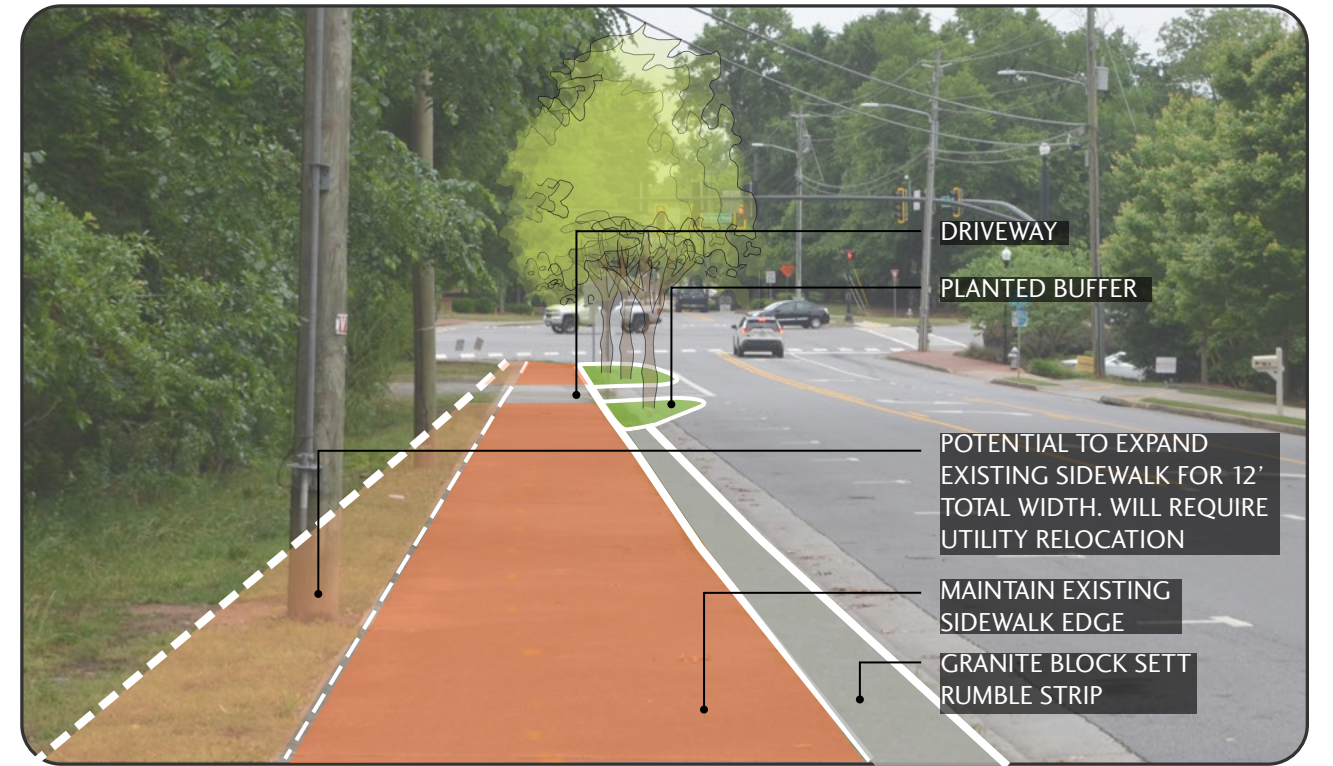
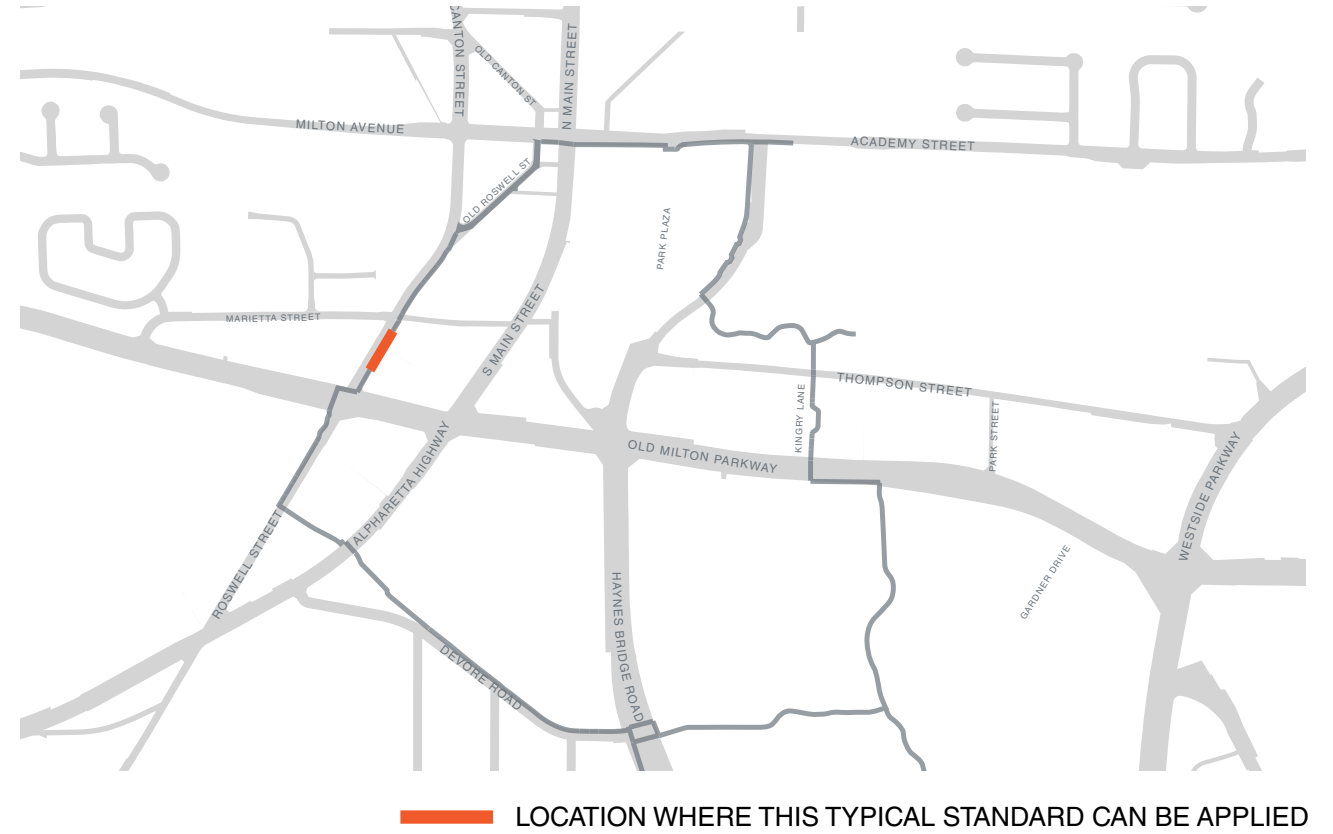
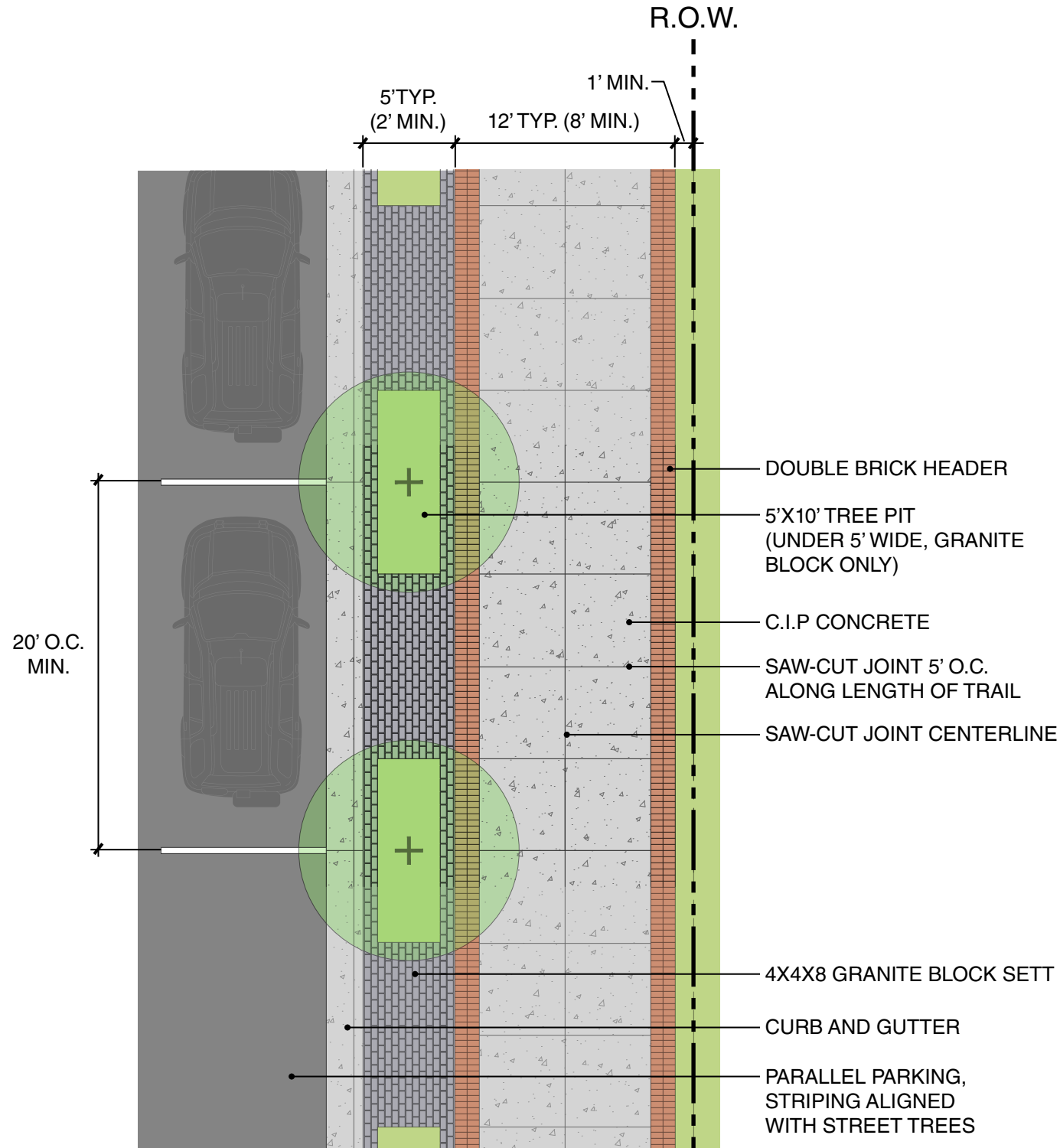
## TYPICAL CONDITION



EXAMPLE OF THIS TYPICAL STANDARD SHOWN AS ROSWELL STREET NEXT TO WILLS PARK

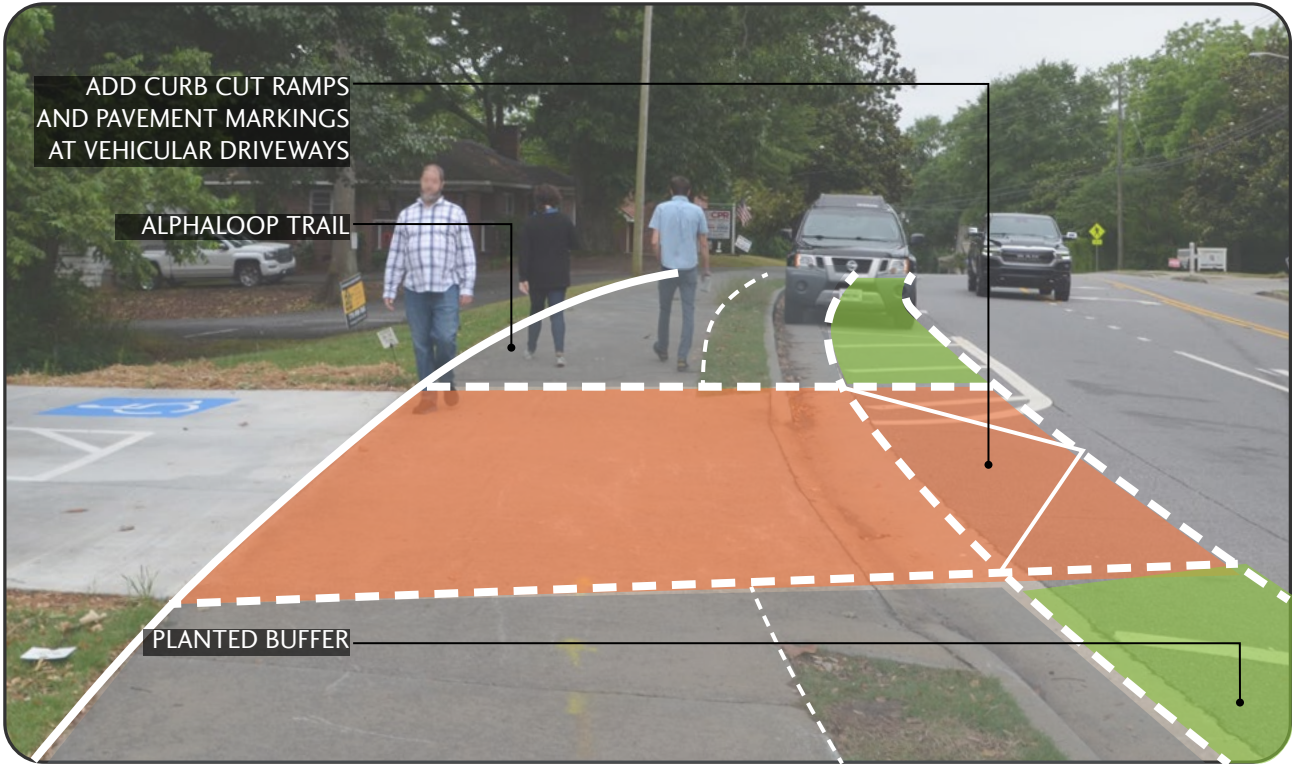
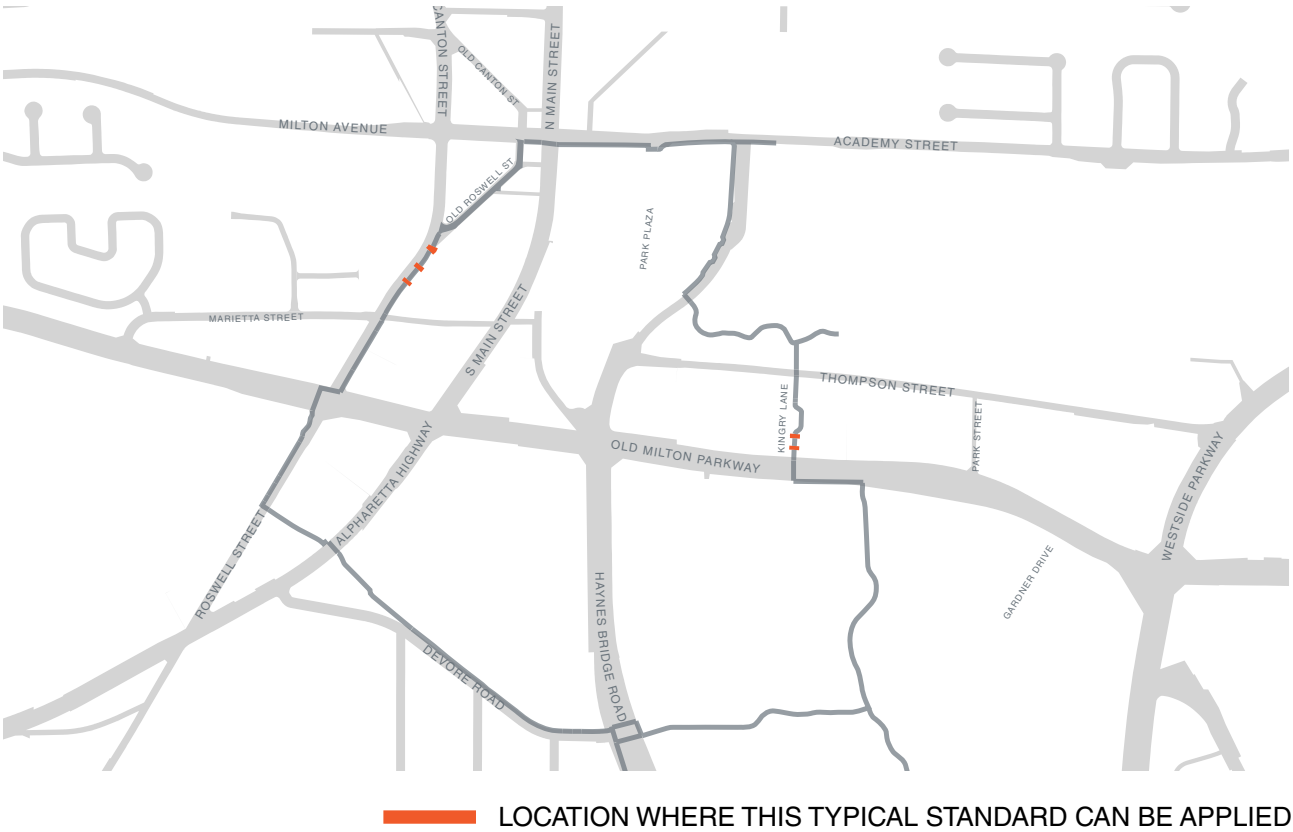
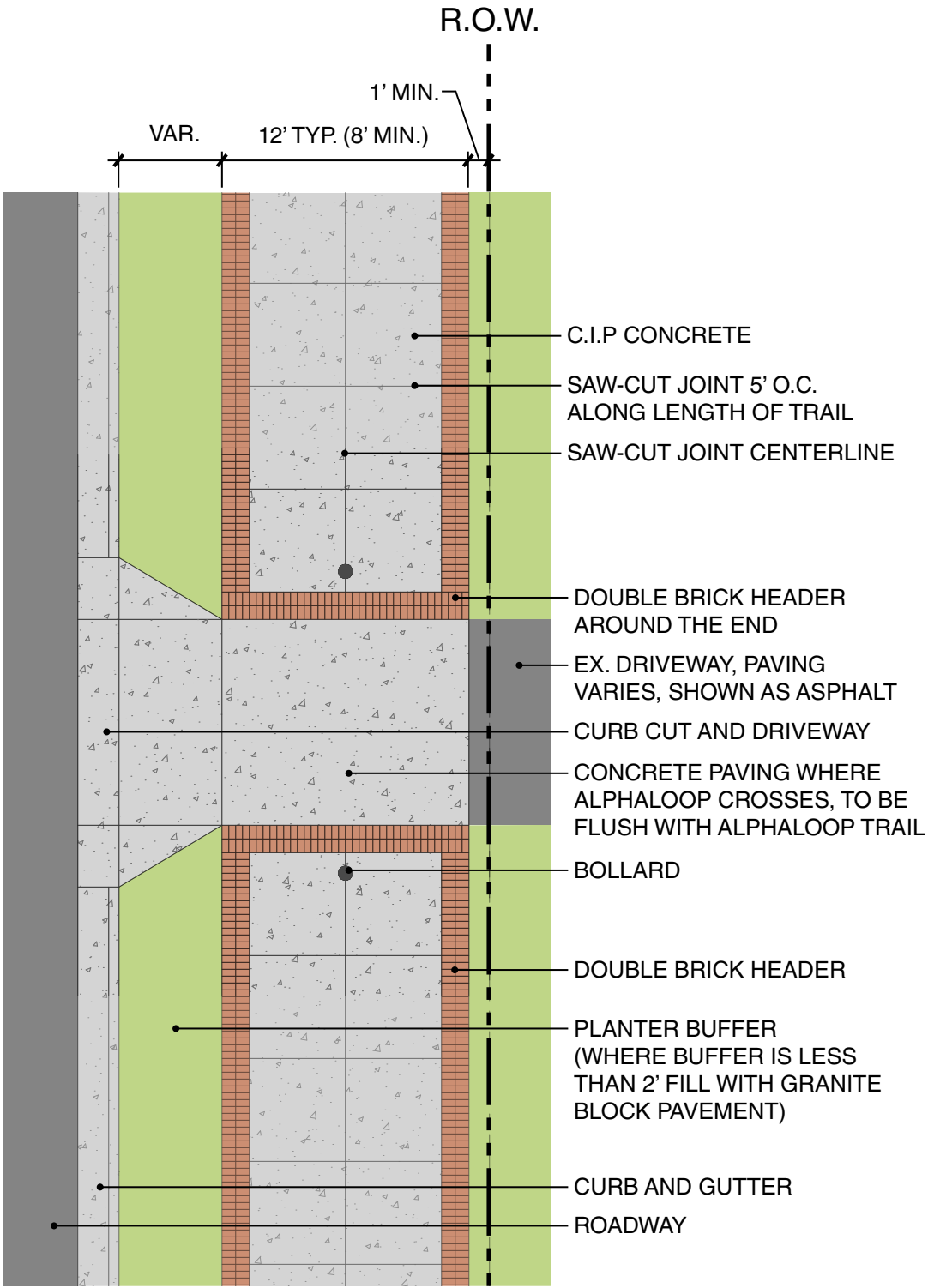


## DESIGN STANDARDS AT ON STREET PARKING / LANES



EXAMPLE OF THIS TYPICAL STANDARD  
SHOWN AS ROSWELL STREET BETWEEN OLD ROSWELL STREET AND OLD MILTON AVE

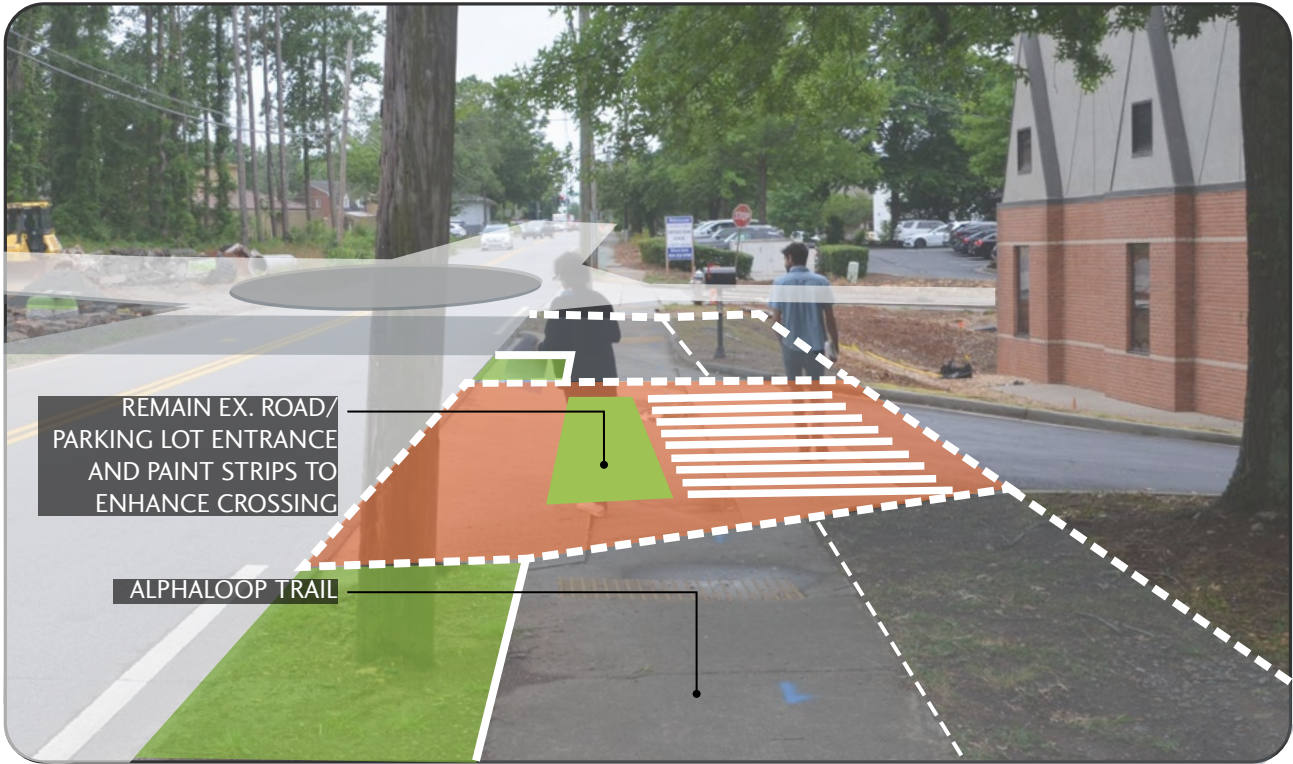
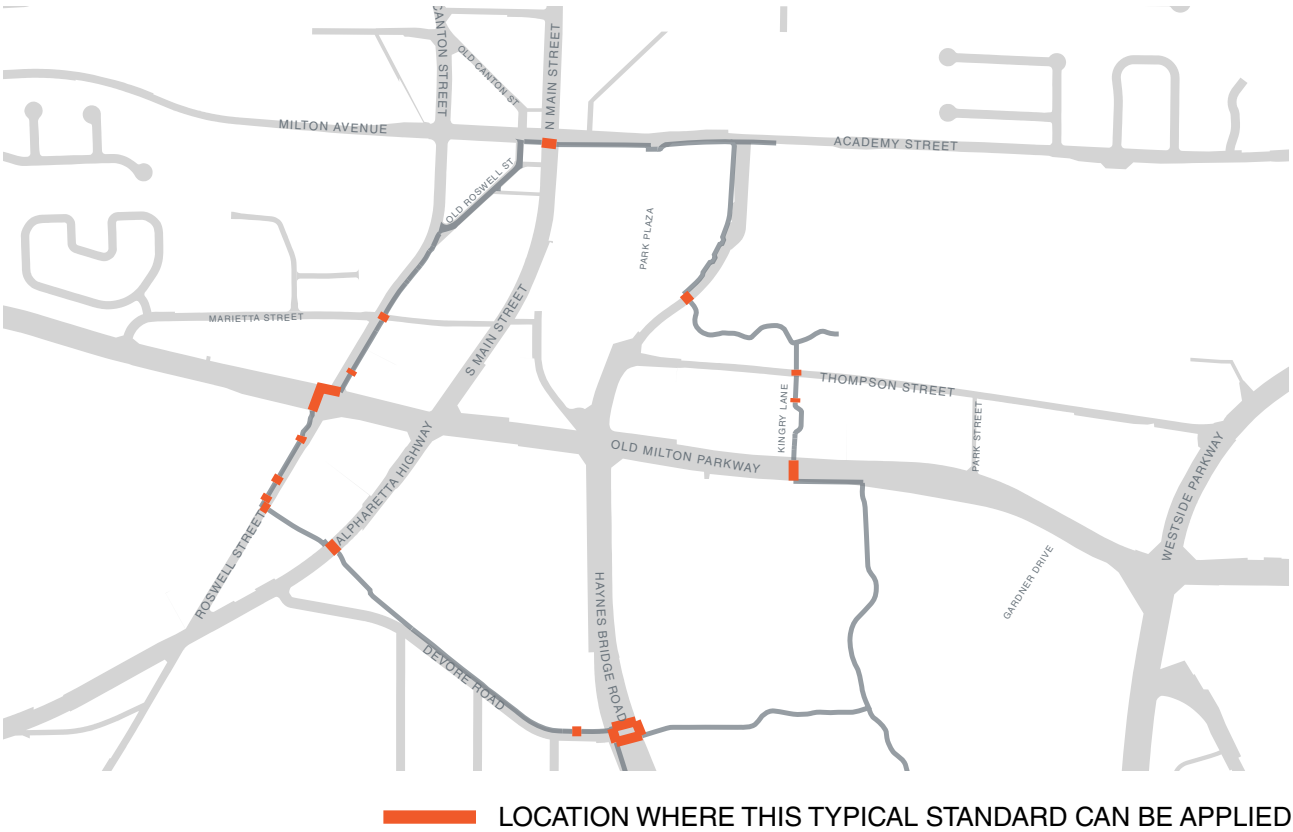
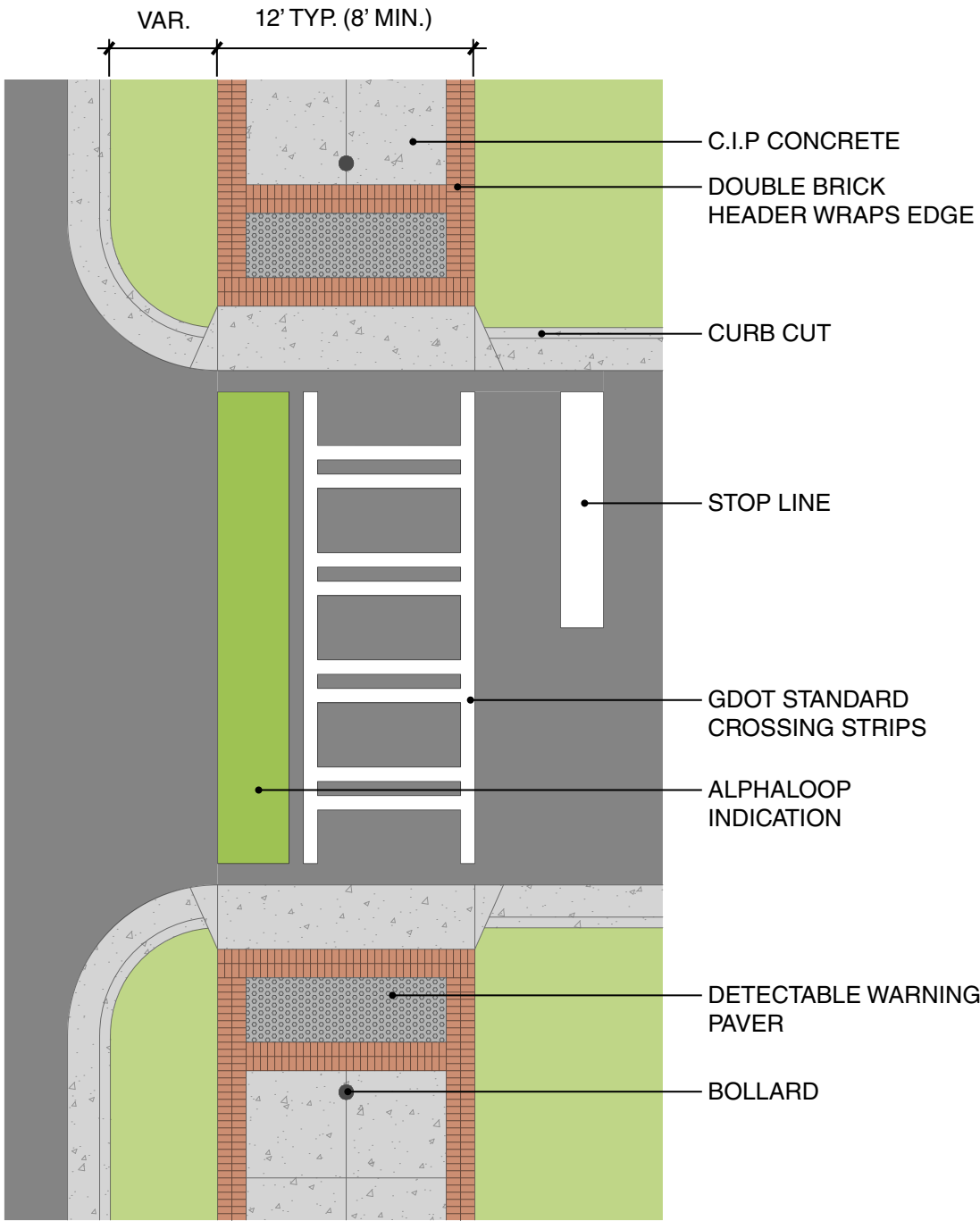
# DESIGN STANDARDS AT PRIVATE DRIVEWAYS



EXAMPLE OF THIS TYPICAL STANDARD  
SHOWN AS ROSWELL STREET BETWEEN OLD ROSWELL STREET AND OLD MILTON AVENUE

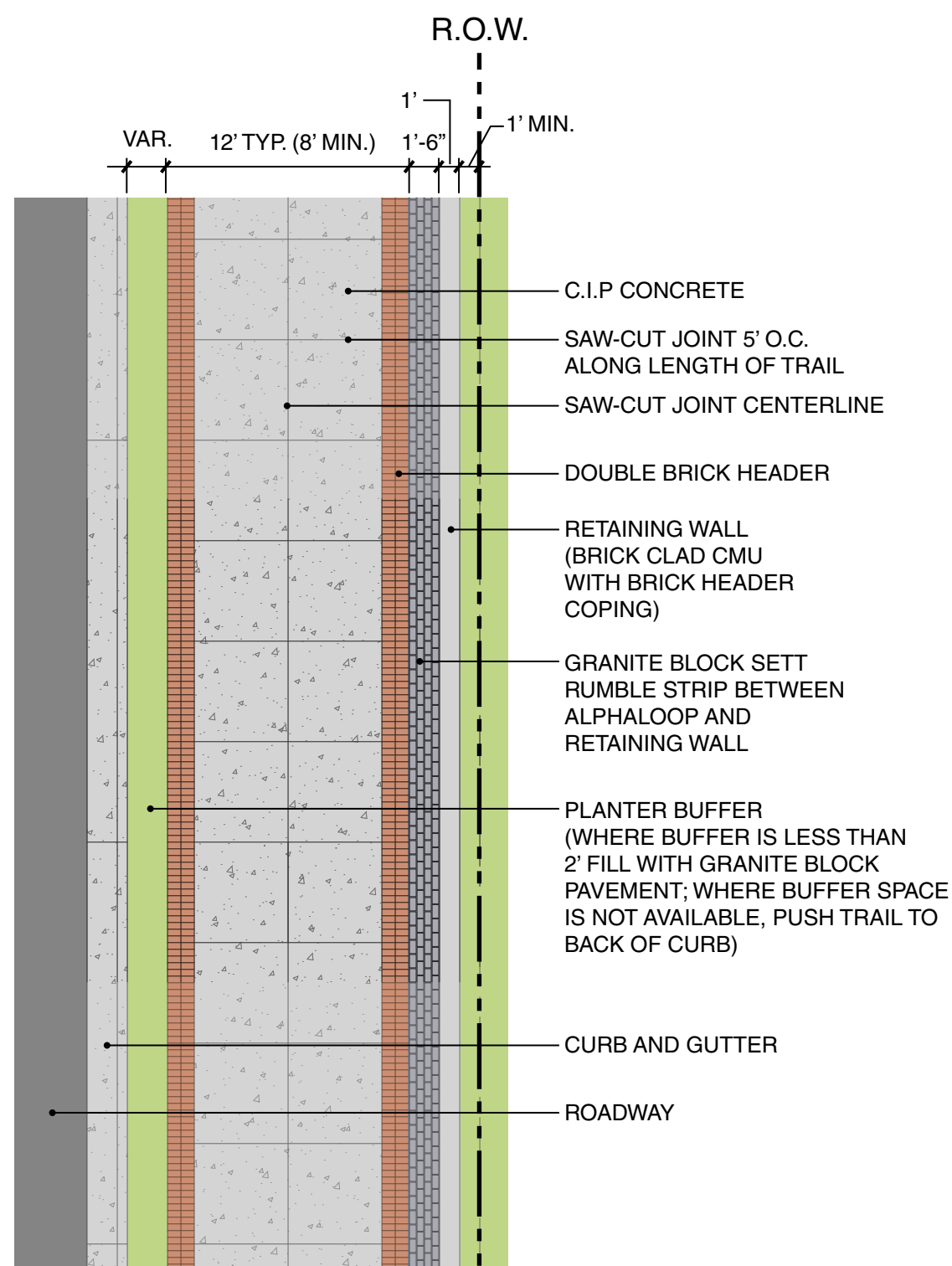


DESIGN STANDARDS  
AT “T” INTERSECTIONS / PARKING LOT ENTRANCES

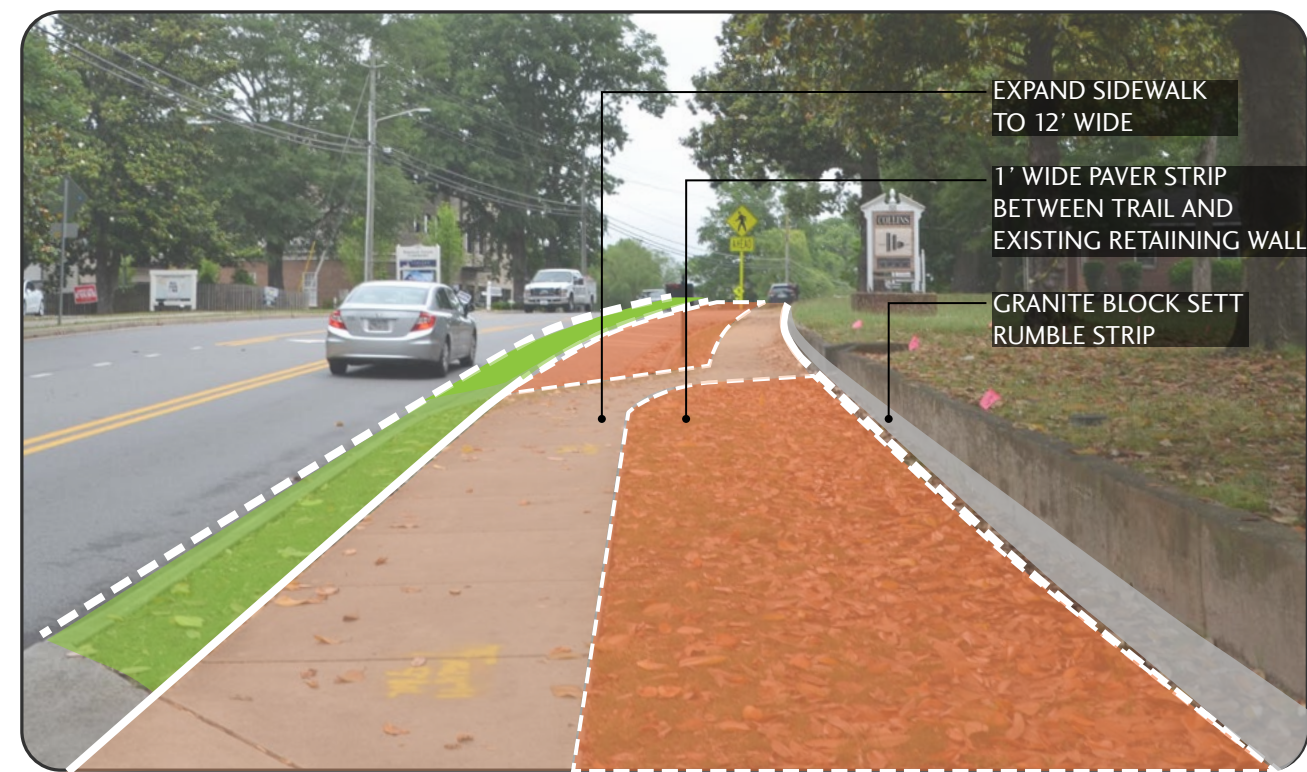


EXAMPLE OF THIS TYPICAL STANDARD  
SHOWN AS THE NEW ROUNDABOUT

DESIGN STANDARD VIGNETTES  
AT GRADE CHANGES



LOCATION WHERE THIS TYPICAL STANDARD CAN BE APPLIED

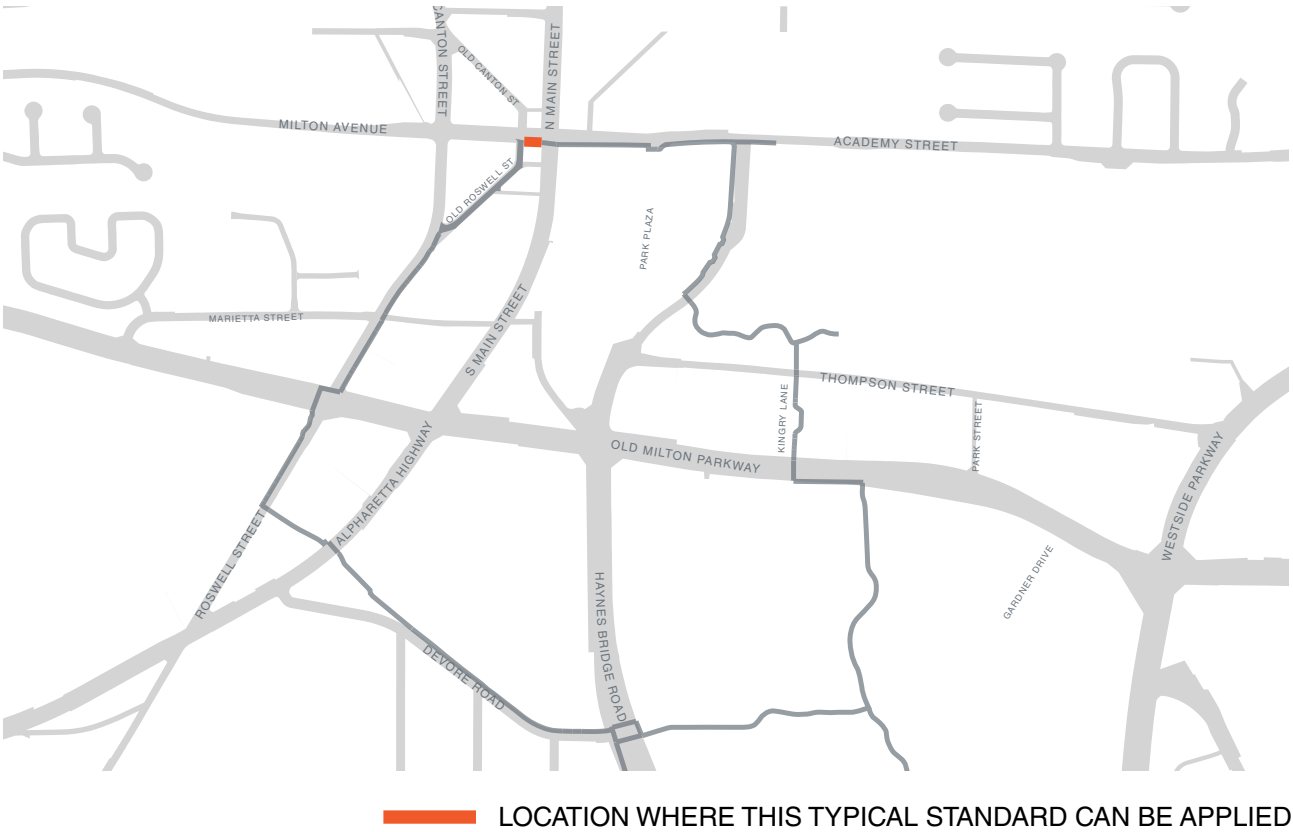
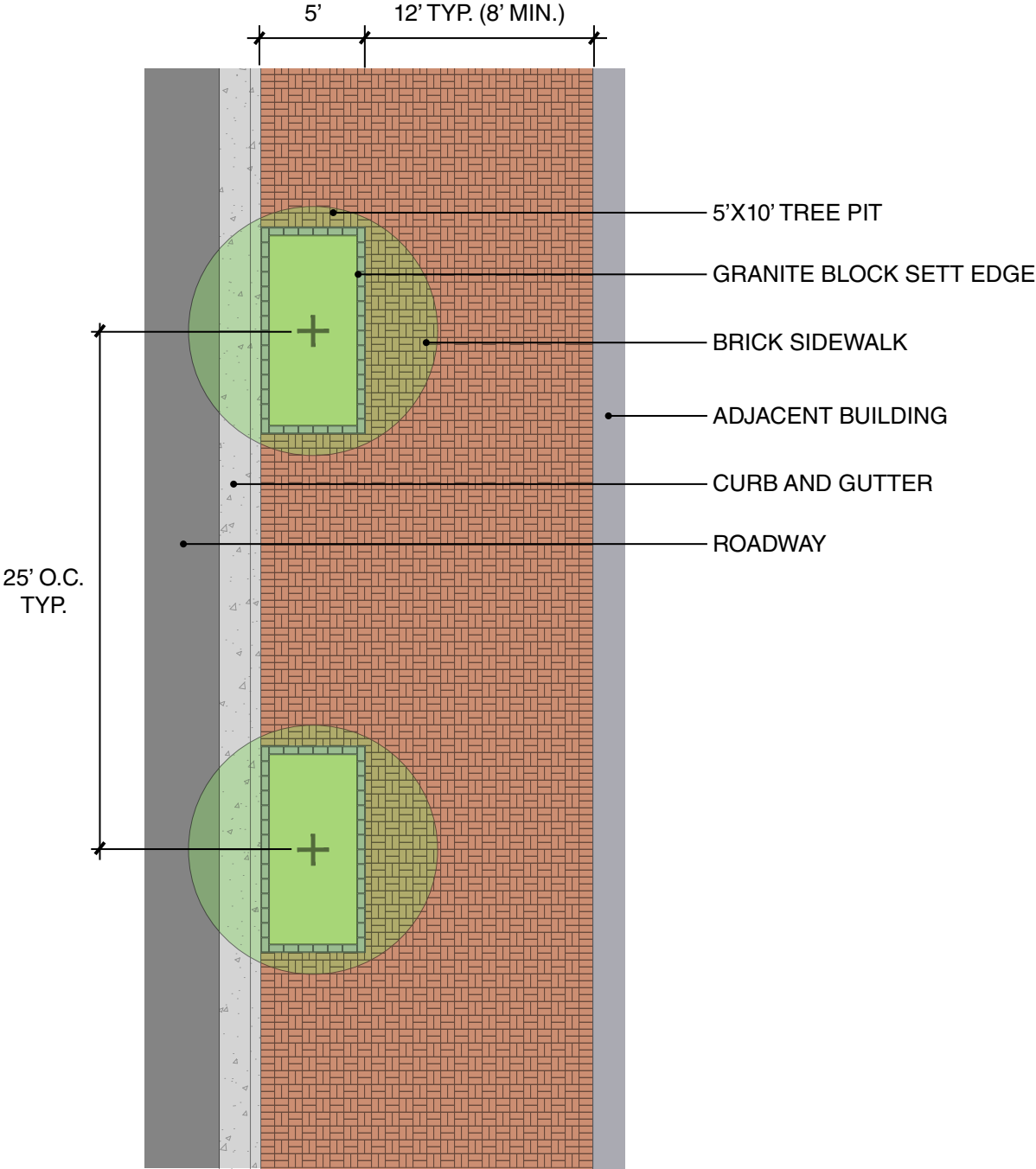


EXAMPLE OF THIS TYPICAL STANDARD  
SHOWN AS ROSWELL STREET CLOSE TO NORTH SIDE OF OLD MILTON AVENUE





DESIGN STANDARD VIGNETTES  
DOWNTOWN BRICK SIDEWALK RETROFIT



EXAMPLE OF THIS TYPICAL STANDARD SHOWN AS MILTON AVE. AT DOWNTOWN





DESIGN STANDARDS  
PAVING MATERIALS



CAST-IN-PLACE CONCRETE WITH SAWCUT JOINTS

- Typical AlphaLoop Trail



PRECAST CONCRETE "BRICK" PAVERS

- Old Roswell Shared Street Pedestrian Area
- All Plaza Areas
- Milton Avenue Brick Sidewalk Retrofit



PRECAST CONCRETE "BRICK" DOUBLE HEADER

- Typ. AlphaLoop Trail Edge (Both Sides)
- End of AlphaLoop Trail at Intersections/Driveways



CONCRETE COBBLE

- Old Roswell Shared Street Vehicular Area



GRANITE BLOCK SETTS

- Old Roswell Shared Street Runnel
- Street Tree Pits
- Buffer Strips (< 2ft wide)



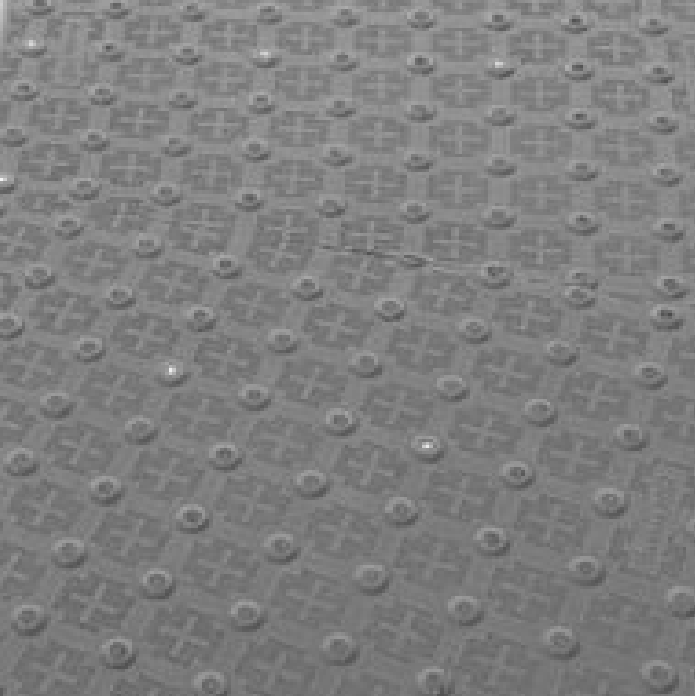
MMA COATING AT INDICATED CROSSINGS

- All Vehicular Crossings
- See Distinctive Crosswalk recommendations on next slide



ETCHED CONCRETE

- AlphaLoop Logo/Marker on Trail



DETECTABLE WARNING PAVER

- At all crosswalks and at intersecting driveways along Alpha Loop trail

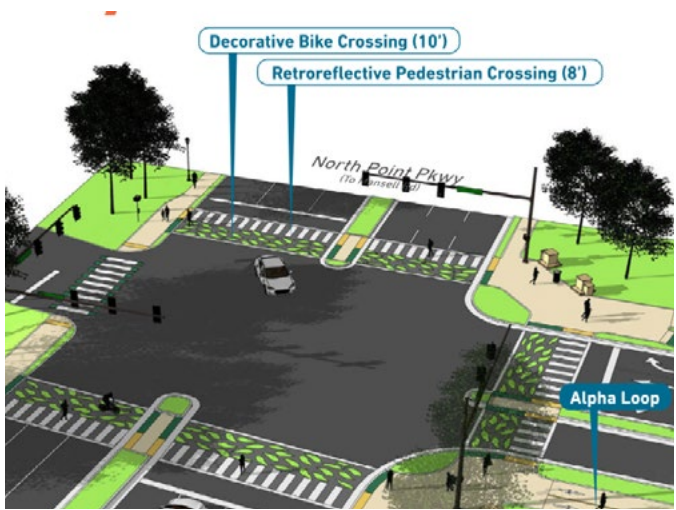




DESIGN STANDARDS  
DISTINCTIVE CROSSWALKS

Downtown Alpharetta is a dynamic urban center that will continue to see increased pedestrian and bicycle traffic as the Alpha Loop is implemented, mixed-use developments come on line, and pedestrian safety improvements are made. There is an opportunity to increase the safety of pedestrians and bicyclists where the Alpha Loop crosses busy vehicular roadways such as Old Milton Parkway and Haynes Bride Road by instituting a Distinctive Crosswalk program. Doing so will increase the legibility of the Alpha Loop as a multi-use trail and downtown placemaking will be enhanced. Two potential options for Distinctive Crosswalk designs are proposed here:

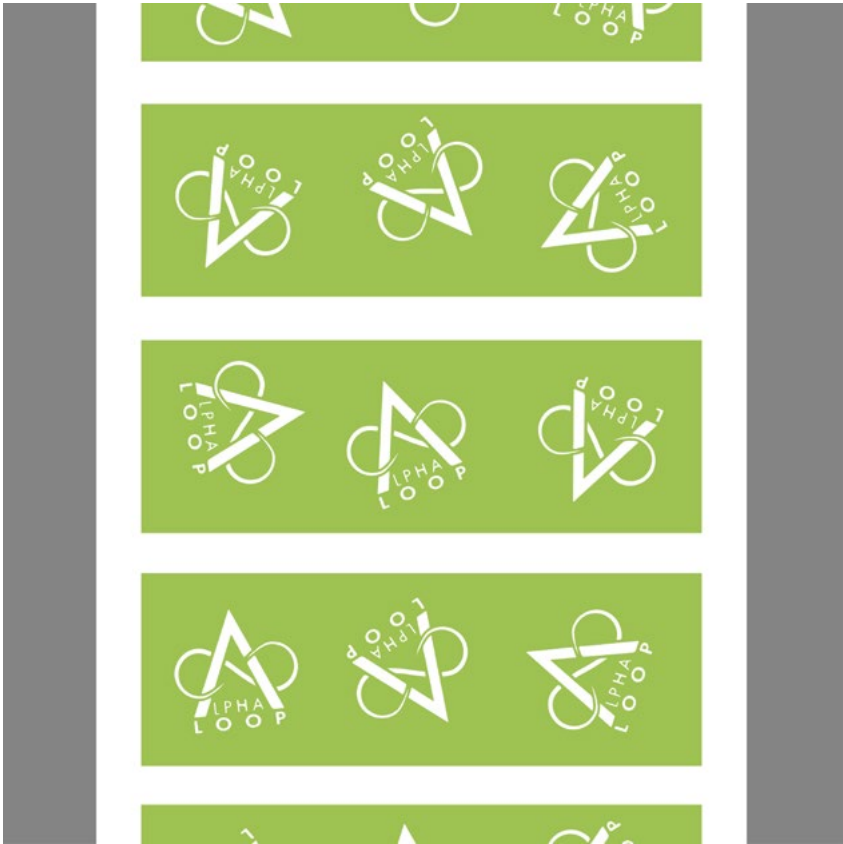
- 1. MMA sealcoat with Alpha Loop logo stenciling.
- 2. Partnership with Arts Alpharetta to commission local artists to design distinctive crosswalks.



PREVIOUS STUDY REFERENCE:  
NORTHPOINT PLACEMAKING STUDY



OPTION 1a: STENCILED BIKE LANE STRIPE



OPTION 1b: STENCILED NEGATIVE SPACE

OPTION 2: POTENTIAL ARTS ALPHARETTA PARTNERSHIP



# **APPENDIX 1**

## **CONCEPTUAL COST ESTIMATE**





## Conceptual Cost Estimate

Date: January 13, 2023  
To: Eric Graves  
From: Jacob Lange  
Principal  
Project Name: Alpha Loop Downtown Link  
Project No.: 22004  
Subject: Conceptual Cost Estimate



### Overview:

The cost estimate contained herein represents an order of magnitude estimate for the implementation of the Alpha Loop Downtown Link, as developed by Starr Whitehouse on behalf of the City of Alpharetta's Department of Community Development. This cost estimate is a supplement to the Alpha Loop Downtown Link Conceptual Design Report, issued on 1/12/2023.

The cost estimate is broken down into five (5) separate sections. They include:

1. Typical trail condition – approximately 3,590 linear feet of 12'-0" multi-use trail, including all incidental work required to implement the trail within the existing public right-of-way.
2. Old Roswell Shared Street (Complete Build-out Option) – The conversion of Old Roswell Street between Roswell Street and Milton Avenue to a shared street, including the replacement of the asphalt roadway with concrete unit pavers, integration of green infrastructure, and the creation of a pedestrian plaza adjacent to the street.
3. Old Roswell Shared Street (Partial Build-out Option) – The conversion of the northernmost portion of Old Roswell Street near Milton Avenue to the a shared street, and the implementation of a 12'-0" wide multi-use trail along the east side of the remainder of Old Roswell Street.
4. Old Milton Parkway and Roswell Street Intersection Enhancements – Includes new pedestrian plazas at three of the four corners, creation of a pedestrian refuge zone at the Old Milton crossing, and the removal of the existing right turn lane from eastbound Old Milton to southbound Roswell Street.
5. Haynes Bridge Road and Devore Road Intersection Enhancements – Includes the removal of the deceleration lane at the Quick Trip gas station on Devore Road, enhancement of the pedestrian plazas at all four corners, integration of green infrastructure on the northwest corner of the intersection, and enhanced crossings across the entire intersection.

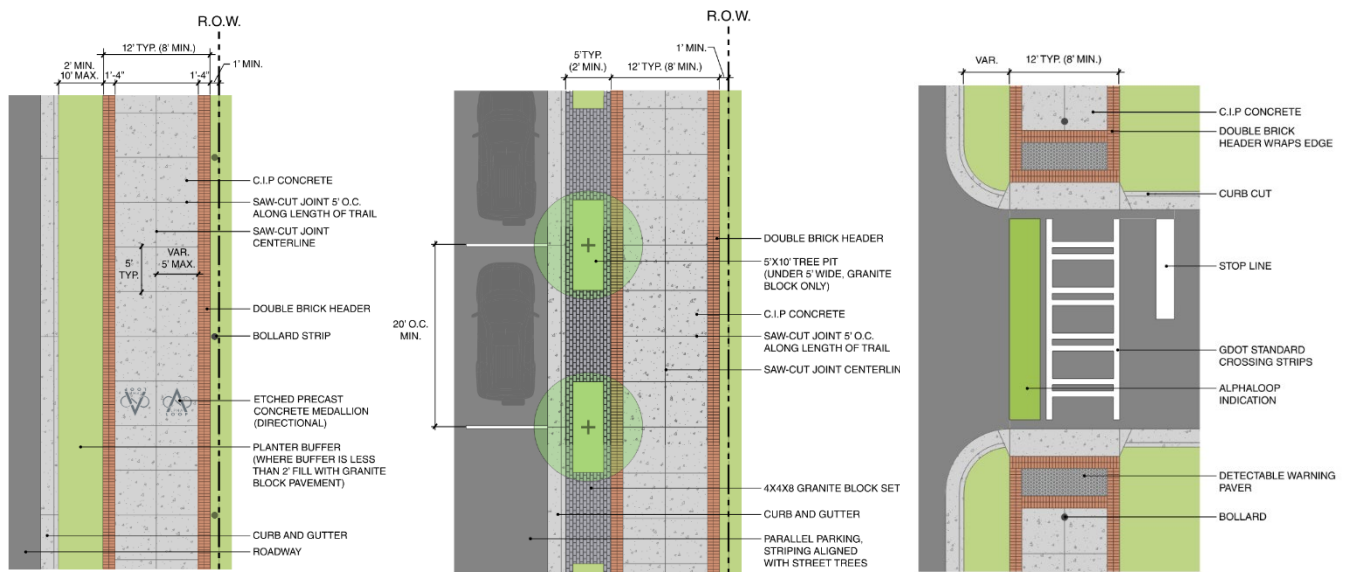
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Each of the estimates is itemized by design element; they include exclusions, contingencies, and mobilization costs; and they are accompanied by a plan. For more information on the design, refer to the Conceptual Design Report.

**Typical Trail Condition (approximately 3,590 linear feet of trail):**



*Figure 1: Typical Trail Condition Design Standards*

| ITEM                                    | UNIT | QTY   | UNIT COST | TOTAL      |
|-----------------------------------------|------|-------|-----------|------------|
| Demo/Excavation                         | CY   | 1994  | \$ 92     | \$ 183,988 |
| Precast Concrete "Brick"                | SY   | 1061  | \$ 248    | \$ 262,609 |
| Granite Block                           | SY   | 142   | \$ 378    | \$ 53,550  |
| Cast-in-place Concrete Pavement         | SY   | 3726  | \$ 240    | \$ 894,149 |
| Concrete Curb and Gutter                | CY   | 199   | \$ 1,388  | \$ 276,729 |
| Asphalt Pavement Restoration            | SY   | 1994  | \$ 53     | \$ 104,708 |
| Cast-in-place Concrete Base/Foundations | CY   | 134   | \$ 825    | \$ 110,237 |
| Compacted Aggregate Base                | CY   | 823   | \$ 79     | \$ 64,814  |
| Thermoplastic Striping                  | LF   | 3590  | \$ 5      | \$ 16,155  |
| Thermoplastic Crosswalk                 | SF   | 3000  | \$ 4      | \$ 11,250  |
| Thermoplastic Symbol                    | EA   | 24    | \$ 300    | \$ 7,200   |
| Detectable Warning ramp                 | SF   | 640   | \$ 53     | \$ 33,600  |
| New Sod Lawn                            | SF   | 16155 | \$ 3      | \$ 48,465  |

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|                                             |    |      |    |       |    |                     |
|---------------------------------------------|----|------|----|-------|----|---------------------|
| Trees                                       | EA | 35   | \$ | 1,500 | \$ | 52,500              |
| Plantings                                   | SF | 4488 | \$ | 23    | \$ | 100,969             |
| SUBTOTAL                                    |    |      |    |       |    | \$ 2,220,923        |
| Design Contingency (15%)                    |    |      |    |       |    | \$ 333,138          |
| Mobilization/General Requirements<br>(*15%) |    |      |    |       |    | \$ 383,109          |
| <b>TOTAL</b>                                |    |      |    |       |    | <b>\$ 2,937,170</b> |

\*Mobilization is calculated at 15% for the Typical Trail Condition to account for multiple phases of construction across the district.

**Exclusions:**

1. Right-of-way acquisition, if required
2. Utilities, including relocation, replacement, or new infrastructure
3. Lighting
4. Modifications to traffic signal system
5. Signage
6. Excludes the Old Roswell Street Shared Street, the Old Milton and Roswell Street intersection, and the Haynes Bridge Road and Devore Road intersection. Those areas have been calculated separately.

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## Old Roswell Shared Street (Complete Build-out):

### OLD ROSWELL STREET SHARED STREET OPTION

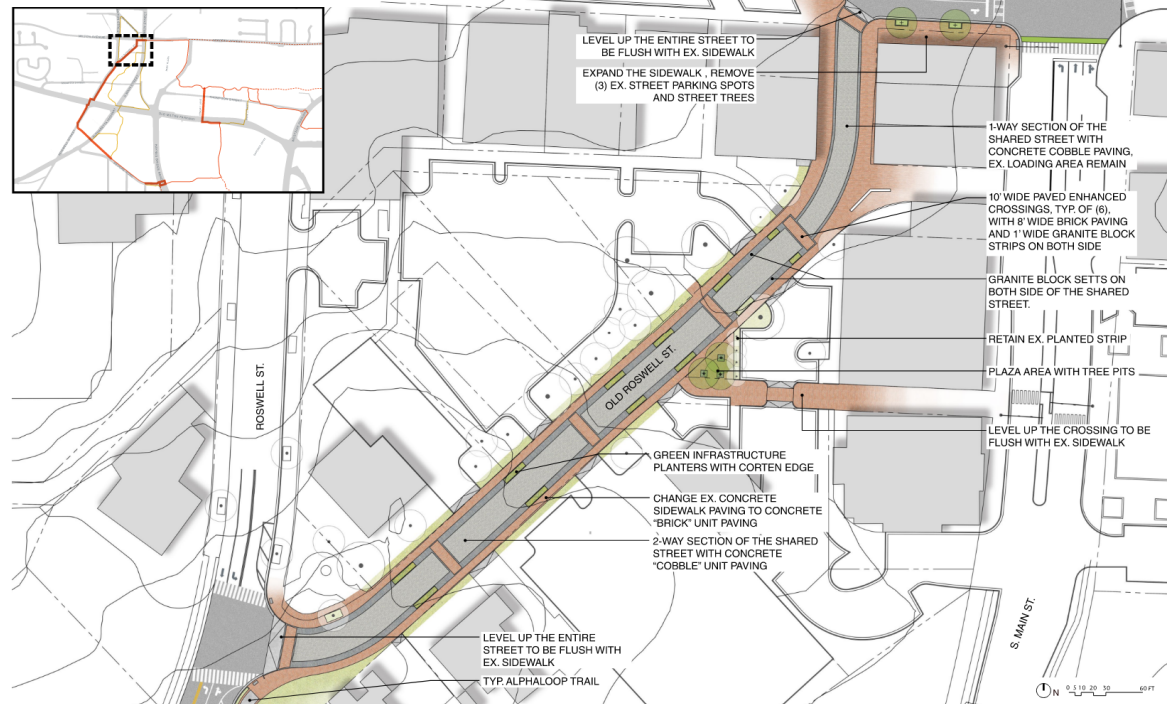


Figure 2: Old Roswell Shared Street (Complete Build-out Option) Concept Plan

| ITEM                                    | UNIT | QTY  | UNIT COST | TOTAL      |
|-----------------------------------------|------|------|-----------|------------|
| Demo/Excavation                         | CY   | 1135 | \$ 92     | \$ 104,745 |
| Precast Concrete "Brick"                | SY   | 1931 | \$ 248    | \$ 478,033 |
| Precast Concrete "Cobble"               | SY   | 1319 | \$ 248    | \$ 326,508 |
| Granite Block                           | SY   | 513  | \$ 378    | \$ 193,956 |
| Cast-in-place Concrete Pavement         | SY   | 177  | \$ 240    | \$ 42,587  |
| Concrete Curb and Gutter                | CY   | 23   | \$ 1,388  | \$ 31,604  |
| Asphalt Pavement Restoration            | SY   | 858  | \$ 53     | \$ 45,063  |
| Cast-in-place Concrete Base/Foundations | CY   | 358  | \$ 825    | \$ 294,998 |
| Compacted Aggregate Base                | CY   | 657  | \$ 79     | \$ 51,708  |
| Steel Planter Edge                      | LF   | 507  | \$ 113    | \$ 57,038  |
| Thermoplastic Striping                  | LF   | 620  | \$ 5      | \$ 2,790   |
| Thermoplastic Cross-walk                | SF   | 2500 | \$ 4      | \$ 9,375   |



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|                         |    |      |    |       |    |        |
|-------------------------|----|------|----|-------|----|--------|
| Thermoplastic Symbol    | EA | 15   | \$ | 300   | \$ | 4,500  |
| Detectable Warning ramp | SF | 60   | \$ | 53    | \$ | 3,150  |
| Bioretention Soil       | CY | 85   | \$ | 110   | \$ | 9,308  |
| New Sod Lawn            | SF | 4640 | \$ | 3     | \$ | 13,920 |
| Trees                   | EA | 5    | \$ | 1,500 | \$ | 7,500  |
| Plantings               | SF | 765  | \$ | 23    | \$ | 17,213 |

|                                           |  |  |  |  |           |                  |
|-------------------------------------------|--|--|--|--|-----------|------------------|
| SUBTOTAL                                  |  |  |  |  | \$        | 1,693,992        |
| Design Contingency (15%)                  |  |  |  |  | \$        | 254,099          |
| Mobilization/General<br>Requirements (5%) |  |  |  |  | \$        | 97,405           |
| <b>TOTAL</b>                              |  |  |  |  | <b>\$</b> | <b>2,045,496</b> |

**Exclusions:**

1. Right-of-way acquisition, if required
2. Utilities, including relocation, replacement, or new infrastructure
3. Lighting
4. Modifications to traffic signal system
5. Signage

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## Old Roswell Shared Street (Partial Build-out):

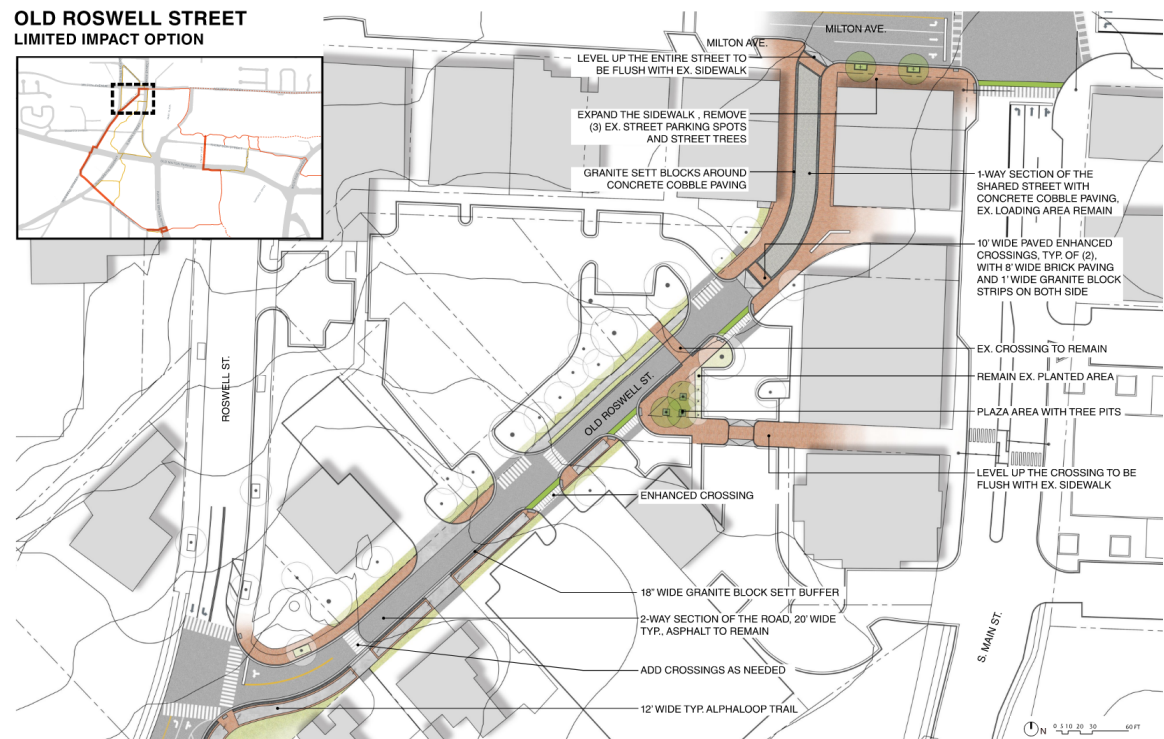


Figure 3: Old Roswell Shared Street (Partial Build-out) Concept Plan

| ITEM                                    | UNIT | QTY  | UNIT COST |       | TOTAL      |
|-----------------------------------------|------|------|-----------|-------|------------|
| Demo/Excavation                         | CY   | 383  | \$        | 92    | \$ 35,306  |
| Precast Concrete "Brick"                | SY   | 528  | \$        | 248   | \$ 130,625 |
| Precast Concrete "Cobble"               | SY   | 290  | \$        | 248   | \$ 71,775  |
| Granite Block                           | SY   | 138  | \$        | 378   | \$ 52,080  |
| Cast-in-place Concrete Pavement         | SY   | 325  | \$        | 240   | \$ 77,920  |
| Concrete Curb and Gutter                | CY   | 49   | \$        | 1,388 | \$ 67,679  |
| Asphalt Pavement Restoration            | SY   | 2134 | \$        | 53    | \$ 112,058 |
| Cast-in-place Concrete Base/Foundations | CY   | 90   | \$        | 825   | \$ 74,213  |
| Compacted Aggregate Base                | CY   | 213  | \$        | 79    | \$ 16,796  |
| Steel Planter Edge                      | LF   | 0    | \$        | 113   | \$ -       |
| Thermoplastic Striping                  | LF   | 1050 | \$        | 5     | \$ 4,725   |
| Thermoplastic Cross-walk                | SF   | 4240 | \$        | 4     | \$ 15,900  |
| Thermoplastic Symbol                    | EA   | 11   | \$        | 300   | \$ 3,300   |

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|                                           |    |      |    |       |           |                |
|-------------------------------------------|----|------|----|-------|-----------|----------------|
| Detectable Warning ramp                   | SF | 100  | \$ | 53    | \$        | 5,250          |
| Bioretention Soil                         | CY | 0    | \$ | 110   | \$        | -              |
| New Sod Lawn                              | SF | 2256 | \$ | 3     | \$        | 6,768          |
| Trees                                     | EA | 5    | \$ | 1,500 | \$        | 7,500          |
| Plantings                                 | SF | 0    | \$ | 23    | \$        | -              |
| SUBTOTAL                                  |    |      |    |       | \$        | 681,896        |
| Design Contingency (15%)                  |    |      |    |       | \$        | 102,284        |
| Mobilization/General Requirements<br>(5%) |    |      |    |       | \$        | 39,209         |
| <b>TOTAL</b>                              |    |      |    |       | <b>\$</b> | <b>823,390</b> |

**Exclusions:**

1. Right-of-way acquisition, if required
2. Utilities, including relocation, replacement, or new infrastructure
3. Lighting
4. Modifications to traffic signal system
5. Signage

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## Old Milton Parkway and Roswell Street Intersection Enhancements:

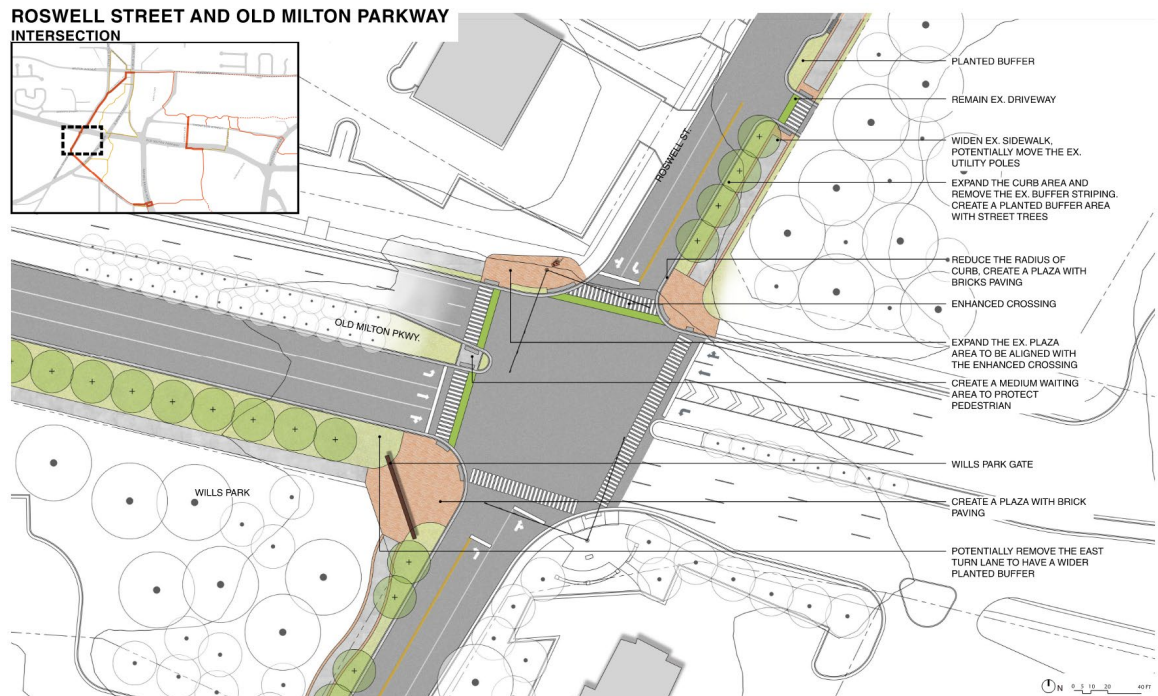


Figure 4: Old Milton Parkway and Roswell Street Concept Plan

| ITEM                                    | UNIT | QTY   | UNIT COST | TOTAL      |
|-----------------------------------------|------|-------|-----------|------------|
| Demo/Excavation                         | CY   | 793   | \$ 92     | \$ 73,165  |
| Precast Concrete "Brick"                | SY   | 919   | \$ 248    | \$ 227,480 |
| Cast-in-place Concrete Pavement         | SY   | 472   | \$ 240    | \$ 113,333 |
| Concrete Curb and Gutter                | CY   | 59    | \$ 1,388  | \$ 81,708  |
| Asphalt Pavement Restoration            | SY   | 2306  | \$ 53     | \$ 121,042 |
| Cast-in-place Concrete Base/Foundations | CY   | 101   | \$ 825    | \$ 83,409  |
| Compacted Aggregate Base                | CY   | 232   | \$ 79     | \$ 18,254  |
| Thermoplastic Striping                  | LF   | 1600  | \$ 5      | \$ 7,200   |
| Thermoplastic Cross-walk                | SF   | 6305  | \$ 4      | \$ 23,644  |
| Thermoplastic Symbol                    | EA   | 9     | \$ 300    | \$ 2,700   |
| Detectable Warning ramp                 | SF   | 320   | \$ 53     | \$ 16,800  |
| New Sod Lawn                            | SF   | 14427 | \$ 3      | \$ 43,281  |
| Trees                                   | EA   | 11    | \$ 1,500  | \$ 16,500  |
| Plantings                               | SF   | 1603  | \$ 23     | \$ 36,068  |



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|                                           |           |                  |
|-------------------------------------------|-----------|------------------|
| SUBTOTAL                                  | \$        | 864,583          |
| Design Contingency (15%)                  | \$        | 129,688          |
| Mobilization/General Requirements<br>(5%) | \$        | 49,714           |
| <b>TOTAL</b>                              | <b>\$</b> | <b>1,043,984</b> |

**Exclusions:**

1. Right-of-way acquisition, if required
2. Utilities, including relocation, replacement, or new infrastructure
3. Lighting
4. Modifications to traffic signal system
5. Signage
6. Wills Park Gateway feature

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## Haynes Bridge Road and Devore Road Intersection Enhancements:

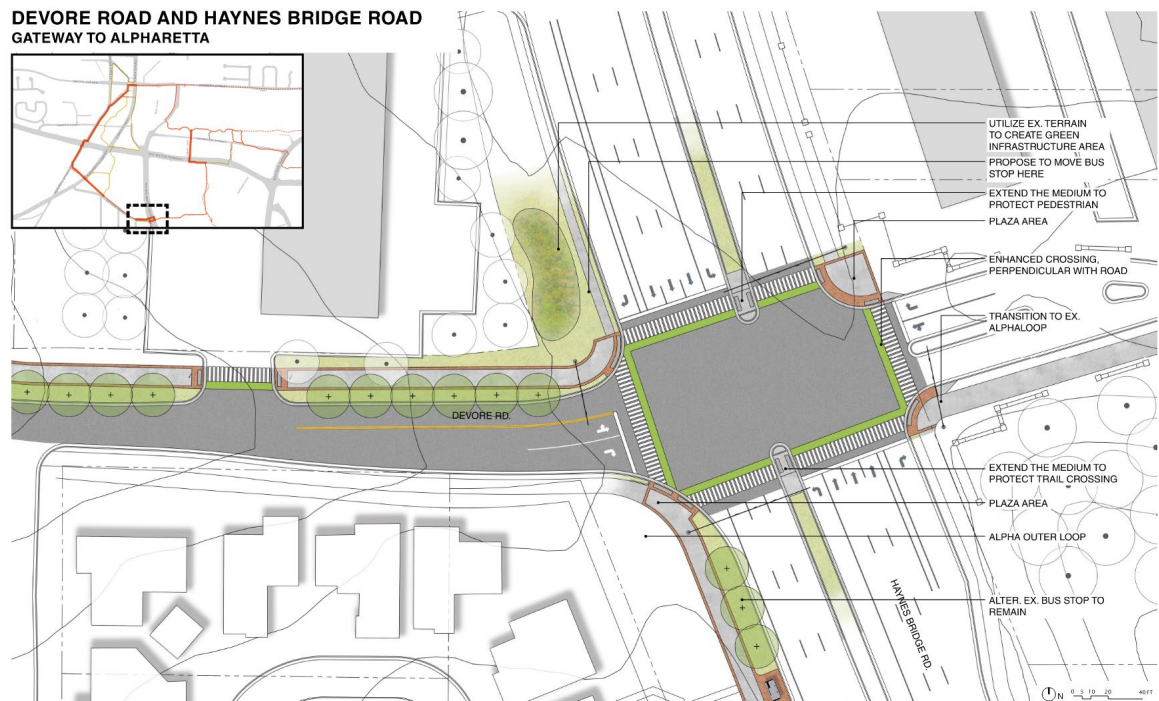


Figure 5: Haynes Bridge and Devore Concept Plan

| ITEM                                    | UNIT | QTY   | UNIT COST | TOTAL      |
|-----------------------------------------|------|-------|-----------|------------|
| Demo/Excavation                         | CY   | 622   | \$ 124    | \$ 77,021  |
| Precast Concrete "Brick"                | SY   | 144   | \$ 248    | \$ 35,558  |
| Cast-in-place Concrete Pavement         | SY   | 476   | \$ 240    | \$ 114,133 |
| Concrete Curb and Gutter                | CY   | 41    | \$ 1,388  | \$ 56,271  |
| Asphalt Pavement Restoration            | SY   | 2733  | \$ 53     | \$ 143,500 |
| Cast-in-place Concrete Base/Foundations | CY   | 16    | \$ 825    | \$ 13,038  |
| Compacted Aggregate Base                | CY   | 103   | \$ 79     | \$ 8,124   |
| Thermoplastic Striping                  | LF   | 600   | \$ 5      | \$ 2,700   |
| Thermoplastic Cross-walk                | SF   | 9937  | \$ 4      | \$ 37,264  |
| Thermoplastic Symbol                    | EA   | 2     | \$ 300    | \$ 600     |
| Detectable Warning ramp                 | SF   | 430   | \$ 53     | \$ 22,575  |
| Bioretention Soil                       | CY   | 404   | \$ 110    | \$ 44,202  |
| New Sod Lawn                            | SF   | 13200 | \$ 3      | \$ 39,600  |
| Trees                                   | EA   | 9     | \$ 1,500  | \$ 13,500  |
| Plantings                               | SF   | 3633  | \$ 23     | \$ 81,743  |

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|                                           |           |                |
|-------------------------------------------|-----------|----------------|
| SUBTOTAL                                  | \$        | 689,827        |
| Design Contingency (15%)                  | \$        | 103,474        |
| Mobilization/General Requirements<br>(5%) | \$        | 39,665         |
| <b>TOTAL</b>                              | <b>\$</b> | <b>832,966</b> |

**Exclusions:**

1. Right-of-way acquisition, if required
2. Utilities, including relocation, replacement, or new infrastructure
3. Lighting
4. Modifications to traffic signal system
5. Signage
6. Trail and bus stop at southwest corner (assumed to be built by previously approved private development)

# **APPENDIX 2**

## **TRAFFIC STUDY**





June 27, 2022

*AlphaLoop*  
*Traffic Study*  
5633.01

Prepared for:  
Starr Whitehouse  
Landscape Architects  
and Planners  
437 Memorial Drive SE,  
Ste. A-2  
Atlanta, GA 30312

Prepared by:  
Michael Crawford, PE  
PE# 019633



# AlphaLoop Traffic Study

PREPARED BY:  
Columbia Engineering and Services, Inc.  
2862 Buford Highway, Suite 200  
Duluth, GA 30096  
770-925-0357

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## Introduction

The AlphaLoop project is located in the City of Alpharetta in North Fulton County and aims to provide a comfortable, safe and consistent path for pedestrians and bicyclists to travel between parks. In order to achieve the goals for the path, four intersections have been evaluated to safely and efficiently cross pedestrians and bicyclists. The four intersections evaluated were Old Milton Parkway and Roswell Street, Old Milton Parkway and Kingry Lane, Old Milton Parkway and Park Street, and South Main Street and Devore Road. Traffic analyses were completed with the previous three years of crash data and the current traffic counts.

The vicinity for the studied locations is shown on Figure 1.

Old Milton Parkway is a four to six lane roadway divided by raised medians with left and right turn lanes. Roswell Street, at the intersection of Old Milton Parkway, is a two-lane road with left turn lanes. The speed limits posted are 35 mph on Old Milton Parkway and 25 mph on Roswell Street. The intersection is signalized.

S. Main Street at the intersection of Devore Road is a four-lane roadway, Devore Road being a two-lane. The posted speed on S. Main Street is 45 mph and 35 mph on Devore Road. The intersection is not signalized.

Kingry Lane and Park Street are both three-lane roadways with a left and a right turn lane onto Old Milton Parkway. No speed limits are posted on Kingry Lane or Park Street. The posted speed limit for Old Milton Parkway is 35 mph. Kingry Lane is a signalized intersection, however, Park Street is not.

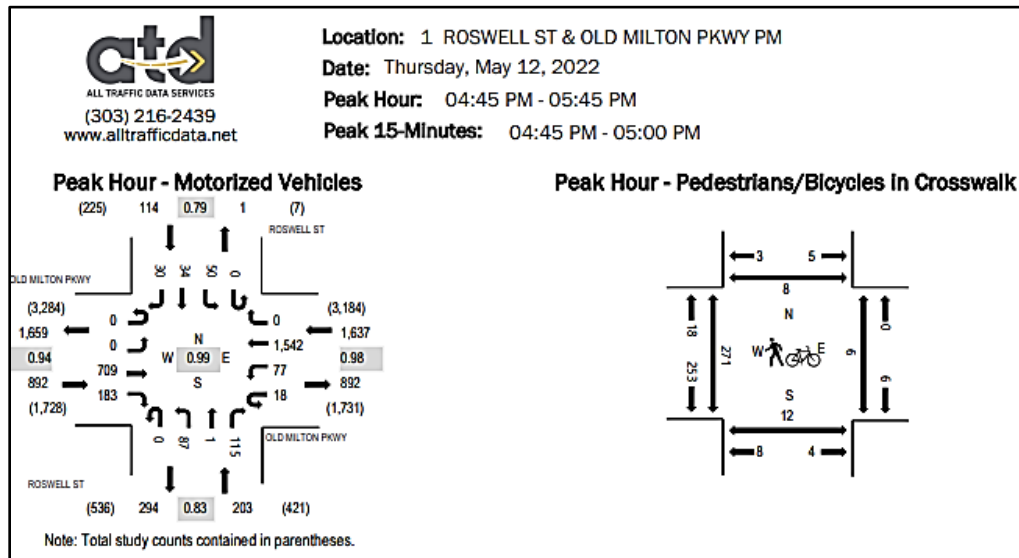
**Figure 1: Vicinity Map**



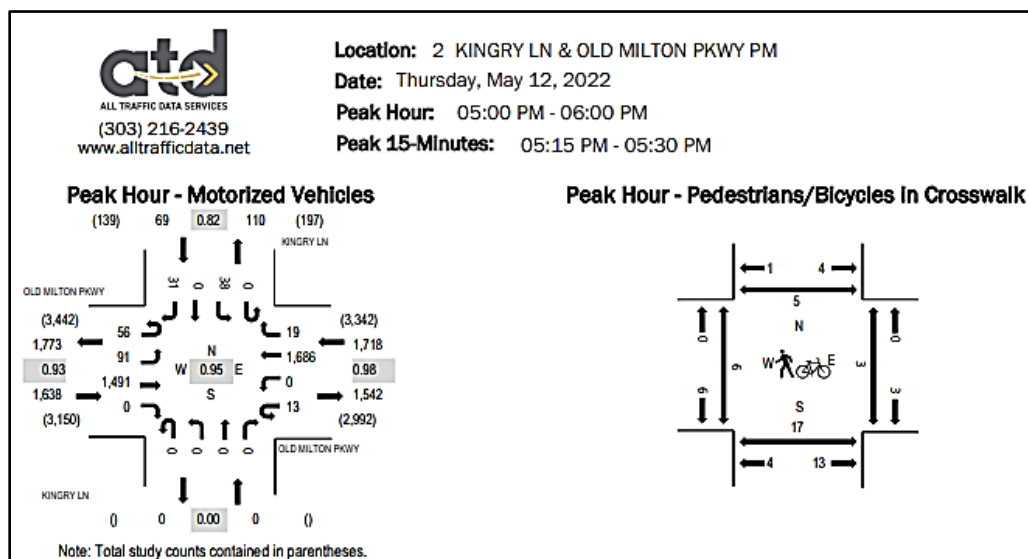
## Existing Conditions Analysis

Traffic counts were conducted on Thursday May 12<sup>th</sup>, 2022 and Wednesday May 25<sup>th</sup>, 2022. AM, noon and PM peak period counts were conducted at the intersection of Kingry Lane and Old Milton Parkway and Roswell Street and Old Milton Parkway. AM and PM peak counts were conducted at Old Milton Parkway and Park Street and at S. Main Street and Devore Road. Pedestrians and bicyclists were also recorded in the time frames. The quantity of pedestrians crossing in a time frame did not exceed 12 except for the PM peak periods at Roswell Street and Old Milton Parkway and at Kingry Lane and Old Milton Parkway.

**Figure 2: PM Peak- Roswell St and Old Milton Parkway**



**Figure 3: PM Peak- Kingry Lane and Old Milton Parkway**



Complete traffic count data are provided in the Appendix.



## Crash Diagram Analysis

To conduct the crash analysis for the intersections, the Georgia Electronic Accident Reporting System (GEARS) maintained by the Georgia Department of Transportation (GDOT) was utilized. Law enforcement agencies around the state report crash data to GEARS so that statewide and local crash analysis may be performed. The data analysis results in the generation of crash diagrams.

The crash diagrams portray crash data reported between December 2019 and May 2022. Each crash was categorized based on type of crash, time of day, type of weather and severity of the wreck. Figure 4 provides the complete crash diagrams.

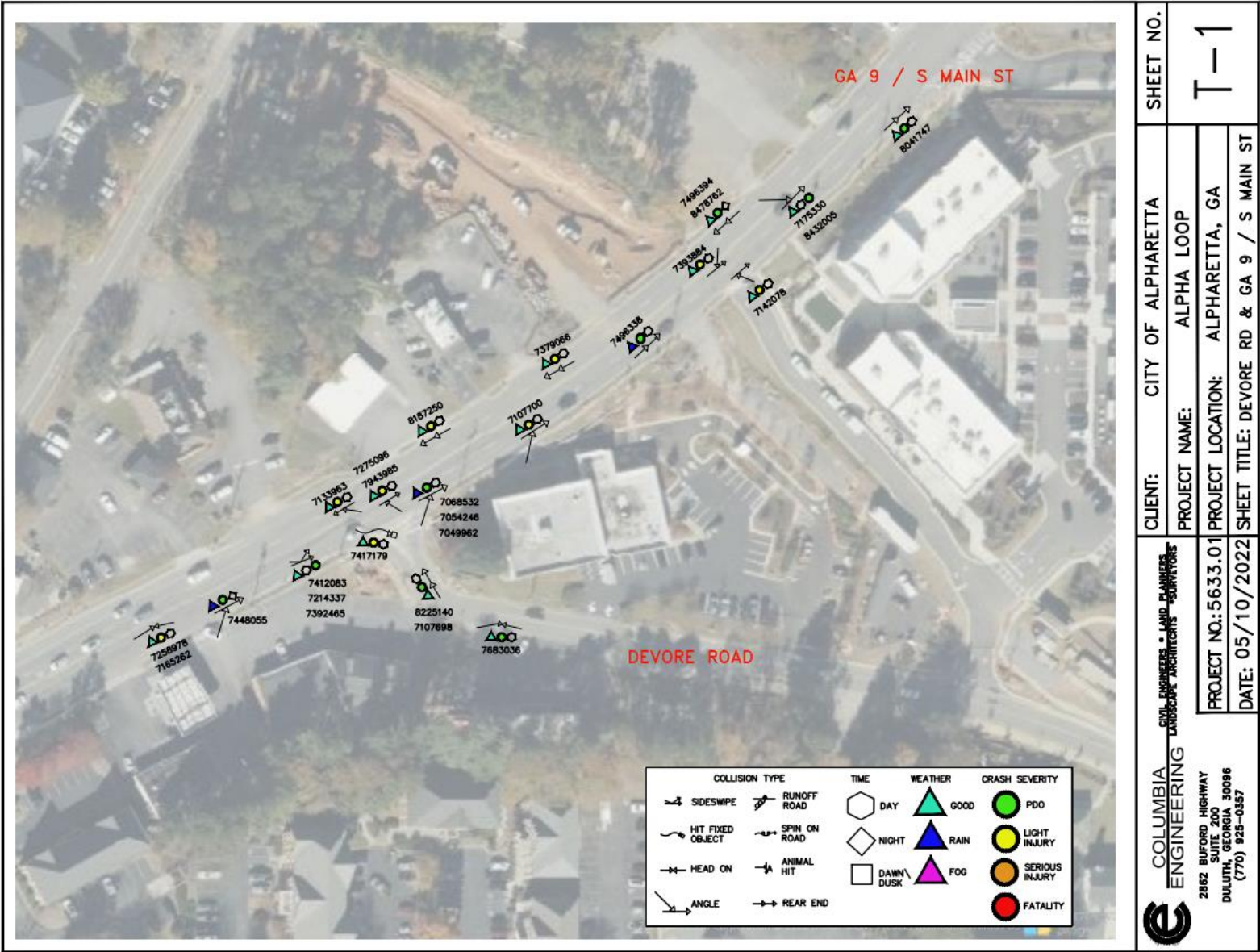
The first intersection analyzed was S. Main Street and Devore Road. The car crashes at this intersection consisted of angled wrecks, side-swipes and rear-end crashes. The majority of wrecks were angled crashes as people turned out onto S. Main Street. Some of the wrecks recorded were caused by illegal left turns onto S. Main Street. In this analysis, an alternative crossing path for pedestrians was also analyzed. The alternative crossing would be at S. Main Street and the proposed Devore Relocation Road. This intersection was found to have less wrecks onto S. Main Street than the current Devore Road.

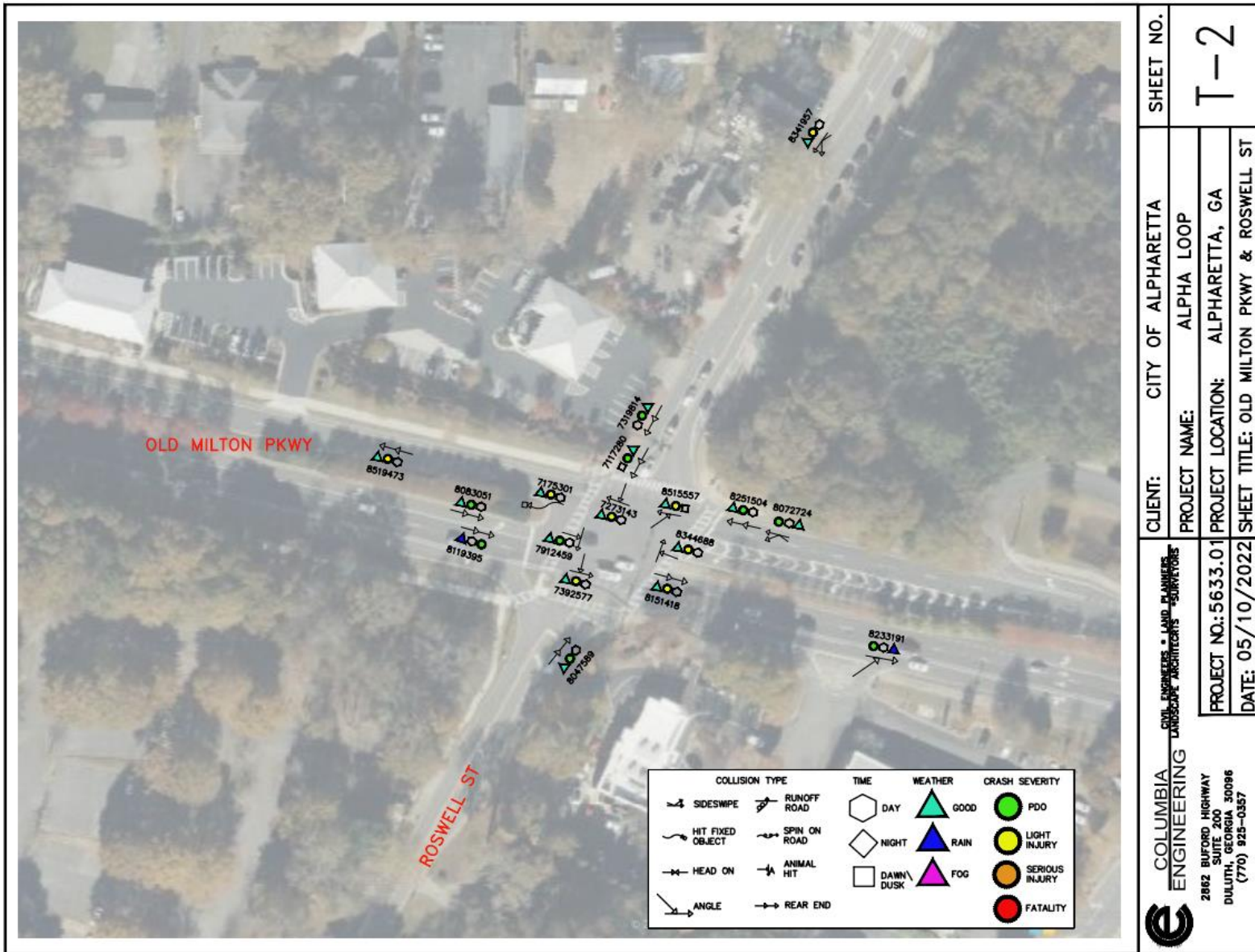
The second intersection analyzed was Roswell Street and Old Milton Parkway. The car crashes at this intersection consisted of angled wrecks, side-swipes and rear-end crashes. The majority of wrecks were angled crashes as vehicles attempted to turn in-between too small of gaps in the flow of through traffic.

Lastly, the intersection of Kingry Lane and Old Milton Parkway was analyzed. The car crashes at this intersection consisted of angled wrecks, side-swipes and rear-end crashes. The clear majority of wrecks were angled crashes as vehicles turned left from Old Milton Parkway onto Kingry Lane. The intersection of Park Street and Old Milton Parkway was included in this scope and was found to have a variety of angled wrecks, side-swipes and rear-end crashes. There were less wrecks at Park Street than recorded at Kingry Lane.

No pedestrians or bicyclists were involved in the reported crashes.

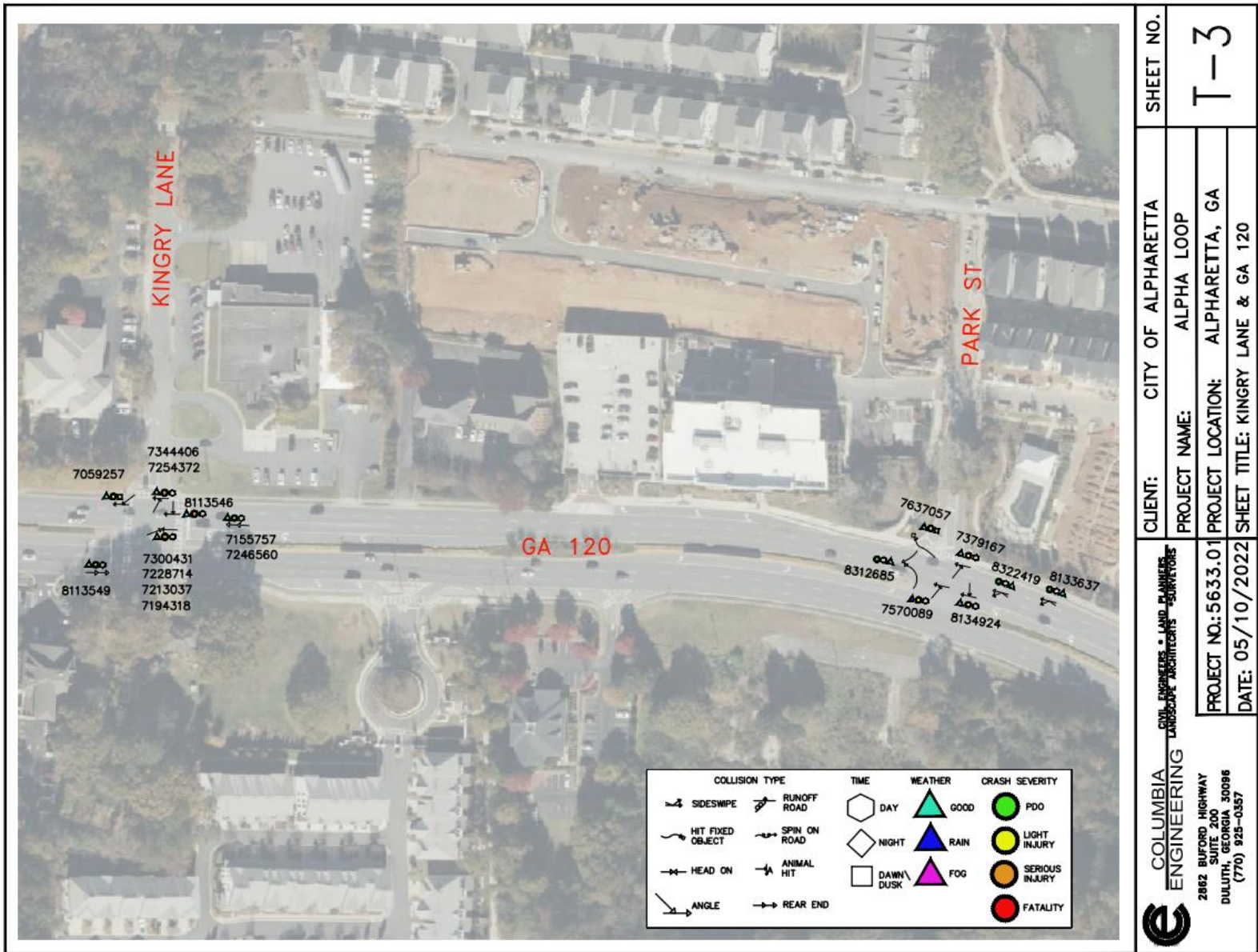
Figure 4: Existing Crash Data





|                                                                                                                                                                                                                                                                                                             |                                  |                                           |     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|-------------------------------------------|-----|
| <div><div>COLUMBIA<br/>ENGINEERING</div><div>CIVIL ENGINEERS • LAND PLANNERS<br/>LANDSCAPE ARCHITECTS • SURVEYORS</div><div>2862 BUFORD HIGHWAY<br/>SUITE 200<br/>DULUTH, GEORGIA 30096<br/>(770) 925-0357</div></div> | CLIENT: CITY OF ALPHARETTA       |                                           | T-2 |
|                                                                                                                                                                                                                                                                                                             | PROJECT NAME: ALPHA LOOP         |                                           |     |
|                                                                                                                                                                                                                                                                                                             | PROJECT NO.: 5633.01             |                                           |     |
|                                                                                                                                                                                                                                                                                                             | PROJECT LOCATION: ALPHARETTA, GA |                                           |     |
|                                                                                                                                                                                                                                                                                                             | DATE: 05/10/2022                 |                                           |     |
|                                                                                                                                                                                                                                                                                                             |                                  | SHEET TITLE: OLD MILTON PKWY & ROSWELL ST |     |





|                                                                                                                                                                                                   |                      |                                   |           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|-----------------------------------|-----------|
| <b>COLUMBIA ENGINEERING</b><br><small>CIVIL ENGINEERS &amp; LAND PLANNERS<br/>         LANDSCAPE ARCHITECTS - SURVEYORS</small><br>2862 BUFORD HIGHWAY<br>DULUTH, GEORGIA 30086<br>(770) 925-0357 | CLIENT:              | CITY OF ALPHARETTA                | SHEET NO. |
|                                                                                                                                                                                                   | PROJECT NAME:        | ALPHA LOOP                        | T-3       |
|                                                                                                                                                                                                   | PROJECT NO.: 5633.01 | PROJECT LOCATION: ALPHARETTA, GA  |           |
|                                                                                                                                                                                                   | DATE: 05/10/2022     | SHEET TITLE: KINGRY LANE & GA 120 |           |



## Capacity Analysis

To determine the operation efficiency of the adjacent roads and intersections, under existing and total traffic conditions, SYNCHRO analysis was performed utilizing methods documented in the *Highway Capacity Manual (HCM)*, 6<sup>th</sup> Edition, published by the Transportation Research Board.

Level of Service is a function of driver expectation and is calculated based upon delay experienced by vehicles at intersections. For roadway segments, Level of Service (LOS) is a function of the average travel speed.

Level of Service is graded from A through F, with LOS A being the best and LOS F being the worst. The higher the letter grade, generally the higher levels of delay and congestion may be expected.

For unsignalized intersections, the average delay per vehicle is calculated for all vehicles traversing the intersection. Level of Service thresholds developed in the *Highway Capacity Manual* are then used to grade the intersection operations. Table 1 and 2 report the thresholds utilized for unsignalized and signalized intersections, respectively.

The study network intersections were analyzed with existing geometry for both the existing and total traffic scenarios. See Table 3 and 4 for Level of Service summaries.

**Table 1: Level of Service Criteria – Unsignalized Intersections**

| Level of Service | Average Control Delay (sec/veh) |
|------------------|---------------------------------|
| A                | 0 - 10                          |
| B                | >10 - 15                        |
| C                | >15 - 25                        |
| D                | >25 - 35                        |
| E                | >35 - 50                        |
| F                | >50                             |

**Table 2: Level of Service Criteria – Signalized Intersections**

| Level of Service | Average Control Delay (seconds/vehicle) | General Description                                                                                                 |
|------------------|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| A                | ≤10                                     | Free Flow                                                                                                           |
| B                | >10 – 20                                | Stable Flow (slight delays)                                                                                         |
| C                | >20 – 35                                | Stable flow (acceptable delays)                                                                                     |
| D                | >35 – 55                                | Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding) |
| E                | >55 – 80                                | Unstable flow (intolerable delay)                                                                                   |
| F <sup>1</sup>   | >80                                     | Forced flow (congested and queues fail to clear)                                                                    |

**Table 3: Level of Service Analysis Summary- Unsignalized Intersections**

| Existing Traffic: Unsignalized Intersections |          |                |     |                |     |
|----------------------------------------------|----------|----------------|-----|----------------|-----|
|                                              |          | AM Peak Period |     | PM Peak Period |     |
| Intersection                                 | Movement | Delay (s)      | LOS | Delay (s)      | LOS |
| S. Main St. and Devore Road.                 | WBR      | 10.9           | B   | 19.1           | C   |
|                                              | SBL      | 9              | A   | 11.9           | B   |
| Old Milton Pkwy and Park St.                 | EBL      | 21.2           | C   | 31.3           | D   |
|                                              | WBU      | 11.9           | B   | 17.5           | C   |
|                                              | SBL      | 52.2           | F   | 134.5          | F   |
|                                              | SBR      | 16.4           | C   | 21.5           | C   |

**Table 4: Level of Service Analysis Summary- Signalized Intersections**

| Existing Traffic: Signalized Intersections                 |                |     |                  |     |                |     |
|------------------------------------------------------------|----------------|-----|------------------|-----|----------------|-----|
|                                                            | AM Peak Period |     | Noon Peak Period |     | PM Peak Period |     |
| Intersection                                               | Delay (s)      | LOS | Delay (s)        | LOS | Delay (s)      | LOS |
| Old Milton Pkwy and Kingry St                              | 5.1            | A   | 11.9             | B   | 7.7            | A   |
| Old Milton Pkwy and Kingry St<br>Removing Turn Lane        | 5.1            | A   | 11.9             | B   | 7.8            | A   |
| Old Milton Pkwy and Roswell                                | 28             | C   | 20.9             | C   | 22.7           | C   |
| Old Milton Pkwy and Roswell<br>All-Red Pedestrian Scramble | 67.2           | E   | -                | -   | 123.5          | F   |

## Alternatives Analysis

Two alternative pedestrian/cycling routes were considered in this analysis.

The first alternative was to direct pedestrians and cyclists to the proposed Devore Relocation Road in order to cross S. Main Street instead of crossing at Devore Road. By adjusting the crossing, foot-traffic would be crossing at an intersection with less recorded crashes in the last three years.

The second alternative was to direct pedestrians and cyclists to cross Old Milton Parkway at the intersection of Park Street instead of at Kingry Lane. Kingry Lane is a signalized intersection as Park Street is not, however, less crashes were recorded at Park Street.

Two alternative intersection configurations were investigated.

The first intersection configuration alternative was to combine the right and left turn lanes on Kingry Lane to a single lane of traffic turning onto Old Milton Parkway. Removing the lane would provide additional space for the AlphaLoop project to create a wider pathway. Combining the turn lanes have no significant impact upon the Level of Service on Kingry Lane as shown in Table 4.

The second intersection configuration alternative was to alter Old Milton Parkway and Roswell Street to have an all-red phase in order for foot-traffic to cross in any direction safely. The all-red pedestrian phase created a delay that moved the Level of Service into the F category during the PM peak period as shown in Table 4.

## Conclusions

The report has analyzed traffic and safety conditions in the project vicinity of three proposed pedestrian crossings at Old Milton Parkway and Roswell Street, Old Milton Parkway and Kingry Lane, and South Main Street and Devore Road in North Fulton County. In the analysis, two alternative routes and two alternative intersection configurations were investigated. The alternative intersection configurations found that removing a lane at Kingry Street did not have significant effect on the Level of Service. The all-red pedestrian phase was found to have a significant negative impact on the Level of Service on Old Milton Road due to the delay.

Based on this analysis, the PM peak traffic had a higher volume of vehicles, pedestrians, and bicyclists than the AM and Noon peaks. Roswell Street and Old Milton Parkway had the highest volume of pedestrians recorded with 271 pedestrians/bicyclists crossing northbound across Old Milton Parkway between 4:45 PM and 5:45 PM.

To conduct the crash analysis for the intersections, GEARS was utilized. The most car wrecks occurring at S. Main Street and Devore Road were angled crashes as people turned out onto S. Main Street. The majority of wrecks recorded at Roswell Street and Old Milton Parkway were angled crashes as vehicles attempted to turn left onto both roadways. Crashes recorded at Kingry Lane and Old Milton Parkway were most-often angled crashes as vehicles turned left from Old Milton Parkway onto Kingry Lane. No pedestrians or bicyclists were involved in the reported crashes.

Through the several analysis methods, it is concluded that the Level of Service at the three proposed AlphaLoop crossings currently maintain a LOS rating of C or above with the existing conditions. It is also important to note that no reported crashes included pedestrians or bicyclists at any of the studied locations.

## **Appendices**



## **Appendix A- Traffic Count Data**



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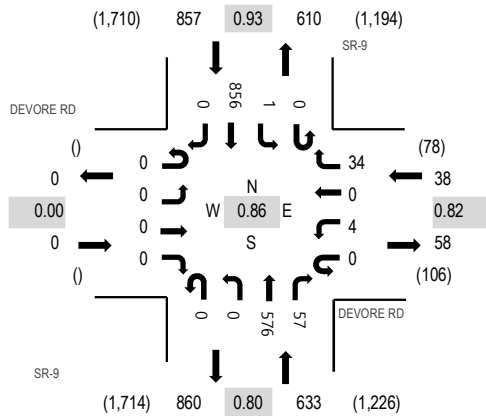
Location: 3 SR-9 & DEVORE RD AM

Date: Wednesday, May 25, 2022

Peak Hour: 07:15 AM - 08:15 AM

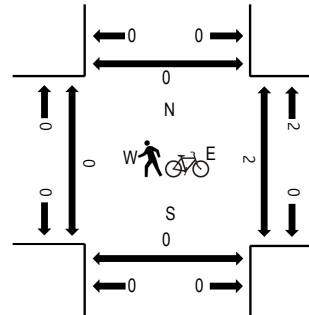
Peak 15-Minutes: 07:30 AM - 07:45 AM

### Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles in Crosswalk



### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | DEVORE RD |      |      |       | DEVORE RD |      |      |       | SR-9       |      |      |       | SR-9       |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | Eastbound |      |      |       | Westbound |      |      |       | Northbound |      |      |       | Southbound |      |      |       |       |                 | West                 | East | South | North |
|                        | U-Turn    | Left | Thru | Right | U-Turn    | Left | Thru | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |                 |                      |      |       |       |
| 7:00 AM                | 0         | 0    | 0    | 0     | 0         | 0    | 0    | 6     | 0          | 0    | 101  | 5     | 0          | 0    | 195  | 0     | 307   | 1,521           | 0                    | 0    | 0     | 0     |
| 7:15 AM                | 0         | 0    | 0    | 0     | 0         | 0    | 0    | 8     | 0          | 0    | 128  | 13    | 0          | 1    | 223  | 0     | 373   | 1,528           | 0                    | 1    | 0     | 0     |
| 7:30 AM                | 0         | 0    | 0    | 0     | 0         | 1    | 0    | 5     | 0          | 0    | 186  | 16    | 0          | 0    | 235  | 0     | 443   | 1,526           | 0                    | 0    | 0     | 0     |
| 7:45 AM                | 0         | 0    | 0    | 0     | 0         | 2    | 0    | 7     | 0          | 0    | 147  | 19    | 0          | 0    | 223  | 0     | 398   | 1,487           | 0                    | 0    | 0     | 0     |
| 8:00 AM                | 0         | 0    | 0    | 0     | 0         | 1    | 0    | 14    | 0          | 0    | 115  | 9     | 0          | 0    | 175  | 0     | 314   | 1,493           | 0                    | 1    | 0     | 0     |
| 8:15 AM                | 0         | 0    | 0    | 0     | 0         | 0    | 0    | 4     | 0          | 0    | 145  | 7     | 0          | 0    | 215  | 0     | 371   |                 | 0                    | 2    | 0     | 0     |
| 8:30 AM                | 0         | 0    | 0    | 0     | 0         | 1    | 0    | 14    | 0          | 0    | 156  | 21    | 0          | 1    | 211  | 0     | 404   |                 | 0                    | 0    | 0     | 0     |
| 8:45 AM                | 0         | 0    | 0    | 0     | 0         | 1    | 0    | 14    | 0          | 0    | 144  | 14    | 0          | 0    | 231  | 0     | 404   |                 | 0                    | 0    | 0     | 0     |

### Peak Rolling Hour Flow Rates

| Vehicle Type       | Eastbound |      |      |       | Westbound |      |      |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru | Right | U-Turn    | Left | Thru | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 0    | 0     | 0         | 0    | 0    | 0     | 0          | 0    | 3    | 0     | 0          | 0    | 0    | 0     | 3     |
| Lights             | 0         | 0    | 0    | 0     | 0         | 4    | 0    | 34    | 0          | 0    | 558  | 54    | 0          | 1    | 837  | 0     | 1,488 |
| Mediums            | 0         | 0    | 0    | 0     | 0         | 0    | 0    | 0     | 0          | 0    | 15   | 3     | 0          | 0    | 19   | 0     | 37    |
| Total              | 0         | 0    | 0    | 0     | 0         | 4    | 0    | 34    | 0          | 0    | 576  | 57    | 0          | 1    | 856  | 0     | 1,528 |



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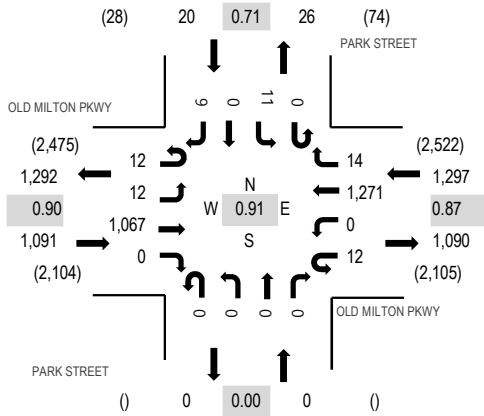
**Location:** 4 PARK STREET & OLD MILTON PKWY AM

**Date:** Wednesday, May 25, 2022

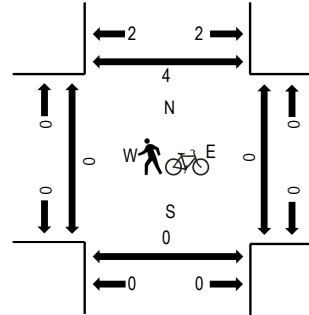
**Peak Hour:** 08:00 AM - 09:00 AM

**Peak 15-Minutes:** 08:45 AM - 09:00 AM

### Peak Hour - Motorized Vehicles



### Peak Hour - Pedestrians/Bicycles in Crosswalk



### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | OLD MILTON PKWY<br>Eastbound |      |      |       | OLD MILTON PKWY<br>Westbound |      |      |       | PARK STREET<br>Northbound |      |      |       | PARK STREET<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                    | Left | Thru | Right | U-Turn                    | Left | Thru | Right |       |                 | West                 | East | South | North |
| 7:00 AM                | 1                            | 1    | 194  | 0     | 1                            | 0    | 252  | 8     | 0                         | 0    | 0    | 0     | 0                         | 2    | 0    | 1     | 460   | 2,246           | 0                    | 0    | 0     | 0     |
| 7:15 AM                | 4                            | 3    | 230  | 0     | 5                            | 0    | 280  | 7     | 0                         | 0    | 0    | 0     | 0                         | 2    | 0    | 0     | 531   | 2,337           | 0                    | 0    | 0     | 0     |
| 7:30 AM                | 2                            | 2    | 301  | 0     | 5                            | 0    | 292  | 8     | 0                         | 0    | 0    | 0     | 0                         | 0    | 0    | 0     | 610   | 2,381           | 0                    | 0    | 0     | 2     |
| 7:45 AM                | 4                            | 4    | 267  | 0     | 7                            | 0    | 345  | 15    | 0                         | 0    | 0    | 0     | 0                         | 1    | 0    | 2     | 645   | 2,395           | 0                    | 0    | 0     | 1     |
| 8:00 AM                | 0                            | 3    | 258  | 0     | 2                            | 0    | 282  | 3     | 0                         | 0    | 0    | 0     | 0                         | 2    | 0    | 1     | 551   | 2,408           | 0                    | 0    | 0     | 0     |
| 8:15 AM                | 5                            | 1    | 253  | 0     | 0                            | 0    | 307  | 2     | 0                         | 0    | 0    | 0     | 0                         | 6    | 0    | 1     | 575   |                 | 0                    | 0    | 0     | 0     |
| 8:30 AM                | 6                            | 4    | 281  | 0     | 5                            | 0    | 319  | 5     | 0                         | 0    | 0    | 0     | 0                         | 1    | 0    | 3     | 624   |                 | 0                    | 0    | 0     | 1     |
| 8:45 AM                | 1                            | 4    | 275  | 0     | 5                            | 0    | 363  | 4     | 0                         | 0    | 0    | 0     | 0                         | 2    | 0    | 4     | 658   |                 | 0                    | 0    | 0     | 1     |

### Peak Rolling Hour Flow Rates

| Vehicle Type       | Eastbound |      |       |       | Westbound |      |       |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru  | Right | U-Turn    | Left | Thru  | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 2     | 0     | 0         | 0    | 3     | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 5     |
| Lights             | 12        | 11   | 1,051 | 0     | 12        | 0    | 1,194 | 13    | 0          | 0    | 0    | 0     | 0          | 11   | 0    | 8     | 2,312 |
| Mediums            | 0         | 1    | 14    | 0     | 0         | 0    | 74    | 1     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 1     | 91    |
| Total              | 12        | 12   | 1,067 | 0     | 12        | 0    | 1,271 | 14    | 0          | 0    | 0    | 0     | 0          | 11   | 0    | 9     | 2,408 |



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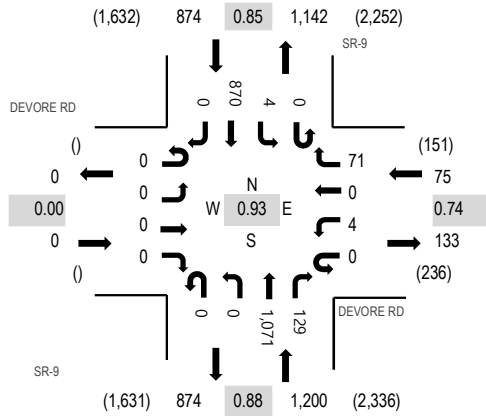
Location: 3 SR-9 & DEVORE RD PM

Date: Wednesday, May 25, 2022

Peak Hour: 05:00 PM - 06:00 PM

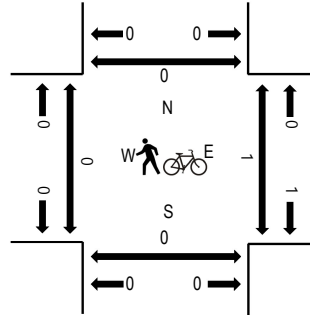
Peak 15-Minutes: 05:15 PM - 05:30 PM

### Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles in Crosswalk



### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | DEVORE RD<br>Eastbound |      |      |       | DEVORE RD<br>Westbound |      |      |       | SR-9<br>Northbound |      |      |       | SR-9<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------|------|------|-------|------------------------|------|------|-------|--------------------|------|------|-------|--------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                 | Left | Thru | Right | U-Turn                 | Left | Thru | Right | U-Turn             | Left | Thru | Right | U-Turn             | Left | Thru | Right |       |                 | West                 | East | South | North |
| 4:00 PM                | 0                      | 0    | 0    | 0     | 0                      | 1    | 0    | 27    | 0                  | 0    | 277  | 28    | 0                  | 1    | 171  | 0     | 505   | 1,970           | 0                    | 0    | 1     | 0     |
| 4:15 PM                | 0                      | 0    | 0    | 0     | 0                      | 0    | 0    | 11    | 0                  | 0    | 248  | 20    | 0                  | 1    | 205  | 0     | 485   | 1,996           | 0                    | 1    | 0     | 0     |
| 4:30 PM                | 0                      | 0    | 0    | 0     | 0                      | 1    | 0    | 21    | 0                  | 0    | 267  | 26    | 0                  | 0    | 186  | 0     | 501   | 2,090           | 0                    | 2    | 0     | 0     |
| 4:45 PM                | 0                      | 0    | 0    | 0     | 0                      | 0    | 0    | 15    | 0                  | 0    | 244  | 26    | 0                  | 1    | 193  | 0     | 479   | 2,133           | 0                    | 1    | 0     | 0     |
| 5:00 PM                | 0                      | 0    | 0    | 0     | 0                      | 0    | 0    | 14    | 0                  | 0    | 312  | 33    | 0                  | 0    | 172  | 0     | 531   | 2,149           | 0                    | 0    | 0     | 0     |
| 5:15 PM                | 0                      | 0    | 0    | 0     | 0                      | 1    | 0    | 25    | 0                  | 0    | 247  | 49    | 0                  | 1    | 256  | 0     | 579   |                 | 0                    | 1    | 0     | 0     |
| 5:30 PM                | 0                      | 0    | 0    | 0     | 0                      | 0    | 0    | 16    | 0                  | 0    | 286  | 24    | 0                  | 1    | 217  | 0     | 544   |                 | 0                    | 0    | 0     | 0     |
| 5:45 PM                | 0                      | 0    | 0    | 0     | 0                      | 3    | 0    | 16    | 0                  | 0    | 226  | 23    | 0                  | 2    | 225  | 0     | 495   |                 | 0                    | 0    | 0     | 0     |

### Peak Rolling Hour Flow Rates

| Vehicle Type       | Eastbound |      |      |       | Westbound |      |      |       | Northbound |      |       |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|-------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru | Right | U-Turn    | Left | Thru | Right | U-Turn     | Left | Thru  | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 0    | 0     | 0         | 0    | 0    | 0     | 0          | 0    | 3     | 0     | 0          | 0    | 2    | 0     | 5     |
| Lights             | 0         | 0    | 0    | 0     | 0         | 4    | 0    | 71    | 0          | 0    | 1,062 | 127   | 0          | 4    | 855  | 0     | 2,123 |
| Mediums            | 0         | 0    | 0    | 0     | 0         | 0    | 0    | 0     | 0          | 0    | 6     | 2     | 0          | 0    | 13   | 0     | 21    |
| Total              | 0         | 0    | 0    | 0     | 0         | 4    | 0    | 71    | 0          | 0    | 1,071 | 129   | 0          | 4    | 870  | 0     | 2,149 |





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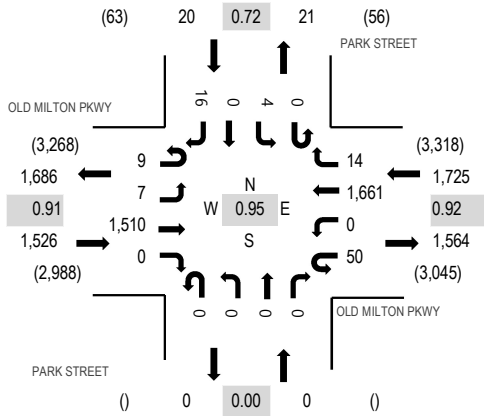
**Location:** 4 PARK STREET & OLD MILTON PKWY PM

**Date:** Wednesday, May 25, 2022

**Peak Hour:** 05:00 PM - 06:00 PM

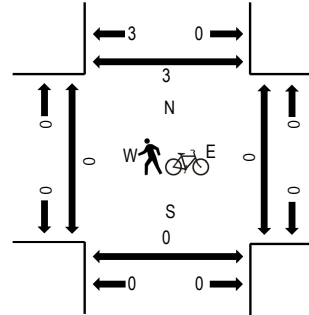
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

### Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles in Crosswalk



### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | OLD MILTON PKWY<br>Eastbound |      |      |       | OLD MILTON PKWY<br>Westbound |      |      |       | PARK STREET<br>Northbound |      |      |       | PARK STREET<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                    | Left | Thru | Right | U-Turn                    | Left | Thru | Right |       |                 | West                 | East | South | North |
| 4:00 PM                | 2                            | 1    | 349  | 0     | 5                            | 0    | 335  | 5     | 0                         | 0    | 0    | 0     | 0                         | 2    | 0    | 6     | 705   | 3,098           | 0                    | 0    | 0     | 1     |
| 4:15 PM                | 3                            | 8    | 384  | 0     | 8                            | 0    | 376  | 2     | 0                         | 0    | 0    | 0     | 0                         | 5    | 0    | 10    | 796   | 3,200           | 0                    | 0    | 0     | 0     |
| 4:30 PM                | 4                            | 5    | 359  | 0     | 9                            | 0    | 455  | 7     | 0                         | 0    | 0    | 0     | 0                         | 3    | 0    | 8     | 850   | 3,213           | 0                    | 0    | 0     | 3     |
| 4:45 PM                | 0                            | 6    | 341  | 0     | 10                           | 0    | 380  | 1     | 0                         | 0    | 0    | 0     | 0                         | 6    | 0    | 3     | 747   | 3,223           | 0                    | 2    | 0     | 1     |
| 5:00 PM                | 6                            | 3    | 366  | 0     | 9                            | 0    | 414  | 3     | 0                         | 0    | 0    | 0     | 0                         | 0    | 0    | 6     | 807   | 3,271           | 0                    | 0    | 0     | 1     |
| 5:15 PM                | 0                            | 1    | 420  | 0     | 13                           | 0    | 368  | 4     | 0                         | 0    | 0    | 0     | 0                         | 1    | 0    | 2     | 809   |                 | 0                    | 0    | 0     | 0     |
| 5:30 PM                | 3                            | 2    | 380  | 0     | 17                           | 0    | 450  | 3     | 0                         | 0    | 0    | 0     | 0                         | 1    | 0    | 4     | 860   |                 | 0                    | 0    | 0     | 0     |
| 5:45 PM                | 0                            | 1    | 344  | 0     | 11                           | 0    | 429  | 4     | 0                         | 0    | 0    | 0     | 0                         | 2    | 0    | 4     | 795   |                 | 0                    | 0    | 0     | 0     |

### Peak Rolling Hour Flow Rates

| Vehicle Type       | Eastbound |      |       |       | Westbound |      |       |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru  | Right | U-Turn    | Left | Thru  | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 4     | 0     | 0         | 0    | 4     | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 8     |
| Lights             | 9         | 7    | 1,491 | 0     | 50        | 0    | 1,642 | 14    | 0          | 0    | 0    | 0     | 0          | 4    | 0    | 15    | 3,232 |
| Mediums            | 0         | 0    | 15    | 0     | 0         | 0    | 15    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 1     | 31    |
| Total              | 9         | 7    | 1,510 | 0     | 50        | 0    | 1,661 | 14    | 0          | 0    | 0    | 0     | 0          | 4    | 0    | 16    | 3,271 |



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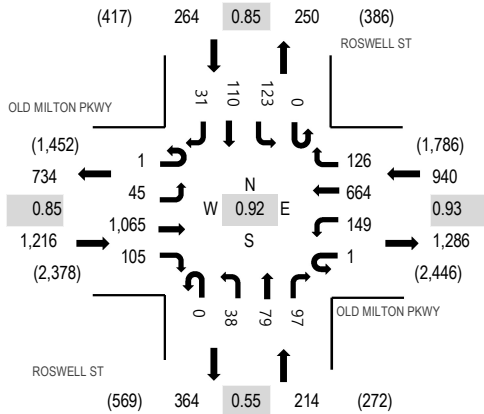
Location: 1 ROSWELL ST & OLD MILTON PKWY AM

Date: Thursday, May 12, 2022

Peak Hour: 07:15 AM - 08:15 AM

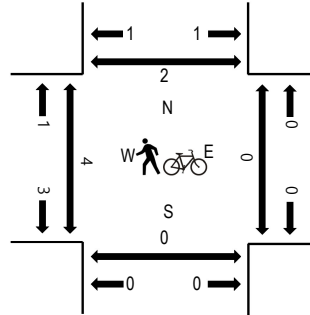
Peak 15-Minutes: 07:30 AM - 07:45 AM

### Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles in Crosswalk



### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | OLD MILTON PKWY<br>Eastbound |      |      |       | OLD MILTON PKWY<br>Westbound |      |      |       | ROSWELL ST<br>Northbound |      |      |       | ROSWELL ST<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                   | Left | Thru | Right | U-Turn                   | Left | Thru | Right |       |                 | West                 | East | South | North |
| 7:00 AM                | 0                            | 5    | 209  | 2     | 1                            | 14   | 118  | 19    | 0                        | 1    | 4    | 5     | 0                        | 12   | 24   | 5     | 419   | 2,410           | 2                    | 0    | 1     | 0     |
| 7:15 AM                | 0                            | 9    | 280  | 14    | 0                            | 34   | 134  | 28    | 0                        | 3    | 8    | 3     | 0                        | 37   | 28   | 10    | 588   | 2,634           | 1                    | 0    | 0     | 1     |
| 7:30 AM                | 0                            | 14   | 242  | 43    | 0                            | 61   | 170  | 29    | 0                        | 12   | 26   | 43    | 0                        | 31   | 39   | 8     | 718   | 2,616           | 2                    | 0    | 0     | 0     |
| 7:45 AM                | 0                            | 12   | 228  | 28    | 0                            | 40   | 179  | 38    | 0                        | 17   | 35   | 45    | 0                        | 33   | 24   | 6     | 685   | 2,474           | 1                    | 0    | 0     | 0     |
| 8:00 AM                | 1                            | 10   | 315  | 20    | 1                            | 14   | 181  | 31    | 0                        | 6    | 10   | 6     | 0                        | 22   | 19   | 7     | 643   | 2,443           | 0                    | 0    | 0     | 1     |
| 8:15 AM                | 0                            | 6    | 266  | 8     | 3                            | 12   | 180  | 33    | 0                        | 1    | 7    | 7     | 0                        | 23   | 19   | 5     | 570   |                 | 0                    | 0    | 0     | 0     |
| 8:30 AM                | 0                            | 2    | 253  | 31    | 2                            | 14   | 171  | 46    | 0                        | 7    | 3    | 4     | 0                        | 21   | 16   | 6     | 576   |                 | 0                    | 1    | 0     | 3     |
| 8:45 AM                | 4                            | 2    | 331  | 43    | 2                            | 17   | 208  | 6     | 0                        | 9    | 3    | 7     | 0                        | 14   | 5    | 3     | 654   |                 | 0                    | 0    | 1     | 0     |

### Peak Rolling Hour Flow Rates

| Vehicle Type       | Eastbound |      |       |       | Westbound |      |      |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|-------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru  | Right | U-Turn    | Left | Thru | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 2     | 0     | 0         | 0    | 3    | 1     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 6     |
| Lights             | 1         | 44   | 1,059 | 101   | 1         | 149  | 650  | 122   | 0          | 37   | 79   | 97    | 0          | 121  | 109  | 31    | 2,601 |
| Mediums            | 0         | 1    | 4     | 4     | 0         | 0    | 11   | 3     | 0          | 1    | 0    | 0     | 0          | 2    | 1    | 0     | 27    |
| Total              | 1         | 45   | 1,065 | 105   | 1         | 149  | 664  | 126   | 0          | 38   | 79   | 97    | 0          | 123  | 110  | 31    | 2,634 |



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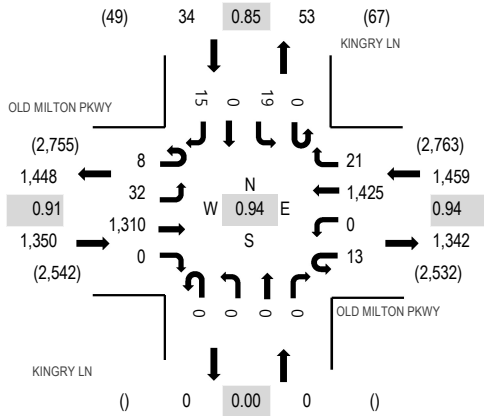
**Location:** 2 KINGRY LN & OLD MILTON PKWY AM

**Date:** Thursday, May 12, 2022

**Peak Hour:** 08:00 AM - 09:00 AM

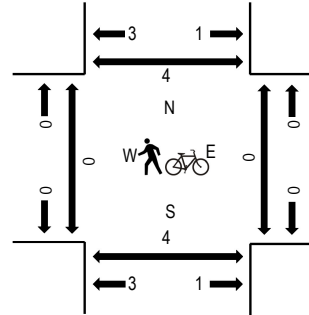
**Peak 15-Minutes:** 08:45 AM - 09:00 AM

### Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles in Crosswalk



### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | OLD MILTON PKWY<br>Eastbound |      |      |       | OLD MILTON PKWY<br>Westbound |      |      |       | KINGRY LN<br>Northbound |      |      |       | KINGRY LN<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------|------|------|-------|-------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right |       |                 | West                 | East | South | North |
| 7:00 AM                | 1                            | 1    | 190  | 0     | 1                            | 0    | 301  | 0     | 0                       | 0    | 0    | 0     | 0                       | 2    | 0    | 4     | 500   | 2,511           | 0                    | 0    | 1     | 0     |
| 7:15 AM                | 1                            | 1    | 324  | 0     | 1                            | 0    | 318  | 1     | 0                       | 0    | 0    | 0     | 0                       | 0    | 0    | 0     | 646   | 2,715           | 3                    | 0    | 2     | 0     |
| 7:30 AM                | 2                            | 0    | 298  | 0     | 1                            | 0    | 342  | 4     | 0                       | 0    | 0    | 0     | 0                       | 1    | 0    | 3     | 651   | 2,770           | 0                    | 0    | 1     | 1     |
| 7:45 AM                | 2                            | 2    | 370  | 0     | 1                            | 0    | 329  | 5     | 0                       | 0    | 0    | 0     | 0                       | 1    | 0    | 4     | 714   | 2,804           | 0                    | 0    | 1     | 0     |
| 8:00 AM                | 1                            | 8    | 354  | 0     | 2                            | 0    | 327  | 4     | 0                       | 0    | 0    | 0     | 0                       | 6    | 0    | 2     | 704   | 2,843           | 0                    | 0    | 0     | 1     |
| 8:15 AM                | 2                            | 3    | 317  | 0     | 3                            | 0    | 360  | 9     | 0                       | 0    | 0    | 0     | 0                       | 4    | 0    | 3     | 701   |                 | 0                    | 0    | 1     | 1     |
| 8:30 AM                | 2                            | 13   | 292  | 0     | 3                            | 0    | 359  | 6     | 0                       | 0    | 0    | 0     | 0                       | 6    | 0    | 4     | 685   |                 | 0                    | 0    | 1     | 0     |
| 8:45 AM                | 3                            | 8    | 347  | 0     | 5                            | 0    | 379  | 2     | 0                       | 0    | 0    | 0     | 0                       | 3    | 0    | 6     | 753   |                 | 0                    | 0    | 2     | 1     |

### Peak Rolling Hour Flow Rates

| Vehicle Type       | Eastbound |      |       |       | Westbound |      |       |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru  | Right | U-Turn    | Left | Thru  | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 5     | 0     | 0         | 0    | 13    | 1     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 19    |
| Lights             | 8         | 32   | 1,276 | 0     | 13        | 0    | 1,374 | 20    | 0          | 0    | 0    | 0     | 0          | 19   | 0    | 15    | 2,757 |
| Mediums            | 0         | 0    | 29    | 0     | 0         | 0    | 38    | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 67    |
| Total              | 8         | 32   | 1,310 | 0     | 13        | 0    | 1,425 | 21    | 0          | 0    | 0    | 0     | 0          | 19   | 0    | 15    | 2,843 |



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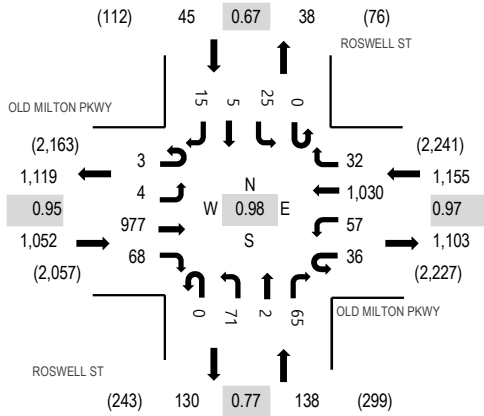
**Location:** 1 ROSWELL ST & OLD MILTON PKWY Noon

**Date:** Thursday, May 12, 2022

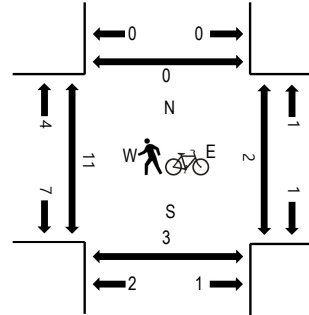
**Peak Hour:** 01:00 PM - 02:00 PM

**Peak 15-Minutes:** 01:45 PM - 02:00 PM

### Peak Hour - Motorized Vehicles



### Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | OLD MILTON PKWY<br>Eastbound |      |      |       | OLD MILTON PKWY<br>Westbound |      |      |       | ROSWELL ST<br>Northbound |      |      |       | ROSWELL ST<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                   | Left | Thru | Right | U-Turn                   | Left | Thru | Right |       |                 | West                 | East | South | North |
| 12:00 PM               | 2                            | 0    | 223  | 11    | 8                            | 13   | 256  | 6     | 0                        | 11   | 0    | 41    | 0                        | 5    | 2    | 4     | 582   | 2,319           | 2                    | 0    | 1     | 2     |
| 12:15 PM               | 0                            | 1    | 243  | 14    | 12                           | 12   | 239  | 13    | 0                        | 22   | 1    | 17    | 0                        | 9    | 0    | 8     | 591   | 2,338           | 2                    | 3    | 3     | 0     |
| 12:30 PM               | 1                            | 1    | 223  | 12    | 8                            | 17   | 231  | 5     | 0                        | 18   | 0    | 20    | 0                        | 16   | 6    | 3     | 561   | 2,321           | 4                    | 3    | 0     | 0     |
| 12:45 PM               | 0                            | 2    | 258  | 14    | 10                           | 11   | 236  | 9     | 0                        | 11   | 0    | 20    | 0                        | 11   | 1    | 2     | 585   | 2,363           | 1                    | 1    | 1     | 0     |
| 1:00 PM                | 2                            | 1    | 249  | 23    | 11                           | 20   | 239  | 12    | 0                        | 24   | 0    | 15    | 0                        | 2    | 0    | 3     | 601   | 2,390           | 7                    | 1    | 0     | 0     |
| 1:15 PM                | 0                            | 1    | 226  | 19    | 14                           | 9    | 257  | 6     | 0                        | 11   | 0    | 18    | 0                        | 8    | 2    | 3     | 574   |                 | 3                    | 0    | 1     | 0     |
| 1:30 PM                | 0                            | 2    | 243  | 10    | 7                            | 17   | 270  | 5     | 0                        | 18   | 0    | 17    | 0                        | 9    | 2    | 3     | 603   |                 | 1                    | 1    | 1     | 0     |
| 1:45 PM                | 1                            | 0    | 259  | 16    | 4                            | 11   | 264  | 9     | 0                        | 18   | 2    | 15    | 0                        | 6    | 1    | 6     | 612   |                 | 0                    | 0    | 1     | 0     |

### Peak Rolling Hour Flow Rates

| Vehicle Type       | Eastbound |      |      |       | Westbound |      |       |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru | Right | U-Turn    | Left | Thru  | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 1    | 0     | 0         | 0    | 1     | 1     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 3     |
| Lights             | 3         | 4    | 956  | 66    | 36        | 56   | 1,002 | 30    | 0          | 54   | 2    | 60    | 0          | 23   | 5    | 15    | 2,312 |
| Mediums            | 0         | 0    | 20   | 2     | 0         | 1    | 27    | 1     | 0          | 17   | 0    | 5     | 0          | 2    | 0    | 0     | 75    |
| Total              | 3         | 4    | 977  | 68    | 36        | 57   | 1,030 | 32    | 0          | 71   | 2    | 65    | 0          | 25   | 5    | 15    | 2,390 |





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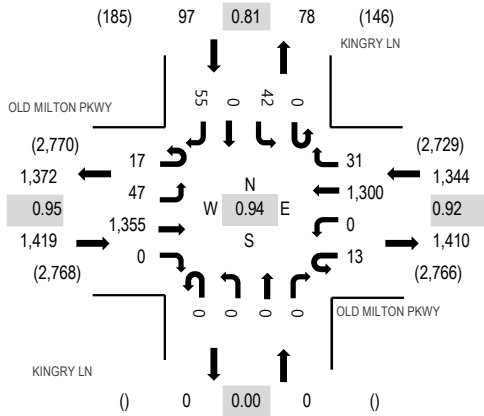
**Location:** 2 KINGRY LN & OLD MILTON PKWY Noon

**Date:** Thursday, May 12, 2022

**Peak Hour:** 01:00 PM - 02:00 PM

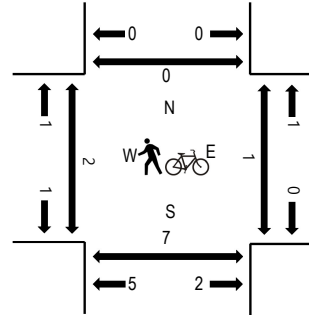
**Peak 15-Minutes:** 01:45 PM - 02:00 PM

### Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles in Crosswalk



### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | OLD MILTON PKWY<br>Eastbound |      |      |       | OLD MILTON PKWY<br>Westbound |      |      |       | KINGRY LN<br>Northbound |      |      |       | KINGRY LN<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------|------|------|-------|-------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right |       |                 | West                 | East | South | North |
| 12:00 PM               | 5                            | 17   | 294  | 0     | 5                            | 0    | 353  | 9     | 0                       | 0    | 0    | 0     | 0                       | 11   | 0    | 13    | 707   | 2,822           | 0                    | 0    | 2     | 1     |
| 12:15 PM               | 4                            | 11   | 339  | 0     | 6                            | 0    | 292  | 0     | 0                       | 0    | 0    | 0     | 0                       | 5    | 0    | 19    | 676   | 2,788           | 0                    | 0    | 1     | 1     |
| 12:30 PM               | 4                            | 13   | 306  | 0     | 10                           | 0    | 331  | 3     | 0                       | 0    | 0    | 0     | 0                       | 14   | 0    | 7     | 688   | 2,827           | 0                    | 0    | 1     | 0     |
| 12:45 PM               | 6                            | 10   | 340  | 0     | 17                           | 0    | 354  | 5     | 0                       | 0    | 0    | 0     | 0                       | 9    | 0    | 10    | 751   | 2,852           | 1                    | 0    | 1     | 2     |
| 1:00 PM                | 9                            | 6    | 320  | 0     | 3                            | 0    | 310  | 8     | 0                       | 0    | 0    | 0     | 0                       | 6    | 0    | 11    | 673   | 2,860           | 2                    | 0    | 3     | 0     |
| 1:15 PM                | 2                            | 13   | 353  | 0     | 3                            | 0    | 310  | 8     | 0                       | 0    | 0    | 0     | 0                       | 13   | 0    | 13    | 715   |                 | 0                    | 1    | 2     | 0     |
| 1:30 PM                | 4                            | 15   | 360  | 0     | 5                            | 0    | 297  | 8     | 0                       | 0    | 0    | 0     | 0                       | 9    | 0    | 15    | 713   |                 | 0                    | 0    | 1     | 0     |
| 1:45 PM                | 2                            | 13   | 322  | 0     | 2                            | 0    | 383  | 7     | 0                       | 0    | 0    | 0     | 0                       | 14   | 0    | 16    | 759   |                 | 0                    | 0    | 1     | 0     |

### Peak Rolling Hour Flow Rates

| Vehicle Type       | Eastbound |      |       |       | Westbound |      |       |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru  | Right | U-Turn    | Left | Thru  | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 2     | 0     | 0         | 0    | 1     | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 3     |
| Lights             | 17        | 45   | 1,281 | 0     | 13        | 0    | 1,262 | 30    | 0          | 0    | 0    | 0     | 0          | 41   | 0    | 53    | 2,742 |
| Mediums            | 0         | 2    | 72    | 0     | 0         | 0    | 37    | 1     | 0          | 0    | 0    | 0     | 0          | 1    | 0    | 2     | 115   |
| Total              | 17        | 47   | 1,355 | 0     | 13        | 0    | 1,300 | 31    | 0          | 0    | 0    | 0     | 0          | 42   | 0    | 55    | 2,860 |



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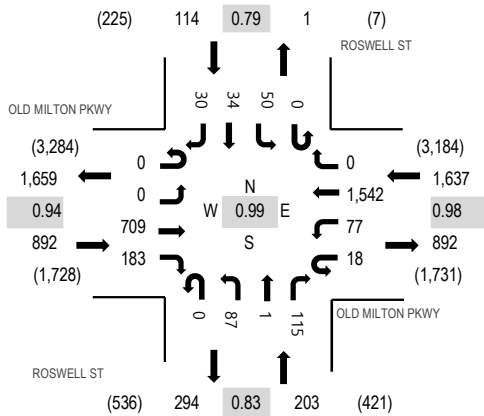
**Location:** 1 ROSWELL ST & OLD MILTON PKWY PM

**Date:** Thursday, May 12, 2022

**Peak Hour:** 04:45 PM - 05:45 PM

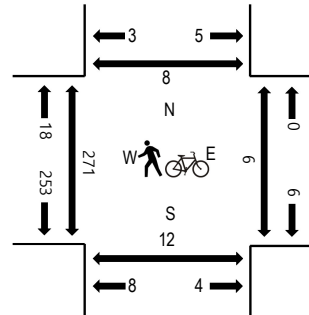
**Peak 15-Minutes:** 04:45 PM - 05:00 PM

### Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles in Crosswalk



### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | OLD MILTON PKWY<br>Eastbound |      |      |       | OLD MILTON PKWY<br>Westbound |      |      |       | ROSWELL ST<br>Northbound |      |      |       | ROSWELL ST<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                   | Left | Thru | Right | U-Turn                   | Left | Thru | Right |       |                 | West                 | East | South | North |
| 4:00 PM                | 1                            | 2    | 173  | 45    | 3                            | 14   | 346  | 1     | 0                        | 31   | 0    | 35    | 0                        | 12   | 10   | 5     | 678   | 2,790           | 9                    | 1    | 1     | 1     |
| 4:15 PM                | 1                            | 0    | 185  | 38    | 3                            | 11   | 398  | 3     | 0                        | 25   | 0    | 27    | 0                        | 7    | 5    | 22    | 725   | 2,819           | 15                   | 4    | 0     | 0     |
| 4:30 PM                | 0                            | 0    | 167  | 28    | 3                            | 18   | 365  | 0     | 0                        | 39   | 0    | 24    | 0                        | 10   | 4    | 8     | 666   | 2,799           | 18                   | 6    | 4     | 0     |
| 4:45 PM                | 0                            | 0    | 192  | 44    | 6                            | 14   | 398  | 0     | 0                        | 13   | 0    | 26    | 0                        | 15   | 6    | 7     | 721   | 2,846           | 38                   | 2    | 1     | 2     |
| 5:00 PM                | 0                            | 0    | 171  | 48    | 5                            | 16   | 378  | 0     | 0                        | 18   | 0    | 45    | 0                        | 3    | 11   | 12    | 707   | 2,768           | 76                   | 0    | 4     | 2     |
| 5:15 PM                | 0                            | 0    | 176  | 47    | 3                            | 19   | 381  | 0     | 0                        | 28   | 0    | 27    | 0                        | 12   | 6    | 6     | 705   |                 | 77                   | 1    | 7     | 2     |
| 5:30 PM                | 0                            | 0    | 170  | 44    | 4                            | 28   | 385  | 0     | 0                        | 28   | 1    | 17    | 0                        | 20   | 11   | 5     | 713   |                 | 80                   | 3    | 0     | 2     |
| 5:45 PM                | 0                            | 0    | 158  | 38    | 0                            | 27   | 355  | 0     | 0                        | 15   | 0    | 22    | 0                        | 10   | 4    | 14    | 643   |                 | 78                   | 8    | 5     | 1     |

### Peak Rolling Hour Flow Rates

| Vehicle Type       | Eastbound |      |      |       | Westbound |      |       |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru | Right | U-Turn    | Left | Thru  | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 1    | 0     | 0         | 0    | 2     | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 3     |
| Lights             | 0         | 0    | 698  | 162   | 18        | 74   | 1,532 | 0     | 0          | 87   | 1    | 114   | 0          | 50   | 34   | 30    | 2,800 |
| Mediums            | 0         | 0    | 10   | 21    | 0         | 3    | 8     | 0     | 0          | 0    | 0    | 1     | 0          | 0    | 0    | 0     | 43    |
| Total              | 0         | 0    | 709  | 183   | 18        | 77   | 1,542 | 0     | 0          | 87   | 1    | 115   | 0          | 50   | 34   | 30    | 2,846 |



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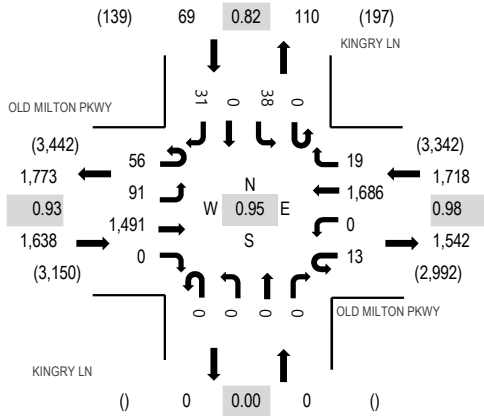
**Location:** 2 KINGRY LN & OLD MILTON PKWY PM

**Date:** Thursday, May 12, 2022

**Peak Hour:** 05:00 PM - 06:00 PM

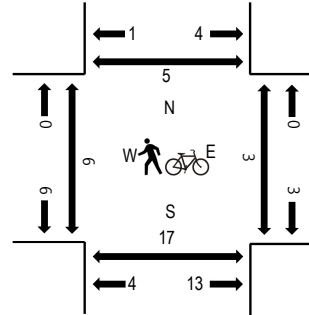
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

### Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles in Crosswalk



### Traffic Counts - Motorized Vehicles

| Interval<br>Start Time | OLD MILTON PKWY<br>Eastbound |      |      |       | OLD MILTON PKWY<br>Westbound |      |      |       | KINGRY LN<br>Northbound |      |      |       | KINGRY LN<br>Southbound |      |      |       | Total | Rolling<br>Hour | Pedestrian Crossings |      |       |       |
|------------------------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------------------------|------|------|-------|-------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
|                        | U-Turn                       | Left | Thru | Right | U-Turn                       | Left | Thru | Right | U-Turn                  | Left | Thru | Right | U-Turn                  | Left | Thru | Right |       |                 | West                 | East | South | North |
| 4:00 PM                | 15                           | 8    | 337  | 0     | 4                            | 0    | 370  | 8     | 0                       | 0    | 0    | 0     | 0                       | 13   | 0    | 7     | 762   | 3,206           | 0                    | 2    | 0     | 1     |
| 4:15 PM                | 22                           | 18   | 361  | 0     | 4                            | 0    | 395  | 8     | 0                       | 0    | 0    | 0     | 0                       | 10   | 0    | 9     | 827   | 3,266           | 0                    | 0    | 0     | 0     |
| 4:30 PM                | 16                           | 19   | 340  | 0     | 4                            | 0    | 420  | 6     | 0                       | 0    | 0    | 0     | 0                       | 5    | 0    | 7     | 817   | 3,337           | 0                    | 0    | 0     | 0     |
| 4:45 PM                | 11                           | 14   | 351  | 0     | 7                            | 0    | 392  | 6     | 0                       | 0    | 0    | 0     | 0                       | 14   | 0    | 5     | 800   | 3,397           | 1                    | 0    | 2     | 1     |
| 5:00 PM                | 11                           | 19   | 356  | 0     | 3                            | 0    | 404  | 7     | 0                       | 0    | 0    | 0     | 0                       | 12   | 0    | 10    | 822   | 3,425           | 0                    | 2    | 2     | 4     |
| 5:15 PM                | 7                            | 23   | 411  | 0     | 2                            | 0    | 436  | 1     | 0                       | 0    | 0    | 0     | 0                       | 8    | 0    | 10    | 898   |                 | 0                    | 0    | 0     | 0     |
| 5:30 PM                | 21                           | 22   | 388  | 0     | 3                            | 0    | 429  | 2     | 0                       | 0    | 0    | 0     | 0                       | 8    | 0    | 4     | 877   |                 | 2                    | 0    | 14    | 0     |
| 5:45 PM                | 17                           | 27   | 336  | 0     | 5                            | 0    | 417  | 9     | 0                       | 0    | 0    | 0     | 0                       | 10   | 0    | 7     | 828   |                 | 4                    | 1    | 1     | 0     |

### Peak Rolling Hour Flow Rates

| Vehicle Type       | Eastbound |      |       |       | Westbound |      |       |       | Northbound |      |      |       | Southbound |      |      |       | Total |
|--------------------|-----------|------|-------|-------|-----------|------|-------|-------|------------|------|------|-------|------------|------|------|-------|-------|
|                    | U-Turn    | Left | Thru  | Right | U-Turn    | Left | Thru  | Right | U-Turn     | Left | Thru | Right | U-Turn     | Left | Thru | Right |       |
| Articulated Trucks | 0         | 0    | 3     | 0     | 0         | 0    | 4     | 0     | 0          | 0    | 0    | 0     | 0          | 0    | 0    | 0     | 7     |
| Lights             | 56        | 90   | 1,465 | 0     | 13        | 0    | 1,668 | 19    | 0          | 0    | 0    | 0     | 0          | 37   | 0    | 31    | 3,379 |
| Mediums            | 0         | 1    | 23    | 0     | 0         | 0    | 14    | 0     | 0          | 0    | 0    | 0     | 0          | 1    | 0    | 0     | 39    |
| Total              | 56        | 91   | 1,491 | 0     | 13        | 0    | 1,686 | 19    | 0          | 0    | 0    | 0     | 0          | 38   | 0    | 31    | 3,425 |

## **Appendix B- Capacity Analysis**



| Intersection           |      |      |      |      |      |      |
|------------------------|------|------|------|------|------|------|
| Int Delay, s/veh       | 0.3  |      |      |      |      |      |
| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations    | W    | W    | T    | T    | T    | T    |
| Traffic Vol, veh/h     | 0    | 38   | 0    | 633  | 1    | 856  |
| Future Vol, veh/h      | 0    | 38   | 0    | 633  | 1    | 856  |
| Conflicting Peds, #/hr | 0    | 2    | 0    | 0    | 0    | 0    |
| Sign Control           | Stop | Stop | Free | Free | Free | Free |
| RT Channelized         | -    | None | -    | None | -    | None |
| Storage Length         | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage  | 0    | -    | 0    | -    | -    | 0    |
| Grade, %               | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor       | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %      | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow              | 0    | 41   | 0    | 688  | 1    | 930  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 811    | 346    | 0      |
| Stage 1              | 344    | -      | -      |
| Stage 2              | 467    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 817    | 650    | -      |
| Stage 1              | 689    | -      | -      |
| Stage 2              | 597    | -      | -      |
| Platoon blocked, %   | -      | -      | -      |
| Mov Cap-1 Maneuver   | 816    | 649    | -      |
| Mov Cap-2 Maneuver   | 816    | -      | -      |
| Stage 1              | 689    | -      | -      |
| Stage 2              | 596    | -      | -      |

| Approach             | WB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.9 | 0  | 0  |
| HCM LOS              | B    |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | SBL   | SBT   |
|-----------------------|-----|-----|-------|-------|
| Capacity (veh/h)      | -   | -   | 649   | 902   |
| HCM Lane V/C Ratio    | -   | -   | 0.064 | 0.001 |
| HCM Control Delay (s) | -   | -   | 10.9  | 9     |
| HCM Lane LOS          | -   | -   | B     | A     |
| HCM 95th %tile Q(veh) | -   | -   | 0.2   | 0     |

| Intersection           |      |      |      |      |      |      |
|------------------------|------|------|------|------|------|------|
| Int Delay, s/veh       | 0.7  |      |      |      |      |      |
| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations    | W    | W    | W    | W    | W    | W    |
| Traffic Vol, veh/h     | 4    | 71   | 1071 | 129  | 4    | 870  |
| Future Vol, veh/h      | 4    | 71   | 1071 | 129  | 4    | 870  |
| Conflicting Peds, #/hr | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control           | Stop | Stop | Free | Free | Free | Free |
| RT Channelized         | -    | None | -    | None | -    | None |
| Storage Length         | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage  | 0    | -    | 0    | -    | -    | 0    |
| Grade, %               | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor       | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %      | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow              | 4    | 77   | 1164 | 140  | 4    | 946  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 1715   | 652    | 0      |
| Stage 1              | 1234   | -      | -      |
| Stage 2              | 481    | -      | -      |
| Critical Hdwy        | 6.84   | 6.94   | -      |
| Critical Hdwy Stg 1  | 5.84   | -      | -      |
| Critical Hdwy Stg 2  | 5.84   | -      | -      |
| Follow-up Hdwy       | 3.52   | 3.32   | -      |
| Pot Cap-1 Maneuver   | 81     | 411    | -      |
| Stage 1              | 238    | -      | -      |
| Stage 2              | 588    | -      | -      |
| Platoon blocked, %   |        | -      | -      |
| Mov Cap-1 Maneuver   | 80     | 411    | -      |
| Mov Cap-2 Maneuver   | 80     | -      | -      |
| Stage 1              | 238    | -      | -      |
| Stage 2              | 579    | -      | -      |

| Approach             | WB  | NB | SB  |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.1 | 0  | 0.1 |
| HCM LOS              | C   |    |     |

| Minor Lane/Major Mvmt | NBT | NBR | SBL   | SBT   |
|-----------------------|-----|-----|-------|-------|
| Capacity (veh/h)      | -   | -   | 337   | 527   |
| HCM Lane V/C Ratio    | -   | -   | 0.242 | 0.008 |
| HCM Control Delay (s) | -   | -   | 19.1  | 11.9  |
| HCM Lane LOS          | -   | -   | C     | B     |
| HCM 95th %tile Q(veh) | -   | -   | 0.9   | 0     |

| Intersection             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
|--------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.6                                                                               |                                                                                   |                                                                                   |                                                                                   |      |                                                                                   |                                                                                   |
| Movement                 | EBL                                                                               | EBT                                                                               | WBU                                                                               | WBT                                                                               | WBR  | SBL                                                                               | SBR                                                                               |
| Lane Configurations      |  |  |  |  |      |  |  |
| Traffic Vol, veh/h       | 24                                                                                | 1067                                                                              | 12                                                                                | 1271                                                                              | 14   | 11                                                                                | 9                                                                                 |
| Future Vol, veh/h        | 24                                                                                | 1067                                                                              | 12                                                                                | 1271                                                                              | 14   | 11                                                                                | 9                                                                                 |
| Conflicting Peds, #/hr   | 4                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 4    | 0                                                                                 | 0                                                                                 |
| Sign Control             | Free                                                                              | Free                                                                              | Free                                                                              | Free                                                                              | Free | Stop                                                                              | Stop                                                                              |
| RT Channelized           | -                                                                                 | None                                                                              | -                                                                                 | -                                                                                 | None | -                                                                                 | Stop                                                                              |
| Storage Length           | 320                                                                               | -                                                                                 | 360                                                                               | -                                                                                 | -    | 0                                                                                 | 0                                                                                 |
| Veh in Median Storage, # | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 | 0    | 0                                                                                 | -                                                                                 |
| Grade, %                 | -                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -    | 0                                                                                 | -                                                                                 |
| Peak Hour Factor         | 92                                                                                | 92                                                                                | 92                                                                                | 92                                                                                | 92   | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %        | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2    | 2                                                                                 | 2                                                                                 |
| Mvmt Flow                | 26                                                                                | 1160                                                                              | 13                                                                                | 1382                                                                              | 15   | 12                                                                                | 10                                                                                |
| Major/Minor              | Major1                                                                            | Major2                                                                            |                                                                                   | Minor2                                                                            |      |                                                                                   |                                                                                   |
| Conflicting Flow All     | 1401                                                                              | 0                                                                                 | 847                                                                               | -                                                                                 | 0    | 1936                                                                              | 703                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -    | 1420                                                                              | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -    | 516                                                                               | -                                                                                 |
| Critical Hdwy            | 5.34                                                                              | -                                                                                 | 5.64                                                                              | -                                                                                 | -    | 5.74                                                                              | 7.14                                                                              |
| Critical Hdwy Stg 1      | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -    | 6.64                                                                              | -                                                                                 |
| Critical Hdwy Stg 2      | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -    | 6.04                                                                              | -                                                                                 |
| Follow-up Hdwy           | 3.12                                                                              | -                                                                                 | 2.32                                                                              | -                                                                                 | -    | 3.82                                                                              | 3.92                                                                              |
| Pot Cap-1 Maneuver       | 249                                                                               | -                                                                                 | 534                                                                               | -                                                                                 | -    | 101                                                                               | 326                                                                               |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -    | 133                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -    | 515                                                                               | -                                                                                 |
| Platoon blocked, %       | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -    | -                                                                                 | -                                                                                 |
| Mov Cap-1 Maneuver       | 248                                                                               | -                                                                                 | 534                                                                               | -                                                                                 | -    | 88                                                                                | 325                                                                               |
| Mov Cap-2 Maneuver       | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -    | 88                                                                                | -                                                                                 |
| Stage 1                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -    | 119                                                                               | -                                                                                 |
| Stage 2                  | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -    | 501                                                                               | -                                                                                 |
| Approach                 | EB                                                                                | WB                                                                                |                                                                                   | SB                                                                                |      |                                                                                   |                                                                                   |
| HCM Control Delay, s     | 0.5                                                                               | 0.1                                                                               |                                                                                   | 36.1                                                                              |      |                                                                                   |                                                                                   |
| HCM LOS                  |                                                                                   |                                                                                   |                                                                                   | E                                                                                 |      |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt    | EBL                                                                               | EBT                                                                               | WBU                                                                               | WBT                                                                               | WBR  | SBLn1                                                                             | SBLn2                                                                             |
| Capacity (veh/h)         | 248                                                                               | -                                                                                 | 534                                                                               | -                                                                                 | -    | 88                                                                                | 325                                                                               |
| HCM Lane V/C Ratio       | 0.105                                                                             | -                                                                                 | 0.024                                                                             | -                                                                                 | -    | 0.136                                                                             | 0.03                                                                              |
| HCM Control Delay (s)    | 21.2                                                                              | -                                                                                 | 11.9                                                                              | -                                                                                 | -    | 52.2                                                                              | 16.4                                                                              |
| HCM Lane LOS             | C                                                                                 | -                                                                                 | B                                                                                 | -                                                                                 | -    | F                                                                                 | C                                                                                 |
| HCM 95th %tile Q(veh)    | 0.3                                                                               | -                                                                                 | 0.1                                                                               | -                                                                                 | -    | 0.4                                                                               | 0.1                                                                               |

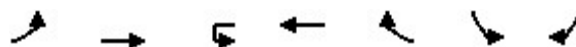
| Intersection            |                                                                                   |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|-------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh        | 0.7                                                                               |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Movement                | EBL                                                                               | EBT                                                                               | WBU                                                                               | WBT                                                                               | WBR    | SBL                                                                               | SBR                                                                               |
| Lane Configurations     |  |  |  |  |        |  |  |
| Traffic Vol, veh/h      | 16                                                                                | 1510                                                                              | 50                                                                                | 1661                                                                              | 14     | 4                                                                                 | 16                                                                                |
| Future Vol, veh/h       | 16                                                                                | 1510                                                                              | 50                                                                                | 1661                                                                              | 14     | 4                                                                                 | 16                                                                                |
| Conflicting Peds, #/hr  | 3                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 3      | 0                                                                                 | 0                                                                                 |
| Sign Control            | Free                                                                              | Free                                                                              | Free                                                                              | Free                                                                              | Free   | Stop                                                                              | Stop                                                                              |
| RT Channelized          | -                                                                                 | None                                                                              | -                                                                                 | -                                                                                 | None   | -                                                                                 | Stop                                                                              |
| Storage Length          | 320                                                                               | -                                                                                 | 360                                                                               | -                                                                                 | -      | 0                                                                                 | 0                                                                                 |
| Veh in Median Storage,# | 0                                                                                 | -                                                                                 | 0                                                                                 | -                                                                                 | 0      | 0                                                                                 | -                                                                                 |
| Grade, %                | -                                                                                 | 0                                                                                 | -                                                                                 | 0                                                                                 | -      | 0                                                                                 | -                                                                                 |
| Peak Hour Factor        | 92                                                                                | 92                                                                                | 92                                                                                | 92                                                                                | 92     | 92                                                                                | 92                                                                                |
| Heavy Vehicles, %       | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2      | 2                                                                                 | 2                                                                                 |
| Mvmt Flow               | 17                                                                                | 1641                                                                              | 54                                                                                | 1805                                                                              | 15     | 4                                                                                 | 17                                                                                |
|                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Major/Minor             | Major1                                                                            |                                                                                   | Major2                                                                            |                                                                                   | Minor2 |                                                                                   |                                                                                   |
| Conflicting Flow All    | 1823                                                                              | 0                                                                                 | 1198                                                                              | -                                                                                 | 0      | 2614                                                                              | 913                                                                               |
| Stage 1                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -      | 1924                                                                              | -                                                                                 |
| Stage 2                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -      | 690                                                                               | -                                                                                 |
| Critical Hdwy           | 5.34                                                                              | -                                                                                 | 5.64                                                                              | -                                                                                 | -      | 5.74                                                                              | 7.14                                                                              |
| Critical Hdwy Stg 1     | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -      | 6.64                                                                              | -                                                                                 |
| Critical Hdwy Stg 2     | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -      | 6.04                                                                              | -                                                                                 |
| Follow-up Hdwy          | 3.12                                                                              | -                                                                                 | 2.32                                                                              | -                                                                                 | -      | 3.82                                                                              | 3.92                                                                              |
| Pot Cap-1 Maneuver      | 154                                                                               | -                                                                                 | 341                                                                               | -                                                                                 | -      | 43                                                                                | 237                                                                               |
| Stage 1                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -      | 64                                                                                | -                                                                                 |
| Stage 2                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -      | 418                                                                               | -                                                                                 |
| Platoon blocked, %      |                                                                                   | -                                                                                 |                                                                                   | -                                                                                 | -      |                                                                                   |                                                                                   |
| Mov Cap-1 Maneuver      | 154                                                                               | -                                                                                 | 341                                                                               | -                                                                                 | -      | 32                                                                                | 236                                                                               |
| Mov Cap-2 Maneuver      | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -      | 32                                                                                | -                                                                                 |
| Stage 1                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -      | 57                                                                                | -                                                                                 |
| Stage 2                 | -                                                                                 | -                                                                                 | -                                                                                 | -                                                                                 | -      | 351                                                                               | -                                                                                 |
|                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Approach                | EB                                                                                |                                                                                   | WB                                                                                |                                                                                   | SB     |                                                                                   |                                                                                   |
| HCM Control Delay, s    | 0.3                                                                               |                                                                                   | 0.5                                                                               |                                                                                   | 44.1   |                                                                                   |                                                                                   |
| HCM LOS                 | E                                                                                 |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
|                         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |        |                                                                                   |                                                                                   |
| Minor Lane/Major Mvmt   | EBL                                                                               | EBT                                                                               | WBU                                                                               | WBT                                                                               | WBR    | SBLn1                                                                             | SBLn2                                                                             |
| Capacity (veh/h)        | 154                                                                               | -                                                                                 | 341                                                                               | -                                                                                 | -      | 32                                                                                | 236                                                                               |
| HCM Lane V/C Ratio      | 0.113                                                                             | -                                                                                 | 0.159                                                                             | -                                                                                 | -      | 0.136                                                                             | 0.074                                                                             |
| HCM Control Delay (s)   | 31.3                                                                              | -                                                                                 | 17.5                                                                              | -                                                                                 | -      | 134.5                                                                             | 21.5                                                                              |
| HCM Lane LOS            | D                                                                                 | -                                                                                 | C                                                                                 | -                                                                                 | -      | F                                                                                 | C                                                                                 |
| HCM 95th %tile Q(veh)   | 0.4                                                                               | -                                                                                 | 0.6                                                                               | -                                                                                 | -      | 0.4                                                                               | 0.2                                                                               |



# HCM Signalized Intersection Capacity Analysis

## 12: Old Milton Pkwy & Kingry St

06/07/2022

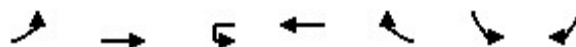


| Movement                          | EBL  | EBT   | WBU  | WBT                       | WBR  | SBL   | SBR  |
|-----------------------------------|------|-------|------|---------------------------|------|-------|------|
| Lane Configurations               |      |       |      |                           |      |       |      |
| Traffic Volume (vph)              | 40   | 1310  | 13   | 1425                      | 21   | 19    | 15   |
| Future Volume (vph)               | 40   | 1310  | 13   | 1425                      | 21   | 19    | 15   |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900 | 1900                      | 1900 | 1900  | 1900 |
| Total Lost time (s)               | 4.5  | 4.5   | 4.5  | 4.5                       |      | 4.5   | 4.5  |
| Lane Util. Factor                 | 1.00 | 0.91  | 1.00 | 0.91                      |      | 1.00  | 1.00 |
| Frpb, ped/bikes                   | 1.00 | 1.00  | 1.00 | 1.00                      |      | 1.00  | 1.00 |
| Flpb, ped/bikes                   | 1.00 | 1.00  | 1.00 | 1.00                      |      | 1.00  | 1.00 |
| Frt                               | 1.00 | 1.00  | 1.00 | 1.00                      |      | 1.00  | 0.85 |
| Flt Protected                     | 0.95 | 1.00  | 0.95 | 1.00                      |      | 0.95  | 1.00 |
| Satd. Flow (prot)                 | 1768 | 5085  | 1770 | 5074                      |      | 1770  | 1583 |
| Flt Permitted                     | 0.14 | 1.00  | 0.16 | 1.00                      |      | 0.95  | 1.00 |
| Satd. Flow (perm)                 | 255  | 5085  | 304  | 5074                      |      | 1770  | 1583 |
| Peak-hour factor, PHF             | 0.92 | 0.92  | 0.92 | 0.92                      | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)                   | 43   | 1424  | 14   | 1549                      | 23   | 21    | 16   |
| RTOR Reduction (vph)              | 0    | 0     | 0    | 1                         | 0    | 0     | 14   |
| Lane Group Flow (vph)             | 43   | 1424  | 14   | 1571                      | 0    | 21    | 2    |
| Confl. Peds. (#/hr)               | 4    |       |      |                           |      |       |      |
| Turn Type                         | Perm | NA    | Perm | NA                        |      | Prot  | Perm |
| Protected Phases                  |      | 6     |      | 2                         |      | 3     |      |
| Permitted Phases                  | 6    |       | 2    |                           |      |       | 8    |
| Actuated Green, G (s)             | 92.9 | 92.9  | 92.9 | 92.9                      |      | 18.1  | 18.1 |
| Effective Green, g (s)            | 92.9 | 92.9  | 92.9 | 92.9                      |      | 18.1  | 18.1 |
| Actuated g/C Ratio                | 0.77 | 0.77  | 0.77 | 0.77                      |      | 0.15  | 0.15 |
| Clearance Time (s)                | 4.5  | 4.5   | 4.5  | 4.5                       |      | 4.5   | 4.5  |
| Lane Grp Cap (vph)                | 197  | 3936  | 235  | 3928                      |      | 266   | 238  |
| v/s Ratio Prot                    |      | 0.28  |      | c0.31                     |      | c0.01 |      |
| v/s Ratio Perm                    | 0.17 |       | 0.05 |                           |      |       | 0.00 |
| v/c Ratio                         | 0.22 | 0.36  | 0.06 | 0.40                      |      | 0.08  | 0.01 |
| Uniform Delay, d1                 | 3.7  | 4.3   | 3.2  | 4.4                       |      | 43.8  | 43.3 |
| Progression Factor                | 1.00 | 1.00  | 1.00 | 1.00                      |      | 1.00  | 1.00 |
| Incremental Delay, d2             | 2.5  | 0.3   | 0.5  | 0.3                       |      | 0.6   | 0.1  |
| Delay (s)                         | 6.2  | 4.5   | 3.7  | 4.7                       |      | 44.4  | 43.4 |
| Level of Service                  | A    | A     | A    | A                         |      | D     | D    |
| Approach Delay (s)                |      | 4.6   |      | 4.7                       |      | 44.0  |      |
| Approach LOS                      |      | A     |      | A                         |      | D     |      |
| <b>Intersection Summary</b>       |      |       |      |                           |      |       |      |
| HCM 2000 Control Delay            |      | 5.1   |      | HCM 2000 Level of Service |      | A     |      |
| HCM 2000 Volume to Capacity ratio |      | 0.35  |      |                           |      |       |      |
| Actuated Cycle Length (s)         |      | 120.0 |      | Sum of lost time (s)      |      | 9.0   |      |
| Intersection Capacity Utilization |      | 44.9% |      | ICU Level of Service      |      | A     |      |
| Analysis Period (min)             |      | 15    |      |                           |      |       |      |
| c Critical Lane Group             |      |       |      |                           |      |       |      |

# HCM Signalized Intersection Capacity Analysis

## 12: Old Milton Pkwy & Kingry St

06/07/2022



| Movement               | EBL   | EBT  | WBU  | WBT  | WBR  | SBL   | SBR  |
|------------------------|-------|------|------|------|------|-------|------|
| Lane Configurations    |       |      |      |      |      |       |      |
| Traffic Volume (vph)   | 147   | 1491 | 13   | 1686 | 19   | 38    | 31   |
| Future Volume (vph)    | 147   | 1491 | 13   | 1686 | 19   | 38    | 31   |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.5   | 4.5  | 4.5  | 4.5  |      | 4.5   | 4.5  |
| Lane Util. Factor      | 1.00  | 0.91 | 1.00 | 0.91 |      | 1.00  | 1.00 |
| Frpb, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00 |      | 1.00  | 0.98 |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00 | 1.00 | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00 | 0.95 | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1768  | 5085 | 1769 | 5075 |      | 1770  | 1546 |
| Flt Permitted          | 0.10  | 1.00 | 0.13 | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      | 179   | 5085 | 239  | 5075 |      | 1770  | 1546 |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 160   | 1621 | 14   | 1833 | 21   | 41    | 34   |
| RTOR Reduction (vph)   | 0     | 0    | 0    | 1    | 0    | 0     | 29   |
| Lane Group Flow (vph)  | 160   | 1621 | 14   | 1853 | 0    | 41    | 5    |
| Confl. Peds. (#/hr)    | 5     |      | 3    |      | 5    | 3     | 6    |
| Turn Type              | Perm  | NA   | Perm | NA   |      | Prot  | Perm |
| Protected Phases       |       | 6    |      | 2    |      | 3     |      |
| Permitted Phases       | 6     |      | 2    |      |      |       | 8    |
| Actuated Green, G (s)  | 92.5  | 92.5 | 92.5 | 92.5 |      | 18.5  | 18.5 |
| Effective Green, g (s) | 92.5  | 92.5 | 92.5 | 92.5 |      | 18.5  | 18.5 |
| Actuated g/C Ratio     | 0.77  | 0.77 | 0.77 | 0.77 |      | 0.15  | 0.15 |
| Clearance Time (s)     | 4.5   | 4.5  | 4.5  | 4.5  |      | 4.5   | 4.5  |
| Lane Grp Cap (vph)     | 137   | 3919 | 184  | 3911 |      | 272   | 238  |
| v/s Ratio Prot         |       | 0.32 |      | 0.37 |      | c0.02 |      |
| v/s Ratio Perm         | c0.89 |      | 0.06 |      |      |       | 0.00 |
| v/c Ratio              | 1.17  | 0.41 | 0.08 | 0.47 |      | 0.15  | 0.02 |
| Uniform Delay, d1      | 13.7  | 4.6  | 3.3  | 5.0  |      | 43.9  | 43.1 |
| Progression Factor     | 1.00  | 1.00 | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 129.1 | 0.3  | 0.8  | 0.4  |      | 1.2   | 0.2  |
| Delay (s)              | 142.8 | 4.9  | 4.2  | 5.4  |      | 45.1  | 43.2 |
| Level of Service       | F     | A    | A    | A    |      | D     | D    |
| Approach Delay (s)     |       | 17.3 |      | 5.4  |      | 44.3  |      |
| Approach LOS           |       | B    |      | A    |      | D     |      |

### Intersection Summary

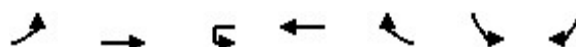
|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 11.9  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 0.99  |                           |     |
| Actuated Cycle Length (s)         | 120.0 | Sum of lost time (s)      | 9.0 |
| Intersection Capacity Utilization | 67.4% | ICU Level of Service      | C   |
| Analysis Period (min)             | 15    |                           |     |

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 12: Old Milton Pkwy & Kingry St

06/07/2022



| Movement               | EBL  | EBT   | WBU  | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|------|-------|------|
| Lane Configurations    |      |       |      |      |      |       |      |
| Traffic Volume (vph)   | 64   | 1355  | 13   | 1300 | 31   | 42    | 55   |
| Future Volume (vph)    | 64   | 1355  | 13   | 1300 | 31   | 42    | 55   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.5  | 4.5   | 4.5  | 4.5  |      | 4.5   | 4.5  |
| Lane Util. Factor      | 1.00 | 0.91  | 1.00 | 0.91 |      | 1.00  | 1.00 |
| Frpb, ped/bikes        | 1.00 | 1.00  | 1.00 | 1.00 |      | 1.00  | 0.98 |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Frt                    | 1.00 | 1.00  | 1.00 | 1.00 |      | 1.00  | 0.85 |
| Flt Protected          | 0.95 | 1.00  | 0.95 | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770 | 5085  | 1769 | 5067 |      | 1770  | 1557 |
| Flt Permitted          | 0.15 | 1.00  | 0.15 | 1.00 |      | 0.95  | 1.00 |
| Satd. Flow (perm)      | 286  | 5085  | 277  | 5067 |      | 1770  | 1557 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 70   | 1473  | 14   | 1413 | 34   | 46    | 60   |
| RTOR Reduction (vph)   | 0    | 0     | 0    | 2    | 0    | 0     | 48   |
| Lane Group Flow (vph)  | 70   | 1473  | 14   | 1445 | 0    | 46    | 12   |
| Confl. Peds. (#/hr)    |      |       | 1    |      |      | 1     | 2    |
| Turn Type              | Perm | NA    | Perm | NA   |      | Prot  | Perm |
| Protected Phases       |      | 6     |      | 2    |      | 3     |      |
| Permitted Phases       | 6    |       | 2    |      |      |       | 8    |
| Actuated Green, G (s)  | 87.5 | 87.5  | 87.5 | 87.5 |      | 23.5  | 23.5 |
| Effective Green, g (s) | 87.5 | 87.5  | 87.5 | 87.5 |      | 23.5  | 23.5 |
| Actuated g/C Ratio     | 0.73 | 0.73  | 0.73 | 0.73 |      | 0.20  | 0.20 |
| Clearance Time (s)     | 4.5  | 4.5   | 4.5  | 4.5  |      | 4.5   | 4.5  |
| Lane Grp Cap (vph)     | 208  | 3707  | 201  | 3694 |      | 346   | 304  |
| v/s Ratio Prot         |      | c0.29 |      | 0.29 |      | c0.03 |      |
| v/s Ratio Perm         | 0.24 |       | 0.05 |      |      |       | 0.01 |
| v/c Ratio              | 0.34 | 0.40  | 0.07 | 0.39 |      | 0.13  | 0.04 |
| Uniform Delay, d1      | 5.8  | 6.2   | 4.6  | 6.2  |      | 39.8  | 39.1 |
| Progression Factor     | 1.00 | 1.00  | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Incremental Delay, d2  | 4.3  | 0.3   | 0.7  | 0.3  |      | 0.8   | 0.2  |
| Delay (s)              | 10.2 | 6.5   | 5.3  | 6.5  |      | 40.6  | 39.3 |
| Level of Service       | B    | A     | A    | A    |      | D     | D    |
| Approach Delay (s)     |      | 6.7   |      | 6.5  |      | 39.9  |      |
| Approach LOS           |      | A     |      | A    |      | D     |      |

### Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 7.7   | HCM 2000 Level of Service | A   |
| HCM 2000 Volume to Capacity ratio | 0.34  |                           |     |
| Actuated Cycle Length (s)         | 120.0 | Sum of lost time (s)      | 9.0 |
| Intersection Capacity Utilization | 53.7% | ICU Level of Service      | A   |
| Analysis Period (min)             | 15    |                           |     |

c Critical Lane Group

# HCM 6th Signalized Intersection Summary

## 7: Roswell St & Old Milton Pkwy

06/07/2022

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (veh/h)       | 46                                                                                | 1065                                                                              | 105                                                                               | 150                                                                               | 664                                                                               | 126                                                                               | 38                                                                                 | 79                                                                                  | 97                                                                                  | 123                                                                                 | 110                                                                                 | 31                                                                                  |
| Future Volume (veh/h)        | 46                                                                                | 1065                                                                              | 105                                                                               | 150                                                                               | 664                                                                               | 126                                                                               | 38                                                                                 | 79                                                                                  | 97                                                                                  | 123                                                                                 | 110                                                                                 | 31                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.99                                                                               |                                                                                     | 0.99                                                                                | 1.00                                                                                |                                                                                     | 0.99                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                    |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 50                                                                                | 1158                                                                              | 114                                                                               | 163                                                                               | 722                                                                               | 137                                                                               | 41                                                                                 | 86                                                                                  | 105                                                                                 | 134                                                                                 | 120                                                                                 | 34                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 385                                                                               | 1620                                                                              | 721                                                                               | 362                                                                               | 1596                                                                              | 303                                                                               | 328                                                                                | 133                                                                                 | 162                                                                                 | 316                                                                                 | 321                                                                                 | 91                                                                                  |
| Arrive On Green              | 0.04                                                                              | 0.46                                                                              | 0.46                                                                              | 0.12                                                                              | 0.54                                                                              | 0.54                                                                              | 0.04                                                                               | 0.17                                                                                | 0.17                                                                                | 0.10                                                                                | 0.23                                                                                | 0.23                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1582                                                                              | 1781                                                                              | 2979                                                                              | 565                                                                               | 1781                                                                               | 763                                                                                 | 932                                                                                 | 1781                                                                                | 1400                                                                                | 397                                                                                 |
| Grp Volume(v), veh/h         | 50                                                                                | 1158                                                                              | 114                                                                               | 163                                                                               | 430                                                                               | 429                                                                               | 41                                                                                 | 0                                                                                   | 191                                                                                 | 134                                                                                 | 0                                                                                   | 154                                                                                 |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1582                                                                              | 1781                                                                              | 1777                                                                              | 1767                                                                              | 1781                                                                               | 0                                                                                   | 1695                                                                                | 1781                                                                                | 0                                                                                   | 1797                                                                                |
| Q Serve(g_s), s              | 1.7                                                                               | 31.6                                                                              | 5.1                                                                               | 4.9                                                                               | 17.8                                                                              | 17.8                                                                              | 2.2                                                                                | 0.0                                                                                 | 12.6                                                                                | 6.9                                                                                 | 0.0                                                                                 | 8.7                                                                                 |
| Cycle Q Clear(g_c), s        | 1.7                                                                               | 31.6                                                                              | 5.1                                                                               | 4.9                                                                               | 17.8                                                                              | 17.8                                                                              | 2.2                                                                                | 0.0                                                                                 | 12.6                                                                                | 6.9                                                                                 | 0.0                                                                                 | 8.7                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.32                                                                              | 1.00                                                                               |                                                                                     | 0.55                                                                                | 1.00                                                                                |                                                                                     | 0.22                                                                                |
| Lane Grp Cap(c), veh/h       | 385                                                                               | 1620                                                                              | 721                                                                               | 362                                                                               | 952                                                                               | 947                                                                               | 328                                                                                | 0                                                                                   | 295                                                                                 | 316                                                                                 | 0                                                                                   | 412                                                                                 |
| V/C Ratio(X)                 | 0.13                                                                              | 0.71                                                                              | 0.16                                                                              | 0.45                                                                              | 0.45                                                                              | 0.45                                                                              | 0.12                                                                               | 0.00                                                                                | 0.65                                                                                | 0.42                                                                                | 0.00                                                                                | 0.37                                                                                |
| Avail Cap(c_a), veh/h        | 385                                                                               | 1620                                                                              | 721                                                                               | 362                                                                               | 952                                                                               | 947                                                                               | 328                                                                                | 0                                                                                   | 295                                                                                 | 316                                                                                 | 0                                                                                   | 412                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 15.8                                                                              | 26.4                                                                              | 19.1                                                                              | 18.3                                                                              | 17.1                                                                              | 17.1                                                                              | 37.7                                                                               | 0.0                                                                                 | 46.1                                                                                | 33.9                                                                                | 0.0                                                                                 | 39.0                                                                                |
| Incr Delay (d2), s/veh       | 0.7                                                                               | 2.7                                                                               | 0.5                                                                               | 4.0                                                                               | 1.6                                                                               | 1.6                                                                               | 0.8                                                                                | 0.0                                                                                 | 10.5                                                                                | 4.1                                                                                 | 0.0                                                                                 | 2.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.8                                                                               | 13.5                                                                              | 2.0                                                                               | 2.3                                                                               | 7.4                                                                               | 7.4                                                                               | 1.1                                                                                | 0.0                                                                                 | 6.2                                                                                 | 3.4                                                                                 | 0.0                                                                                 | 4.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 16.5                                                                              | 29.1                                                                              | 19.6                                                                              | 22.3                                                                              | 18.6                                                                              | 18.6                                                                              | 38.5                                                                               | 0.0                                                                                 | 56.6                                                                                | 38.0                                                                                | 0.0                                                                                 | 41.6                                                                                |
| LnGrp LOS                    | B                                                                                 | C                                                                                 | B                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | D                                                                                  | A                                                                                   | E                                                                                   | D                                                                                   | A                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 1322                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1022                                                                              |                                                                                    | 232                                                                                 |                                                                                     | 288                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 27.8                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 19.2                                                                              |                                                                                    | 53.4                                                                                |                                                                                     | 39.9                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                    | D                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.6                                                                               | 68.8                                                                              | 16.2                                                                              | 25.4                                                                              | 19.2                                                                              | 59.2                                                                              | 9.6                                                                                | 32.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax),s   | 51                                                                                | 64.3                                                                              | 11.7                                                                              | 20.9                                                                              | 14.7                                                                              | 54.7                                                                              | 5.1                                                                                | 27.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+l1),s  | 19.8                                                                              | 19.8                                                                              | 8.9                                                                               | 14.6                                                                              | 6.9                                                                               | 33.6                                                                              | 4.2                                                                                | 10.7                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 6.3                                                                               | 0.1                                                                               | 0.5                                                                               | 0.2                                                                               | 9.0                                                                               | 0.0                                                                                | 0.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           | 28.0                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



# HCM 6th Signalized Intersection Summary

## 7: Roswell St & Old Milton Pkwy

06/07/2022

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |  |
| Traffic Volume (veh/h)       | 7                                                                                 | 977                                                                               | 68                                                                                | 93                                                                                | 1030                                                                              | 32                                                                                | 71                                                                                 | 2                                                                                   | 65                                                                                  | 25                                                                                  | 5                                                                                   | 15                                                                                  |
| Future Volume (veh/h)        | 7                                                                                 | 977                                                                               | 68                                                                                | 93                                                                                | 1030                                                                              | 32                                                                                | 71                                                                                 | 2                                                                                   | 65                                                                                  | 25                                                                                  | 5                                                                                   | 15                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.98                                                                               |                                                                                     | 0.98                                                                                | 0.98                                                                                |                                                                                     | 0.98                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 8                                                                                 | 1062                                                                              | 74                                                                                | 101                                                                               | 1120                                                                              | 35                                                                                | 77                                                                                 | 2                                                                                   | 71                                                                                  | 27                                                                                  | 5                                                                                   | 16                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 337                                                                               | 1851                                                                              | 823                                                                               | 402                                                                               | 2008                                                                              | 63                                                                                | 381                                                                                | 7                                                                                   | 259                                                                                 | 326                                                                                 | 59                                                                                  | 190                                                                                 |
| Arrive On Green              | 0.05                                                                              | 0.52                                                                              | 0.52                                                                              | 0.10                                                                              | 0.57                                                                              | 0.57                                                                              | 0.07                                                                               | 0.17                                                                                | 0.17                                                                                | 0.05                                                                                | 0.15                                                                                | 0.15                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1580                                                                              | 1781                                                                              | 3517                                                                              | 110                                                                               | 1781                                                                               | 43                                                                                  | 1519                                                                                | 1781                                                                                | 385                                                                                 | 1232                                                                                |
| Grp Volume(v), veh/h         | 8                                                                                 | 1062                                                                              | 74                                                                                | 101                                                                               | 566                                                                               | 589                                                                               | 77                                                                                 | 0                                                                                   | 73                                                                                  | 27                                                                                  | 0                                                                                   | 21                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1580                                                                              | 1781                                                                              | 1777                                                                              | 1850                                                                              | 1781                                                                               | 0                                                                                   | 1562                                                                                | 1781                                                                                | 0                                                                                   | 1617                                                                                |
| Q Serve(g_s), s              | 0.2                                                                               | 24.5                                                                              | 2.8                                                                               | 2.6                                                                               | 24.1                                                                              | 24.1                                                                              | 4.2                                                                                | 0.0                                                                                 | 4.9                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 1.3                                                                                 |
| Cycle Q Clear(g_c), s        | 0.2                                                                               | 24.5                                                                              | 2.8                                                                               | 2.6                                                                               | 24.1                                                                              | 24.1                                                                              | 4.2                                                                                | 0.0                                                                                 | 4.9                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 1.3                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.06                                                                              | 1.00                                                                               |                                                                                     | 0.97                                                                                | 1.00                                                                                |                                                                                     | 0.76                                                                                |
| Lane Grp Cap(c), veh/h       | 337                                                                               | 1851                                                                              | 823                                                                               | 402                                                                               | 1014                                                                              | 1056                                                                              | 381                                                                                | 0                                                                                   | 267                                                                                 | 326                                                                                 | 0                                                                                   | 249                                                                                 |
| V/C Ratio(X)                 | 0.02                                                                              | 0.57                                                                              | 0.09                                                                              | 0.25                                                                              | 0.56                                                                              | 0.56                                                                              | 0.20                                                                               | 0.00                                                                                | 0.27                                                                                | 0.08                                                                                | 0.00                                                                                | 0.08                                                                                |
| Avail Cap(c_a), veh/h        | 337                                                                               | 1851                                                                              | 823                                                                               | 402                                                                               | 1014                                                                              | 1056                                                                              | 381                                                                                | 0                                                                                   | 267                                                                                 | 326                                                                                 | 0                                                                                   | 249                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(l)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 12.3                                                                              | 19.6                                                                              | 14.5                                                                              | 11.8                                                                              | 16.2                                                                              | 16.2                                                                              | 37.7                                                                               | 0.0                                                                                 | 43.3                                                                                | 38.2                                                                                | 0.0                                                                                 | 43.5                                                                                |
| Incr Delay (d2), s/veh       | 0.1                                                                               | 1.3                                                                               | 0.2                                                                               | 1.5                                                                               | 2.2                                                                               | 2.1                                                                               | 1.2                                                                                | 0.0                                                                                 | 2.5                                                                                 | 0.5                                                                                 | 0.0                                                                                 | 0.7                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.1                                                                               | 10.1                                                                              | 1.1                                                                               | 1.1                                                                               | 9.9                                                                               | 10.3                                                                              | 2.0                                                                                | 0.0                                                                                 | 2.1                                                                                 | 0.7                                                                                 | 0.0                                                                                 | 0.6                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 12.4                                                                              | 20.9                                                                              | 14.7                                                                              | 13.3                                                                              | 18.4                                                                              | 18.3                                                                              | 38.9                                                                               | 0.0                                                                                 | 45.8                                                                                | 38.7                                                                                | 0.0                                                                                 | 44.2                                                                                |
| LnGrp LOS                    | B                                                                                 | C                                                                                 | B                                                                                 | B                                                                                 | B                                                                                 | B                                                                                 | D                                                                                  | A                                                                                   | D                                                                                   | D                                                                                   | A                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 1144                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 1256                                                                              |                                                                                    | 150                                                                                 |                                                                                     | 48                                                                                  |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 20.5                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 18.0                                                                              |                                                                                    | 42.2                                                                                |                                                                                     | 41.1                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | B                                                                                 |                                                                                    | D                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 11.0                                                                              | 73.0                                                                              | 11.0                                                                              | 25.0                                                                              | 17.0                                                                              | 67.0                                                                              | 13.0                                                                               | 23.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax),s   | 68.5                                                                              | 68.5                                                                              | 6.5                                                                               | 20.5                                                                              | 12.5                                                                              | 62.5                                                                              | 8.5                                                                                | 18.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+1)2s   | 26.1                                                                              | 26.1                                                                              | 3.5                                                                               | 6.9                                                                               | 4.6                                                                               | 26.5                                                                              | 6.2                                                                                | 3.3                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 9.6                                                                               | 0.0                                                                               | 0.3                                                                               | 0.1                                                                               | 9.6                                                                               | 0.0                                                                                | 0.0                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 20.9                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM 6th Signalized Intersection Summary

## 7: Roswell St & Old Milton Pkwy

06/07/2022

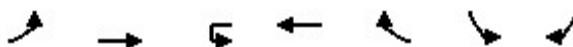
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|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |   |   |  |  |  |  |
| Traffic Volume (veh/h)       | 0                                                                                 | 709                                                                               | 183                                                                               | 95                                                                                | 1542                                                                              | 0                                                                                 | 87                                                                                 | 1                                                                                   | 115                                                                                 | 50                                                                                  | 34                                                                                  | 30                                                                                  |
| Future Volume (veh/h)        | 0                                                                                 | 709                                                                               | 183                                                                               | 95                                                                                | 1542                                                                              | 0                                                                                 | 87                                                                                 | 1                                                                                   | 115                                                                                 | 50                                                                                  | 34                                                                                  | 30                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.99                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.76                                                                               |                                                                                     | 0.71                                                                                | 0.78                                                                                |                                                                                     | 0.65                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                              | 1870                                                                               | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                | 1870                                                                                |
| Adj Flow Rate, veh/h         | 0                                                                                 | 771                                                                               | 199                                                                               | 103                                                                               | 1676                                                                              | 0                                                                                 | 95                                                                                 | 1                                                                                   | 125                                                                                 | 54                                                                                  | 37                                                                                  | 33                                                                                  |
| Peak Hour Factor             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Percent Heavy Veh, %         | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                 | 2                                                                                  | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2                                                                                   |
| Cap, veh/h                   | 198                                                                               | 2049                                                                              | 905                                                                               | 417                                                                               | 2082                                                                              | 0                                                                                 | 294                                                                                | 2                                                                                   | 199                                                                                 | 212                                                                                 | 107                                                                                 | 96                                                                                  |
| Arrive On Green              | 0.00                                                                              | 0.58                                                                              | 0.58                                                                              | 0.05                                                                              | 0.59                                                                              | 0.00                                                                              | 0.07                                                                               | 0.18                                                                                | 0.18                                                                                | 0.04                                                                                | 0.15                                                                                | 0.15                                                                                |
| Sat Flow, veh/h              | 1781                                                                              | 3554                                                                              | 1569                                                                              | 1781                                                                              | 3647                                                                              | 0                                                                                 | 1781                                                                               | 9                                                                                   | 1115                                                                                | 1781                                                                                | 715                                                                                 | 638                                                                                 |
| Grp Volume(v), veh/h         | 0                                                                                 | 771                                                                               | 199                                                                               | 103                                                                               | 1676                                                                              | 0                                                                                 | 95                                                                                 | 0                                                                                   | 126                                                                                 | 54                                                                                  | 0                                                                                   | 70                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1781                                                                              | 1777                                                                              | 1569                                                                              | 1781                                                                              | 1777                                                                              | 0                                                                                 | 1781                                                                               | 0                                                                                   | 1124                                                                                | 1781                                                                                | 0                                                                                   | 1353                                                                                |
| Q Serve(g_s), s              | 0.0                                                                               | 14.1                                                                              | 7.4                                                                               | 2.7                                                                               | 44.4                                                                              | 0.0                                                                               | 5.2                                                                                | 0.0                                                                                 | 12.4                                                                                | 3.0                                                                                 | 0.0                                                                                 | 5.6                                                                                 |
| Cycle Q Clear(g_c), s        | 0.0                                                                               | 14.1                                                                              | 7.4                                                                               | 2.7                                                                               | 44.4                                                                              | 0.0                                                                               | 5.2                                                                                | 0.0                                                                                 | 12.4                                                                                | 3.0                                                                                 | 0.0                                                                                 | 5.6                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                               |                                                                                     | 0.99                                                                                | 1.00                                                                                |                                                                                     | 0.47                                                                                |
| Lane Grp Cap(c), veh/h       | 198                                                                               | 2049                                                                              | 905                                                                               | 417                                                                               | 2082                                                                              | 0                                                                                 | 294                                                                                | 0                                                                                   | 200                                                                                 | 212                                                                                 | 0                                                                                   | 203                                                                                 |
| V/C Ratio(X)                 | 0.00                                                                              | 0.38                                                                              | 0.22                                                                              | 0.25                                                                              | 0.81                                                                              | 0.00                                                                              | 0.32                                                                               | 0.00                                                                                | 0.63                                                                                | 0.25                                                                                | 0.00                                                                                | 0.34                                                                                |
| Avail Cap(c_a), veh/h        | 198                                                                               | 2049                                                                              | 905                                                                               | 417                                                                               | 2082                                                                              | 0                                                                                 | 294                                                                                | 0                                                                                   | 200                                                                                 | 212                                                                                 | 0                                                                                   | 203                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 0.0                                                                               | 13.7                                                                              | 12.3                                                                              | 9.8                                                                               | 19.5                                                                              | 0.0                                                                               | 37.8                                                                               | 0.0                                                                                 | 45.6                                                                                | 40.5                                                                                | 0.0                                                                                 | 45.7                                                                                |
| Incr Delay (d2), s/veh       | 0.0                                                                               | 0.5                                                                               | 0.6                                                                               | 1.4                                                                               | 3.4                                                                               | 0.0                                                                               | 2.9                                                                                | 0.0                                                                                 | 14.0                                                                                | 2.9                                                                                 | 0.0                                                                                 | 4.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(50%),veh/ln     | 0.0                                                                               | 5.6                                                                               | 2.7                                                                               | 1.2                                                                               | 17.9                                                                              | 0.0                                                                               | 2.5                                                                                | 0.0                                                                                 | 4.3                                                                                 | 1.5                                                                                 | 0.0                                                                                 | 2.2                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 0.0                                                                               | 14.3                                                                              | 12.9                                                                              | 11.3                                                                              | 22.9                                                                              | 0.0                                                                               | 40.7                                                                               | 0.0                                                                                 | 59.6                                                                                | 43.4                                                                                | 0.0                                                                                 | 50.3                                                                                |
| LnGrp LOS                    | A                                                                                 | B                                                                                 | B                                                                                 | B                                                                                 | C                                                                                 | A                                                                                 | D                                                                                  | A                                                                                   | E                                                                                   | D                                                                                   | A                                                                                   | D                                                                                   |
| Approach Vol, veh/h          | 970                                                                               |                                                                                   | 1779                                                                              |                                                                                   |                                                                                   | 221                                                                               |                                                                                    |                                                                                     | 124                                                                                 |                                                                                     |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 14.0                                                                              |                                                                                   | 22.2                                                                              |                                                                                   |                                                                                   | 51.5                                                                              |                                                                                    |                                                                                     | 47.3                                                                                |                                                                                     |                                                                                     |                                                                                     |
| Approach LOS                 | B                                                                                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                    |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 | 3                                                                                 | 4                                                                                 | 5                                                                                 | 6                                                                                 | 7                                                                                  | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 9.5                                                                               | 74.8                                                                              | 9.8                                                                               | 25.9                                                                              | 10.6                                                                              | 73.7                                                                              | 13.2                                                                               | 22.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                                | 4.5                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax),s   | 50                                                                                | 70.3                                                                              | 5.3                                                                               | 21.4                                                                              | 6.1                                                                               | 69.2                                                                              | 8.7                                                                                | 18.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1)0s  | 46.4                                                                              | 5.0                                                                               | 14.4                                                                              | 4.7                                                                               | 16.1                                                                              | 7.2                                                                               | 7.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.0                                                                               | 14.4                                                                              | 0.0                                                                               | 0.4                                                                               | 0.0                                                                               | 7.1                                                                               | 0.0                                                                                | 0.2                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Summary         |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th Ctrl Delay           |                                                                                   |                                                                                   | 22.7                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 6th LOS                  |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

## **Appendix C- Capacity Analysis Alternatives**

# HCM Signalized Intersection Capacity Analysis

## 12: Old Milton Pkwy & Kingry St

06/07/2022



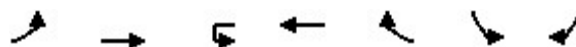
| Movement                          | EBL  | EBT   | WBU  | WBT                       | WBR  | SBL   | SBR  |
|-----------------------------------|------|-------|------|---------------------------|------|-------|------|
| Lane Configurations               |      |       |      |                           |      |       |      |
| Traffic Volume (vph)              | 40   | 1310  | 13   | 1425                      | 21   | 19    | 15   |
| Future Volume (vph)               | 40   | 1310  | 13   | 1425                      | 21   | 19    | 15   |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900 | 1900                      | 1900 | 1900  | 1900 |
| Total Lost time (s)               | 4.5  | 4.5   | 4.5  | 4.5                       |      | 4.5   |      |
| Lane Util. Factor                 | 1.00 | 0.91  | 1.00 | 0.91                      |      | 1.00  |      |
| Frpb, ped/bikes                   | 1.00 | 1.00  | 1.00 | 1.00                      |      | 1.00  |      |
| Flpb, ped/bikes                   | 1.00 | 1.00  | 1.00 | 1.00                      |      | 1.00  |      |
| Frt                               | 1.00 | 1.00  | 1.00 | 1.00                      |      | 0.94  |      |
| Flt Protected                     | 0.95 | 1.00  | 0.95 | 1.00                      |      | 0.97  |      |
| Satd. Flow (prot)                 | 1768 | 5085  | 1770 | 5074                      |      | 1706  |      |
| Flt Permitted                     | 0.14 | 1.00  | 0.16 | 1.00                      |      | 0.97  |      |
| Satd. Flow (perm)                 | 255  | 5085  | 304  | 5074                      |      | 1706  |      |
| Peak-hour factor, PHF             | 0.92 | 0.92  | 0.92 | 0.92                      | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)                   | 43   | 1424  | 14   | 1549                      | 23   | 21    | 16   |
| RTOR Reduction (vph)              | 0    | 0     | 0    | 1                         | 0    | 14    | 0    |
| Lane Group Flow (vph)             | 43   | 1424  | 14   | 1571                      | 0    | 23    | 0    |
| Confl. Peds. (#/hr)               | 4    |       |      |                           |      |       |      |
| Turn Type                         | Perm | NA    | Perm | NA                        |      | Prot  |      |
| Protected Phases                  |      | 6     |      | 2                         |      | 3     |      |
| Permitted Phases                  | 6    |       | 2    |                           |      |       |      |
| Actuated Green, G (s)             | 92.9 | 92.9  | 92.9 | 92.9                      |      | 18.1  |      |
| Effective Green, g (s)            | 92.9 | 92.9  | 92.9 | 92.9                      |      | 18.1  |      |
| Actuated g/C Ratio                | 0.77 | 0.77  | 0.77 | 0.77                      |      | 0.15  |      |
| Clearance Time (s)                | 4.5  | 4.5   | 4.5  | 4.5                       |      | 4.5   |      |
| Lane Grp Cap (vph)                | 197  | 3936  | 235  | 3928                      |      | 257   |      |
| v/s Ratio Prot                    |      | 0.28  |      | c0.31                     |      | c0.01 |      |
| v/s Ratio Perm                    | 0.17 |       | 0.05 |                           |      |       |      |
| v/c Ratio                         | 0.22 | 0.36  | 0.06 | 0.40                      |      | 0.09  |      |
| Uniform Delay, d1                 | 3.7  | 4.3   | 3.2  | 4.4                       |      | 43.9  |      |
| Progression Factor                | 1.00 | 1.00  | 1.00 | 1.00                      |      | 1.00  |      |
| Incremental Delay, d2             | 2.5  | 0.3   | 0.5  | 0.3                       |      | 0.7   |      |
| Delay (s)                         | 6.2  | 4.5   | 3.7  | 4.7                       |      | 44.6  |      |
| Level of Service                  | A    | A     | A    | A                         |      | D     |      |
| Approach Delay (s)                |      | 4.6   |      | 4.7                       |      | 44.6  |      |
| Approach LOS                      |      | A     |      | A                         |      | D     |      |
| <b>Intersection Summary</b>       |      |       |      |                           |      |       |      |
| HCM 2000 Control Delay            |      | 5.1   |      | HCM 2000 Level of Service |      | A     |      |
| HCM 2000 Volume to Capacity ratio |      | 0.35  |      |                           |      |       |      |
| Actuated Cycle Length (s)         |      | 120.0 |      | Sum of lost time (s)      |      | 9.0   |      |
| Intersection Capacity Utilization |      | 44.9% |      | ICU Level of Service      |      | A     |      |
| Analysis Period (min)             |      | 15    |      |                           |      |       |      |

c Critical Lane Group



# HCM Signalized Intersection Capacity Analysis 12: Old Milton Pkwy & Kingry St

06/07/2022



| Movement               | EBL   | EBT  | WBU  | WBT  | WBR  | SBL   | SBR  |
|------------------------|-------|------|------|------|------|-------|------|
| Lane Configurations    |       |      |      |      |      |       |      |
| Traffic Volume (vph)   | 147   | 1491 | 13   | 1686 | 19   | 38    | 31   |
| Future Volume (vph)    | 147   | 1491 | 13   | 1686 | 19   | 38    | 31   |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.5   | 4.5  | 4.5  | 4.5  |      | 4.5   |      |
| Lane Util. Factor      | 1.00  | 0.91 | 1.00 | 0.91 |      | 1.00  |      |
| Frpb, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00 |      | 0.99  |      |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00 |      | 1.00  |      |
| Frt                    | 1.00  | 1.00 | 1.00 | 1.00 |      | 0.94  |      |
| Flt Protected          | 0.95  | 1.00 | 0.95 | 1.00 |      | 0.97  |      |
| Satd. Flow (prot)      | 1768  | 5085 | 1769 | 5075 |      | 1684  |      |
| Flt Permitted          | 0.10  | 1.00 | 0.13 | 1.00 |      | 0.97  |      |
| Satd. Flow (perm)      | 179   | 5085 | 239  | 5075 |      | 1684  |      |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 160   | 1621 | 14   | 1833 | 21   | 41    | 34   |
| RTOR Reduction (vph)   | 0     | 0    | 0    | 1    | 0    | 25    | 0    |
| Lane Group Flow (vph)  | 160   | 1621 | 14   | 1853 | 0    | 50    | 0    |
| Confl. Peds. (#/hr)    | 5     |      | 3    |      | 5    | 3     | 6    |
| Turn Type              | Perm  | NA   | Perm | NA   |      | Prot  |      |
| Protected Phases       |       | 6    |      | 2    |      | 3     |      |
| Permitted Phases       | 6     |      | 2    |      |      |       |      |
| Actuated Green, G (s)  | 92.5  | 92.5 | 92.5 | 92.5 |      | 18.5  |      |
| Effective Green, g (s) | 92.5  | 92.5 | 92.5 | 92.5 |      | 18.5  |      |
| Actuated g/C Ratio     | 0.77  | 0.77 | 0.77 | 0.77 |      | 0.15  |      |
| Clearance Time (s)     | 4.5   | 4.5  | 4.5  | 4.5  |      | 4.5   |      |
| Lane Grp Cap (vph)     | 137   | 3919 | 184  | 3911 |      | 259   |      |
| v/s Ratio Prot         |       | 0.32 |      | 0.37 |      | c0.03 |      |
| v/s Ratio Perm         | c0.89 |      | 0.06 |      |      |       |      |
| v/c Ratio              | 1.17  | 0.41 | 0.08 | 0.47 |      | 0.19  |      |
| Uniform Delay, d1      | 13.7  | 4.6  | 3.3  | 5.0  |      | 44.3  |      |
| Progression Factor     | 1.00  | 1.00 | 1.00 | 1.00 |      | 1.00  |      |
| Incremental Delay, d2  | 129.1 | 0.3  | 0.8  | 0.4  |      | 1.7   |      |
| Delay (s)              | 142.8 | 4.9  | 4.2  | 5.4  |      | 45.9  |      |
| Level of Service       | F     | A    | A    | A    |      | D     |      |
| Approach Delay (s)     |       | 17.3 |      | 5.4  |      | 45.9  |      |
| Approach LOS           |       | B    |      | A    |      | D     |      |

## Intersection Summary

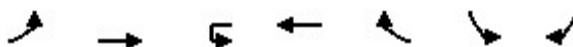
|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 11.9  | HCM 2000 Level of Service | B   |
| HCM 2000 Volume to Capacity ratio | 1.00  |                           |     |
| Actuated Cycle Length (s)         | 120.0 | Sum of lost time (s)      | 9.0 |
| Intersection Capacity Utilization | 67.4% | ICU Level of Service      | C   |
| Analysis Period (min)             | 15    |                           |     |

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 12: Old Milton Pkwy & Kingry St

06/07/2022



| Movement               | EBL  | EBT   | WBU  | WBT  | WBR  | SBL   | SBR  |
|------------------------|------|-------|------|------|------|-------|------|
| Lane Configurations    |      |       |      |      |      |       |      |
| Traffic Volume (vph)   | 64   | 1355  | 13   | 1300 | 31   | 42    | 55   |
| Future Volume (vph)    | 64   | 1355  | 13   | 1300 | 31   | 42    | 55   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.5  | 4.5   | 4.5  | 4.5  |      | 4.5   |      |
| Lane Util. Factor      | 1.00 | 0.91  | 1.00 | 0.91 |      | 1.00  |      |
| Frpb, ped/bikes        | 1.00 | 1.00  | 1.00 | 1.00 |      | 0.99  |      |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00 | 1.00 |      | 1.00  |      |
| Frt                    | 1.00 | 1.00  | 1.00 | 1.00 |      | 0.92  |      |
| Flt Protected          | 0.95 | 1.00  | 0.95 | 1.00 |      | 0.98  |      |
| Satd. Flow (prot)      | 1770 | 5085  | 1769 | 5067 |      | 1668  |      |
| Flt Permitted          | 0.15 | 1.00  | 0.15 | 1.00 |      | 0.98  |      |
| Satd. Flow (perm)      | 286  | 5085  | 277  | 5067 |      | 1668  |      |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 70   | 1473  | 14   | 1413 | 34   | 46    | 60   |
| RTOR Reduction (vph)   | 0    | 0     | 0    | 2    | 0    | 39    | 0    |
| Lane Group Flow (vph)  | 70   | 1473  | 14   | 1445 | 0    | 67    | 0    |
| Confl. Peds. (#/hr)    |      |       | 1    |      |      | 1     | 2    |
| Turn Type              | Perm | NA    | Perm | NA   |      | Prot  |      |
| Protected Phases       |      | 6     |      | 2    |      | 3     |      |
| Permitted Phases       | 6    |       | 2    |      |      |       |      |
| Actuated Green, G (s)  | 87.5 | 87.5  | 87.5 | 87.5 |      | 23.5  |      |
| Effective Green, g (s) | 87.5 | 87.5  | 87.5 | 87.5 |      | 23.5  |      |
| Actuated g/C Ratio     | 0.73 | 0.73  | 0.73 | 0.73 |      | 0.20  |      |
| Clearance Time (s)     | 4.5  | 4.5   | 4.5  | 4.5  |      | 4.5   |      |
| Lane Grp Cap (vph)     | 208  | 3707  | 201  | 3694 |      | 326   |      |
| v/s Ratio Prot         |      | c0.29 |      | 0.29 |      | c0.04 |      |
| v/s Ratio Perm         | 0.24 |       | 0.05 |      |      |       |      |
| v/c Ratio              | 0.34 | 0.40  | 0.07 | 0.39 |      | 0.20  |      |
| Uniform Delay, d1      | 5.8  | 6.2   | 4.6  | 6.2  |      | 40.4  |      |
| Progression Factor     | 1.00 | 1.00  | 1.00 | 1.00 |      | 1.00  |      |
| Incremental Delay, d2  | 4.3  | 0.3   | 0.7  | 0.3  |      | 1.4   |      |
| Delay (s)              | 10.2 | 6.5   | 5.3  | 6.5  |      | 41.8  |      |
| Level of Service       | B    | A     | A    | A    |      | D     |      |
| Approach Delay (s)     |      | 6.7   |      | 6.5  |      | 41.8  |      |
| Approach LOS           |      | A     |      | A    |      | D     |      |

### Intersection Summary

|                                   |       |                           |     |
|-----------------------------------|-------|---------------------------|-----|
| HCM 2000 Control Delay            | 7.8   | HCM 2000 Level of Service | A   |
| HCM 2000 Volume to Capacity ratio | 0.36  |                           |     |
| Actuated Cycle Length (s)         | 120.0 | Sum of lost time (s)      | 9.0 |
| Intersection Capacity Utilization | 53.7% | ICU Level of Service      | A   |
| Analysis Period (min)             | 15    |                           |     |

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 7: Roswell St & Old Milton Pkwy

06/23/2022

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |  |  |  |                                                                                   |  |  |                                                                                     |  |  |                                                                                     |
| Traffic Volume (vph)              | 46                                                                                | 1065                                                                              | 105                                                                               | 150                                                                               | 664                                                                               | 126                                                                               | 38                                                                                 | 79                                                                                  | 97                                                                                  | 123                                                                                 | 110                                                                                 | 31                                                                                  |
| Future Volume (vph)               | 46                                                                                | 1065                                                                              | 105                                                                               | 150                                                                               | 664                                                                               | 126                                                                               | 38                                                                                 | 79                                                                                  | 97                                                                                  | 123                                                                                 | 110                                                                                 | 31                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                                | 4.5                                                                                 |                                                                                     | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |
| Lane Util. Factor                 | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frpb, ped/bikes                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Flpb, ped/bikes                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frt                               | 1.00                                                                              | 1.00                                                                              | 0.85                                                                              | 1.00                                                                              | 0.98                                                                              |                                                                                   | 1.00                                                                               | 0.92                                                                                |                                                                                     | 1.00                                                                                | 0.97                                                                                |                                                                                     |
| Flt Protected                     | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                               | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 | 1769                                                                              | 3539                                                                              | 1583                                                                              | 1770                                                                              | 3442                                                                              |                                                                                   | 1763                                                                               | 1709                                                                                |                                                                                     | 1770                                                                                | 1793                                                                                |                                                                                     |
| Flt Permitted                     | 0.21                                                                              | 1.00                                                                              | 1.00                                                                              | 0.07                                                                              | 1.00                                                                              |                                                                                   | 0.60                                                                               | 1.00                                                                                |                                                                                     | 0.20                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 | 387                                                                               | 3539                                                                              | 1583                                                                              | 126                                                                               | 3442                                                                              |                                                                                   | 1112                                                                               | 1709                                                                                |                                                                                     | 379                                                                                 | 1793                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Adj. Flow (vph)                   | 50                                                                                | 1158                                                                              | 114                                                                               | 163                                                                               | 722                                                                               | 137                                                                               | 41                                                                                 | 86                                                                                  | 105                                                                                 | 134                                                                                 | 120                                                                                 | 34                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 77                                                                                | 0                                                                                 | 9                                                                                 | 0                                                                                 | 0                                                                                  | 26                                                                                  | 0                                                                                   | 0                                                                                   | 6                                                                                   | 0                                                                                   |
| Lane Group Flow (vph)             | 50                                                                                | 1158                                                                              | 37                                                                                | 163                                                                               | 850                                                                               | 0                                                                                 | 41                                                                                 | 165                                                                                 | 0                                                                                   | 134                                                                                 | 148                                                                                 | 0                                                                                   |
| Confl. Peds. (#/hr)               | 2                                                                                 |                                                                                   |                                                                                   |                                                                                   |                                                                                   | 2                                                                                 | 4                                                                                  |                                                                                     |                                                                                     |                                                                                     |                                                                                     | 4                                                                                   |
| Turn Type                         | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                              | NA                                                                                  |                                                                                     | pm+pt                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases                  | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                  | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases                  | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                  |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             | 59.8                                                                              | 54.7                                                                              | 54.7                                                                              | 73.9                                                                              | 64.3                                                                              |                                                                                   | 26.0                                                                               | 20.9                                                                                |                                                                                     | 37.1                                                                                | 27.5                                                                                |                                                                                     |
| Effective Green, g (s)            | 59.8                                                                              | 54.7                                                                              | 54.7                                                                              | 73.9                                                                              | 64.3                                                                              |                                                                                   | 26.0                                                                               | 20.9                                                                                |                                                                                     | 37.1                                                                                | 27.5                                                                                |                                                                                     |
| Actuated g/C Ratio                | 0.36                                                                              | 0.33                                                                              | 0.33                                                                              | 0.44                                                                              | 0.39                                                                              |                                                                                   | 0.16                                                                               | 0.13                                                                                |                                                                                     | 0.22                                                                                | 0.17                                                                                |                                                                                     |
| Clearance Time (s)                | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                                | 4.5                                                                                 |                                                                                     | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                | 181                                                                               | 1162                                                                              | 520                                                                               | 201                                                                               | 1329                                                                              |                                                                                   | 193                                                                                | 214                                                                                 |                                                                                     | 182                                                                                 | 296                                                                                 |                                                                                     |
| v/s Ratio Prot                    | 0.01                                                                              | c0.33                                                                             |                                                                                   | c0.07                                                                             | 0.25                                                                              |                                                                                   | 0.01                                                                               | 0.10                                                                                |                                                                                     | c0.05                                                                               | 0.08                                                                                |                                                                                     |
| v/s Ratio Perm                    | 0.09                                                                              |                                                                                   | 0.02                                                                              | 0.29                                                                              |                                                                                   |                                                                                   | 0.03                                                                               |                                                                                     |                                                                                     | c0.11                                                                               |                                                                                     |                                                                                     |
| v/c Ratio                         | 0.28                                                                              | 1.00                                                                              | 0.07                                                                              | 0.81                                                                              | 0.64                                                                              |                                                                                   | 0.21                                                                               | 0.77                                                                                |                                                                                     | 0.74                                                                                | 0.50                                                                                |                                                                                     |
| Uniform Delay, d1                 | 36.5                                                                              | 55.8                                                                              | 38.4                                                                              | 46.7                                                                              | 41.7                                                                              |                                                                                   | 60.7                                                                               | 70.5                                                                                |                                                                                     | 55.4                                                                                | 63.2                                                                                |                                                                                     |
| Progression Factor                | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             | 3.8                                                                               | 25.6                                                                              | 0.3                                                                               | 28.7                                                                              | 2.4                                                                               |                                                                                   | 2.5                                                                                | 23.0                                                                                |                                                                                     | 23.1                                                                                | 5.9                                                                                 |                                                                                     |
| Delay (s)                         | 40.3                                                                              | 81.4                                                                              | 38.7                                                                              | 75.4                                                                              | 44.0                                                                              |                                                                                   | 63.2                                                                               | 93.5                                                                                |                                                                                     | 78.5                                                                                | 69.2                                                                                |                                                                                     |
| Level of Service                  | D                                                                                 | F                                                                                 | D                                                                                 | E                                                                                 | D                                                                                 |                                                                                   | E                                                                                  | F                                                                                   |                                                                                     | E                                                                                   | E                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 76.2                                                                              |                                                                                   |                                                                                   | 49.0                                                                              |                                                                                   |                                                                                    | 88.1                                                                                |                                                                                     |                                                                                     | 73.5                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | E                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                    | F                                                                                   |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   |                                                                                   | 67.2                                                                              |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                         |                                                                                    |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   |                                                                                   | 0.64                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   |                                                                                   | 166.5                                                                             |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                    |                                                                                     |                                                                                     | 22.5                                                                                |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   |                                                                                   | 69.7%                                                                             |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                    |                                                                                     |                                                                                     | C                                                                                   |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

# HCM Signalized Intersection Capacity Analysis

## 7: Roswell St & Old Milton Pkwy

06/23/2022

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                          | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations               |  |  |  |  |  |                                                                                   |   |    |                                                                                     |   |  |                                                                                     |
| Traffic Volume (vph)              | 0                                                                                 | 709                                                                               | 183                                                                               | 95                                                                                | 1542                                                                              | 0                                                                                 | 87                                                                                 | 1                                                                                   | 115                                                                                 | 50                                                                                  | 34                                                                                  | 30                                                                                  |
| Future Volume (vph)               | 0                                                                                 | 709                                                                               | 183                                                                               | 95                                                                                | 1542                                                                              | 0                                                                                 | 87                                                                                 | 1                                                                                   | 115                                                                                 | 50                                                                                  | 34                                                                                  | 30                                                                                  |
| Ideal Flow (vphpl)                | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                              | 1900                                                                               | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                | 1900                                                                                |
| Total Lost time (s)               |                                                                                   | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                                | 4.5                                                                                 |                                                                                     | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |
| Lane Util. Factor                 |                                                                                   | 0.95                                                                              | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frpb, ped/bikes                   |                                                                                   | 1.00                                                                              | 0.96                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 0.97                                                                                |                                                                                     | 1.00                                                                                | 0.82                                                                                |                                                                                     |
| Flpb, ped/bikes                   |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.79                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Frt                               |                                                                                   | 1.00                                                                              | 0.85                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 0.85                                                                                |                                                                                     | 1.00                                                                                | 0.93                                                                                |                                                                                     |
| Flt Protected                     |                                                                                   | 1.00                                                                              | 1.00                                                                              | 0.95                                                                              | 1.00                                                                              |                                                                                   | 0.95                                                                               | 1.00                                                                                |                                                                                     | 0.95                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (prot)                 |                                                                                   | 3539                                                                              | 1526                                                                              | 1768                                                                              | 3539                                                                              |                                                                                   | 1406                                                                               | 1544                                                                                |                                                                                     | 1763                                                                                | 1425                                                                                |                                                                                     |
| Flt Permitted                     |                                                                                   | 1.00                                                                              | 1.00                                                                              | 0.21                                                                              | 1.00                                                                              |                                                                                   | 0.69                                                                               | 1.00                                                                                |                                                                                     | 0.49                                                                                | 1.00                                                                                |                                                                                     |
| Satd. Flow (perm)                 |                                                                                   | 3539                                                                              | 1526                                                                              | 382                                                                               | 3539                                                                              |                                                                                   | 1016                                                                               | 1544                                                                                |                                                                                     | 902                                                                                 | 1425                                                                                |                                                                                     |
| Peak-hour factor, PHF             | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                              | 0.92                                                                               | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                | 0.92                                                                                |
| Adj. Flow (vph)                   | 0                                                                                 | 771                                                                               | 199                                                                               | 103                                                                               | 1676                                                                              | 0                                                                                 | 95                                                                                 | 1                                                                                   | 125                                                                                 | 54                                                                                  | 37                                                                                  | 33                                                                                  |
| RTOR Reduction (vph)              | 0                                                                                 | 0                                                                                 | 79                                                                                | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 109                                                                                 | 0                                                                                   | 0                                                                                   | 22                                                                                  | 0                                                                                   |
| Lane Group Flow (vph)             | 0                                                                                 | 771                                                                               | 120                                                                               | 103                                                                               | 1676                                                                              | 0                                                                                 | 95                                                                                 | 17                                                                                  | 0                                                                                   | 54                                                                                  | 48                                                                                  | 0                                                                                   |
| Confl. Peds. (#/hr)               | 8                                                                                 |                                                                                   | 12                                                                                | 12                                                                                |                                                                                   | 8                                                                                 | 271                                                                                |                                                                                     | 6                                                                                   | 6                                                                                   |                                                                                     | 271                                                                                 |
| Turn Type                         | pm+pt                                                                             | NA                                                                                | Perm                                                                              | pm+pt                                                                             | NA                                                                                |                                                                                   | pm+pt                                                                              | NA                                                                                  |                                                                                     | pm+pt                                                                               | NA                                                                                  |                                                                                     |
| Protected Phases                  | 1                                                                                 | 6                                                                                 |                                                                                   | 5                                                                                 | 2                                                                                 |                                                                                   | 7                                                                                  | 4                                                                                   |                                                                                     | 3                                                                                   | 8                                                                                   |                                                                                     |
| Permitted Phases                  | 6                                                                                 |                                                                                   | 6                                                                                 | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                  |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Actuated Green, G (s)             |                                                                                   | 52.4                                                                              | 52.4                                                                              | 57.6                                                                              | 52.5                                                                              |                                                                                   | 23.0                                                                               | 18.0                                                                                |                                                                                     | 23.0                                                                                | 18.0                                                                                |                                                                                     |
| Effective Green, g (s)            |                                                                                   | 52.4                                                                              | 52.4                                                                              | 57.6                                                                              | 52.5                                                                              |                                                                                   | 23.0                                                                               | 18.0                                                                                |                                                                                     | 23.0                                                                                | 18.0                                                                                |                                                                                     |
| Actuated g/C Ratio                |                                                                                   | 0.36                                                                              | 0.36                                                                              | 0.40                                                                              | 0.36                                                                              |                                                                                   | 0.16                                                                               | 0.12                                                                                |                                                                                     | 0.16                                                                                | 0.12                                                                                |                                                                                     |
| Clearance Time (s)                |                                                                                   | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               | 4.5                                                                               |                                                                                   | 4.5                                                                                | 4.5                                                                                 |                                                                                     | 4.5                                                                                 | 4.5                                                                                 |                                                                                     |
| Lane Grp Cap (vph)                |                                                                                   | 1278                                                                              | 551                                                                               | 200                                                                               | 1281                                                                              |                                                                                   | 174                                                                                | 191                                                                                 |                                                                                     | 172                                                                                 | 176                                                                                 |                                                                                     |
| v/s Ratio Prot                    |                                                                                   | 0.22                                                                              |                                                                                   | c0.02                                                                             | c0.47                                                                             |                                                                                   | c0.02                                                                              | 0.01                                                                                |                                                                                     | 0.01                                                                                | 0.03                                                                                |                                                                                     |
| v/s Ratio Perm                    |                                                                                   |                                                                                   | 0.08                                                                              | 0.19                                                                              |                                                                                   |                                                                                   | c0.07                                                                              |                                                                                     |                                                                                     | 0.04                                                                                |                                                                                     |                                                                                     |
| v/c Ratio                         |                                                                                   | 0.60                                                                              | 0.22                                                                              | 0.52                                                                              | 1.31                                                                              |                                                                                   | 0.55                                                                               | 0.09                                                                                |                                                                                     | 0.31                                                                                | 0.27                                                                                |                                                                                     |
| Uniform Delay, d1                 |                                                                                   | 37.8                                                                              | 32.1                                                                              | 31.0                                                                              | 46.3                                                                              |                                                                                   | 55.6                                                                               | 56.2                                                                                |                                                                                     | 53.0                                                                                | 57.6                                                                                |                                                                                     |
| Progression Factor                |                                                                                   | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                               | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     |
| Incremental Delay, d2             |                                                                                   | 2.1                                                                               | 0.9                                                                               | 9.2                                                                               | 144.5                                                                             |                                                                                   | 11.8                                                                               | 0.9                                                                                 |                                                                                     | 4.7                                                                                 | 3.8                                                                                 |                                                                                     |
| Delay (s)                         |                                                                                   | 39.9                                                                              | 33.0                                                                              | 40.1                                                                              | 190.7                                                                             |                                                                                   | 67.3                                                                               | 57.1                                                                                |                                                                                     | 57.8                                                                                | 61.4                                                                                |                                                                                     |
| Level of Service                  |                                                                                   | D                                                                                 | C                                                                                 | D                                                                                 | F                                                                                 |                                                                                   | E                                                                                  | E                                                                                   |                                                                                     | E                                                                                   | E                                                                                   |                                                                                     |
| Approach Delay (s)                |                                                                                   | 38.5                                                                              |                                                                                   |                                                                                   | 182.0                                                                             |                                                                                   |                                                                                    | 61.5                                                                                |                                                                                     |                                                                                     | 59.8                                                                                |                                                                                     |
| Approach LOS                      |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | F                                                                                 |                                                                                   |                                                                                    | E                                                                                   |                                                                                     |                                                                                     | E                                                                                   |                                                                                     |
| <b>Intersection Summary</b>       |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Control Delay            |                                                                                   | 123.5                                                                             |                                                                                   |                                                                                   |                                                                                   | HCM 2000 Level of Service                                                         |                                                                                    | F                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| HCM 2000 Volume to Capacity ratio |                                                                                   | 0.68                                                                              |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Actuated Cycle Length (s)         |                                                                                   | 145.0                                                                             |                                                                                   |                                                                                   |                                                                                   | Sum of lost time (s)                                                              |                                                                                    | 22.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Intersection Capacity Utilization |                                                                                   | 69.5%                                                                             |                                                                                   |                                                                                   |                                                                                   | ICU Level of Service                                                              |                                                                                    | C                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Analysis Period (min)             |                                                                                   | 15                                                                                |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| c Critical Lane Group             |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |



# Timing Report, Sorted By Phase

## 7: Roswell St & Old Milton Pkwy

06/23/2022



| Phase Number           | 1     | 2     | 3    | 4     | 5     | 6     | 7    | 8     | 9     |
|------------------------|-------|-------|------|-------|-------|-------|------|-------|-------|
| Movement               | EBL   | WBTL  | SBL  | NBTL  | WBL   | EBTL  | NBL  | SBTL  | Ped   |
| Lead/Lag               | Lead  | Lag   | Lead | Lag   | Lead  | Lag   | Lead | Lag   |       |
| Lead-Lag Optimize      | Yes   |       | Yes  |       | Yes   |       | Yes  |       |       |
| Recall Mode            | Max   | Max   | Max  | Max   | Max   | Max   | Max  | Max   | Max   |
| Maximum Split (s)      | 9.5   | 57    | 9.5  | 22.5  | 9.6   | 56.9  | 9.5  | 22.5  | 46.5  |
| Maximum Split (%)      | 6.6%  | 39.3% | 6.6% | 15.5% | 6.6%  | 39.2% | 6.6% | 15.5% | 32.1% |
| Minimum Split (s)      | 9.5   | 56.5  | 9.5  | 22.5  | 9.5   | 56.5  | 9.5  | 22.5  | 46.5  |
| Yellow Time (s)        | 3.5   | 3.5   | 3.5  | 3.5   | 3.5   | 3.5   | 3.5  | 3.5   | 3.5   |
| All-Red Time (s)       | 1     | 1     | 1    | 1     | 1     | 1     | 1    | 1     | 1     |
| Minimum Initial (s)    | 5     | 5     | 5    | 5     | 5     | 5     | 5    | 5     | 7     |
| Vehicle Extension (s)  | 3     | 3     | 3    | 3     | 3     | 3     | 3    | 3     | 3     |
| Minimum Gap (s)        | 3     | 3     | 3    | 3     | 3     | 3     | 3    | 3     | 3     |
| Time Before Reduce (s) | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 0     | 0     |
| Time To Reduce (s)     | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 0     | 0     |
| Walk Time (s)          |       |       |      |       |       |       |      |       | 7     |
| Flash Dont Walk (s)    |       |       |      |       |       |       |      |       | 35    |
| Dual Entry             | No    | Yes   | No   | Yes   | No    | Yes   | No   | Yes   | No    |
| Inhibit Max            | Yes   | Yes   | Yes  | Yes   | Yes   | Yes   | Yes  | Yes   | Yes   |
| Start Time (s)         | 135.4 | 144.9 | 56.9 | 66.4  | 135.4 | 0     | 56.9 | 66.4  | 88.9  |
| End Time (s)           | 144.9 | 56.9  | 66.4 | 88.9  | 0     | 56.9  | 66.4 | 88.9  | 135.4 |
| Yield/Force Off (s)    | 140.4 | 52.4  | 61.9 | 84.4  | 140.5 | 52.4  | 61.9 | 84.4  | 130.9 |
| Yield/Force Off 170(s) | 140.4 | 52.4  | 61.9 | 84.4  | 140.5 | 52.4  | 61.9 | 84.4  | 95.9  |
| Local Start Time (s)   | 135.4 | 144.9 | 56.9 | 66.4  | 135.4 | 0     | 56.9 | 66.4  | 88.9  |
| Local Yield (s)        | 140.4 | 52.4  | 61.9 | 84.4  | 140.5 | 52.4  | 61.9 | 84.4  | 130.9 |
| Local Yield 170(s)     | 140.4 | 52.4  | 61.9 | 84.4  | 140.5 | 52.4  | 61.9 | 84.4  | 95.9  |

### Intersection Summary

|                                                                       |          |
|-----------------------------------------------------------------------|----------|
| Cycle Length                                                          | 145      |
| Control Type                                                          | Pretimed |
| Natural Cycle                                                         | 145      |
| Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green |          |

### Splits and Phases: 7: Roswell St & Old Milton Pkwy

|                  |                  |            |
|------------------|------------------|------------|
| <br>9.5 s 57 s   | <br>9.5 s 22.5 s | <br>46.5 s |
| <br>9.6 s 56.9 s | <br>9.5 s 22.5 s |            |



# STAFF REPORT

Department: Recreation, Parks & Cultural Services

Submitted By: Morgan Rodgers

Meeting Date: February 27, 2023

## AGENDA ITEM:

### Rucker Road Park Design Conceptual Site Plan Discussion

*Discussion and consideration of the conceptual site plan for Rucker Road Park designed Columbia Engineering & Services Inc.*

## STAFF RECOMMENDATION:

This item is presented for City Council discussion and information purposes only. No vote or formal action is requested at this time.

## BUDGET & PROCUREMENT:

**BUDGETED ITEM:** YES

**FISCAL IMPACT:** YES

**INCLUDED IN CURRENT FY CPTL BUDGET:** YES

**INCLUDED IN CURRENT FY OPRT. BUDGET:** NO

**TOTAL PROJECT COST:** \$3,000,000.00

### APPROPRIATIONS:

| <u>ACCOUNT TITLE/NUMBER</u>                                 | <u>DOLLAR AMOUNT</u> |
|-------------------------------------------------------------|----------------------|
| Rucker Road 2022 Series Park Bond   31861150 541500 / C2218 | \$3,000,000          |

### EXTERNAL FUNDING SOURCES:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
| N/A                         | \$0.00               |

## ITEM DESCRIPTION:

### BACKGROUND:

Old Rucker Park is an approximately 10-acre tract of land that was once a commercial nursery and is home to a variety of species of plants and trees. The rolling topography of the property is highlighted by a small stream that runs through the park. While a small section of the site has been developed into our operating educational farm, the Farm at Old Rucker Park, approximately 7.5 acres remain to be planned and developed into a passive recreational space.

Through a rigorous selection process, the City Council agreed to nine high priority park projects to be included in the Series 2022 Park Bonds. One of the nine projects included the design and development of Rucker Road Park. The project would include the design, construction, and installation of trails, restrooms, and amenities necessary to create a functional passive park space for the undeveloped 7.5 acreage that currently accompanies the smaller section of the site developed into the city's operating educational farm.

The Department of Recreation, Parks, & Cultural Services Staff developed a preliminary plan of what might be possible for the site's future. To ensure resident engagement with the surrounding neighborhoods and the citizens of Alpharetta at large, staff held virtual and in-person public input meetings in May 2021. For those unable to attend the public meetings, an online survey was made available on the City's website to allow for additional comments.

With the feedback provided, an updated rendering was conceptualized and provided by Columbia Engineering &

Services Inc. The conceptual site plan (attached hereto as the “Old Rucker Park Design Concept”) will enhance the existing farm and land by including the park entrance off Rucker Road with parking areas, a restroom, park pavilions, benches, open green space, soft surface walking paths and park operations/maintenance area. In early February 2023, the design was posted on the City’s website and social media platforms as well as distributed via email for any public input prior to Recreation Commission and City Council workshop discussions or approval. The survey was live from February 1st through February 15th.

**THE DESIGN CONCEPT:**

The rendering attached hereto and presented now to City Council for discussion incorporates the input received from the public during the initial public input meetings. Also attached hereto are the Old Rucker Park Public Input Survey Results from the February 2023 online public input survey in response to the respective rendering.

If there are no questions or concerns raised during the City Council workshop discussion and the Recreation Commission supports submittal of the design to City Council for approval, staff will recommend approval of the design concept at the March 6, 2023, City Council Meeting.

|                      |
|----------------------|
| <b>ALTERNATIVES:</b> |
|----------------------|

While currently being presented for discussion only, when the item is ready for approval, there will be two alternatives to the future recommendation.

Deny or defer approval of the latest conceptual site plan and provide staff with direction as to:

- (1) changes that need to be incorporated into a plan in order for it to be consistent with City Council's vision for the Old Rucker Farm and Park or;
- (2) additional steps/actions that staff should take in order to advance the project.

|                     |
|---------------------|
| <b>ATTACHMENTS:</b> |
|---------------------|

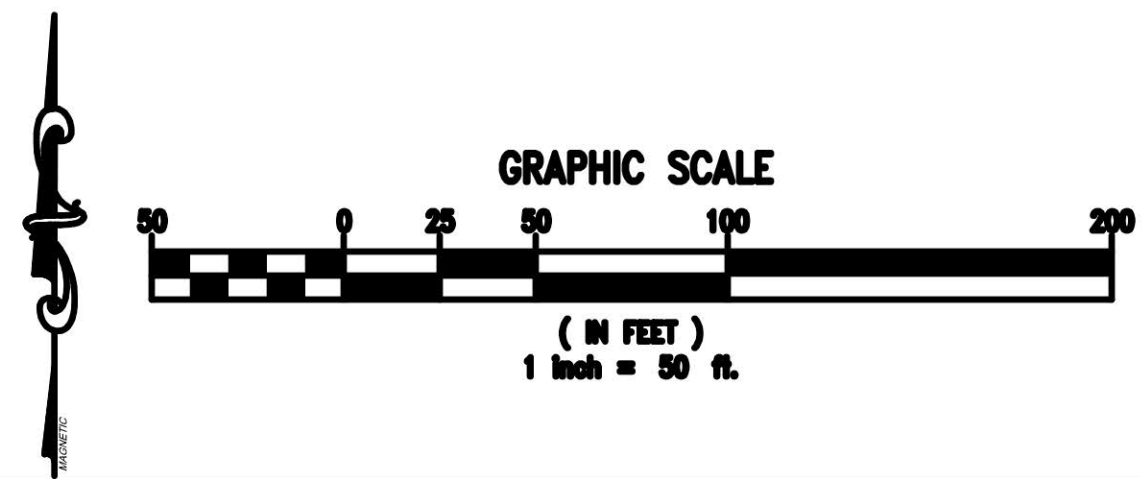
|    |                                             |
|----|---------------------------------------------|
| 1. | Rucker Road Park Design Concept             |
| 2. | Old Rucker Park Public Input Survey Results |



LEGEND

- A PROPOSED ASPHALT PARKING LOT WITH 35 PERVIOUS PAVER PARKING SPACES (5 ADA SPACES TO BE ASPHALT)
- B RESTROOM WITH SEPTIC DRAINFIELD
- C 8" WIDE COMPACTED GRANITE CHIP TRAIL WITH STEEL EDGER
- D SMALL PAVILION 1
- E SMALL PAVILION 2
- F LARGE PAVILION
- G STONE SEATING WALL
- H UPPER LAWN AREA
- I NATURAL PLAY AREA (CLEAR UNDERSTORY AND GROUND COVER)
- J EXISTING WATER WELL TO REMAIN
- K ORCHARD GROVE
- L MAINTENANCE SHED
- M 150' CITY IMPERVIOUS SETBACK
- N 100' CITY UNDISTURBED BUFFER
- O 25' STATE STREAM BUFFER
- P WETLANDS
- Q CREEK
- R BOARDWALK TRAIL THROUGH THE WETLANDS (FUTURE PHASE)
- S IMPROVED PARKING AREA WITH 10 ADDITIONAL PERVIOUS PAVER SPACES AND MAINTENANCE TRAIL ACCESS
- T 10' WIDE CONCRETE MAINTENANCE TRAIL
- U SEGMENTAL RETAINING WALL
- V EXISTING FARM AREA
- W EXISTING FARM GARDEN BEDS
- X EXISTING FARM CHICKEN COOP
- Y MAPLE TREE GROVE
- Z GREEN INFRASTRUCTURE (BIO-SWALE / RAIN GARDEN)

OLD RUCKER PARK  
CITY OF ALPHARETTA  
DECEMBER 2022







THE CITY OF  
**ALPHARETTA**  
RECREATION PARKS &  
CULTURAL SERVICES

# OLD RUCKER PARK SURVEY RESULTS

On the following pages you will find a compilation of the public survey results for the revised concept for Old Rucker Park. The survey was live from Feb 1-15, and was promoted via email, social media and the city's website. In total, there were XX respondents to the survey.

## TIMELINE

**WEDNESDAY, FEBRUARY 22**  
**5:30PM | RECREATION COMMISSION WORKSHOP**

**MONDAY, FEBRUARY 27**  
**6:30PM | CITY COUNCIL WORKSHOP**

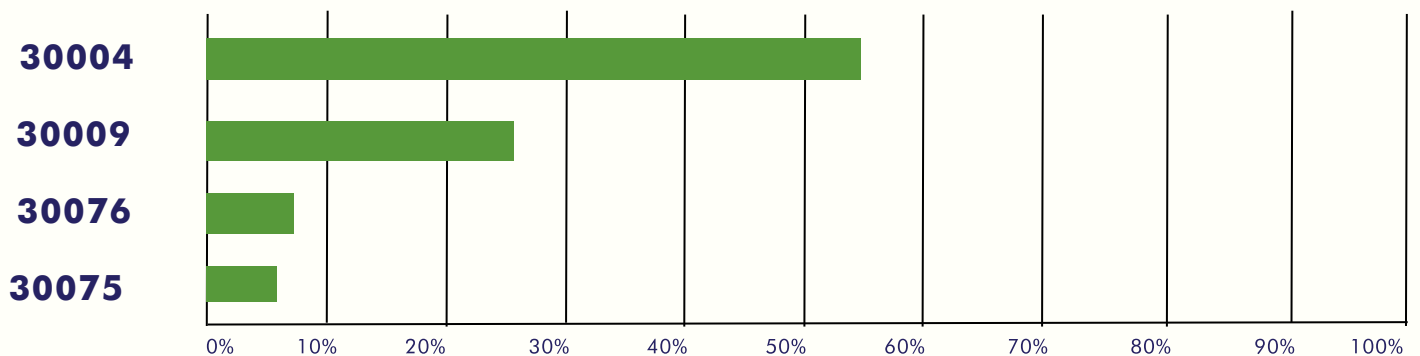
**MONDAY, MARCH 6**  
**6:30PM | CITY COUNCIL MEETING**

# OLD RUCKER PARK INPUT SURVEY RESULTS

## Q1 WHAT IS YOUR ZIPCODE?

### ANSWERS:

|              |               |           |
|--------------|---------------|-----------|
| <b>30004</b> | <b>55.56%</b> | <b>40</b> |
| <b>30009</b> | <b>23.61%</b> | <b>17</b> |
| <b>30076</b> | <b>6.91%</b>  | <b>5</b>  |
| <b>30075</b> | <b>6.94%</b>  | <b>5</b>  |



**RESPONSES (72)**

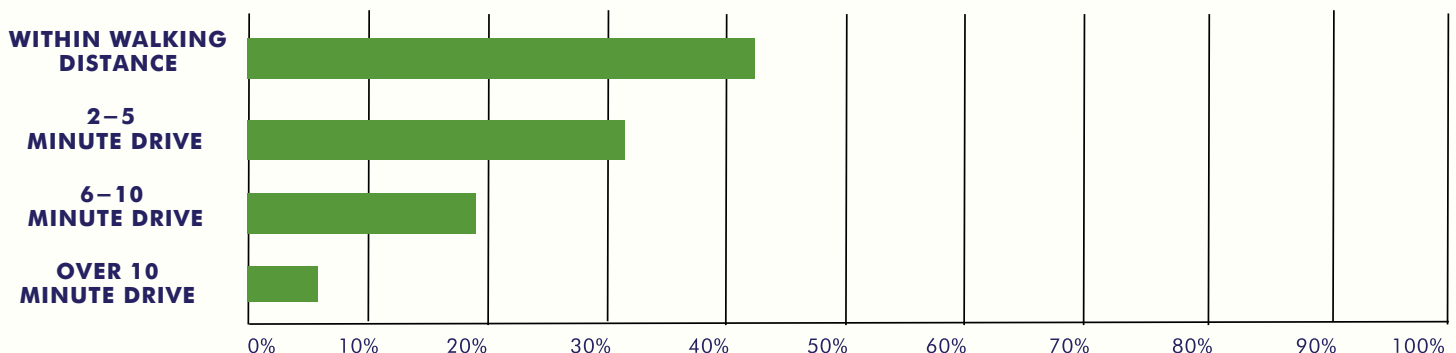


# OLD RUCKER PARK INPUT SURVEY RESULTS

## Q2 HOW CLOSE DO YOU LIVE TO OLD RUCKER PARK?

### ANSWERS:

|                                |               |           |
|--------------------------------|---------------|-----------|
| <b>WITHIN WALKING DISTANCE</b> | <b>42.47%</b> | <b>31</b> |
| <b>2–5 MINUTE DRIVE</b>        | <b>30.14%</b> | <b>22</b> |
| <b>6–10 MINUTE DRIVE</b>       | <b>19.18%</b> | <b>14</b> |
| <b>OVER 10 MINUTE DRIVE</b>    | <b>8.22%</b>  | <b>6</b>  |



**RESPONSES (73)**



# OLD RUCKER PARK INPUT SURVEY RESULTS

## Q3

**PLEASE SHARE YOUR THOUGHTS ON THE NEW DESIGN  
CONCEPT FOR OLD RUCKER PARK.**

### ANSWERS:

Looks awesome!

For the avid walkers, is there a clear loop trail?  
Love the idea of a path in the wetlands, but does  
it have to be a boardwalk? Great idea to have a  
wall for guardians to sit on while youngsters  
play. Will there be any play structures? Love the  
idea of pervious pavers!!

The park looks inviting, encouraging people to  
explore nature and plants.

Need pickleball courts.

Like the walking trails.

Will there be regular police presence? Break-ins  
to parked cars remains a concern, as does crime  
along the wooded trails.

It's great.

Good job!

Enough with the development projects.

Would love to see a playground for children  
included! There are so many young families in this  
area who would use it.

It would be great to have a playground. There are  
so many small kids, including mine, who would  
benefit from this!!!

Nice! Please include trash and dog waste bag  
receptacles. Love the walking path around  
perimeter. No need for excessive lighting at night,  
like on the road. Encourage day-use only.

In and out traffic is only concern

Love the green space play areas and the plan for  
wetland trails. I like the maple grove now, so am  
glad it stays. Very glad to see bathrooms included.

Would love to see natural-style active play space,  
akin to what's available at Caney Creek Park in  
Cumming (or Google Irvine Area Park).

Outstanding

# OLD RUCKER PARK INPUT SURVEY RESULTS

## **Q3** PLEASE SHARE YOUR THOUGHTS ON THE NEW DESIGN CONCEPT FOR OLD RUCKER PARK.

### **ANSWERS:**

I am hoping there is a dog park included.

Please consider well insulated water fountains that are year round (vs ones such as at wills park that are shut off in winter months)

Looks great, it will be a wonderful asset

Overall good. Would be nice to incorporate a seating area (picnic tables, benches, swings), shoe stand, and natural play elements on creek bank where it is crossed by the path if the topography and depth allows to encourage shallow splashing/foot submersion and play.

Thank you for the park! I live around the corner. Regarding the community garden areas, I'm concerned that they may be of use to only a few people in the community. I'd much prefer to see that area put to a use that can be enjoyed by everyone. Are there other ideas for that space that can be considered?

Love the walking trail plans!

Would love to see swinging benches (like at Wills park) and a bocce area in the park.

Does not appear to be at all an attractive place to have any recreational use. Not a park. Sort of a green area but what for?

Appears to be a nice plan. Better than residential.

The improved parking would be amazing! I would also spend much more time on the trails in the wooded area. This would be an awesome way to get more exposure to the farm and green space in general for the community.

Bathroom - get 'er done :) Same for parking - always tough for events. Perhaps more space for Garden members to support demand - some folks can't get off the wait list. To save money, no trails needed at all - let it just be natural.

Would like to see a basketball court

Love it!



# OLD RUCKER PARK INPUT SURVEY RESULTS

## **Q3** PLEASE SHARE YOUR THOUGHTS ON THE NEW DESIGN CONCEPT FOR OLD RUCKER PARK.

### **ANSWERS:**

The plan doesn't indicate if pedestrian access will be maintained from Broadwell via Old Rucker road? This view shows trees where Old Rucker Road is currently. Overall, I like it, should be a great new area to walk my dogs!

Don't understand the purpose of this park. Why would someone go here?

Excellent plan! I love the more passive green space concept!

It's meh

This looks beautiful! My suggestion would be ground covers where ever possible to cut down on mowing and add to the beauty. Will the boardwalk be well above any water?

Not enough detail here to make comments.

More space for community gardens

Looks impressive. I will go there.

Why is this needed? Currently used as a small farming area and education area. Not all development is good. This will change the area and small town feel on the original homes. Rucker Road already has problems with speeding. I can't imagine the traffic this would cause.

More Old Rucker Park is better if desired, ask the super management in place - Amanda, Emily, Kristen and others. A haven and example for all cities, worldwide. Hard to see the design with that little pixels.

I love the idea. Would like to see a small playground

Looks good

Excited for this!

I like that it will be kept pretty natural.

An upgrade like the one above will be a great addition to Alpharetta.



# OLD RUCKER PARK INPUT SURVEY RESULTS

## **Q3** PLEASE SHARE YOUR THOUGHTS ON THE NEW DESIGN CONCEPT FOR OLD RUCKER PARK.

### **ANSWERS:**

Seems the lower creek area is under utilized and a good area to expand for the agriculture /farm aspects? Hope the farm can, well... GROW. Love the walking path layout and elevation changes that will make that a good workout. Thanks for improving a great part of Alpharetta y'all!

Like the idea of boardwalk trail through wetlands, but how do we keep it from becoming a dog park. Providence park s already getting crowded due to people wanting to exercise dogs off leash rather than enjoy nature.

Looks like parking spots are limited.

We live right down the road! Glad to see paved roads and parking improvements. Would love to see a play area for kids as well!

It is hard to read the legend, but I like the open feel to the park. Given the high density of children in this region, it would be best if the park was geared to accommodate/entertain kids.

I think Alpharetta needs to leave things alone. Not every square inch of land needs to be developed. Nor do you need to tear down every tree. Very concerned about the increased traffic to the area and potential for crime. Having restrooms and facilities - lots of places for creeps to lurk. There are way too many parking spots - unless your putting athletic fields in (goodness please don't - the traffic would be a total nightmare) there will never ever be that many people in this space. You're killing the environment and tearing down trees to build parking places and plant grass. This is a residential area - why disturb what's there now? Why increase foot and auto traffic? There are plenty of parks and walking paths in the area. That said, Alpharetta politicians don't actually care about public input, just about putting money in their own pockets. You seem determined to make Alpharetta crowded and congested. If you cared about opinion, you would have posted a link to a proper plan that is easy to read and isn't a tiny picture that is intentionally vague. But hey, at least it's not zoned for mixed use development or for cookie cutter three story townhouses that seem to go up every other mile. Just let it be.

# OLD RUCKER PARK INPUT SURVEY RESULTS

## **Q3** PLEASE SHARE YOUR THOUGHTS ON THE NEW DESIGN CONCEPT FOR OLD RUCKER PARK.

### **ANSWERS:**

We have such limited growing space in Alpharetta. I'd like to see more rows grown for NFCC, an expansion of community garden space & cut flower space and I don't see the chicken coops on the drawing, so I'd like to see more chickens & eggs grown for sale in the Cambridge Ag boxes. The farm is a diamond in the rough that reminds us where our food comes from. Passive community space can be incorporated near the cabin that was saved on Milton Ave. The farm needs to be used for growing & teaching, as much as physically possible!

I love this concept. I think adding to the usable green space in this city is nothing but a positive improvement, and educating our community about native plants is highly important. I love the work being done at Old Rucker Farm and am excited to see this park grow.

Are there jungle gyms for kids here? Hard to tell. If not I'm sure the many parents in the area would make use of a place to take their kids to climb and slide, etc

I'm not exactly sure what the new design concept is vs. what it is today. The graphic isn't clear enough for me. I'm curious what new ideas are happening with the house that was purchased on the property. I think there is potential there. I'm also curious if further thought has been put into solar efforts to help with sustainability.

I like the additional parking, trails, and orchard.

The new parking spaces are much needed, though I hate to lose the dirt parking right as you turn into the farm to the right. I love the boardwalk through the wetlands! I will say it here and now that I believe the wonderful Amanda Musilli should be allowed to live in the house on the property to act as caretaker to this wonderful park! She is so exceptional and I believe having her family there on the property would deter any unwanted/illegal activity, most especially because of how hidden away this park and farm is from the main roadway. Tell me why that wouldn't be an excellent idea please?! Thank you Alpharetta for offering this fantastic asset to your residents!



# SURVEY APPENDIX

| #  | RESPONSES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | DATE               |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 1  | We live right next door to the park and think this is a wonderful use of the space. Very happy with this concept. The only concern would be if there was lighting that distracts from the rural nature of the area. We assume since this park is only daylight hours this wont be an issue. Thanks for the awesome park!                                                                                                                                                                                                                                                 | 2/10/2023 10:10 AM |
| 2  | Have a walking trail besides the boardwalk.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2/9/2023 2:46 PM   |
| 3  | Board walk is a fabulous idea! Please add a dog park with picnic benches and pavilion.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 2/9/2023 2:24 PM   |
| 4  | All families will enjoy Rucker Park. Thank you Alpharetta. The design is beautiful.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2/9/2023 7:52 AM   |
| 5  | Mmm, the farm doesn't look that big. I prefer to have more farm area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2/7/2023 5:52 PM   |
| 6  | Looks awesome!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 2/7/2023 12:04 PM  |
| 7  | For the avid walkers, is there a clear loop trail? Love the idea of a path in the wetlands, but does it have to be a boardwalk? Great idea to have a wall for guardians to sit on while youngsters play. Will there be any play structures? Love the idea of pervious pavers!!                                                                                                                                                                                                                                                                                           | 2/7/2023 8:57 AM   |
| 8  | The park looks inviting, encouraging people to explore nature and plants.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2/5/2023 7:08 PM   |
| 9  | Need pickleball courts                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 2/5/2023 12:41 PM  |
| 10 | Like the walking trails.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2/5/2023 12:33 PM  |
| 11 | Will there be regular police presence? Break-ins to parked cars remains a concern, as does crime along the wooded trails.                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2/5/2023 11:27 AM  |
| 12 | Very difficult to read map and legend                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2/5/2023 9:46 AM   |
| 13 | I would like to see a smaller version of Wacky World. Maybe a pavilion or two. And a playground with swings, slides, etc. It would be nice if instead of wood chips, there could be recycled rubber mat surface. A paved parking lot for a few cars would be lovely for those who have to drive. A filtered water bottle refill station would be great! I have a 2 year old so it would be nice to have options for as young as a 1 year old who walks all the way to age 6 or so. And different activities so those ages can play but not get in the way of each other. | 2/5/2023 8:50 AM   |
| 14 | It's great                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2/5/2023 8:41 AM   |
| 15 | Good job!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2/5/2023 6:47 AM   |
| 16 | Enough with the development projects.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2/4/2023 11:13 PM  |
| 17 | Would love to see a playground for children included! There are so many young families in this area who would use it.                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2/4/2023 3:02 PM   |
| 18 | It would be great to have a playground. There are so many small kids, including mine, who would benefit from this!!!                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 2/4/2023 3:01 PM   |
| 19 | Nice! Please include trash and dog waste bag receptacles. Love the walking path around perimeter. No need for excessive lighting at night, like on the road. Encourage day-use only.                                                                                                                                                                                                                                                                                                                                                                                     | 2/4/2023 7:26 AM   |
| 20 | In and out traffic is only concern                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 2/3/2023 4:46 PM   |
| 21 | Love the green space play areas and the plan for wetland trails. I like the maple grove now, so am glad it stays. Very glad to see bathrooms included.                                                                                                                                                                                                                                                                                                                                                                                                                   | 2/3/2023 4:36 PM   |
| 22 | Would love to see natural-style active play space, akin to what's available at Caney Creek Park in Cumming (or Google Irvine Area Park).                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2/3/2023 1:15 PM   |
| 23 | Outstanding                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2/2/2023 10:22 PM  |
| 24 | Honestly, the image and key are very hard to read. I am hoping there is a dog park included.                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 2/2/2023 9:51 PM   |
| 25 | Please consider well insulated water fountains that are year round (vs ones such as at wills park that are shut off in winter months)                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2/2/2023 7:43 PM   |
| 26 | Looks great, it will be a wonderful asset                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2/2/2023 6:18 PM   |



# SURVEY APPENDIX

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                   |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 27 | Overall good. Would be nice to incorporate a seating area (picnic tables, benches, swings), shoe stand, and natural play elements on creek bank where it is crossed by the path if the topography and depth allows to encourage shallow splashing/foot submersion and play.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2/2/2023 4:53 PM  |
| 28 | Thank you for the park! I live around the corner. Regarding the community garden areas, I'm concerned that they may be of use to only a few people in the community. I'd much prefer to see that area put to a use that can be enjoyed by everyone. Are there other ideas for that space that can be considered?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 2/2/2023 4:52 PM  |
| 29 | Would love to see swinging benches (like at Wills park) and a bocce area in the park.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 2/2/2023 4:03 PM  |
| 30 | Love the walking trail plans!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 2/2/2023 3:37 PM  |
| 31 | Does not appear to be at all an attractive place to have any recreational use. Not a park. Sort of a green area but what for?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 2/2/2023 3:21 PM  |
| 32 | Appears to be a nice plan. Better than residential.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 2/2/2023 3:00 PM  |
| 33 | The improved parking would be amazing! I would also spend much more time on the trails in the wooded area. This would be an awesome way to get more exposure to the farm and green space in general for the community.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2/2/2023 12:34 PM |
| 34 | Bathroom - get 'er done :) Same for parking - always tough for events. Perhaps more space for Garden members to support demand - some folks can't get off the wait list. To save money, no trails needed at all - let it just be natural.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2/2/2023 11:08 AM |
| 35 | The plan doesn't indicate if pedestrian access will be maintained from Broadwell via Old Rucker road? This view shows trees where Old Rucker Road is currently. Overall, I like it, should be a great new area to walk my dogs!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 2/2/2023 9:55 AM  |
| 36 | Would like to see a basketball court                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 2/2/2023 8:47 AM  |
| 37 | Love it!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 2/2/2023 8:13 AM  |
| 38 | Great idea                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2/2/2023 7:24 AM  |
| 39 | Don't understand the purpose of this park. Why would someone go here?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 2/2/2023 7:19 AM  |
| 40 | Excellent plan! I love the more passive green space concept!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2/2/2023 7:15 AM  |
| 41 | It's meh                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 2/2/2023 6:53 AM  |
| 42 | This looks beautiful! My suggestion would be ground covers where ever possible to cut down on mowing and add to the beauty. Will the boardwalk be well above any water?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 2/2/2023 6:45 AM  |
| 43 | Not enough detail here to make comments.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 2/2/2023 6:28 AM  |
| 44 | Why is this needed? Currently used as a small farming area and education area. Not all development is good. This will change the area and small town feel on the original homes. Rucker Road already has problems with speeding. I can't imagine the traffic this would cause.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 2/2/2023 6:06 AM  |
| 45 | I think Alpharetta needs to leave things alone. Not every square inch of land needs to be developed. Nor do you need to tear down every tree. Very concerned about the increased traffic to the area and potential for crime. Having restrooms and facilities - lots of places for creeps to lurk. There are way too many parking spots - unless your putting athletic fields in (goodness please don't - the traffic would be a total nightmare) there will never ever be that many people in this space. You're killing the environment and tearing down trees to build parking places and plant grass. This is a residential area - why disturb what's there now? Why increase foot and auto traffic? There are plenty of parks and walking paths in the area. That said, Alpharetta politicians don't actually care about public input, just about putting money in their own pockets. You seem determined to make Alpharetta crowded and congested. If you cared about opinion, you would have posted a link to a proper plan that is easy to read and isn't a tiny picture that is intentionally vague. But hey, at least it's not zoned for mixed use development or for cookie cutter three story townhouses that seem to go up every other mile. Just let it be. | 2/1/2023 10:56 PM |
| 46 | More Old Rucker Park is better if desired, ask the super management in place - Amanda, Emily, Kristen and others. A haven and example for all cities, worldwide. Hard to see the design with that little pixels.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 2/1/2023 9:28 PM  |
| 47 | I love the idea. Would like to see a small playground                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 2/1/2023 9:13 PM  |

# SURVEY APPENDIX

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                   |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 48 | More space for community gardens                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 2/1/2023 9:06 PM  |
| 49 | Looks impressive. I will go there.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2/1/2023 8:38 PM  |
| 50 | Seems the lower creek area is under utilized and a good area to expand for the agriculture / farm aspects? Hope the farm can, well... GROW. Love the walking path layout and elevation changes that will make that a good workout. Thanks for improving a great part of Alpharetta y'all!                                                                                                                                                                                                                                                                                                                                                                                                          | 2/1/2023 6:56 PM  |
| 51 | Looks good                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 2/1/2023 6:38 PM  |
| 52 | Excited for this!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 2/1/2023 6:15 PM  |
| 53 | I like that it will be kept pretty natural.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 2/1/2023 4:07 PM  |
| 54 | An upgrade like the one above will be a great addition to Alpharetta.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2/1/2023 3:56 PM  |
| 55 | Like the idea of boardwalk trail through wetlands, but how do we keep it from becoming a dog park. Providence park is already getting crowded due to people wanting to exercise dogs off leash rather than enjoy nature.                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | 2/1/2023 2:09 PM  |
| 56 | Looks like parking spots are limited.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 2/1/2023 2:02 PM  |
| 57 | The writing on the rendering is hard / impossible to read from a mobile phone.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 2/1/2023 1:51 PM  |
| 58 | We live right down the road! Glad to see paved roads and parking improvements. Would love to see a play area for kids as well!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 2/1/2023 1:40 PM  |
| 59 | We have such limited growing space in Alpharetta. I'd like to see more rows grown for NFCC, an expansion of community garden space & cut flower space and I don't see the chicken coops on the drawing, so I'd like to see more chickens & eggs grown for sale in the Cambridge Ag boxes. The farm is a diamond in the rough that reminds us where our food comes from. Passive community space can be incorporated near the cabin that was saved on Milton Ave. The farm needs to be used for growing & teaching, as much as physically possible!                                                                                                                                                 | 2/1/2023 1:21 PM  |
| 60 | I love this concept. I think adding to the usable green space in this city is nothing but a positive improvement, and educating our community about native plants is highly important. I love the work being done at Old Rucker Farm and am excited to see this park grow.                                                                                                                                                                                                                                                                                                                                                                                                                         | 2/1/2023 1:02 PM  |
| 61 | This image is hard to see. Is there a better image?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2/1/2023 1:01 PM  |
| 62 | I'm not exactly sure what the new design concept is vs. what it is today. The graphic isn't clear enough for me. I'm curious what new ideas are happening with the house that was purchased on the property. I think there is potential there. I'm also curious if further thought has been put into solar efforts to help with sustainability.                                                                                                                                                                                                                                                                                                                                                    | 2/1/2023 12:07 PM |
| 63 | I cannot read the writing! Resolution is too low for zooming on.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | 2/1/2023 11:39 AM |
| 64 | Are there jungle gyms for kids here? Hard to tell. If not I'm sure the many parents in the area would make use of a place to take their kids to climb and slide, etc                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2/1/2023 10:01 AM |
| 65 | Can't read the legend. Blurry image                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2/1/2023 9:45 AM  |
| 66 | It is hard to read the legend, but I like the open feel to the park. Given the high density of children in this region, it would be best if the park was geared to accommodate/entertain kids.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | 2/1/2023 9:22 AM  |
| 67 | Can't read the plan. A larger downloadable version needs to be available, or at least a link to one.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 2/1/2023 8:44 AM  |
| 68 | I like the additional parking, trails, and orchard.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | 2/1/2023 8:28 AM  |
| 69 | The new parking spaces are much needed, though I hate to lose the dirt parking right as you turn into the farm to the right. I love the boardwalk through the wetlands! I will say it here and now that I believe the wonderful Amanda Musilli should be allowed to live in the house on the property to act as caretaker to this wonderful park! She is so exceptional and I believe having her family there on the property would deter any unwanted/illegal activity, most especially because of how hidden away this park and farm is from the main roadway. Tell me why that wouldn't be an excellent idea please?! Thank you Alpharetta for offering this fantastic asset to your residents! | 2/1/2023 8:20 AM  |





# STAFF REPORT

Department: Recreation, Parks & Cultural Services

Submitted By: Amanda Musilli

Meeting Date: February 27, 2023

## AGENDA ITEM:

### Town Green Special Events: Survey and Recommendation

*Presentation and discussion of survey results regarding special events on the Town Green and discussion of staff's recommendations.*

## STAFF RECOMMENDATION:

This item is being presented for information and discussion purposes, and no formal action is being requested of the Mayor and City Council at this time. Staff is requesting discussion and feedback primarily on the following recommendations.

- City Center Concerts should take place no more frequently than two Fridays per month on the Town Green, but not the same week as Food Truck Alley or Home By Dark Concerts.
- Big Screen on the Town Green must be permitted.
- Corn Hole ATL should be allowed to gather and play on the Town Green, and the turf area of Old Roswell, weekly, on Wednesday evenings.
- Give staff the ability to permit ancillary events that do not impact the downtown business flow and operations, which would include the City Center Snow Day, Fit Life Expo, Alpharetta Wine Festival, Menorah Lighting and Petals & Parasols.

## BUDGET & PROCUREMENT:

**BUDGETED ITEM:** NO

**FISCAL IMPACT:** NO

**INCLUDED IN CURRENT FY CPTL BUDGET:** NO

**INCLUDED IN CURRENT FY OPRT. BUDGET:** NO

**TOTAL PROJECT COST:** AS NO ACTION IS BEING REQUESTED AT THIS TIME, THERE IS NO FISCAL IMPACT ASSOCIATED WITH THIS ITEM. FUNDS EXIST IN THE CURRENT FY2023 BUDGET TO COVER EXPENSES, AND EXPENSES FOR FY2024 WOULD BE CONSIDERED AS PART OF THE UPCOMING BUDGET PROCESS.

### APPROPRIATIONS:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

### EXTERNAL FUNDING SOURCES:

| <u>ACCOUNT TITLE/NUMBER</u> | <u>DOLLAR AMOUNT</u> |
|-----------------------------|----------------------|
|-----------------------------|----------------------|

## ITEM DESCRIPTION:



Pre-Covid, Alpharetta was known for having exceptional events; including events put on by the City of Alpharetta, events coordinated by partner organizations, and events coordinated by “outside” organizations. The last two types of events are permitted by the City of Alpharetta’s Special Events team. Post-Covid the number of applications for event permits submitted to the Special Events team has increased, resulting in more events in Downtown Alpharetta than ever before.

Many of the new events have taken place on the Town Green, a very popular gathering space for residents. During the 2023 City Council retreat, staff was directed to create a survey and send it to the downtown business community to gather insight about the frequency, location and impact of these events on the Town Green.

Following is a list of the special events on the Town Green that were new in 2022. Most of these events were considered “partnered events”, with the City of Alpharetta providing public safety, road closures, electrical service, waste management and restroom facilities. The exceptions to this were the Big Screen on the Town Green and Cornhole ATL.

- City Center Concerts – Took place the 1<sup>st</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> Friday nights each month from May through August.
- Big Screen on the Town Green – Coordinated by Chiringa on their patio, these events were centered around football games and involved a large screen for group viewing. These events did not require a permit from the Special Events team because they took place on private property.
- Petals & Parasols (Mother’s Day event) – This was coordinated by the City Center property management company and included a flower cart selling bouquets.
- Alpharetta Wine Festival – This was a ticketed wine tasting event coordinated by the same event company that produces the Roswell Wine Festival.
- City Center Snow Day – This was coordinated by the City Center property management company and included snow machines and holiday themed family fun.
- Menorah Lighting – This was coordinated by Rabbi Gedalya Hertz of the Chabad of North Fulton.
- Fit Life Expo – 2022 was the second year for this fall event, which is focused on health and wellness.
- Cornhole ATL – This is the only event listed that did not take place on the Town Green. Instead, this league play has taken place on the brick patio of Jinya, near Truck and Tap, on the Chiringa patio, and the turf area outside Central City Tavern.

The survey results vary based on the type of business. For the retail business owners, there is general dislike for road closures which take away the parking opportunities for shoppers directly adjacent to their storefront; most respondents recognize that the large events bring advertising to downtown businesses; smaller events that don’t require road closures don’t encourage exploring downtown. Retail owners are overall favorable of the Screen on the Green, City Center Snow Day, and the Wine Fest; they feel neutral about FitLife EXPO, Menorah Lighting, Petals & Parasols, and Cornhole ATL.

Restaurant owners have positive feelings towards events, in general. They seem to love Cornhole ATL, City Center Snow Day, City Center Concert Series, Menorah Lighting, and Screen on the Green; somewhat like Petals & Parasols, FitLife EXPO, and have mixed feelings about Wine Fest.

Survey respondents who identified as *Office* and *Other* remains largely unaffected by downtown events, with the exception being the inconvenience to the apartment residents when late night event clean-up takes place.

All the results can be viewed in the attached file named *2022 Events on Town Green Survey Results*. The differing perspectives between restaurant and retail business owners can be viewed in the attached file named *2022 Events on Town Green Survey Results\_Retail vs Restaurant Feedback*.

Based on the survey results, staff has put together recommendations for the frequency and type of events on the Town Green.

### **Why is this Important?**

It is important that decisions about events in downtown Alpharetta are made based on the input from a variety of stakeholders. While the events can be beneficial to the community, including residents and businesses, the events can also cause stress due to the required road closures, timing of set-up and tear-down, and other operational

necessities of large events.

|                      |
|----------------------|
| <b>ALTERNATIVES:</b> |
|----------------------|

- Mayor and Council can direct staff to manage events on the Town Green differently; more or less frequently.
- Mayor and Council can request additional surveys conducted to gather more information.

|                     |
|---------------------|
| <b>ATTACHMENTS:</b> |
|---------------------|

- |    |                                                                        |
|----|------------------------------------------------------------------------|
| 1. | 2022 Events on Town Green Survey Results                               |
| 2. | 2022 Events on Town Green Survey Results_Retail vs Restaurant Feedback |

# 2022 Events on Town Green

## **SURVEY RESULTS**

The following pages contain survey results from downtown businesses regarding feedback on events occurring on or around the Town Green in 2022.

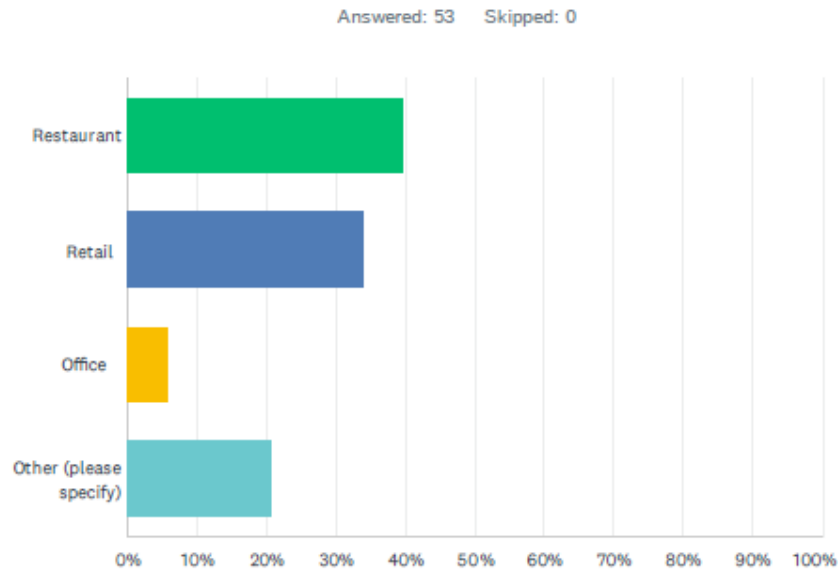
The survey was live from February 1-7, and was sent out via direct email to the Downtown Alpharetta Chamber's database of downtown businesses. In total, there were 53 respondents to the survey.

Prepared for the Monday, February 27, City Council Workshop





# SELECT YOUR TYPE OF BUSINESS



## ANSWER CHOICES

## RESPONSES

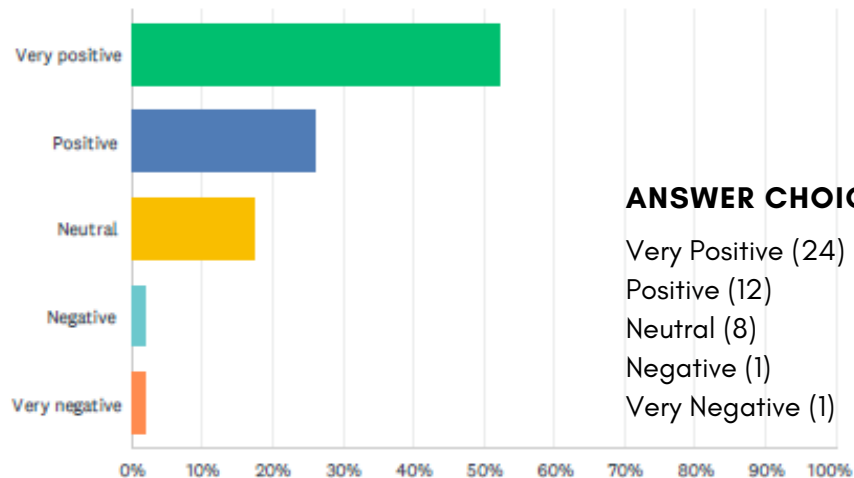
|                             |        |
|-----------------------------|--------|
| Restaurant (21)             | 39.62% |
| Retail (18)                 | 33.96% |
| Office (3)                  | 5.66%  |
| Other - please specify (11) | 20.75% |

## OTHER - PLEASE SPECIFY

|                          |                             |
|--------------------------|-----------------------------|
| Amorance Apartments      | Property Management -       |
| Church                   | Retail/Restaurants          |
| Yoga Studio              | Innovation Academy - School |
| Hair Salon & Retail Shop | Alpharetta Farmers Market   |
| Hotel                    | Chamber of Commerce         |
| Hotel                    | Gym                         |

# FARMERS MARKET – SAT, APR–NOV

Answered: 46 Skipped: 7



## ANSWER CHOICES

Very Positive (24)  
Positive (12)  
Neutral (8)  
Negative (1)  
Very Negative (1)

## RESPONSES

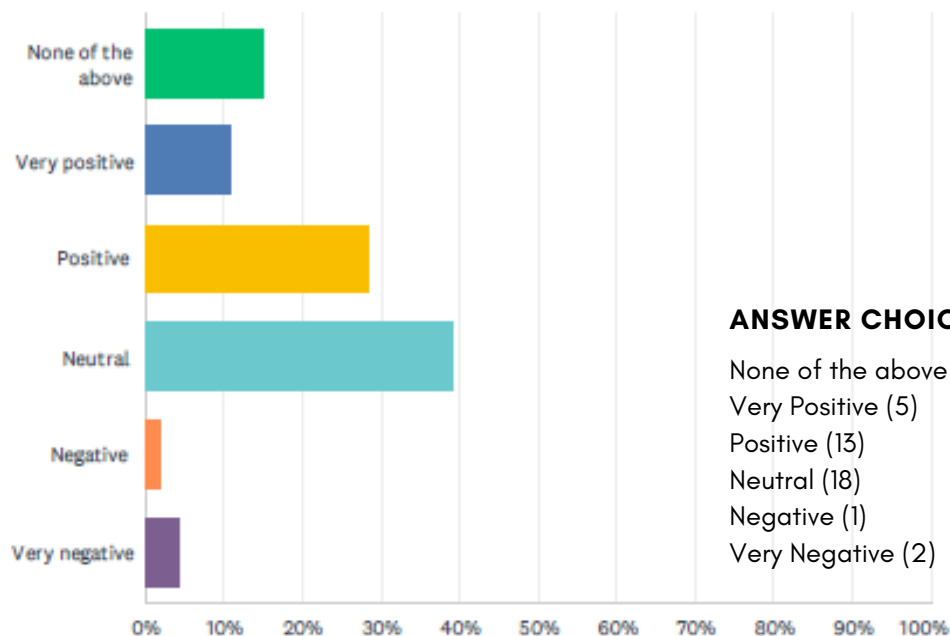
52.17%  
26.09%  
17.39%  
2.17%  
2.17%

## COMMENTS

- People come with the intent to shop
- More impactful if it was centrally located
- doesn't impact me.
- Wish it was extended through christmas! We missed out on sales when it ended in November and the christmas market was moved to wills park.
- The Farmer's Market is very helpful in bringing people to the city center. The only feedback I would like to give is in regards to clean-up and set-up. The dumpster near the parking deck is for retail and restaurant tenants only. Pallets should not be left behind. Additionally, if electrical or water is needed it should be pulled from the city's sources. Tenants pay for the water and electrical that comes off of the buildings. If there are any spills that require pressure washing, we would like for the city to assist in cleaning it up.
- I'm actually interested in having some of our students who are working on vertical gardens and hydroponics participate, but that will be a while.
- It brings people which helps promote the center, but our business is sometimes slower until after the farmers market is over. But overall it drive people to the area so it is great!
- Respectfully request that vendors specifically selling pie not be located on Commerce St near my business. Thank you.
- Excellent event to draw in business.
- love the energy and traffic it brings to the area on Saturday mornings. The only complaint my clients have is parking difficulties when trying to get to class.

# FREE FITNESS YOGA – VARIOUS THURS

Answered: 46 Skipped: 7



## ANSWER CHOICES

None of the above (7)  
 Very Positive (5)  
 Positive (13)  
 Neutral (18)  
 Negative (1)  
 Very Negative (2)

## RESPONSES

15.22%  
 10.87%  
 28.26%  
 39.13%  
 2.17%  
 4.35%

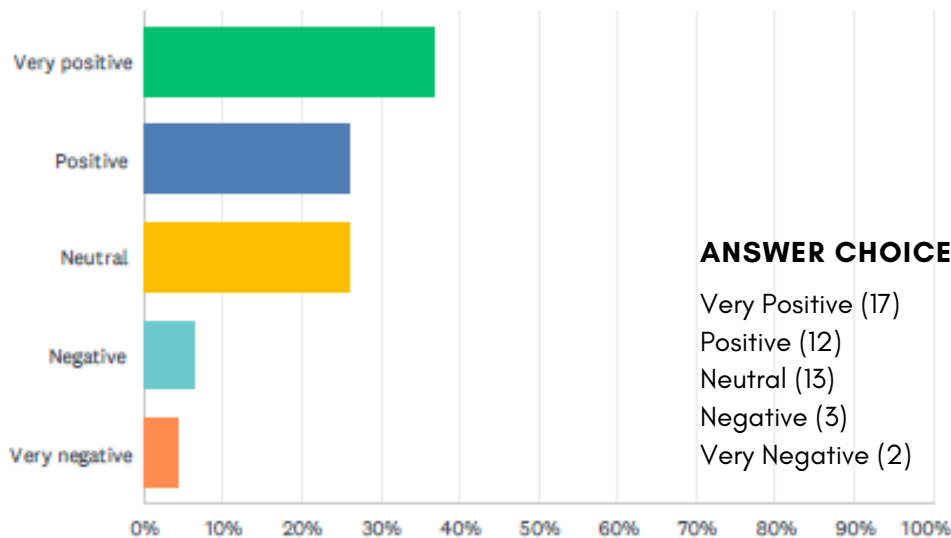
## COMMENTS

- Didn't realize they had them and it certainly didn't generate any business for the retailers
- I love the local fitness options and am the owner of BODYBAR Pilates. We've reached out several times about being included - we'd love to do a mat class on the green
- Would love to share with my teachers this year!
- didn't even know these were going on... where are they?
- zero impact
- Not sure of participation after event
- did not effect us



# CITY CENTER CONCERTS – FRI, MAY–AUG

Answered: 46 Skipped: 7

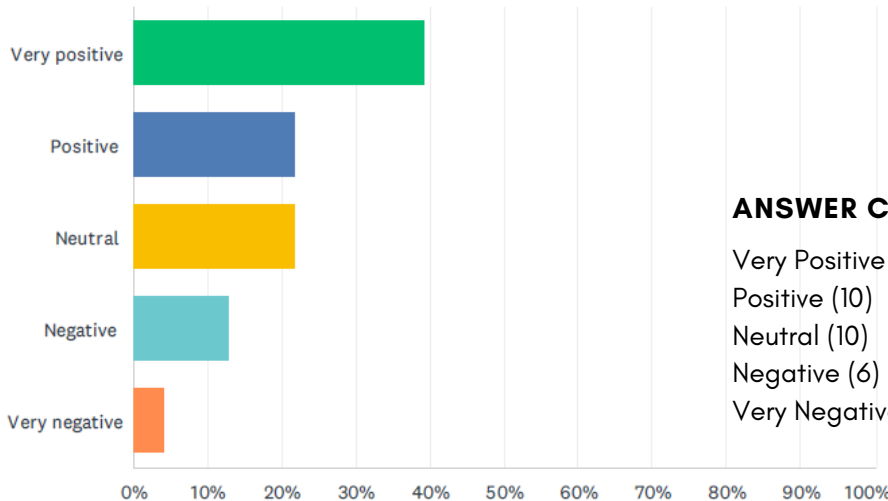


## COMMENTS

- roads are shut down and business dies off - a complete loss of business on these days
- They are great unless the roads are blocked off. The parking deck fills up fast and limited street parking deters people from coming. Most people don't know about the other parking deck by the animal hospital.
- Our biggest money making night! Our band (The Honey Doos) was also one of the performers, and id love to set up a concert in front of our restaurant this year (Mercantile Social)
- Creates our overall fun enviroment
- Takes all the parking and there is no incentive for community to come in and shop.
- Doesn't hurt but most people go to finer dining restaurants in PM.
- We benefit after, are dead during. T&T
- Pulls people away from Canton St
- I love it, but it does not bring us any new business. Would be great if each business downtown Alpharetta had a chance to be spotlighted. We could offer a random person a free something or discount. A member of each business could show up that night to do the giveaway.

# TASTE OF ALPHARETTA - THURS, 5/12

Answered: 46 Skipped: 7



## ANSWER CHOICES

Very Positive (18)  
Positive (10)  
Neutral (10)  
Negative (6)  
Very Negative (2)

## RESPONSES

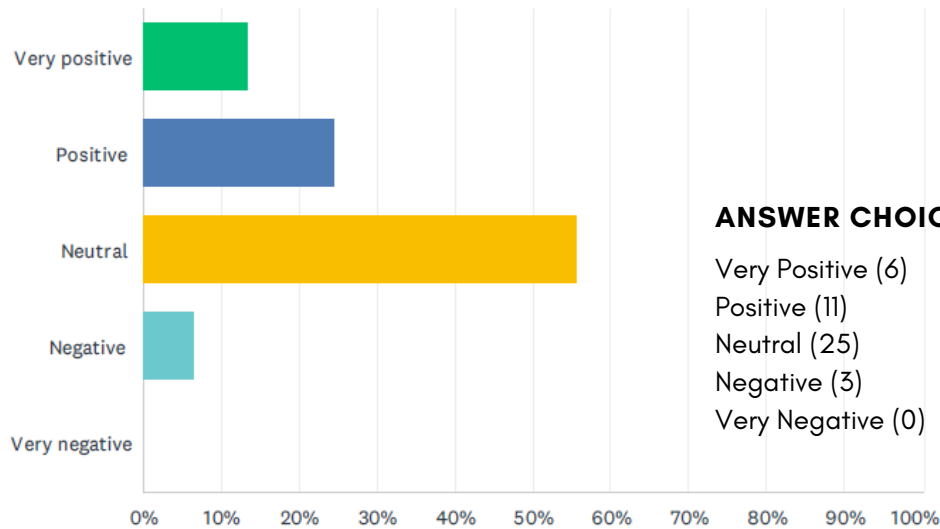
39.13%  
21.74%  
21.74%  
13.04%  
4.35%

## COMMENTS

- from 2:30pm on I had no sales - again a loss - Im sure the roads were blocked off
- Late night clean up is very frustrating for Amorance residents as they have to get up and work the next morning. They are kept awake until 3 am with 18 wheelers beeping as they back up and workers hollering across the grounds to each other.
- Great event for us for advertising purposes.
- Impacted business on those nights. Clean up was delayed and left street front entrances dirty.
- no-one visits this side and the parking situation is awful.
- Parking is an issue and the city lot is closed so staff and guests have a hard time getting to the restaurant. Not a fan
- We need more foot traffic in front of the retail shops during this event. We are normally very slow during the Taste of Alpharetta
- I hope there will be improvement in the ticket collection and payout process from the event organizer. Otherwise, it was a good event.
- Horrible experience with last years vendor. Would never participate again.
- Not sure of impact on business but it does get your name out there to many who don't know it.
- It's become chaotic and unruly. It's very costly for us.
- We enjoyed participating and engaged with hundreds of people! Great for the Chamber and DTA to be involved.
- Love it, but it doesn't not help grow the business other than exposure.

# MOTHER'S DAY EVENT – SUN, 5/8

Answered: 45 Skipped: 8



## ANSWER CHOICES

Very Positive (6)  
Positive (11)  
Neutral (25)  
Negative (3)  
Very Negative (0)

## RESPONSES

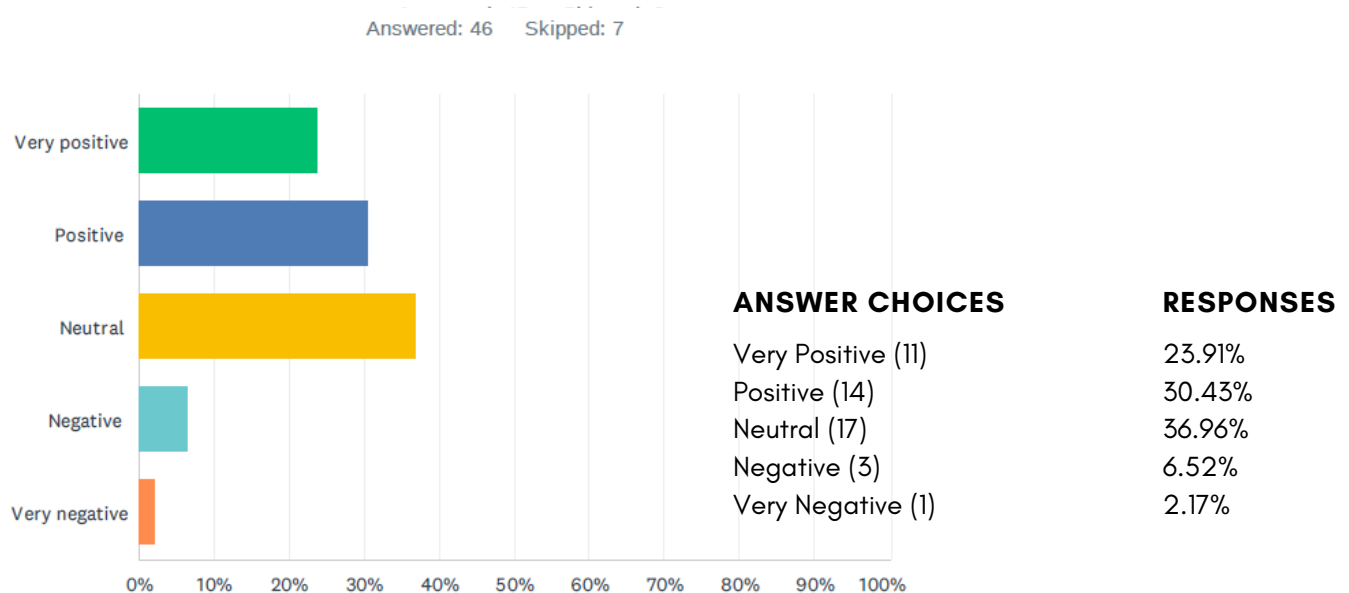
13.33%  
24.44%  
55.56%  
66.67%  
0.00%

## COMMENTS

- I don't remember this event -but based on my sales numbers from 5/8/22 is was below average for a Sunday
- Everything is in the AFC so we do not benefit
- I don't think I know what this is
- Think best to do something in advance of date. Most people spend that day with family
- Although I don't know what this is... never heard of it
- ?????????? Never heard of it.



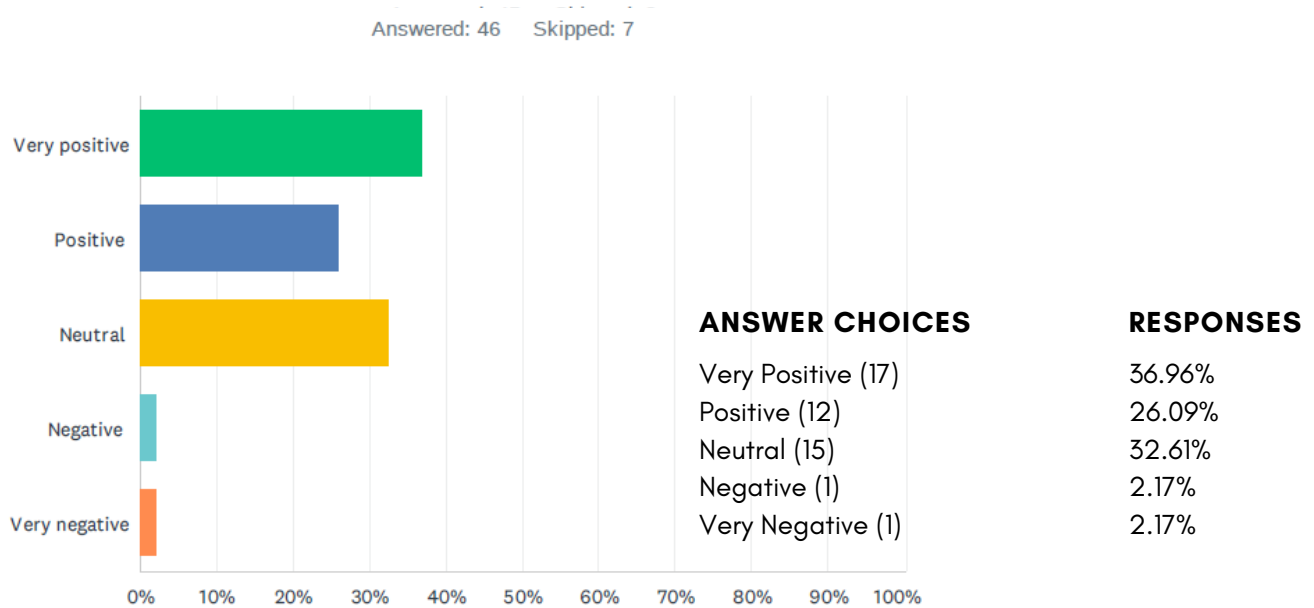
# ALPHARETTA WINE FEST – SUN, 6/12



## COMMENTS

- Sales were normal for this day. We did have a table at the event but sales were not any better than a day without an event.
- We had little to no customer traffic from this event on Milton Ave
- Another fabulous marketing opportunity for me
- Impacted businesses and clean up was delayed
- I cannot comment as a government entity, but personally I feel good about it.
- Positive for environment... but again... I have no idea what this is
- No way to tie in or try to get people into the store

# WIRE & WOOD – FRI & SAT, 10/7–10/8

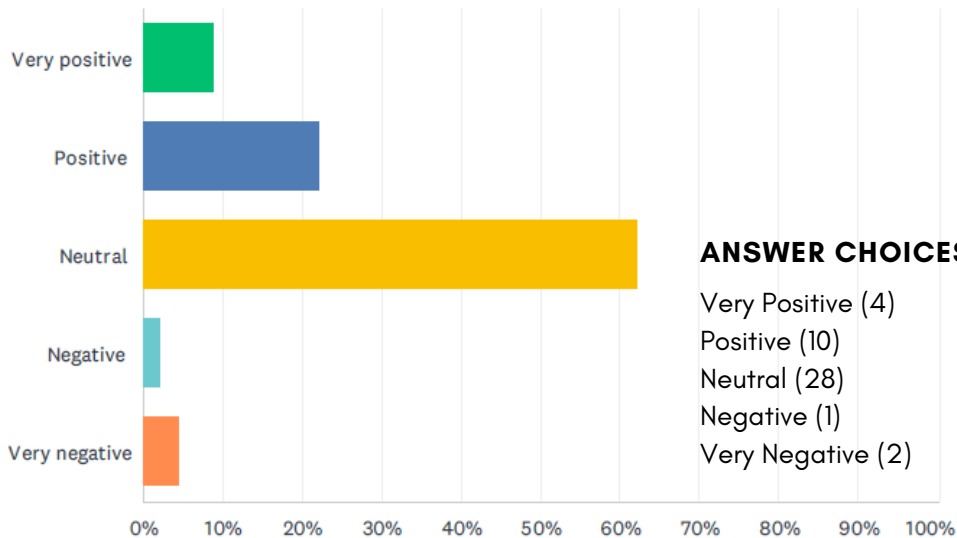


## COMMENTS

- I DON'T GET THIS EVENT AT ALL - IT KILLS OUR BUSINESS COMPLETELY - AGAIN ROADS ARE CLOSED NO DIRECTION FOR GUEST TO ENTER THE CENTER - 2 DAYS IS WAYYYYYYYY TOO MUCH AND THIS EVENT SEEMS TO BE STRETCH JUST TO SAY THE CITY BOOKED SOMETHING.
- Good traffic but more tables and vendors would make the event look more like an event on Milton Ave
- Didn't attend
- A lot of overly intoxicated individuals.
- blocked off roads and port-a-pottys on market street are not my favorite.
- As above.
- Second biggest night for us!!!
- Does not help business or foot traffic for us
- No way to tie in and get people into the store.

# FITLIFE EXPO – SUN, 10/16

Answered: 45 Skipped: 8



## ANSWER CHOICES

Very Positive (4)  
Positive (10)  
Neutral (28)  
Negative (1)  
Very Negative (2)

## RESPONSES

8.89%  
22.22%  
62.22%  
2.22%  
4.44%

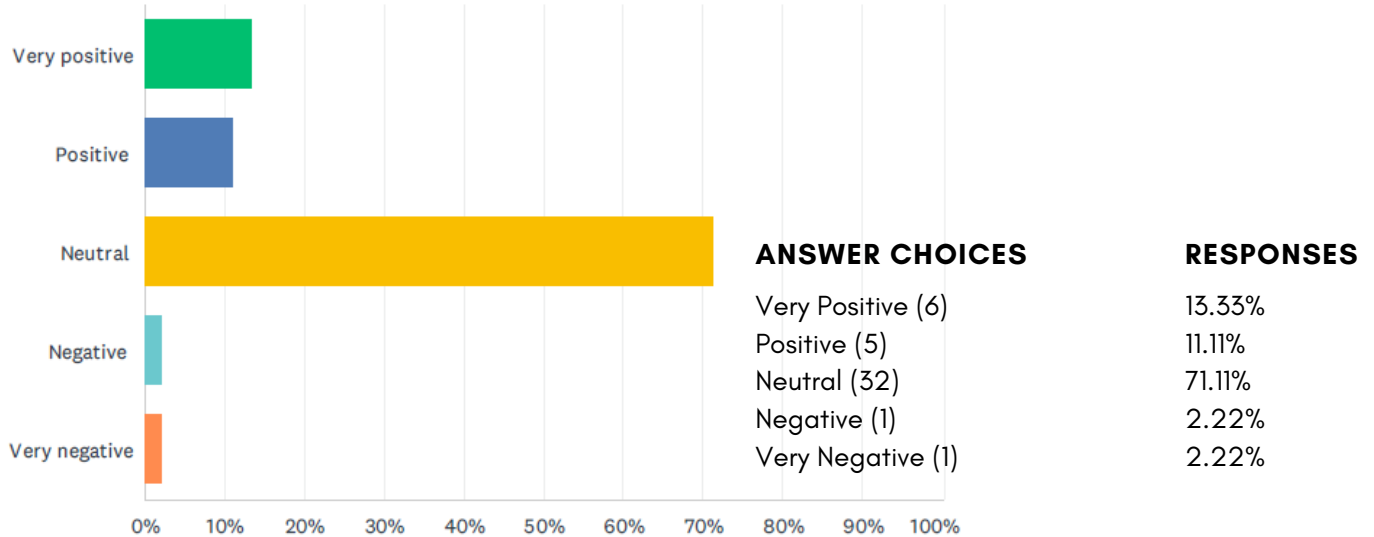
## COMMENTS

- the vibe, pulse and music was awesome and stimulating. We had a busy day.
- Did not know about this.
- Again a wonderful event for us (BODYBAR Pilates). I will disclose that I preferred when it was in September vs. October - there was better attendance in September.
- Never heard of it...
- Always good for healthy food business.
- participated and did not get a ton of people attend the booth. I think that Sundays are harder to get foot traffic. And hard to follow the farmers market.



# ALPHARETTA HS PEP RALLY - WED, 10/26

Answered: 45 Skipped: 8

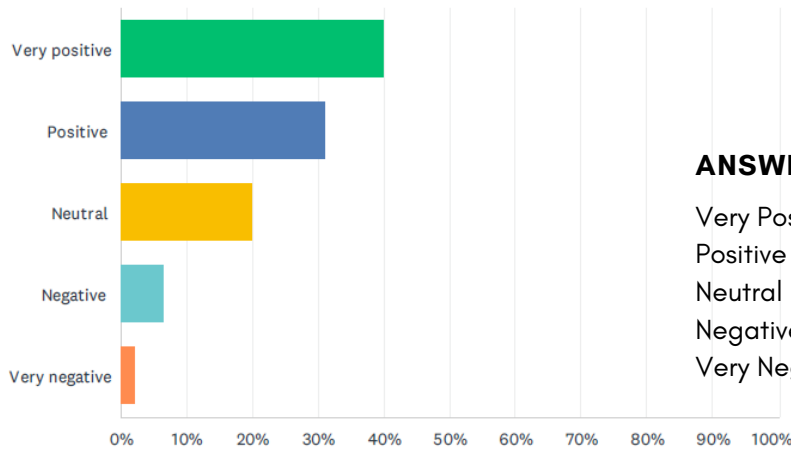


## COMMENTS

- again I believe the roads were closed
- Didn't know about this event
- Didn't attend
- Sounds like a cool idea.
- no foot traffic from this event, we may need to incorporate something to help encourage shopping or a bounce back coupon!
- Never heard of this event

# SEASON OF CELEBRATION – FRI, 12/2 & 12/16

Answered: 45 Skipped: 8



## ANSWER CHOICES

Very Positive (18)  
Positive (14)  
Neutral (9)  
Negative (3)  
Very Negative (1)

## RESPONSES

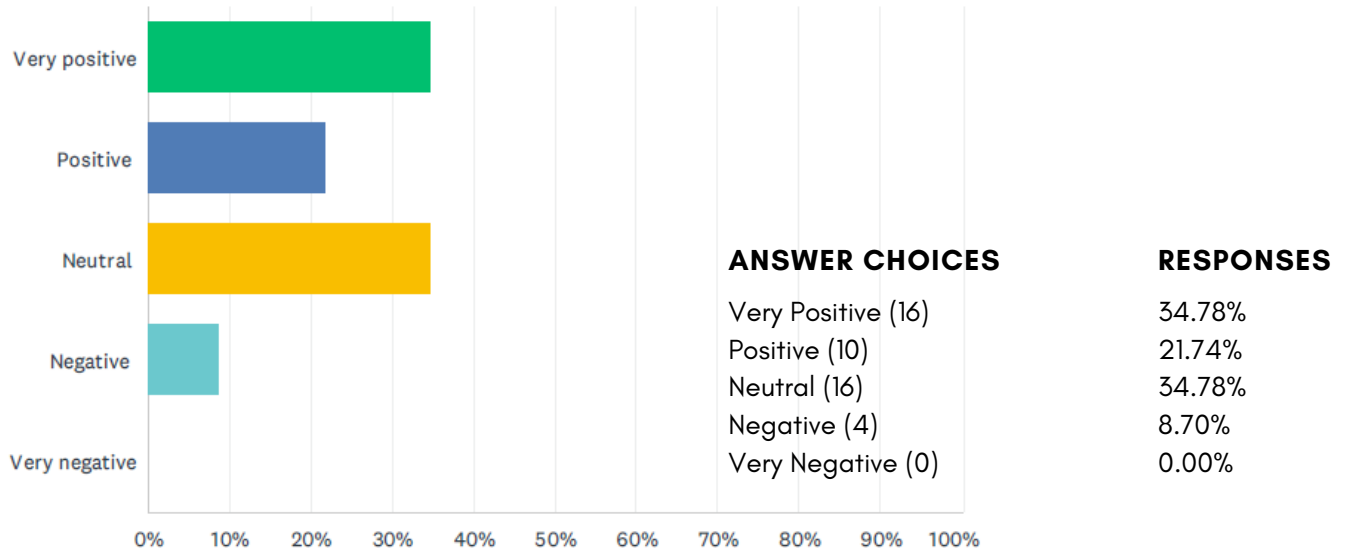
40.00%  
31.11%  
20.00%  
6.67%  
2.22%

## COMMENTS

- We tank from 2:00pm until close. Again road closure kills us. December 2022 was the worst one of my slowest sales months for 2022. This has to improve - the snow is a joke. The machines are too small for a city event. I suggest visiting more cities during the holidays to get some really good ideas.
- This used to be a very busy night for us on Milton Ave and we get very little traffic from this event now
- Too children focused not encouraging shopping
- didn't attend
- no one shops during the event and there's no parking for people who may want to come down to shop.
- This is a wonderful way to attract business to the center, but feel a central booth with a directory for shopping and dining would be helpful to encourage guest to stay and shop/dine!
- No clue what this is
- Would have appreciated more opportunity to tie in and drive foot traffic into stores. Nice event but it did nothing at all for our sales.
- Great event and many came from that event to our cafe.
- Pulls people away from Canton St
- Enjoyed promoting to our members and community. Feedback from participating businesses was positive.
- Love this event. Love seeing all the family attend

# CITY CENTER SNOW DAY – SAT, 12/10

Answered: 46 Skipped: 7

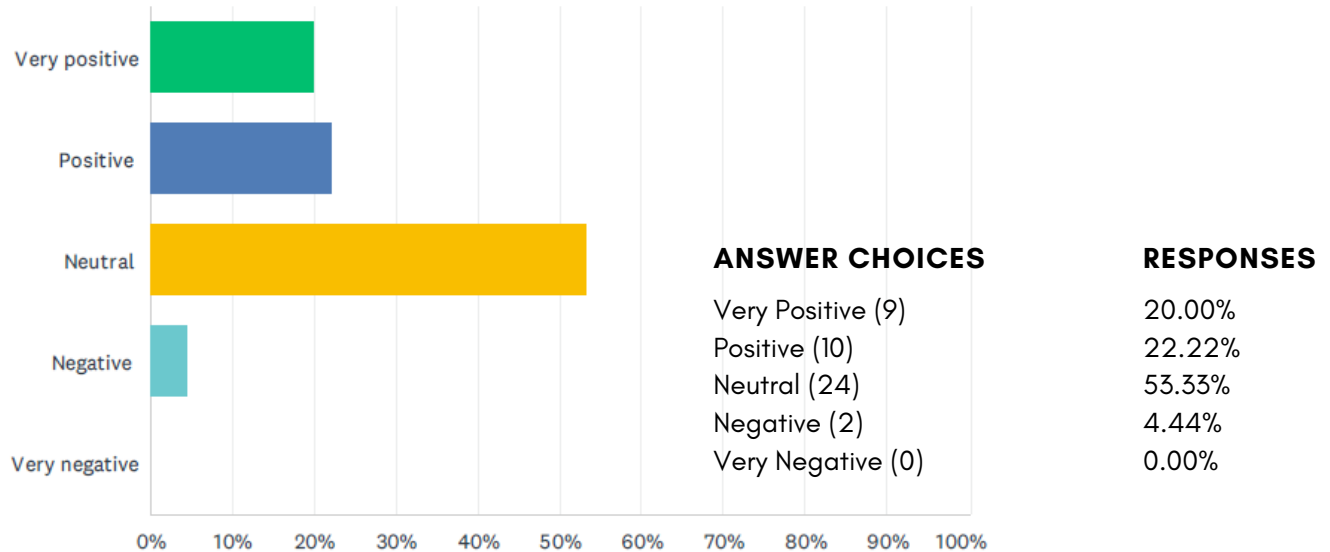


## COMMENTS

- the bulk of my sales were before 1pm then a little bump at 5pm - 6pm-8pm dead.
- Again, doesn't encourage shopping too kid focused
- didn't attend
- This is a wonderful way to attract business to the center, but feel a central booth with a directory for shopping and dining would be helpful to encourage guest to stay and shop/dine!
- ?????
- Did nothing for our sales
- Fun for the community

# MENORAH LIGHTING – SUN, 12/25

Answered: 45 Skipped: 8



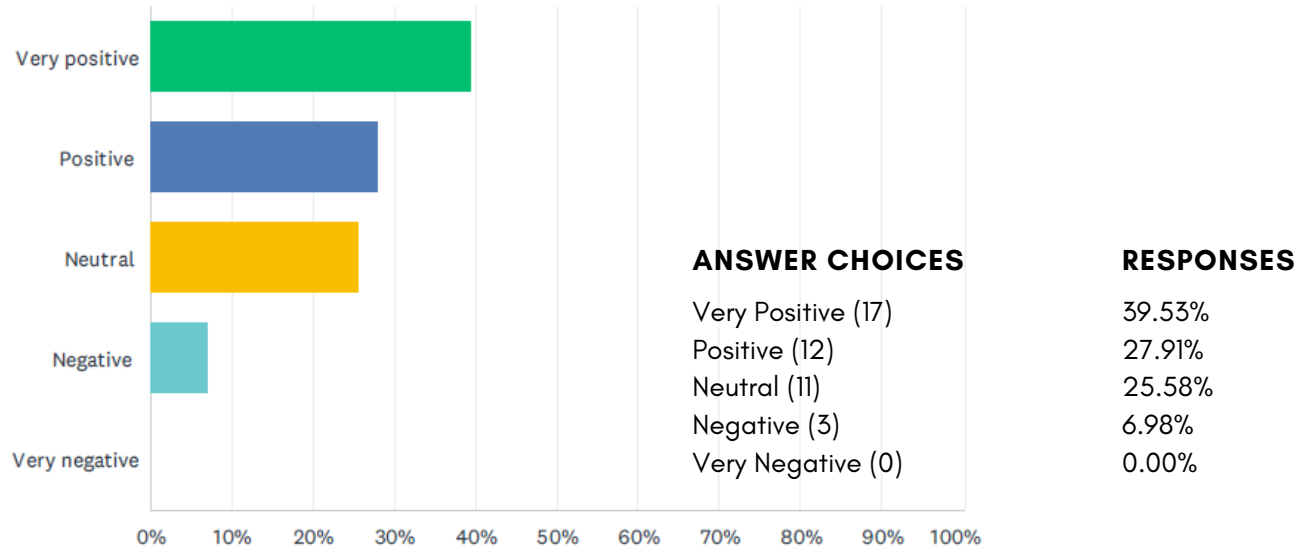
## COMMENTS

- n/a
- did not attend or know
- Wasn't aware of it
- didn't attend
- This is a wonderful way to attract business to the center, but feel a central booth with a directory for shopping and dining would be helpful to encourage guest to stay and shop/dine!
- Didnt even know we did this
- Did nothing to help sales
- I love that we are supporting other cultures!



# SCREEN ON THE GREEN EVENTS

Answered: 43 Skipped: 10

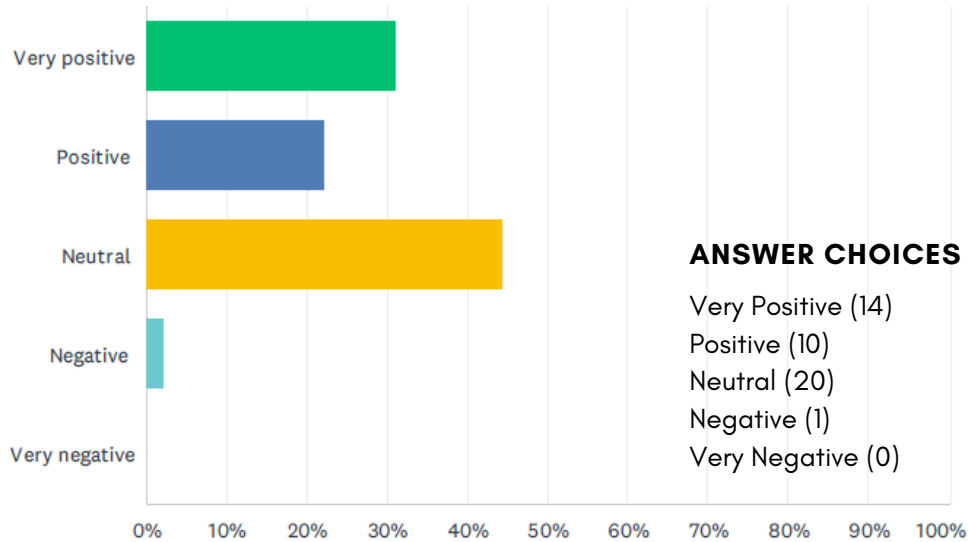


## COMMENTS

- again any time people are on the green they are not shopping they are drinking
- didn't attend
- Good engagement with students and families.
- This is a wonderful way to attract business to the center, but feel a central booth with a directory for shopping and dining would be helpful to encourage guest to stay and shop/dine!
- No tie in - does not drive traffic to our store
- More people, more customers...
- Pulls people away from Canton St

# CORNHOLE ATL LEAGUES- WED

Answered: 45 Skipped: 8

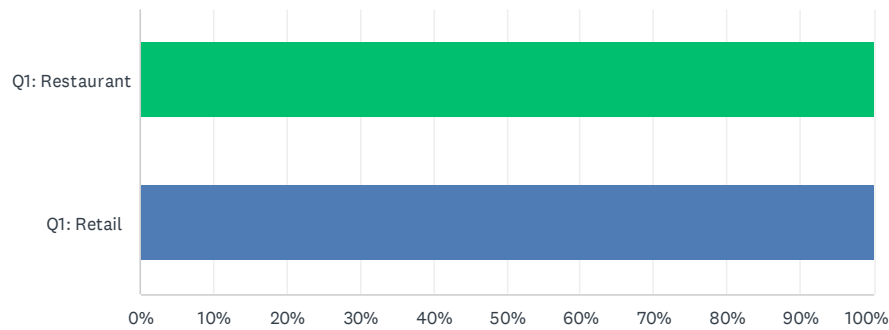


## COMMENTS

- again a green activity not a retail activity - at least you don't close the roads
- didn't attend
- These are huge
- Never once had anyone from this come into our store in 3 years and its right out front.
- Great weekly event. Given the strong turnout and downtown Alpharetta being the highest turnout corn hole league in Atlanta, it'd be great to see the Town Green being used as where it mainly is held...rather than on sidewalks and patios.

## Q1 Please select your type of business.

Answered: 39 Skipped: 0

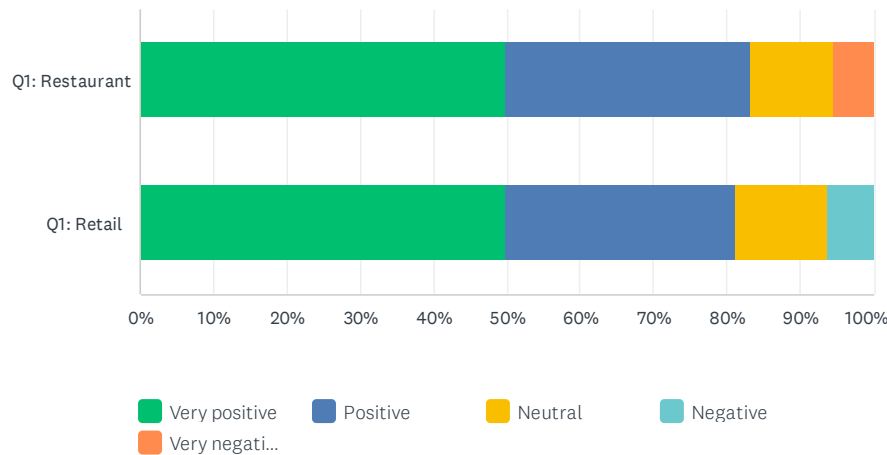


■ Restaurant
 ■ Retail
 ■ Office
 ■ Other (plea...

|                   | RESTAURANT    | RETAIL        | OFFICE     | OTHER (PLEASE SPECIFY) | TOTAL        |
|-------------------|---------------|---------------|------------|------------------------|--------------|
| Q1: Restaurant    | 100.00%<br>21 | 0.00%<br>0    | 0.00%<br>0 | 0.00%<br>0             | 53.85%<br>21 |
| Q1: Retail        | 0.00%<br>0    | 100.00%<br>18 | 0.00%<br>0 | 0.00%<br>0             | 46.15%<br>18 |
| Total Respondents | 21            | 18            | 0          | 0                      | 39           |

## Q2 Farmers Market - Saturdays, 4/2 thru 11/25

Answered: 34 Skipped: 5



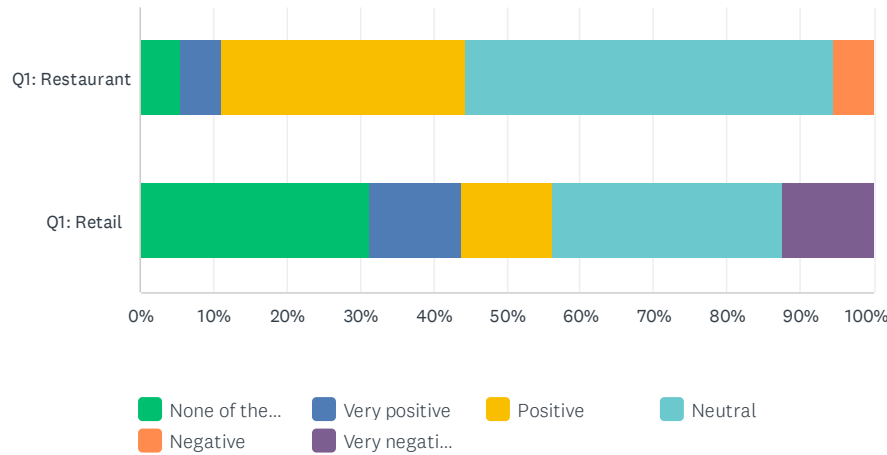
|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL     | NEGATIVE   | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|-------------|------------|---------------|--------------|
| Q1: Restaurant    | 50.00%<br>9         | 33.33%<br>6 | 11.11%<br>2 | 0.00%<br>0 | 5.56%<br>1    | 52.94%<br>18 |
| Q1: Retail        | 50.00%<br>8         | 31.25%<br>5 | 12.50%<br>2 | 6.25%<br>1 | 0.00%<br>0    | 47.06%<br>16 |
| Total Respondents | 17                  | 11          | 4           | 1          | 1             | 34           |
|                   | COMMENTS (OPTIONAL) |             |             |            |               | TOTAL        |
| Q1: Restaurant    |                     |             |             |            |               | 2            |
| Q1: Retail        |                     |             |             |            |               | 5            |

| # | Q1: RESTAURANT                                                                                                                                                                        | DATE              |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 1 | Respectfully request that vendors specifically selling pie not be located on Commerce St near my business. Thank you.                                                                 | 2/1/2023 10:34 PM |
| 2 | Excellent event to draw in business.                                                                                                                                                  | 2/1/2023 5:23 PM  |
| # | Q1: RETAIL                                                                                                                                                                            | DATE              |
| 1 | People come with the intent to shop                                                                                                                                                   | 2/7/2023 8:43 PM  |
| 2 | More impactful if it was centrally located                                                                                                                                            | 2/6/2023 4:09 PM  |
| 3 | doesn't impact me.                                                                                                                                                                    | 2/6/2023 2:23 PM  |
| 4 | Wish it was extended through christmas! We missed out on sales when it ended in November and the christmas market was moved to wills park.                                            | 2/6/2023 2:16 PM  |
| 5 | It brings people which helps promote the center, but our business is sometimes slower until after the farmers market is over. But overall it drive people to the area so it is great! | 2/2/2023 9:53 AM  |



## Q3 Free Fitness yoga classes - Thursday evenings, 4/7 thru 7/28

Answered: 34 Skipped: 5

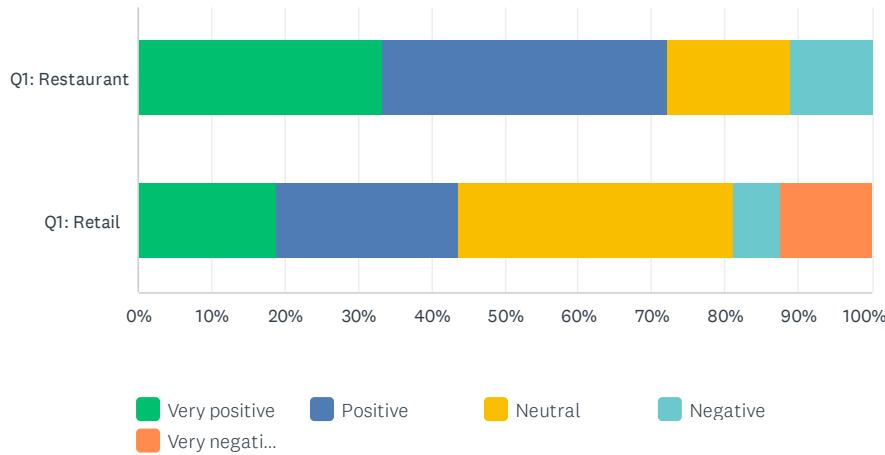


|                   | NONE OF THE ABOVE   | VERY POSITIVE | POSITIVE    | NEUTRAL     | NEGATIVE   | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|---------------|-------------|-------------|------------|---------------|--------------|
| Q1: Restaurant    | 5.56%<br>1          | 5.56%<br>1    | 33.33%<br>6 | 50.00%<br>9 | 5.56%<br>1 | 0.00%<br>0    | 52.94%<br>18 |
| Q1: Retail        | 31.25%<br>5         | 12.50%<br>2   | 12.50%<br>2 | 31.25%<br>5 | 0.00%<br>0 | 12.50%<br>2   | 47.06%<br>16 |
| Total Respondents | 6                   | 3             | 8           | 14          | 1          | 2             | 34           |
|                   | COMMENTS (OPTIONAL) |               |             |             |            | TOTAL         |              |
| Q1: Restaurant    |                     |               |             |             |            | 3             | 3            |
| Q1: Retail        |                     |               |             |             |            | 3             | 3            |

| # | Q1: RESTAURANT                                                                                                                                                        | DATE              |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 1 | didn't even know these were going on... where are they?                                                                                                               | 2/1/2023 8:46 PM  |
| 2 | Not sure of participation after event                                                                                                                                 | 2/1/2023 5:23 PM  |
| 3 | did not effect us                                                                                                                                                     | 2/1/2023 10:38 AM |
| # | Q1: RETAIL                                                                                                                                                            | DATE              |
| 1 | Didn't realize they had them and it certainly didn't generate any business for the retailers                                                                          | 2/7/2023 8:43 PM  |
| 2 | I love the local fitness options and am the owner of BODYBAR Pilates. We've reached out several times about being included - we'd love to do a mat class on the green | 2/6/2023 2:23 PM  |
| 3 | zero impact                                                                                                                                                           | 2/1/2023 6:16 PM  |

## Q4 City Center Concert Series – 1st, 3rd &amp; 4th Fridays, 5/6 thru 8/26

Answered: 34 Skipped: 5

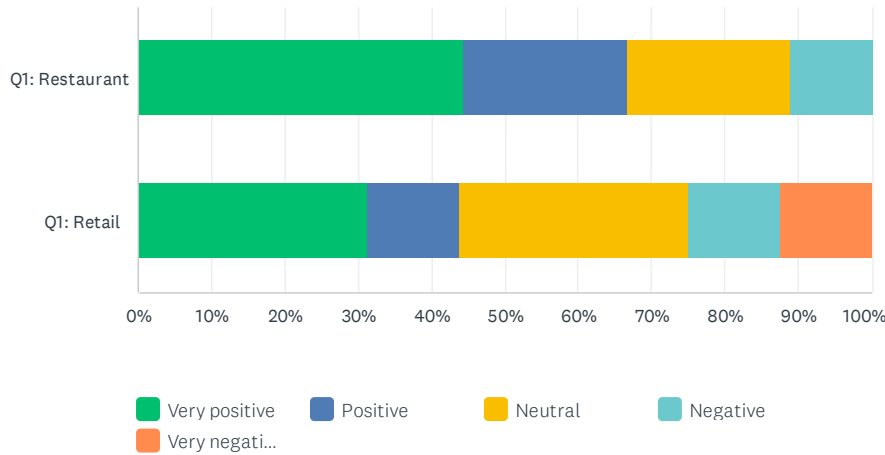


|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL     | NEGATIVE    | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|-------------|-------------|---------------|--------------|
| Q1: Restaurant    | 33.33%<br>6         | 38.89%<br>7 | 16.67%<br>3 | 11.11%<br>2 | 0.00%<br>0    | 52.94%<br>18 |
| Q1: Retail        | 18.75%<br>3         | 25.00%<br>4 | 37.50%<br>6 | 6.25%<br>1  | 12.50%<br>2   | 47.06%<br>16 |
| Total Respondents | 9                   | 11          | 9           | 3           | 2             | 34           |
|                   | COMMENTS (OPTIONAL) |             |             |             |               | TOTAL        |
| Q1: Restaurant    |                     |             |             |             |               | 5            |
| Q1: Retail        |                     |             |             |             |               | 3            |

| # | Q1: RESTAURANT                                                                                                                                                                                                    | DATE              |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 1 | Our biggest money making night! Our band (The Honey Doos) was also one of the performers, and id love to set up a concert in front of our restaurant this year (Mercantile Social)                                | 2/2/2023 11:04 AM |
| 2 | Creates our overall fun enviroment                                                                                                                                                                                | 2/1/2023 8:46 PM  |
| 3 | Doesn't hurt but most people go to finer dining restaurants in PM.                                                                                                                                                | 2/1/2023 5:23 PM  |
| 4 | We benefit after, are dead during. T&T                                                                                                                                                                            | 2/1/2023 4:32 PM  |
| 5 | Pulls people away from Canton St                                                                                                                                                                                  | 2/1/2023 2:24 PM  |
| # | Q1: RETAIL                                                                                                                                                                                                        | DATE              |
| 1 | roads are shut down and business dies off - a complete loss of business on these days                                                                                                                             | 2/7/2023 8:43 PM  |
| 2 | They are great unless the roads are blocked off. The parking deck fills up fast and limited street parking deters people from coming. Most people don't know about the other parking deck by the animal hospital. | 2/6/2023 2:16 PM  |
| 3 | Takes all the parking and there is no incentive for community to come in and shop.                                                                                                                                | 2/1/2023 6:16 PM  |

## Q5 Taste of Alpharetta - 5/12

Answered: 34 Skipped: 5

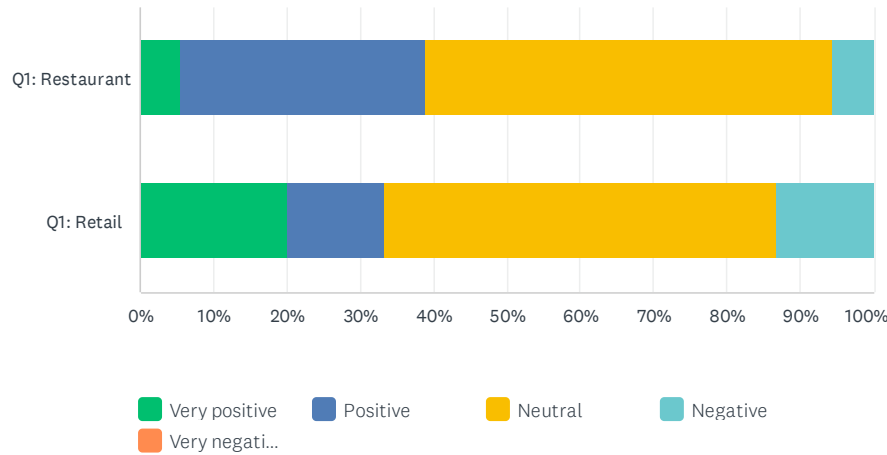


|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL     | NEGATIVE    | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|-------------|-------------|---------------|--------------|
| Q1: Restaurant    | 44.44%<br>8         | 22.22%<br>4 | 22.22%<br>4 | 11.11%<br>2 | 0.00%<br>0    | 52.94%<br>18 |
| Q1: Retail        | 31.25%<br>5         | 12.50%<br>2 | 31.25%<br>5 | 12.50%<br>2 | 12.50%<br>2   | 47.06%<br>16 |
| Total Respondents | 13                  | 6           | 9           | 4           | 2             | 34           |
|                   | COMMENTS (OPTIONAL) |             |             |             |               | TOTAL        |
| Q1: Restaurant    |                     |             |             |             |               | 5            |
| Q1: Retail        |                     |             |             |             |               | 5            |

| # | Q1: RESTAURANT                                                                                                                         | DATE              |
|---|----------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 1 | Impacted business on those nights. Clean up was delayed and left street front entrances dirty.                                         | 2/6/2023 2:23 PM  |
| 2 | Parking is an issue and the city lot is closed so staff and guests have a hard time getting to the restaurant. Not a fan               | 2/6/2023 1:56 PM  |
| 3 | I hope there will be improvement in the ticket collection and payout process from the event organizer. Otherwise, it was a good event. | 2/1/2023 10:34 PM |
| 4 | Not sure of impact on business but it does get your name out there to many who don't know it.                                          | 2/1/2023 5:23 PM  |
| 5 | It's become chaotic and unruly. It's very costly for us.                                                                               | 2/1/2023 2:24 PM  |
| # | Q1: RETAIL                                                                                                                             | DATE              |
| 1 | from 2:30pm on I had no sales - again a loss - Im sure the roads were blocked off                                                      | 2/7/2023 8:43 PM  |
| 2 | Great event for us for advertising purposes.                                                                                           | 2/6/2023 2:23 PM  |
| 3 | no-one visits this side and the parking situation is awful.                                                                            | 2/6/2023 2:16 PM  |
| 4 | We need more foot traffic in front of the retail shops during this event. We are normally very slow during the Taste of Alpharetta     | 2/2/2023 9:53 AM  |
| 5 | Horrible experience with last years vendor. Would never participate again.                                                             | 2/1/2023 6:16 PM  |

## Q6 Petals &amp; Parasols (Mother's Day event) – 5/8

Answered: 33 Skipped: 6



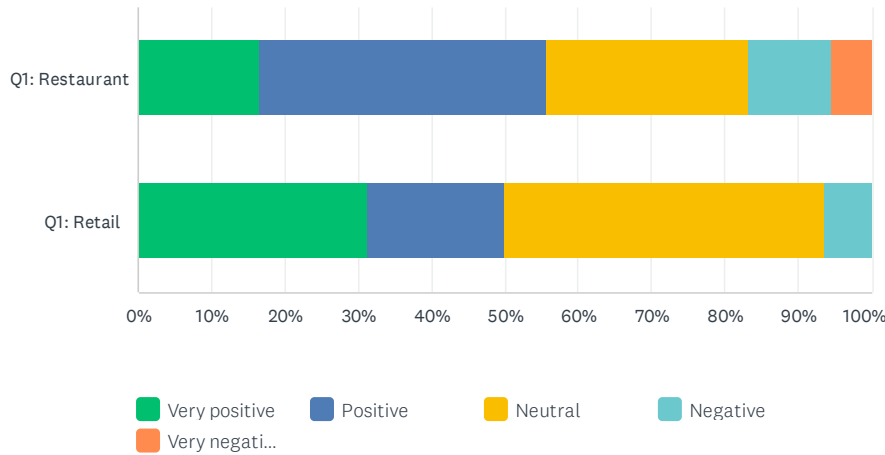
|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL      | NEGATIVE    | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|--------------|-------------|---------------|--------------|
| Q1: Restaurant    | 5.56%<br>1          | 33.33%<br>6 | 55.56%<br>10 | 5.56%<br>1  | 0.00%<br>0    | 54.55%<br>18 |
| Q1: Retail        | 20.00%<br>3         | 13.33%<br>2 | 53.33%<br>8  | 13.33%<br>2 | 0.00%<br>0    | 45.45%<br>15 |
| Total Respondents | 4                   | 8           | 18           | 3           | 0             | 33           |
|                   | COMMENTS (OPTIONAL) |             |              |             |               | TOTAL        |
| Q1: Restaurant    |                     |             |              |             |               | 1            |
| Q1: Retail        |                     |             |              |             |               | 5            |

| # | Q1: RESTAURANT                                                                                           | DATE             |
|---|----------------------------------------------------------------------------------------------------------|------------------|
| 1 | Although I don't know what this is... never heard of it                                                  | 2/1/2023 8:46 PM |
| # | Q1: RETAIL                                                                                               | DATE             |
| 1 | I don't remember this event -but based on my sales numbers from 5/8/22 is was below average for a Sunday | 2/7/2023 8:43 PM |
| 2 | Everything is in the AFC so we do not benefit                                                            | 2/6/2023 4:09 PM |
| 3 | I don't think I know what this is                                                                        | 2/6/2023 2:23 PM |
| 4 | Think best to do something in advance of date. Most people spend that day with family                    | 2/1/2023 9:01 PM |
| 5 | ????????? Never heard of it.                                                                             | 2/1/2023 6:16 PM |



## Q7 Alpharetta Wine Festival - 6/12

Answered: 34 Skipped: 5

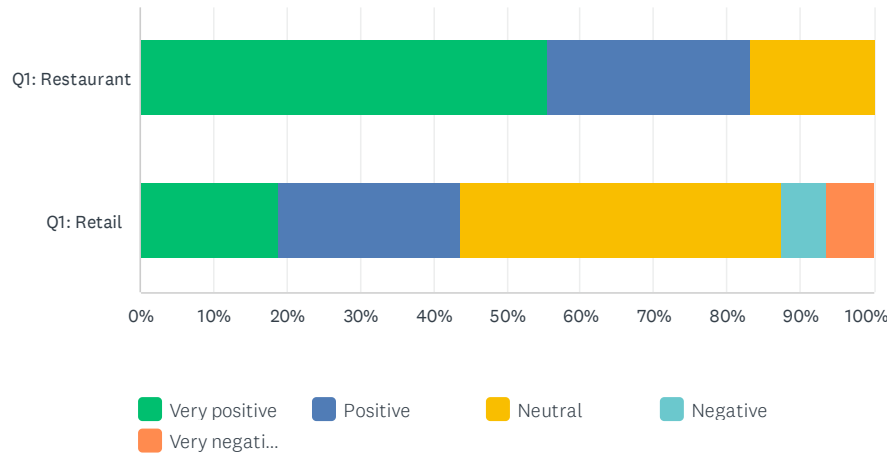


|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL     | NEGATIVE    | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|-------------|-------------|---------------|--------------|
| Q1: Restaurant    | 16.67%<br>3         | 38.89%<br>7 | 27.78%<br>5 | 11.11%<br>2 | 5.56%<br>1    | 52.94%<br>18 |
| Q1: Retail        | 31.25%<br>5         | 18.75%<br>3 | 43.75%<br>7 | 6.25%<br>1  | 0.00%<br>0    | 47.06%<br>16 |
| Total Respondents | 8                   | 10          | 12          | 3           | 1             | 34           |
|                   | COMMENTS (OPTIONAL) |             |             |             |               | TOTAL        |
| Q1: Restaurant    |                     |             |             |             |               | 2            |
| Q1: Retail        |                     |             |             |             |               | 4            |

| # | Q1: RESTAURANT                                                                                                              | DATE             |
|---|-----------------------------------------------------------------------------------------------------------------------------|------------------|
| 1 | Impacted businesses and clean up was delayed                                                                                | 2/6/2023 2:23 PM |
| 2 | Positive for environment... but again... I have no idea what this is                                                        | 2/1/2023 8:46 PM |
| # | Q1: RETAIL                                                                                                                  | DATE             |
| 1 | Sales were normal for this day. We did have a table at the event but sales were not any better than a day without an event. | 2/7/2023 8:43 PM |
| 2 | We had little to no customer traffic from this event on Milton Ave                                                          | 2/7/2023 7:04 AM |
| 3 | Another fabulous marketing opportunity for me                                                                               | 2/6/2023 2:23 PM |
| 4 | No way to tie in or try to get people into the store                                                                        | 2/1/2023 6:16 PM |

## Q8 Wire &amp; Wood - 10/7 &amp; 10/8

Answered: 34 Skipped: 5

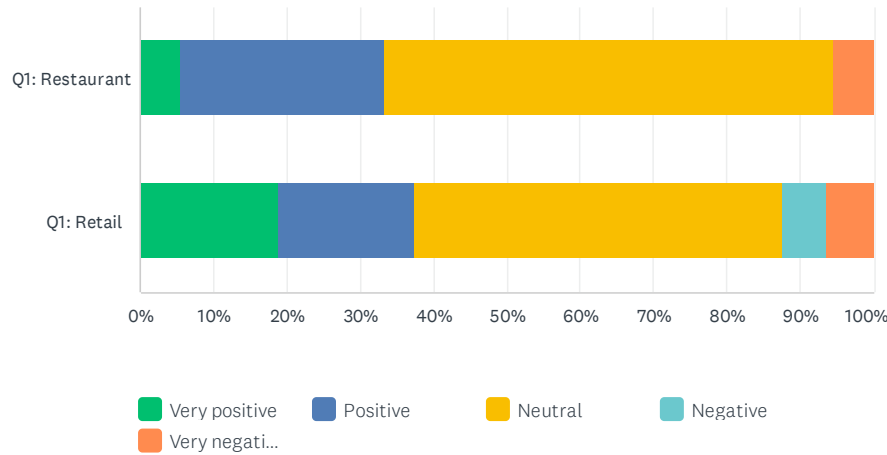


|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL     | NEGATIVE   | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|-------------|------------|---------------|--------------|
| Q1: Restaurant    | 55.56%<br>10        | 27.78%<br>5 | 16.67%<br>3 | 0.00%<br>0 | 0.00%<br>0    | 52.94%<br>18 |
| Q1: Retail        | 18.75%<br>3         | 25.00%<br>4 | 43.75%<br>7 | 6.25%<br>1 | 6.25%<br>1    | 47.06%<br>16 |
| Total Respondents | 13                  | 9           | 10          | 1          | 1             | 34           |
|                   | COMMENTS (OPTIONAL) |             |             |            |               | TOTAL        |
| Q1: Restaurant    |                     |             |             |            |               | 2            |
| Q1: Retail        |                     |             |             |            |               | 6            |

| # | Q1: RESTAURANT                                                                                                                                                                                                                                 | DATE              |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 1 | A lot of overly intoxicated individuals.                                                                                                                                                                                                       | 2/6/2023 2:23 PM  |
| 2 | Second biggest night for us!!!                                                                                                                                                                                                                 | 2/2/2023 11:04 AM |
| # | Q1: RETAIL                                                                                                                                                                                                                                     | DATE              |
| 1 | I DON'T GET THIS EVENT AT ALL - IT KILLS OUR BUSINESS COMPLETELY - AGAIN ROADS ARE CLOSED NO DIRECTION FOR GUEST TO ENTER THE CENTER - 2 DAYS IS WAYYYYYYYY TOO MUCH AND THIS EVENT SEEMS TO BE STRETCH JUST TO SAY THE CITY BOOKED SOMETHING. | 2/7/2023 8:43 PM  |
| 2 | Good traffic but more tables and vendors would make the event look more like an event on Milton Ave                                                                                                                                            | 2/7/2023 7:04 AM  |
| 3 | Didn't attend                                                                                                                                                                                                                                  | 2/6/2023 2:23 PM  |
| 4 | blocked off roads and port-a-pottys on market street are not my favorite.                                                                                                                                                                      | 2/6/2023 2:16 PM  |
| 5 | Does not help business or foot traffic for us                                                                                                                                                                                                  | 2/2/2023 9:53 AM  |
| 6 | No way to tie in and get people into the store.                                                                                                                                                                                                | 2/1/2023 6:16 PM  |

## Q9 FitLifeEXPO - 10/16

Answered: 34 Skipped: 5

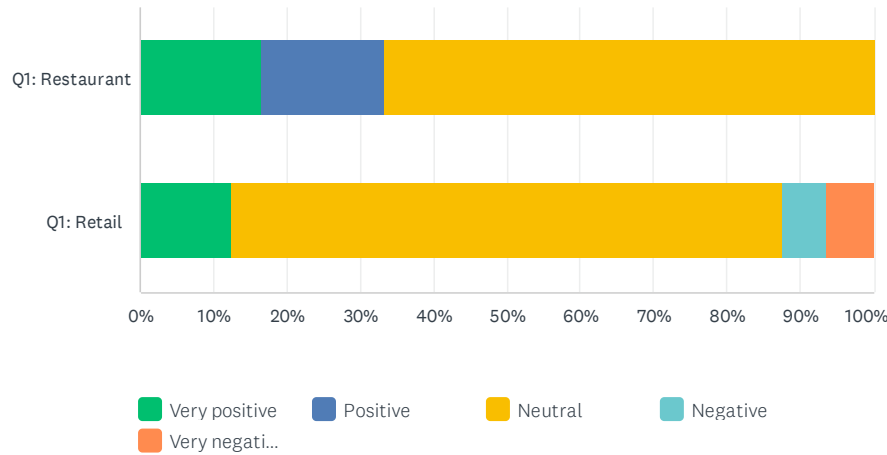


|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL      | NEGATIVE   | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|--------------|------------|---------------|--------------|
| Q1: Restaurant    | 5.56%<br>1          | 27.78%<br>5 | 61.11%<br>11 | 0.00%<br>0 | 5.56%<br>1    | 52.94%<br>18 |
| Q1: Retail        | 18.75%<br>3         | 18.75%<br>3 | 50.00%<br>8  | 6.25%<br>1 | 6.25%<br>1    | 47.06%<br>16 |
| Total Respondents | 4                   | 8           | 19           | 1          | 2             | 34           |
|                   | COMMENTS (OPTIONAL) |             |              |            |               | TOTAL        |
| Q1: Restaurant    |                     |             |              |            |               | 2            |
| Q1: Retail        |                     |             |              |            |               | 2            |

| # | Q1: RESTAURANT                                                                                                                                                      | DATE             |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 1 | Never heard of it...                                                                                                                                                | 2/1/2023 8:46 PM |
| 2 | Always good for healthy food business.                                                                                                                              | 2/1/2023 5:23 PM |
| # | Q1: RETAIL                                                                                                                                                          | DATE             |
| 1 | the vibe, pulse and music was awesome and stimulating. We had a busy day.                                                                                           | 2/7/2023 8:43 PM |
| 2 | Again a wonderful event for us (BODYBAR Pilates). I will disclose that I preferred when it was in September vs. October - there was better attendance in September. | 2/6/2023 2:23 PM |

## Q10 Alpharetta High School Pep Rally – 10/26

Answered: 34 Skipped: 5



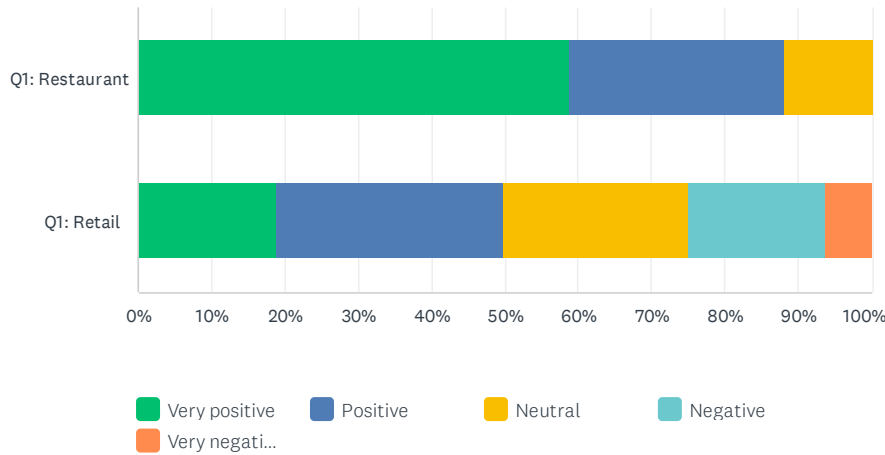
|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL      | NEGATIVE   | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|--------------|------------|---------------|--------------|
| Q1: Restaurant    | 16.67%<br>3         | 16.67%<br>3 | 66.67%<br>12 | 0.00%<br>0 | 0.00%<br>0    | 52.94%<br>18 |
| Q1: Retail        | 12.50%<br>2         | 0.00%<br>0  | 75.00%<br>12 | 6.25%<br>1 | 6.25%<br>1    | 47.06%<br>16 |
| Total Respondents | 5                   | 3           | 24           | 1          | 1             | 34           |
|                   | COMMENTS (OPTIONAL) |             |              |            |               | TOTAL        |
| Q1: Restaurant    |                     |             |              |            |               | 0            |
| Q1: Retail        |                     |             |              |            |               | 5            |

| # | Q1: RESTAURANT                                                                                                            | DATE             |
|---|---------------------------------------------------------------------------------------------------------------------------|------------------|
|   | There are no responses.                                                                                                   |                  |
| # | Q1: RETAIL                                                                                                                | DATE             |
| 1 | again I believe the roads were closed                                                                                     | 2/7/2023 8:43 PM |
| 2 | Didn't know about this event                                                                                              | 2/6/2023 4:09 PM |
| 3 | Didn't attend                                                                                                             | 2/6/2023 2:23 PM |
| 4 | no foot traffic from this event, we may need to incorporate something to help encourage shopping or a bounce back coupon! | 2/2/2023 9:53 AM |
| 5 | Never heard of this event                                                                                                 | 2/1/2023 6:16 PM |



## Q11 Season of Celebration – 12/2 &amp; 12/16

Answered: 33 Skipped: 6

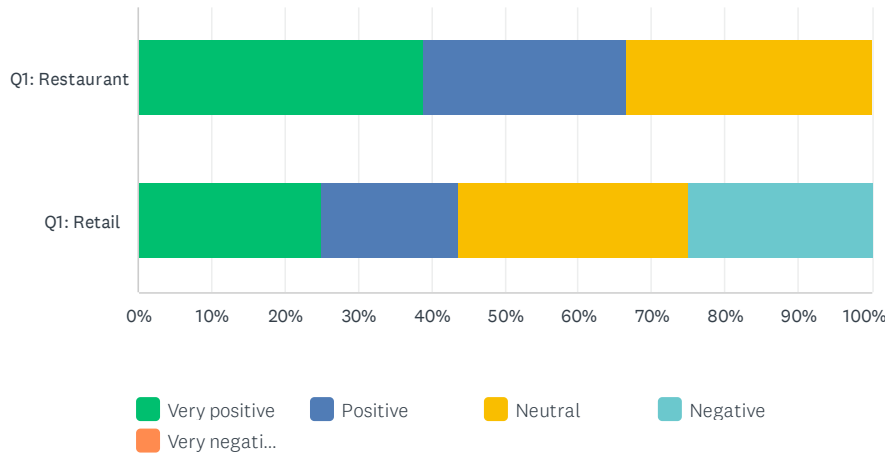


|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL     | NEGATIVE    | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|-------------|-------------|---------------|--------------|
| Q1: Restaurant    | 58.82%<br>10        | 29.41%<br>5 | 11.76%<br>2 | 0.00%<br>0  | 0.00%<br>0    | 51.52%<br>17 |
| Q1: Retail        | 18.75%<br>3         | 31.25%<br>5 | 25.00%<br>4 | 18.75%<br>3 | 6.25%<br>1    | 48.48%<br>16 |
| Total Respondents | 13                  | 10          | 6           | 3           | 1             | 33           |
|                   | COMMENTS (OPTIONAL) |             |             |             |               | TOTAL        |
| Q1: Restaurant    |                     |             |             |             |               | 3            |
| Q1: Retail        |                     |             |             |             |               | 7            |

| # | Q1: RESTAURANT                                                                                                                                                                                                                                                                                              | DATE             |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 1 | No clue what this is                                                                                                                                                                                                                                                                                        | 2/1/2023 8:46 PM |
| 2 | Great event and many came from that event to our cafe.                                                                                                                                                                                                                                                      | 2/1/2023 5:23 PM |
| 3 | Pulls people away from Canton St                                                                                                                                                                                                                                                                            | 2/1/2023 2:24 PM |
| # | Q1: RETAIL                                                                                                                                                                                                                                                                                                  | DATE             |
| 1 | We tank from 2:00pm until close. Again road closure kills us. December 2022 was the worst one of my slowest sales months for 2022. This has to improve - the snow is a joke. The machines are too small for a city event. I suggest visiting more cities during the holidays to get some really good ideas. | 2/7/2023 8:43 PM |
| 2 | This used to be a very busy night for us on Milton Ave and we get very little traffic from this event now                                                                                                                                                                                                   | 2/7/2023 7:04 AM |
| 3 | Too children focused not encouraging shopping                                                                                                                                                                                                                                                               | 2/6/2023 4:09 PM |
| 4 | didn't attend                                                                                                                                                                                                                                                                                               | 2/6/2023 2:23 PM |
| 5 | no one shops during the event and there's no parking for people who may want to come down to shop.                                                                                                                                                                                                          | 2/6/2023 2:16 PM |
| 6 | This is a wonderful way to attract business to the center, but feel a central booth with a directory for shopping and dining would be helpful to encourage guest to stay and shop/dine!                                                                                                                     | 2/2/2023 9:53 AM |
| 7 | Would have appreciated more opportunity to tie in and drive foot traffic into stores. Nice event but it did nothing at all for our sales.                                                                                                                                                                   | 2/1/2023 6:16 PM |

## Q12 City Center Snow Day – 12/10

Answered: 34 Skipped: 5

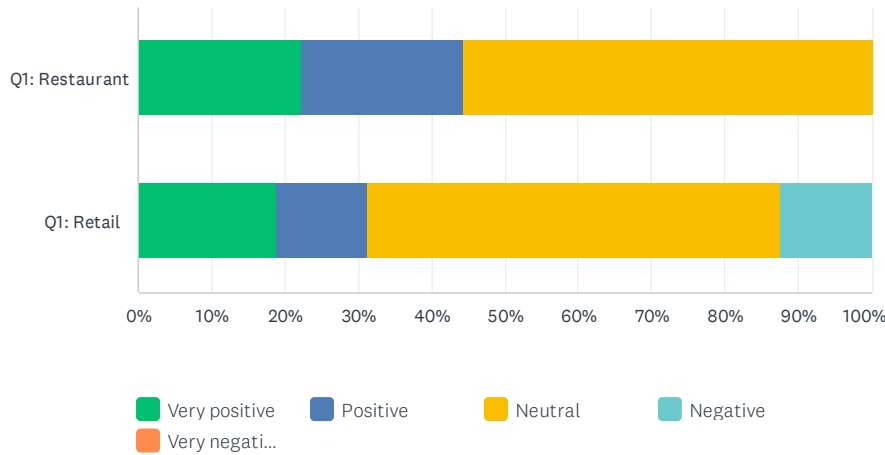


|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL     | NEGATIVE    | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|-------------|-------------|---------------|--------------|
| Q1: Restaurant    | 38.89%<br>7         | 27.78%<br>5 | 33.33%<br>6 | 0.00%<br>0  | 0.00%<br>0    | 52.94%<br>18 |
| Q1: Retail        | 25.00%<br>4         | 18.75%<br>3 | 31.25%<br>5 | 25.00%<br>4 | 0.00%<br>0    | 47.06%<br>16 |
| Total Respondents | 11                  | 8           | 11          | 4           | 0             | 34           |
|                   | COMMENTS (OPTIONAL) |             |             |             |               | TOTAL        |
| Q1: Restaurant    |                     |             |             |             |               | 1            |
| Q1: Retail        |                     |             |             |             |               | 5            |

| # | Q1: RESTAURANT                                                                                                                                                                          | DATE             |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 1 | ?????                                                                                                                                                                                   | 2/1/2023 8:46 PM |
| # | Q1: RETAIL                                                                                                                                                                              | DATE             |
| 1 | the bulk of my sales were before 1pm then a little bump at 5pm - 6pm-8pm dead.                                                                                                          | 2/7/2023 8:43 PM |
| 2 | Again, doesn't encourage shopping too kid focused                                                                                                                                       | 2/6/2023 4:09 PM |
| 3 | didn't attend                                                                                                                                                                           | 2/6/2023 2:23 PM |
| 4 | This is a wonderful way to attract business to the center, but feel a central booth with a directory for shopping and dining would be helpful to encourage guest to stay and shop/dine! | 2/2/2023 9:53 AM |
| 5 | Did nothing for our sales                                                                                                                                                               | 2/1/2023 6:16 PM |

## Q13 Menorah Lighting – 12/25

Answered: 34 Skipped: 5

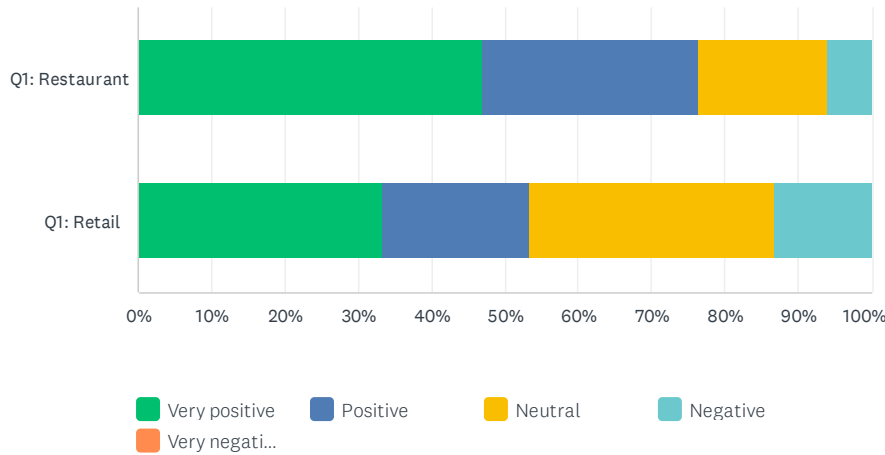


|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL      | NEGATIVE    | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|--------------|-------------|---------------|--------------|
| Q1: Restaurant    | 22.22%<br>4         | 22.22%<br>4 | 55.56%<br>10 | 0.00%<br>0  | 0.00%<br>0    | 52.94%<br>18 |
| Q1: Retail        | 18.75%<br>3         | 12.50%<br>2 | 56.25%<br>9  | 12.50%<br>2 | 0.00%<br>0    | 47.06%<br>16 |
| Total Respondents | 7                   | 6           | 19           | 2           | 0             | 34           |
|                   | COMMENTS (OPTIONAL) |             |              |             |               | TOTAL        |
| Q1: Restaurant    |                     |             |              |             |               | 1            |
| Q1: Retail        |                     |             |              |             |               | 5            |

| # | Q1: RESTAURANT                                                                                                                                                                          | DATE             |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 1 | Didnt even know we did this                                                                                                                                                             | 2/1/2023 8:46 PM |
| # | Q1: RETAIL                                                                                                                                                                              | DATE             |
| 1 | n/a                                                                                                                                                                                     | 2/7/2023 8:43 PM |
| 2 | Wasn't aware of it                                                                                                                                                                      | 2/6/2023 4:09 PM |
| 3 | didn't attend                                                                                                                                                                           | 2/6/2023 2:23 PM |
| 4 | This is a wonderful way to attract business to the center, but feel a central booth with a directory for shopping and dining would be helpful to encourage guest to stay and shop/dine! | 2/2/2023 9:53 AM |
| 5 | Did nothing to help sales                                                                                                                                                               | 2/1/2023 6:16 PM |

## Q14 Big Screen on the Green events\*

Answered: 32 Skipped: 7



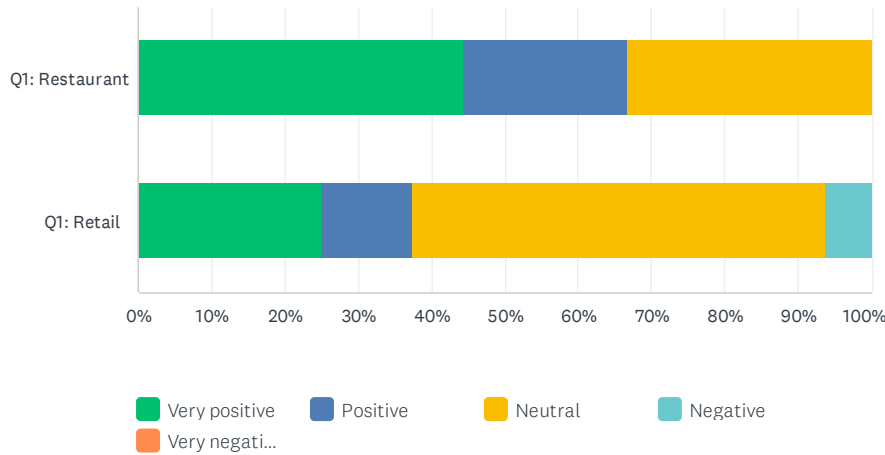
|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL     | NEGATIVE    | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|-------------|-------------|---------------|--------------|
| Q1: Restaurant    | 47.06%<br>8         | 29.41%<br>5 | 17.65%<br>3 | 5.88%<br>1  | 0.00%<br>0    | 53.13%<br>17 |
| Q1: Retail        | 33.33%<br>5         | 20.00%<br>3 | 33.33%<br>5 | 13.33%<br>2 | 0.00%<br>0    | 46.88%<br>15 |
| Total Respondents | 13                  | 8           | 8           | 3           | 0             | 32           |
|                   | COMMENTS (OPTIONAL) |             |             |             |               | TOTAL        |
| Q1: Restaurant    |                     |             |             |             |               | 2            |
| Q1: Retail        |                     |             |             |             |               | 4            |

| # | Q1: RESTAURANT                                                                                                                                                                          | DATE             |
|---|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| 1 | More people, more customers...                                                                                                                                                          | 2/1/2023 5:23 PM |
| 2 | Pulls people away from Canton St                                                                                                                                                        | 2/1/2023 2:24 PM |
| # | Q1: RETAIL                                                                                                                                                                              | DATE             |
| 1 | again any time people are on the green they are not shopping they are drinking                                                                                                          | 2/7/2023 8:43 PM |
| 2 | didn't attend                                                                                                                                                                           | 2/6/2023 2:23 PM |
| 3 | This is a wonderful way to attract business to the center, but feel a central booth with a directory for shopping and dining would be helpful to encourage guest to stay and shop/dine! | 2/2/2023 9:53 AM |
| 4 | No tie in - does not drive traffic to our store                                                                                                                                         | 2/1/2023 6:16 PM |



## Q15 Cornhole ATL league play\*

Answered: 34 Skipped: 5



|                   | VERY POSITIVE       | POSITIVE    | NEUTRAL     | NEGATIVE   | VERY NEGATIVE | TOTAL        |
|-------------------|---------------------|-------------|-------------|------------|---------------|--------------|
| Q1: Restaurant    | 44.44%<br>8         | 22.22%<br>4 | 33.33%<br>6 | 0.00%<br>0 | 0.00%<br>0    | 52.94%<br>18 |
| Q1: Retail        | 25.00%<br>4         | 12.50%<br>2 | 56.25%<br>9 | 6.25%<br>1 | 0.00%<br>0    | 47.06%<br>16 |
| Total Respondents | 12                  | 6           | 15          | 1          | 0             | 34           |
|                   | COMMENTS (OPTIONAL) |             |             |            |               | TOTAL        |
| Q1: Restaurant    |                     |             |             |            |               | 2            |
| Q1: Retail        |                     |             |             |            |               | 3            |

| # | Q1: RESTAURANT                                                                                                                                                                                                                               | DATE              |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| 1 | These are huge                                                                                                                                                                                                                               | 2/1/2023 8:46 PM  |
| 2 | Great weekly event. Given the strong turnout and downtown Alpharetta being the highest turnout corn hole league in Atlanta, it'd be great to see the Town Green being used as where it mainly is held...rather than on sidewalks and patios. | 2/1/2023 11:39 AM |
| # | Q1: RETAIL                                                                                                                                                                                                                                   | DATE              |
| 1 | again a green activity not a retail activity - at least you don't close the roads                                                                                                                                                            | 2/7/2023 8:43 PM  |
| 2 | didn't attend                                                                                                                                                                                                                                | 2/6/2023 2:23 PM  |
| 3 | Never once had anyone from this come into our store in 3 years and its right out front.                                                                                                                                                      | 2/1/2023 6:16 PM  |