CITY OF SOUTH FULTON, GEORGIA
VIRTUAL
Thursday, May 14, 2020, 3:00 PM

The Honorable William "Bill" Edwards, Mayor
The Honorable Catherine F. Rowell, District 1 Councilmember
The Honorable Carmalitha Gumbs, District 2 Councilmember
The Honorable Helen Z. Willis, District 3 Councilmember
The Honorable Naeema Gilyard, District 4 Councilmember
The Honorable Corey A. Reeves , District 5 Councilmember
The Honorable khalid kamau, District 6 Councilmember
The Honorable Mark Baker, District 7 Councilmember

SPECIAL CALLED MEETING AGENDA

1. Meeting Called to Order
2. Roll Call
3. Agenda Items
    1. Council Approval to Apply for 2020 GA Smart Communities Challenge Grant and Commit the needed 20% Required Fund Match of $25,000 (Public Works)
    2. Council Approval to Apply for the Roadside Enhancement and Beautification Council (REBC) Grant and commit funds in the amount of $47,400 to be used from URA #1 "Cascade Road" (Public Works)
    3. Council Approval Apply for the 2019 AFG Fire Prevention and Safety Grant and commit the needed 5% Required Match of $7,102 (Fire)
    4. Council Approval to Apply for Assistance to Firefighters Grant COVID19 and commit the needed 10% Required Fund Match of $2,614 (Fire)

5. Council Discussion and Approval of FY20 Meeting Dates

Wednesday, June 10, 2020*
Tuesday, June 23, 2020
Tuesday, July 14, 2020
Tuesday, July 28, 2020
Wednesday, August 12, 2020*
Tuesday, August 25, 2020
Tuesday, September 8, 2020
Tuesday, September 22, 2020

Additional meetings/conferences/holidays taking place during June - September 2020
Tuesday, June 2, 2020-Special Called Meeting - Zoning Ordinance Review
*Tuesday, June 9, 2020 - GA Primary Election Day
Thursday, June 11, 2020 - Special Called Meeting - Adoption of Zoning Ordinance
Monday, June 29 - Thurs, July 2, 2020 - GMA Virtual Conference
Friday, July 4, 2020 - Observance of Fourth of July
*Tuesday, August 11, 2020 - Primary Election Runoff
Monday, September 7, 2020 - Observance of Labor Day

4. Adjournment of Meeting

CITY OF SOUTH FULTON

COUNCIL AGENDA ITEM

COUNCIL SPECIAL MEETING

SUBJECT: Council Approval to Apply for 2020 GA Smart Communities Challenge Grant

DATE OF MEETING: 5/14/2020

DEPARTMENT: City Manager

ATTACHMENTS:

Description	Type	Upload Date
Memo_2020 GA Smart Communities Challenge	Cover Memo	5/11/2020

GOVERNMENT OF THE CITY OF SOUTH FULTON

Office of the City Manager

WILLIAM "BILL" EDWARDS
MAYOR

ODIE DONALD II
CITY MANAGER

MEMORANDUM

TO: Honorable Mayor William "Bill" Edwards & City Council Members

FROM: Odie Donald II
City Manager

DATE: May 6, 2020

SUBJECT: **2020 Georgia Smart Communities Challenge Grant**

Background

The Department of Public Works is requesting Council's approval to apply for the 2020 Georgia Smart Communities Challenge grant sponsored by Georgia Tech. The Department is proposing to conduct an inventory and develop a sidewalk plan for the City of South Fulton.

The goal of the proposed project is to inventory and map pedestrian facilities within the City of South Fulton, assess pedestrian pathway connectivity, and conduct detailed field inspections of facility conditions to develop a sidewalk plan for the city. Public Works and Georgia Tech researchers, and graduate research assistants will train and oversee field data collection crews composed of undergraduate students. Georgia Tech staff will generate the sidewalk network, plan data collection routes, train field personnel, track data collection progress, host the data that are transmitted by the field personnel, and prepare the final summary field reports. Georgia Tech will purchase wheelchairs, tablets, and phones, and install software applications for data collection.

The original pedestrian plan developed in the mid-1990s by Fulton County was revised and updated in 2001 during the development of the County's first comprehensive transportation plan (CTP). Since then, the transportation landscape has changed dramatically. The City of South Fulton needs to have a comprehensive inventory of the sidewalks, or lack of; and assess sidewalk connectivity and accessibility in order to establish priorities for funding and construction.

The LCI with Georgia Smart awards a maximum of $100k or (80%) of the total LCI application of $125,000. The Local 20% match required by the City is $25,000. Grants are not paid up-front and are reimbursed as invoices are submitted to ARC. Also, The LCI with Georgia Smart may award a maximum of $50,00 to Georgia Tech Researcher Partner.

The proposal for the sidewalk inventory is $170,785.14. A resolution committing to the funds in FY 2021 (beginning July 1, 2020) is due on or before June 12 at the time of final submittal.

If awarded, the proposal would be funded through LCI with Georgia Smart; a partnership with the Atlanta Regional Commission (ARC) Livable Centers Initiative (LCI) for a parallel grant opportunity within the 2020 Georgia Smart Communities Challenge.

Fiscal Impact
The 20% required match of $25,000 will be used out of account # 100-1595-52-1200.

Recommendation
Request Council approval to apply for the 2020 Georgia Smart Communities Challenge grant and commit the needed 20% required fund match of $25,000.

Should you need further information regarding this correspondence, please contact Antonio Valenzuela at antonio.valenzuela@cityofsouthfultonga.gov.

Proposal Title:	**City of South Fulton Pedestrian Infrastructure Assessment**
Investigator(s):	Randall Guensler, PhD, Professor Phone: 404-894-0405 E-mail: randall.guensler@ce.gatech.edu
Organization(s):	Georgia Institute of Technology, School of Civil and Environmental Engineering, 790 Atlantic Drive, Atlanta, Georgia 30332-0355 USA
Project Duration:	12 months, September 1, 2020 – August 31, 2021
Total Budget:	$170,785.14
Date Prepared:	April 17, 2020

Project Summary:

The goal of the proposed project is to collect local pedestrian infrastructure design and condition data and to generate reports that will serve as the foundation of an Americans with Disabilities Act (ADA) Transition Plan. The project team will inventory and map pedestrian facilities, assess pedestrian pathway connectivity, and conduct detailed field inspections of facility conditions. Georgia Tech researchers and graduate research assistants will train and oversee field data collection crews composed of undergraduate students. In this project, Georgia Tech staff will generate the sidewalk network, plan data collection routes, train field personnel, track data collection progress, host the data that are transmitted by the field personnel, and prepare the final summary field reports. Georgia Tech will purchase wheelchairs, tablets, and phones, and install software applications for data collection. Field and laboratory teams will:

1) Develop a link-and-node data structure with GIS shape files for sidewalks and crossings and a point data structure for curb ramps, curb cuts, and other sidewalk elements
2) Video-inventory approximately 125 miles of sidewalks using Sidewalk Sentry™ and post-process the video to assess sidewalk quality
3) Inspect approximately 500 intersections and crossings using Sidewalk Scout™
4) Inspect approximately 2,000 curb ramps using Sidewalk Scout™
5) Inspect approximately 6,000 driveway curb cuts using Sidewalk Scout™ and collect sidewalk base width measurements and record curb design data for approximately 3,300 sidewalk locations (about every 200')
6) Estimate baseline repair costs for standard ADA repairs
7) Invite 40,000 property owners and residents to participate in the sidewalk community survey and prepare a preliminary prioritized sidewalk repair list using survey results
8) Prepare a final project report with appendices for each inspection element

Background:

The Georgia Tech team uses automated, semi-automated, and handheld technologies to inventory pedestrian facilities and collect infrastructure design and condition data. The technology platforms include: 1) Sidewalk Sentry™, 2) Sidewalk Scout™, 3) the GT Sidewalk Network Generator, 4) GT Online Survey System, and 5) Sidewalk Prioritization Index. Each technology is outlined below:

Sidewalk Sentry™ for Sidewalk Data Collection

The Georgia Tech Sidewalk Sentry™ system is an Android™ app for a wheelchair-mounted Toshiba Thrive™ tablet (see Figure 1). While the wheelchair traverses the sidewalks, Sidewalk Sentry™ collects running video, high-frequency accelerometer (vibration) and gyroscope (tilt) data, and second-by-second GPS position (latitude and longitude). Figure 2 is a screen capture of the rolling video view from the app. Sensor data are processed on the Georgia Tech server to produce geo-located data points representing second-by-second averages of vibration data.

Figure 1. Sidewalk Sentry™ Data Collection System

Figure 2. Sidewalk Sentry™ Archival Video View

During an online rolling video review, reviewers flag sidewalk quality problems, such as: presence of potholes, obstructions, width narrowing, surface discontinuities, surface roughness, etc. The sidewalk defects are automatically location-tagged for GIS mapping. Sidewalk quality parameters are displayed on the sponsor-accessible Sidewalk Sentry™ website using an open source mapping system. Video can be downloaded or reviewed via the web interface. Figure 3 shows the Sidewalk Sentry™ web interface for video playback and data review. Rolling video appears in the upper left panel, second-by-second color-coded roughness indices appear in the upper right panel, and vibration summaries are provided in the bottom panel.

The Georgia Tech team prepares a field report summarizing all sidewalk inspection activities and delivers a full set of printed and electronic sidewalk defect reports. Processed data are also delivered as GIS shape files, with location photo, time stamp, position (latitude and longitude), along with design features and condition data.

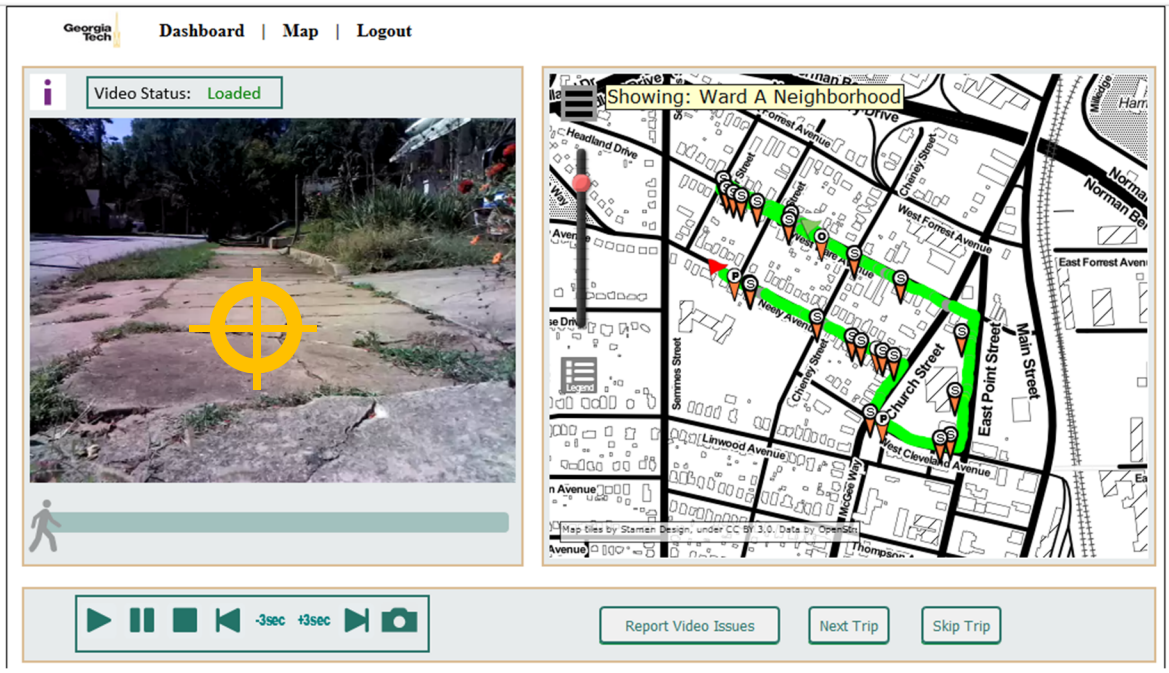

Figure 3. Screenshot of the Sidewalk Sentry™ Data Review Interface

Sidewalk Scout™ Data Collection

Sidewalk Scout™ is a smartphone app for Android and Apple iOS phones that allows trained, registered users to conduct ramp inspection, driveway curb cut inspections, crosswalk inspections, sidewalk width measurements, and curbing condition reports, and intersection inspections. Field inspectors answer prompts to select the specific feature type, and the app automatically tailors data input fields for the selected feature design. The field inspector measures and enters all applicable feature inspection parameters into the app, such as: curb ramp width, passing width, slope, cross-slope, gutter slope, side flare slopes, presence of detectable warning surfaces, transition problems, etc. The app allows the data collector to take a photo of the feature, automatically records the latitude and longitude of the record, and then automatically uploads inspection data entered into the app directly to Georgia Tech's sidewalk asset management system via cellular network.

Once a comprehensive inventory of features is collected, a query of the inspection report database can automatically generate a comprehensive set of defect reports. Every inspection that identifies one or more problems under ADA design standards yields a one-page summary report. Figure 4 illustrates an example Atlanta defect report for a curb ramp feature. The report contains the map location, location description, inventory of parameters, identification of parameters that meet ADA standards (green checkmarks), parameters that do not meet ADA standards (red X's), and the photo. The team prepares a field inspection report summarizing ramp data collection activity and the report appendix contains the comprehensive set of ramp defect reports. Feature measurement and condition data are also incorporated into the sidewalk asset management network GIS file and delivered to the sponsor.

Ramp Defect Report

Inspection Date: 7/2/2015, 4:37 PM

Location:

Latitude: 33.760504 **Longitude:** -84.415077

Neighborhood: Vine City

Intersection:
NE corner of Thurmond St.
and Sciple Terrace NW

Nearest Street Address:
214 Sciple Terrace NW
Atlanta, GA 30314

Ramp Element	Value	OK
Ramp width	60"	✓
Passing width	17"	✓
Ramp slope	2.5%	✓
Cross slope	6.4%	X
Gutter slope	N/A	X
Left flare slope	1.6%	✓
Right flare slope	1.3%	✓
Ramp direction		
Ramp smooth	Yes	✓
Flush at top	Yes	✓
Flush at bottom	Yes	✓
Flush at gutter	N/A	X
Texture pad	Yes	✓
Pad condition	Yes	✓

Figure 4. Sidewalk Scout™ Website Data Layer

The following sections outline the various data types that teams will be collecting using the Sidewalk Scout™ app.

Ramp Data Collection

Teams measure all ADA curb ramp features for compliance with 2010 Americans with Disabilities Act Accessibility Guidelines (ADAAG) as well as other applicable standards such as those in the 2009 Manual on Uniform Traffic Control Devices (MUTCD). Teams are supplied with a digital slope meter to measure ramp slopes and a roller tape measure to measure widths. At the beginning of curb ramp data entry, the Sidewalk Scout™ app takes each team through a series of prompts to determine the ramp design. The app then prompts the user to enter measurements that are applicable to the selected ramp design. Example measurement categories can be seen in Figure 4.

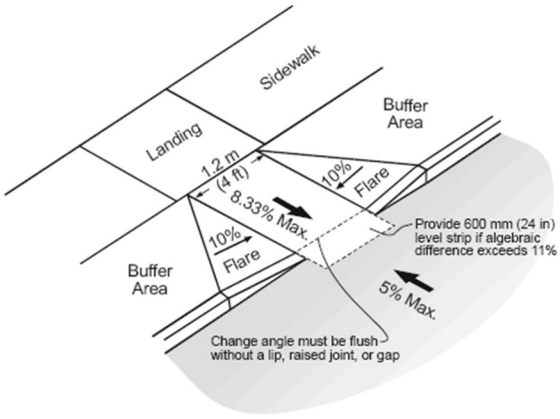

Figure 5. Researcher Measuring Curb Ramp Running Slope with Level, Left Example Minimum Measurements for Curb Ramps, Right (AASHTO, 2004)

Driveway Curb Cut Data Collection

Steep cross-slopes along sidewalks can be a significant barrier for pedestrians with accessibility issues, even if these slopes occur only in a few locations. Cross slopes in excess of 2% can cause wheelchairs to swing toward traffic in the street. Because many cross-slope issues are associated with driveway curb cuts (locations where driveways cut through sidewalks) the research team implemented a curb cut inspection feature into Sidewalk Scout™. Similar to the ramp reports, the curb cut reports allow data collectors to inspect each driveway that cuts through a sidewalk and record the data needed to assess compliance with ADA design guidelines. The user interface records the curb cut width, passing zone width, slope, cross slope, and flare slopes. Curb cut defect reports are output in a similar format as ramp reports and the report data are incorporated into the sidewalk network file.

Width Measurements and Curb Reports

The sidewalk video condition review identifies any major problems associated with sidewalk design and condition, including sidewalk width issues (e.g. locations where a portion of sidewalk is missing due to presence of a water meter trench and sidewalk width becomes impassible). Baseline sidewalk width data, however, is collected by hand measurement and reported by Sidewalk Scout every 200', and at every location where a change in width is noted during the field inspections. Because sidewalk widths are generally consistent along each block face, base measurements every 200' have proven sufficient in other cities (given that changes in width are noted during the same effort and again during rolling video review). Sidewalk scout also includes a curb report feature that allows users to report the design height and materials of the curb edge (historic granite, concrete, pavement, wood, etc.). These base measurements are also recorded by users every 200', along with any noted changes in material design or condition between baseline measurements.

Crosswalk and Intersection Feature Data Collection

Crosswalk and pedestrian signals installed with federal funding must meet design requirements in both the ADAAG and MUTCD. Individual data points are collected for each instance of the following pedestrian infrastructure features at intersections:

- Crosswalk data points include striping pattern, crosswalk dimensions, surface condition, running slope, cross slope, etc.
- Signal data points include signal head design, signal head condition; push button design and functionality, signage placement, signage condition, walk signal phase duration, etc.

Crosswalk and intersection defect reports are also output in a similar format as curb ramp reports and the report data are similarly incorporated into the sidewalk network file.

Georgia Tech's GIS-Based Sidewalk Network Generator

The research team has developed a semi-automated GIS process to generate sidewalk networks that are completely independent from existing roadway networks (Khoeini, et al., 2015). The sidewalk network is composed of links, representing physical sidewalk and crosswalk sections, and nodes, representing physical locations where separate sidewalk and crosswalk sections meet. In an asset management system, links and nodes carry detailed pedestrian infrastructure data:

1. Sidewalk links can carry spatial data related to sidewalk availability (present/absent), width, slope, cross-slope, condition, material composition, thickness, etc.
2. Crosswalk links can carry information regarding crosswalk presence, width, pavement condition, marking types, marking materials, etc.
3. Intersection nodes include information regarding curb ramp presence, ramp characteristics, pedestrian signal features, signage, lighting, etc.

The Georgia Tech semi-automated methodology uses parcel-level land use data and roadway centerline data as inputs into GIS scripts that generate an initial sidewalk network. Parcel boundaries and roadway centerline files are used because they are usually publicly available. The Sidewalk Network Generator does not require significant computational resources, and tremendously reduces the manual labor required to develop a fully connected sidewalk network. Figure 5 illustrates the results of the sidewalk network generation process for East Point, GA. The sidewalk network parallels the city's road network, as illustrated for Atlanta in Figure 6.

The research team will generate and deliver the sidewalk network to the project sponsor in GIS format and incorporate the field data collected into the network format. Integration of the sidewalk data collected through Sidewalk Sentry™ and Sidewalk Scout™ into the sidewalk network spatial database yields a comprehensive pedestrian infrastructure management system. The data can be used for many purposes including, but not limited to, assessment of the overall condition of the sidewalk network, analysis of pedestrian travel time and walking environment quality, assessment of repair needs, prioritization of sidewalk network improvements, and generation of cost estimates to assist with budgeting for repairs.

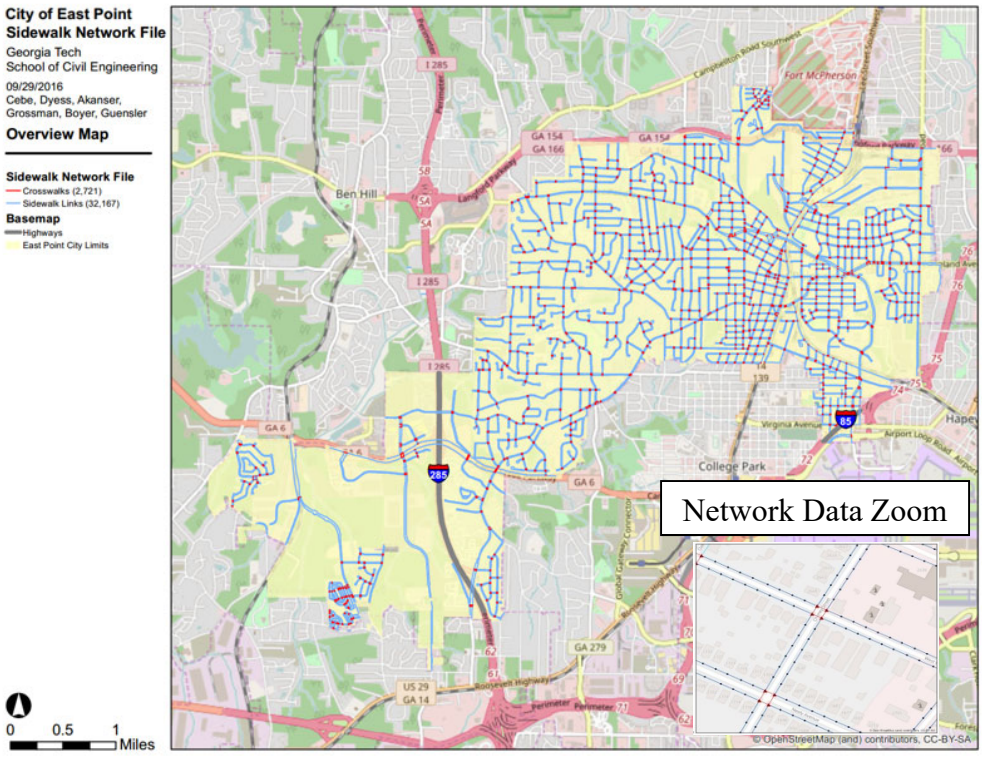

Figure 5. East Point, GA Sidewalk Network

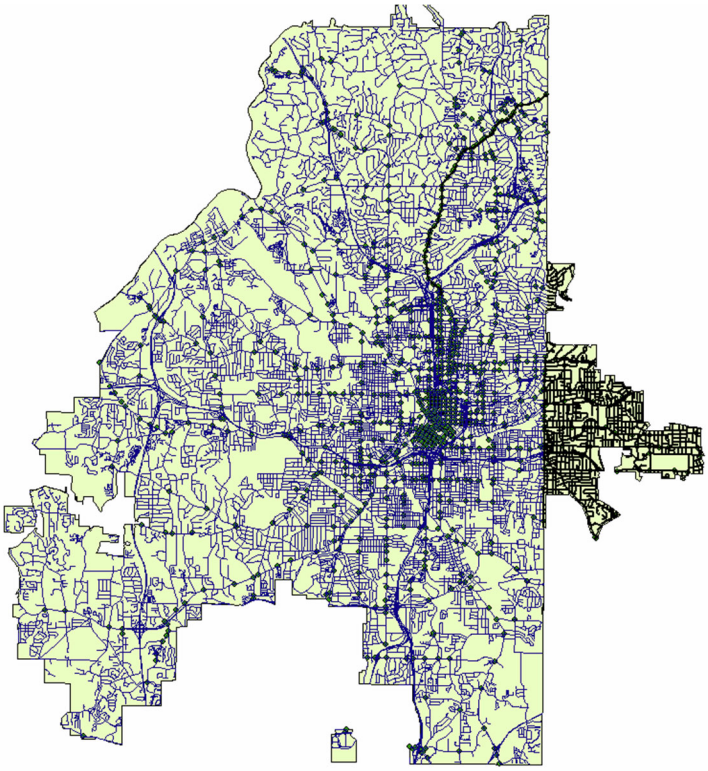

Figure 6. Atlanta City Boundary and Road Network

The Georgia Tech Online Community Sidewalk Survey and Prioritization Index

The team developed an online sidewalk survey that allows public stakeholders to express their opinions about sidewalk repair and construction priorities. The goal of the survey is to collect information that can be used to prioritize sidewalk repairs and enhancement based upon the relative importance to the public of: 1) improving pedestrian safety, 2) enhancing ADA mobility and compliance, 3) improving pedestrian accessibility to services, and 4) improving the walkability and comfort of pedestrian routes.

The survey also collects opinions from participants about which sidewalk features enhance walkability and are more likely to improve the likelihood of making walking trips. Respondents are given the opportunity to express their opinions about how sidewalk funding should be generated and how to allocate funding across various sidewalk improvement programs (see Figure 7). This online stakeholder survey was recently conducted in the city of East Point, GA as part of a project supported by the Centers for Disease Control, the Atlanta Regional Commission, and Fulton County. The survey is currently being implemented in four major cities in the Southeast and four additional cities in Georgia.

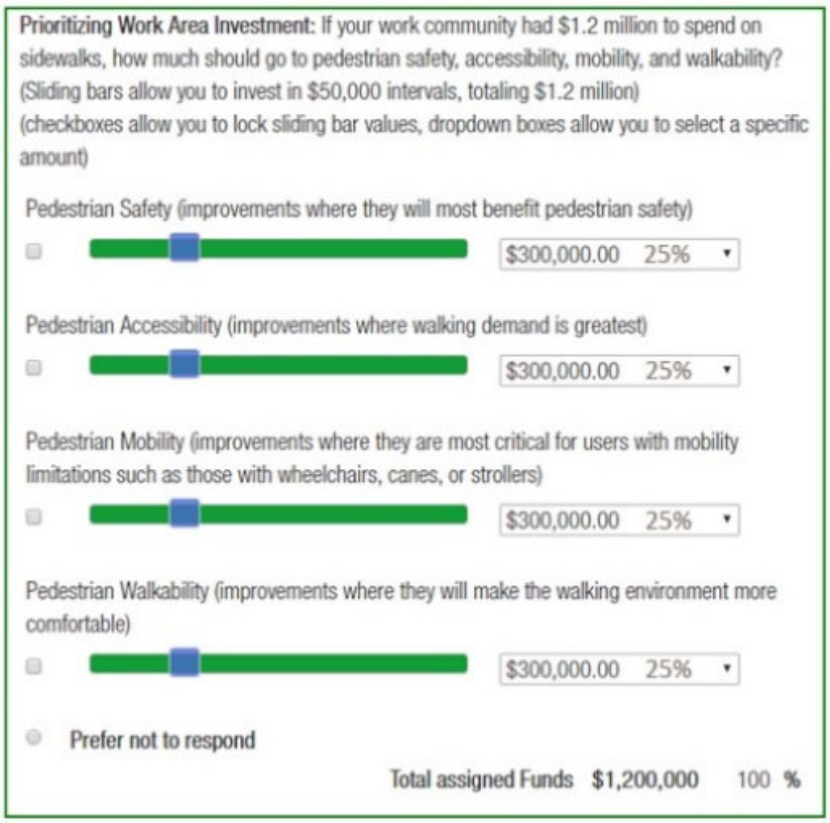

Figure 7. Sample Question from the Georgia Tech Sidewalk Survey

The prioritization system couples the survey-derived relative importance of the four categories, and the relative importance of features within each category, with current system condition data revealed by field data collection and agency data review. Numerous local factors, such as compliance with ADA design guidelines, connectivity of sidewalks, frequency of pedestrian-vehicle crash events, land use types and density, number of predicted intra-zonal walking trips by

the travel demand model, contribute to the Sidewalk Priority Index. Because the index is also derived from the responses to the online survey, the prioritization index reflects community values and goals. If the community expresses significantly greater concern for reducing pedestrian crash events than improving pedestrian accessibility, higher index values tend to result for projects in areas where disproportionate numbers of crash events are occurring, and lower index values tend to result for projects focused predominantly on land use connectivity.

Sidewalk priority index weightings can also be manually adjusted by decision makers to target specific improvement goals, such as ADA compliance, or to identify projects best suited for specific funding programs, such as congestion mitigation and air quality (CMAQ), safe routes to school, transportation enhancement, etc. The implementation of the prioritization index framework is described in previous work prepared by the team (Guensler, et al., 2015, Frackelton and Guensler, 2015).

Proposed Work Plan

The proposed project tasks each include one or more specific project deliverables:

Task 1: Develop the Sidewalk Network and Element Shape Files
The team will apply the semi-automated methodology developed at Georgia Tech, using parcel and roadway centerline data, to generate a sidewalk link-node network for use in pedestrian infrastructure asset management. The team will post-process the initial results using aerial imagery and correct any sidewalk and crosswalk location discrepancies. The team will then incorporate the sidewalk, curb, ramp, and curb cut data into the network framework, creating a pedestrian infrastructure database for the client.

> **Deliverable 1:** Deliver the GIS link-node network that identifies sidewalk segments and sidewalk gaps and point shape files for ramp and curb cut locations.

Task 2: Collect and Process Sidewalk Video Data
Researchers from the Georgia Institute of Technology will collect sidewalk inventory and condition data using Sidewalk Sentry™. Field teams will perform a series of two-person deployments. Each processed Sidewalk Sentry™ data point includes date/time, latitude, longitude, sidewalk baseline width (measured every block or at a noticeable change in condition), and sidewalk roughness (1-5 scale). The team will deliver processed data as GIS shape files and integrate elements into the sidewalk asset management database.

The Georgia Tech team will post-process all video to identify sidewalk quality problems, such as: presence of potholes, obstructions, width narrowing/pinch points, surface discontinuities, surface roughness, etc. Each sidewalk defect (or set of defects) is automatically location-tagged (latitude and longitude) for GIS mapping. All of the data are used to generate a comprehensive sidewalk inspection report that summarizes the sidewalk problems identified (one-page report per location).

Sidewalk measurement and condition data are integrated into the final GIS sidewalk network file and delivered to the sponsor. The research team will also provide the sponsor with access to the

online data portal (map-based interface) to review video and display and review sidewalk inspection results. Video archives will be provided in a standard format if desired.

> **Deliverable 2a:** The research team will deliver a sidewalk data collection and video review summary report, with a full set of sidewalk defect reports as an Appendix.
> **Deliverable 2b:** The research team will deliver processed sidewalk data in the format described earlier, for use in preparing a sidewalk improvement plan.
> **Deliverable 2c:** Provide sponsor staff with access to the web portal (two accounts) allowing these individuals to view rolling sidewalk video by location. Additional accounts may be made available, depending upon server bandwidth consumption.

Task 3: Inspect Intersections and Special Crossings using Sidewalk Scout
Field teams will inspect critical intersection features through a series of two-person field deployments using the Georgia Tech Sidewalk Scout™ system. Inspections at each intersection corner will inventory of intersection signal treatments, condition of signal elements (e.g. light conditions, push-button operation, etc.), signage and signage condition, pedestrian safety interventions, and other crossing features. Field teams will inspect each crossing location, measure ADA-related parameters, and enter the data into the Sidewalk Scout™ app. These data will be used to generate a comprehensive inspection report summarizing field activity.

> **Deliverable 3a:** The research team will deliver an intersection and crossing data collection summary report, with the full set of intersection defect reports as an Appendix.
> **Deliverable 3b:** The research team will deliver processed intersection data in the format described earlier for use in preparing an ADA transition plan.

Task 4: Inspect Curb Ramps using Sidewalk Scout
Researchers from the Georgia Institute of Technology will conduct field data collection of curb ramp design and condition data. The field personnel will conduct a series of two-person field deployments to inspect all intersection ramps as well as midblock crossing ramps. The field teams will inspect each ramp along the inspected sidewalks, directly measure ADA-related parameters, and record inspection data using the Sidewalk Scout™ app interface. These data will be used to generate a comprehensive inspection report summarizing field activity. Each Sidewalk Scout™ ramp inspection report in the appendix (Figure 4) includes a photo, ramp location (latitude/longitude), and the following ramp data elements (depends on ramp type):

- Effective ramp width (between tapers)
- Passing area width
- Ramp slope (%)
- Ramp cross-slope (%)
- Gutter slope (%)
- Flare (left and right) slopes (%)
- Ramp direction (compass degrees)
- Presence of pavement disjoints exceeding ¼” without 1:1 beveling at each transition
- Surface roughness problems
- Presence and condition of detectable warning surface
- Other problems (text description)

Deliverable 4a: The research team will deliver a ramp data collection summary report, with the full set of ramp defect reports as an Appendix.
Deliverable 4b: The research team will deliver processed sidewalk data in the format described earlier for use in preparing an ADA transition plan.

Task 5: Inspect Driveway Curb Cuts using Sidewalk Scout and Collect Width Data
Field teams will conduct a series of two-person field deployments using the Sidewalk Scout™ system. Field teams will inspect each driveway curb cut along the monitored sidewalks, directly measure ADA-related parameters, and enter the data into the Sidewalk Scout™ interface. Inspection data will be used to generate a comprehensive report summarizing field activity (one page curb cut report per location). Each Sidewalk Scout™ driveway curb cut inspection (similar to Figure 4) includes a photo, curb cut location (latitude/longitude), and the following curb ramp data (depends on the curb cut type):

- Curb cut width (at top)
- Curb cut width (at bottom)
- Passing area width
- Curb cut slope (%)
- Curb cut cross-slope on sidewalk (%)
- Flare (left and right) slopes (%)
- Ramp direction (compass degrees)
- Presence of pavement disjoints exceeding ¼" without 1:1 beveling at each transition
- Surface roughness problems
- Any other problems (text description)

Field teams will also use the Sidewalk Scout™ system to collect width measurements in the field at approximately 200' intervals (typically in conjunction with ramp or curb cut deployments). The field teams will also identify curb design and materials composition at the same locations. Each Sidewalk Scout™ width and curb inspection includes a photo, location (latitude/longitude), and applicable feature data.

Deliverable 5a: The research team will deliver a curb cut data collection summary report, with the full set of curb cut defect reports as an Appendix.
Deliverable 5b: The research team will deliver processed curb cut data in the format described earlier for use in preparing an ADA transition plan.
Deliverable 5c: The research team will deliver a sidewalk width and curb data collection summary report, with the full set of any defect reports as an Appendix.

Task 6: Estimate Citywide Baseline ADA Repair Costs
The final database will include tables for each 50' sidewalk segment that summarize defects by category (e.g. potholes, obstructions, cracking/vibration problems, vertical displacement issues, improper cross slopes, horizontal and vertical clearance issues, etc.). Ramp measurement data will be tied to nodes and ramps will be categorized as: ADA Compliant, Nearly ADA Compliant, and Not ADA Compliant. Scores are standardized so that segments across the region can be compared and prioritized. The final network file will also identify sidewalk network gaps based

on local requirements for sidewalk provision. Standardized costs associated with sidewalk, ramp, and curb cut replacement/repair will be applied to the defect database to develop baseline repair costs for ADA compliance. Baseline costs exclude potential extraordinary costs associated with potential required relocation of drainage inlets, utility poles, trees, etc., but serve as a reasonable starting point for ADA repair budgeting.

> **Deliverable 6:** Estimate the cost of repairs and provide planning-level cost estimates for all priority sidewalk repair projects.

Task 7: Conduct Online Sidewalk Stakeholder Survey
The team will implement the same online survey currently conducted in other communities throughout the southeast. The team will work with the sponsor to tailor any questions and promotional materials as needed to meet unique local needs. The team (or sponsor) will print and mail recruitment post-cards announcing the online survey to residents of single-family and multi-family residential units and commercial parcels. The team will also prepare and distribute recruitment materials to businesses in high-density office buildings. The cost of printing and mailing recruitment postcards is included in the proposal budget. The team will also work with the sponsor and stakeholders to promote the survey via social media, traditional media sources, and through stakeholder group outreach. The team will prepare a summary report of survey findings.

> **Deliverable 7:** The team will analyze data collected in the survey effort and prepare a white paper summarizing survey implementation, survey response, and survey results.

Task 8: Final Report
The research team will prepare a final report that summarizes all of the work conducted in this project. Many of the reports described earlier appear as appendices in the final report (e.g., sidewalk, curb cut, and ramp inspection reports).

> **Deliverable 8:** Final report.

Outreach and Education

In addition to delivering standard reports to the project sponsor, the results of this project may be disseminated through journal publications and conference presentations. The research team places a premium on supporting graduate student efforts to develop journal manuscripts, and encourages students to present research results at conferences, such as the TRB annual meeting, APTA annual meeting, and other specialized professional forums. The team also welcomes the opportunity to present project findings to local stakeholders. Upon approval of the final report by the sponsor, the research team will upload the final report to the USDOT University Transportation Centers website and identify the sponsor as a collaborating agency in the University Transportation Centers program.

Project Management and Qualifications

The Georgia Tech research team will be led by Principle Investigator Dr. Randall Guensler, graduate research assistants in the Georgia Tech dual degree program in Civil and Environmental Engineering and City and Regional Planning. Undergraduate research assistants will perform data collection in the field in teams of two and will assist with data uploads in the lab. Field teams can typically cover five or six miles of sidewalk per deployment, whether they are collecting data with Sidewalk Sentry™ or Sidewalk Scout™ systems. Coordination, analysis, and communications will be handled by graduate researchers in the lab. The sponsor will identify any additional coordinators and decision-makers who should be provided with access to video streams and processed data.

Dr. Randall Guensler will serve as the Georgia Tech principal investigator. Since 1994, Guensler has directed more than $20 million in university research and managed the interdisciplinary DRIVE lab research team. Dr. Guensler's research focuses on sidewalk infrastructure, vehicle and person activity monitoring, vehicle operating conditions, system performance monitoring, data communications and visualization, travel behavior, demand management, emissions modeling, and environmental impact assessment. Dr. Guensler and the GT research team created the Sidewalk Sentry™ System in 2012-2014 and have collected data for more than 2,000 miles of sidewalks. Dr. Guensler directed the $3 million ARPA-E TRANSNET program, which included the simulation of travel activity in the Metro Atlanta Region, including activity by non-automobile modes, and the Commute Atlanta $2.3 million joint value pricing initiative sponsored by the FHWA and Georgia DOT which included the collection and analysis of second-by-second vehicle speed, position, and engine operating data from 470 vehicles in representative Atlanta households. The researchers monitored more than 1.8 million vehicle trips on a second-by-second basis and mapped data to roadway infrastructure and prevailing traffic conditions. Development of tools for data management, data analysis, and privacy protection became major research activities. The team also monitored the activity of 500 school buses for one year. The team manages a State DOT traffic operations data repository, which hosts all of the Atlanta metropolitan area traffic operations (speed and acceleration data) from video detection systems at 20-second resolution. The system monitors more than ten million traffic readings per day. Dr. Guensler served as Chairman of the Transportation Research Board committee on Transportation and Air Quality from 1997 to 2002. Over the past twenty years, he has served on various EPA and National Academy of Sciences committees and panels charged with the assessment of vehicle emissions impacts and identification of research needs. He has taught the Introduction to Transportation Planning and Environmental Impact Assessment courses at Georgia Tech since 1994.

Project Schedule

This project will commence when the contract is signed and will last approximately 12 months. This schedule could be expedited by 3 months if needed, by hiring of additional field supervisors and field crews. The detailed schedule for each task is presented in Gantt chart:

	Month	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
	Year	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020	2020
	Month	1	2	3	4	5	6	7	8	9	10	11	12
Task	Activity												
1	Develop Sidewalk Network and Elements	XX	XX										
2	Collect and Process Video Data		XX	XX	XX								
3	Inspect Intersections/Crossings			XX	XX								
4	Collect/Process Ramp Data				XX	XX	XX	XX					
5	Collect/Process Curb Cut and Width Data					XX	XX	XX	XX				
6	Estimate Citywide Repair Costs								XX	XX			
7	Public Prioritization Survey			XX	XX	XX							
8	Prepare Final Report									XX	XX		

Project Budget

The comprehensive cost for conducting the activities described in this proposal is $170,785.14 The contract budget is outlined in the table below by category. Budget justification information by category follows the table.

Category	Amount
GT Senior Personnel	$29,748.81
GRAs	$22,500.00
Field Personnel	$21,840.00
Benefits	$10,884.87
Tuition Remission	$15,570.00
Travel	$13,199.00
Equipment	$0.00
Services	$0.00
Subcontracts	$0.00
Materials and Supplies	$16,955.00
Overhead	$40,087.46
Total	$170,785.14

Labor: Graduate research assistant labor is $2,250/student-month for 10 months. Field labor is $13.50/hour for approximately 1710 hours. The PI will supervise senior graduate student research managers, coordinate QA/QC analyses, and supervise data analysis and report preparation. Senior graduate student researchers will supervise undergraduate field data collection teams. Georgia Tech will manage equipment and supervise all field data collection.

Benefits and Tuition Remission: The benefits rate is 31.9% of senior staff salaries. The benefits rate for graduate student assistants is 6.5% for health insurance. Tuition remission is $1,557.00 per graduate student month.

Travel: Travel includes mileage cost reimbursements associated with field data collection.

Equipment: None.

Services: None.

Subcontracts: None.

Materials and Supplies: Costs include survey production and mailing costs ($15,455.00) and field data collection supplies.

Overhead: Because the sponsor is a city government in the state of Georgia, the discounted indirect cost rate is 34.82% of direct costs, excluding equipment and tuition remission. Overhead is charged on all services, and on the first $25k of any subcontracts.

Project Budget by Component

The following table breaks down the project by component:

Project Element	Amount
Inventory and Video Inspections	$34,145.34
Intersection Inspections	$34,900.25
Ramp Inspections	$16,987.06
Collect Width/Curb Records	$5,420.02
Curb Cut Inspections	$38,909.92
Public Prioritization Survey	$40,422.56
Total	$170,785.14

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CITY OF SOUTH FULTON

COUNCIL AGENDA ITEM

COUNCIL SPECIAL MEETING

SUBJECT: Council Approval to Apply for the Roadside Enhancement

DATE OF MEETING: 5/14/2020

DEPARTMENT: City Manager

ATTACHMENTS:

Description	Type	Upload Date
Memo_Roadside Enhancement & Beautification Grant	Cover Memo	5/11/2020

WILLIAM "BILL" EDWARDS
MAYOR

ODIE DONALD II
CITY MANAGER

MEMORANDUM

TO: Honorable Mayor William "Bill" Edwards & City Council Members

FROM: Odie Donald II
City Manager

DATE: May 6, 2020

SUBJECT: Roadside Enhancement and Beautification Council (REBC)

Background

The Department of Public Works is requesting Council's approval to apply for the Roadside Enhancement and Beautification Council (REBC) sponsored by the Georgia Department of Transportation (GDOT). Public Works is proposing an interim landscape beautification project to the Cascade Road at I-285 Interchange ramps.

The design goal for all 4 ramps will be to enhance its beautification while keeping the existing landscape. Some of the proposed landscaping improvements include clearing all excess vegetation and litter on slopes; mowing all dry grass areas to a height of 4" or less; spraying weeds; revegetating and restoring of disturbed areas. Public Works may achieve the design goal through the installation of Crape Myrtles, hardy grasses, wildflower seeding and perennial flowers.

The beautification of the interchange ramps is estimated at $66,600 with an annual maintenance cost of $30,800. The total estimated cost is $97,400. REBC is a reimbursable grant with a maximum award of $50,000. No local match is needed; however, $47,400 needs to be budgeted to execute the project.

Awards are anticipated in the Summer of 2020. GDOT will mail a Memorandum of Agreement (MOA) to each Grantee with the award letter. This agreement must be signed and returned to GDOT for execution within forty-five (45) days of notice of award. Projects must be fully completed within thirty (30) months of the effective date of the MOA. Grantees must submit documents for reimbursables within ninety (90) days after project completion.

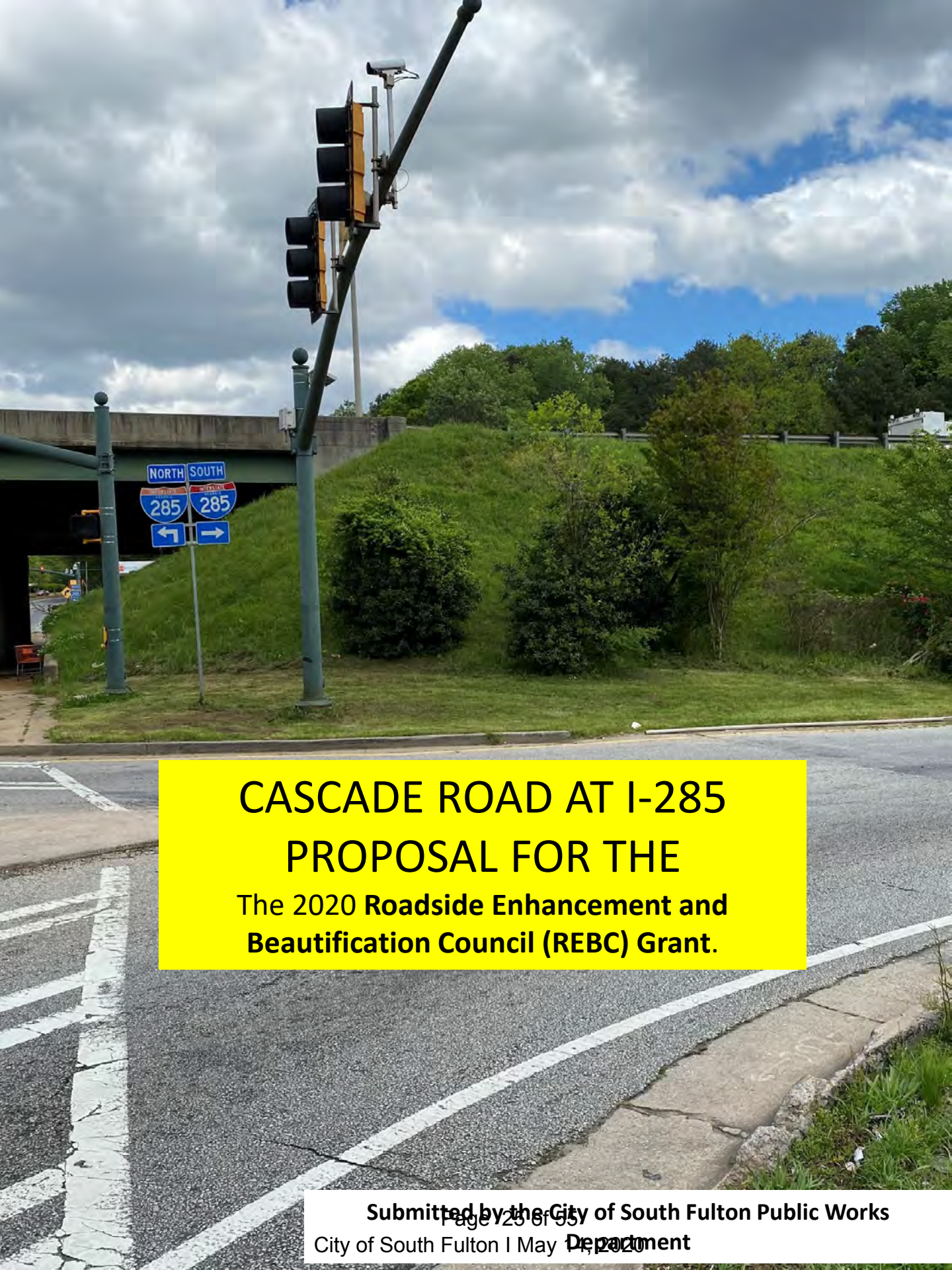
Fiscal Impact

The funds needed for the project of $47,400 can be used out of URA # 1 "Cascade Road".

Recommendation

Request Council approval to apply for the Roadside Enhancement and Beautification Council (REBC) grant and commit funds in the amount of $47,400 to be used from URA # 1 "Cascade Road".

Should you need further information regarding this correspondence, please contact Antonio Valenzuela at antonio.valenzuela@cityofsouthfultonga.gov.



CASCADE ROAD AT I-285 PROPOSAL FOR THE

The 2020 **Roadside Enhancement and Beautification Council (REBC) Grant**.

Submitted by the City of South Fulton Public Works Department

I. RESOLUTION

A RESOLUTION* OF THE _____OF THE _____

WHEREAS, many roadside areas within Department of Transportation rights of way must be maintained and attractively landscaped; and

WHEREAS, the _____ of the_____ desire(s) to beautify and improve various rights of way by landscaping within the _____; and

WHEREAS, the _____ of the _____ desire(s) to authorize the _____ to apply for an REBC Grant from the Georgia Department of Transportation, and if awarded, to enter into a Mowing and Maintenance Agreement between _____and the Georgia Department of Transportation.

NOW THEREFORE,
BE IT RESOLVED by the _____ of the _____

Section 1. The _____ of the _____ hereby authorize(s) the _____ to apply for an REBC Grant. Upon award of the grant, the _____ shall enter into a Mowing and Maintenance Agreement between the _____ and the Georgia Department of Transportation.

Section 2. The City/County Clerk of _____ is hereby directed to send copies of this Resolution to the Department of Transportation and all other persons as directed by the _____.

APPROVED AND ADOPTED by the _____ of the _____ at the regular meeting assembled this _____ day of _____, 20___.

ATTEST:

_____ _____
CITY/COUNTY CLERK EXECUTIVE OFFICER

(City Seal) APPROVED AS TO FORM:

_____
CITY/COUNTY ATTORNEY

SPONSORED BY: _____of the _____

* This Resolution is an anticipatory document to allow the local government entity to be aware they will eventually be required to sign a Mowing and Maintenance Agreement for the roadside enhancement site.

II. PROJECT DESCRIPTION: CASCADE ROAD AT I285 INTERCHANGE BEAUTIFICATION

City of South Fulton- Project Description

The City of South Fulton is pleased to submit a Roadside Enhancement and Beautification Council (REBC) grant application for the ramps at I-285 and Cascade Road.

The City of South Fulton was chartered in 2017. The City is comprised of all the land that had remained unincorporated in southwest Fulton County except for the Fulton Industrial Boulevard corridor. The City of South Fulton is the third largest local government in metro Atlanta based on population behind the City of Sandy Springs and the City of Atlanta. By 2030, the City's population is estimated to grow to over 127,000.

The Cascade Road at I285 juncture is a critical interchange that facilitates East-West movement within South Fulton, City of Atlanta, the City of South Fulton and enhances the movement of freight to neighboring counties such as Cobb and Douglas and Hartsfield-Jackson International Airport. While the land-use pattern in this portion of the corridor is mixed, the two predominant uses are light commercial/retail and residential.

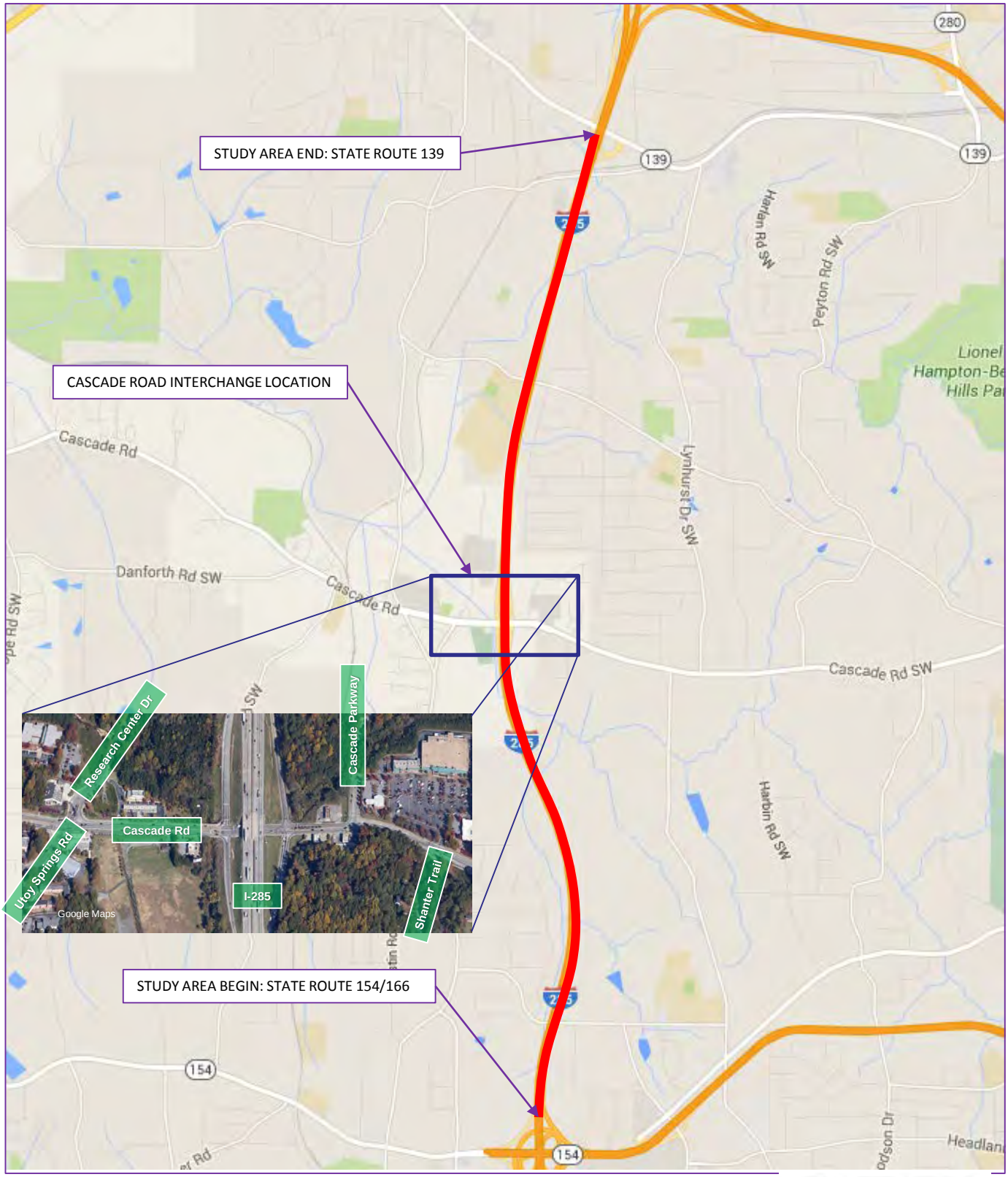
The existing I-285 and Cascade Road interchange is a conventional diamond interchange that provides direct access from I-285 to Cascade Road from the north and south. The interchange serves a large portion of traffic from the west on Cascade Road. Currently, substantial back-ups persist on the west leg of Cascade Road, the I-285 Southbound off-ramp and I-285 Northbound on-ramp as a result of the traffic volumes approaching and exiting the interchange. This degrades the serviceability of the interchange as vehicles are routinely stuck in queue on the segments of roadway during the peak hours of travel.

To mitigate these issues and improve connectivity to Cascade Road, it is proposed to improve the existing interchange by constructing a Diverging Diamond Interchange (DDI). Construction of the interchange will require extending the existing I-285 northbound and southbound ramp exits to Cascade Road along I-285 to provide ample deceleration and storage area, thus improving the safety of the interchange. It is anticipated that the construction of the DDI will not require the need to lengthen the existing I-285 bridge structure. These proposed ramps extensions would better satisfy driver expectations for connectivity between these two major corridors

From doing a site analysis, the design goal for all 4 ramps will be to enhance its beautification while keeping the existing vegetation. Some of the landscaping improvements include clearing all excess vegetation and litter on slopes; mowing all dry grass areas to a height of 4" or less; spraying weeds; revegetating and restoring of disturbed areas. We will be achieving this design goal through the installation of Crape Myrtles, hardy grasses, wildflower seeding and perennial flowers. The beautification of the interchange will cost $66,600 with an annual maintenance cost of $30,800.

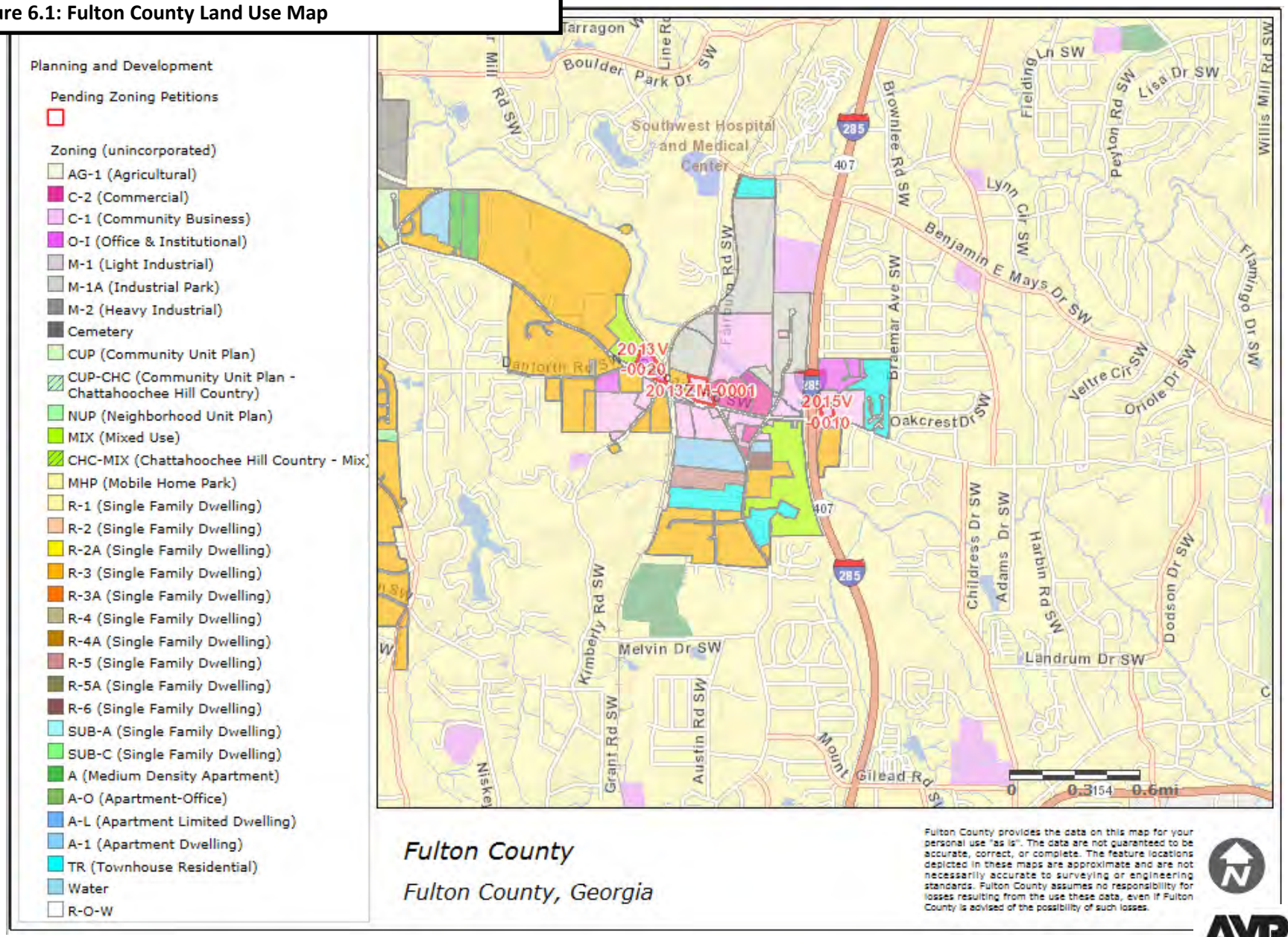
III. LOCATION MAP

Figure 1.1: Cascade Road Project Location



Map data © 2015 Google

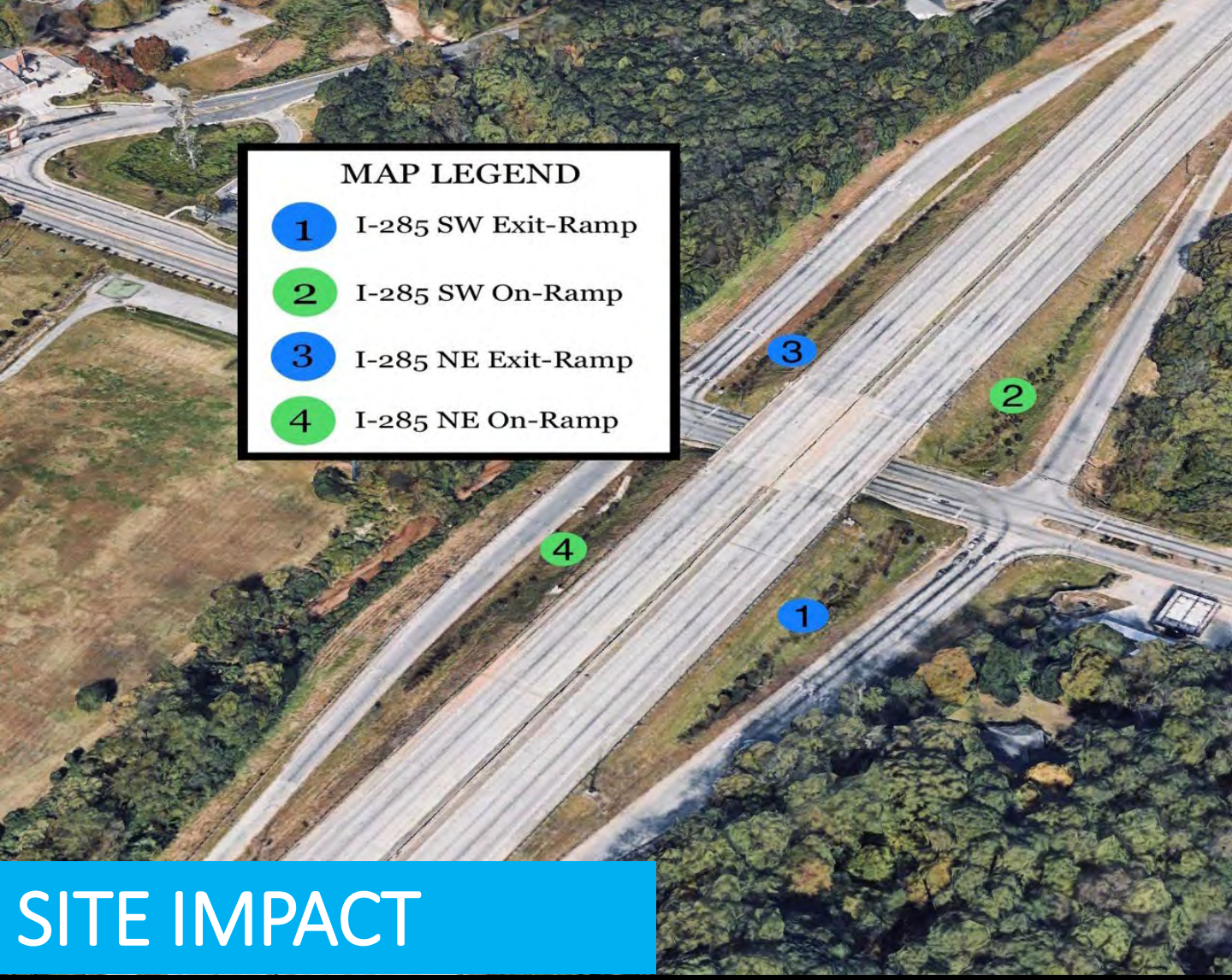
Figure 6.1: Fulton County Land Use Map



AYRES ASSOCIATES

CASCADE ROAD CONCEPTUAL DESIGN REPORT	**FIGURE 1** **CASCADE ROAD PROJECT CORRIDOR**	AYRES ASSOCIATES

IV. SITE IMPACT



SITE IMPACT

From doing a site analysis, the design goal for all 4 ramps will be to enhance its beautification while keeping the existing vegetation.

We will be achieving this design goal through the installation of Crape Myrtles, hardy grasses, wildflower seeding and perennial flowers. To further the enhancement we will remove all dead vegetation in the area.

PHOTO 1: Overview – I285 Southwest Exit Ramp
Some of the landscaping issues include excess vegetation and litter on slopes; disturbed areas; and lack of vegetation.

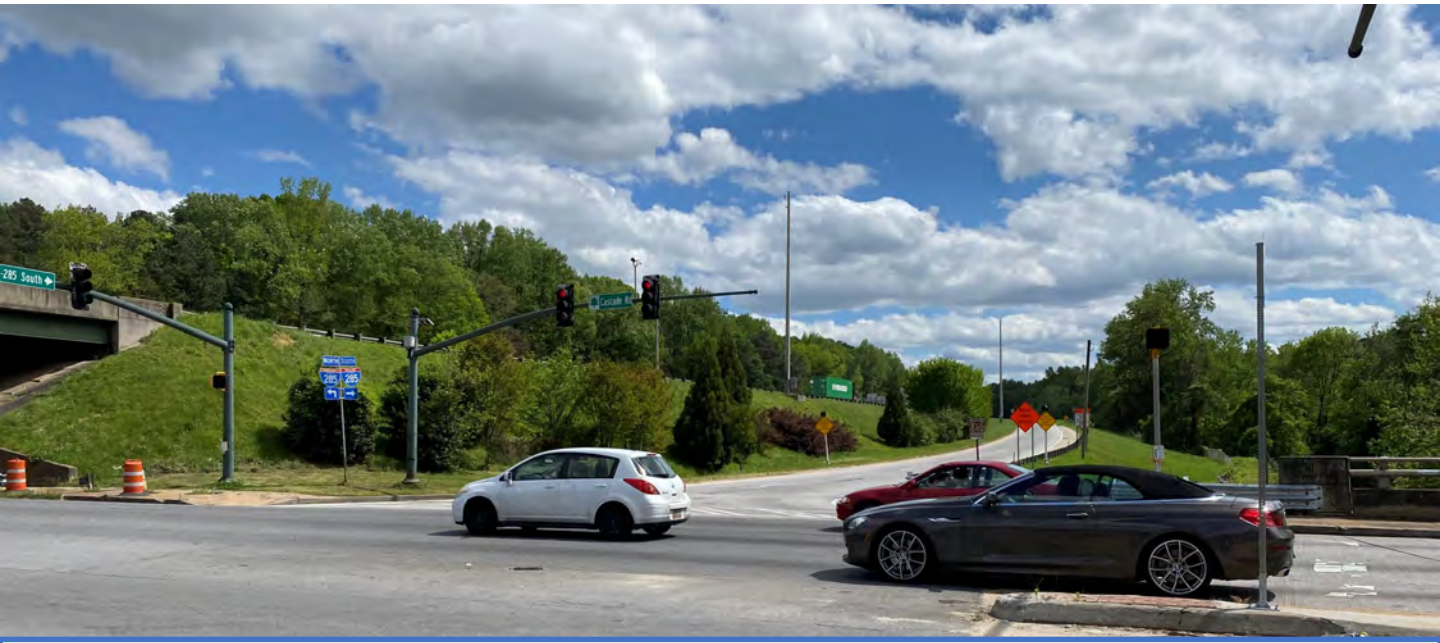
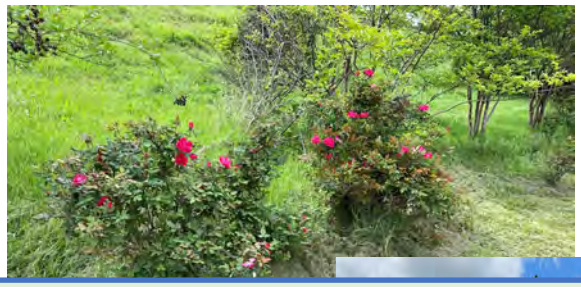


PHOTO 2: Overview – I285 Southwest On Ramp
Well manicured for the most; however, noticeable disturbed areas; no pine straws, weeds invading bed areas.

PHOTO 3: Overview – I285 Northeast Exit Ramp



excess vegetation; disturbed areas; and lack of vegetation throughout

PHOTO 4: Overview – I285 Northeast On Ramp

V. PROJECT RECOMMENDATIONS

SITE RECOMMENDATIONS

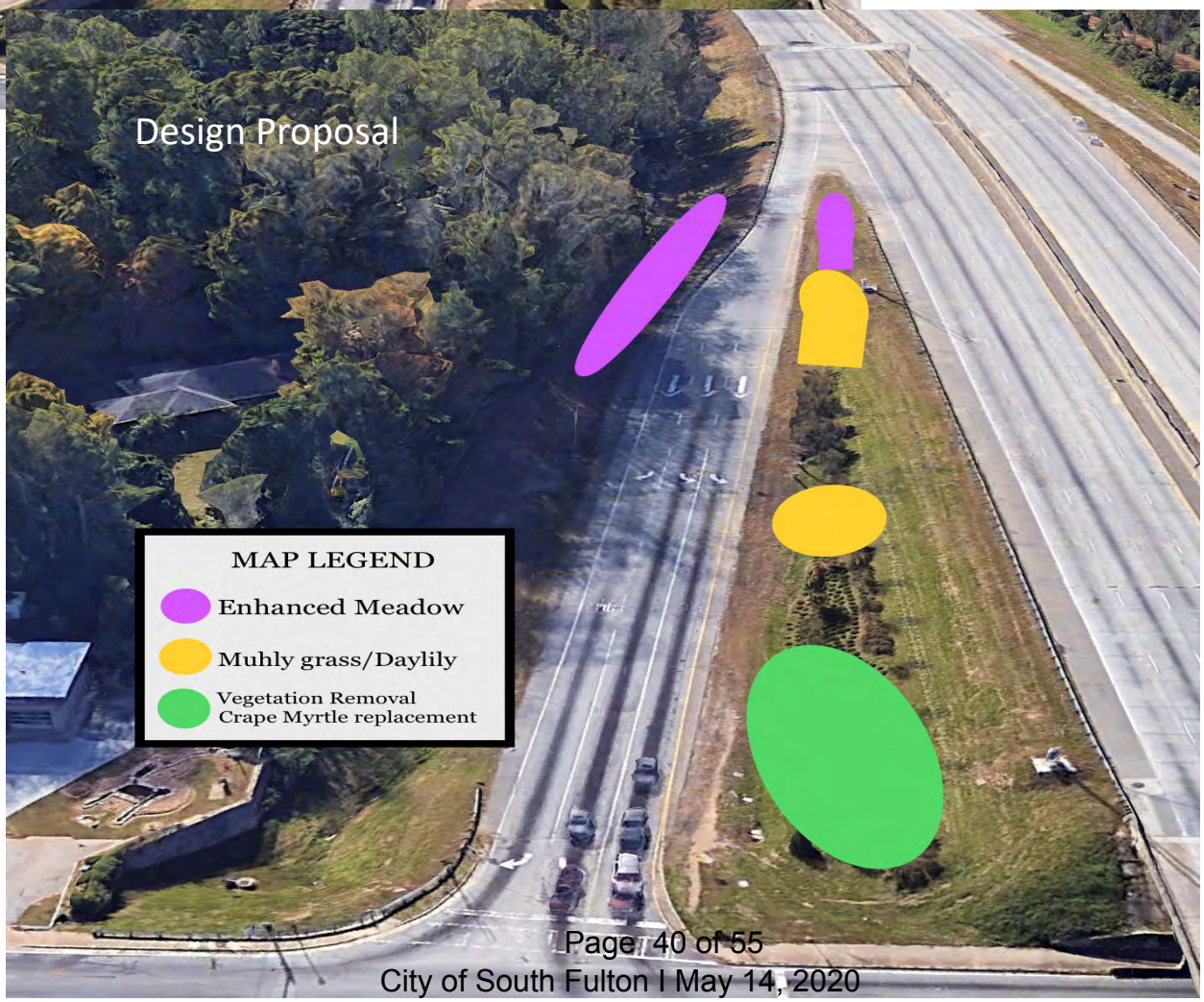
From doing a site analysis, the design goal for all 4 ramps will be to enhance its beautification while keeping the existing vegetation.

We will be achieving this design goal through the installation of Crape Myrtles, hardy grasses, wildflower seeding and perennial flowers. To further the enhancement we will remove all dead vegetation in the area.

EXIT RAMP 1

Existing Condition

The installation of Wildflower seeds, Muhly grass/ Daylilies, and Crape Myrtles will give this exit ramp a desired look, that will also be mirrored in all work stations.



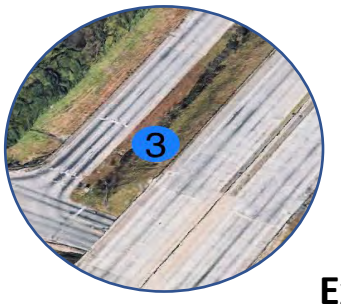
ON RAMP 2

Existing Condition

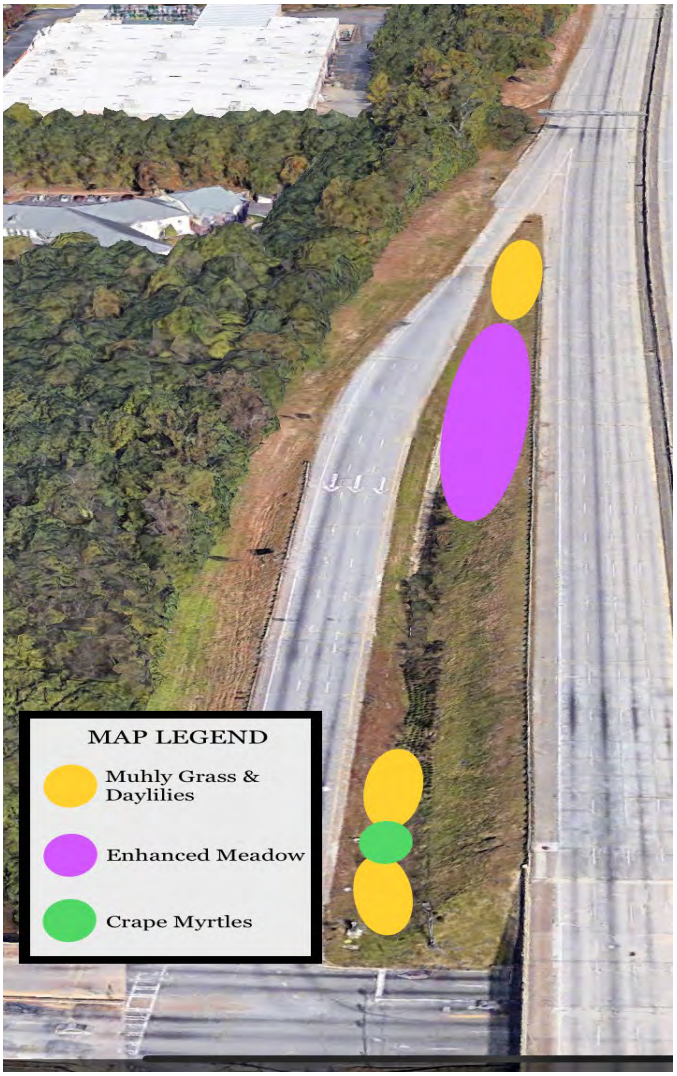
There is healthy existing vegetation in this section. Some tree removal will be necessary, but the addition of Crape Myrtles will enhance the beauty of the existing vegetation.

Design Proposal

EXIT RAMP 3



Design Proposal



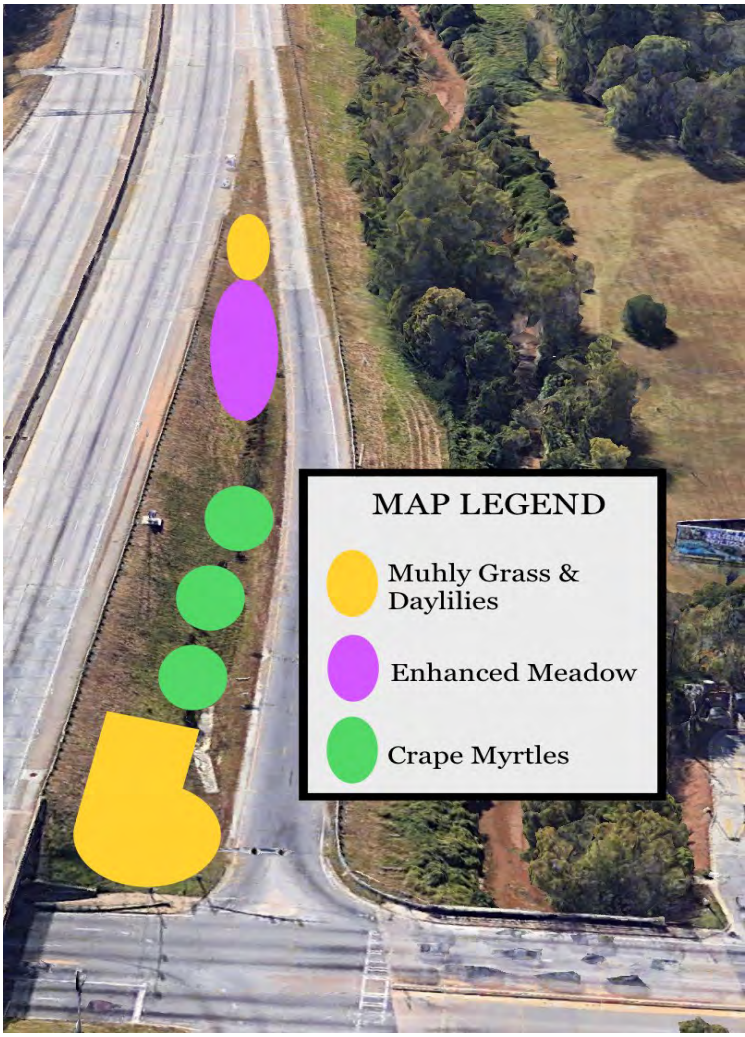
Existing Condition

In section 3, the design opens with grasses and Daylilies, and leads into a colorful enhanced meadow. The Muhly grass installed closer to the traffic light, will contrast well with the existing vegetation, along with the addition of Crape Myrtles.

ON RAMP 4

Existing Condition

Design Proposal



In section 4, there are multiple spaces in between vegetation plantings. These spaces can be filled with Crape Myrtle planting. Muhly grass is a calm transition plant that will lead into the Crape Myrtles. Followed by the Enhanced Meadow and ending with more grasses and Daylilies.


Muhly Grasses

PLANT CHOICES

Muhly Grass

Bloom Time:

Late summer to Mid fall

Daylilies

Bloom Time:

Early spring

PLANT CHOICES

Crape Myrtle

Bloom Time:

Early summer to
Mid fall

Enhanced Meadow seeding

Bloom Time:

Early spring to
Early summer

VI. PROJECT COSTS

PROJECT COSTS

Plants	***Quanity***	***Price Installed***
Multi Trunk Crape Myrtles	20	$ 5,000.00
Muhly Grass	500	$ 4,000.00
Daylilies	400	$ 3,800.00
Enhanced Meadow Seeding		$ 10,300.00
Pine Straw	500	$ 4,250.00
Erosion Control		$ 2,500.00
Traffic Control		$ 18,750.00
Site Prep		$ 18,000.00
	Total:	**$ 66,600.00**

VII. ANNUAL MAINTENANCE

ANNUAL MAINTENANCE COSTS

ANNUAL MAINTENANCE	
18 Services per Year (March-November)	**$30,800**

Bi-weekly maintenance for the 3 seasons: Spring, Summer and Fall. Winter season excluded

CITY OF SOUTH FULTON

COUNCIL AGENDA ITEM

COUNCIL SPECIAL MEETING

SUBJECT: Council Approval to Apply for 2019 AFG Fire Prevention

DATE OF MEETING: 5/14/2020

DEPARTMENT: City Manager

ATTACHMENTS:

Description	Type	Upload Date
Memo_2019 AFG Fire Prevention and Safety Grant	Cover Memo	5/11/2020

GOVERNMENT OF THE CITY OF SOUTH FULTON

Office of the City Manager

WILLIAM "BILL" EDWARDS
MAYOR

ODIE DONALD II
CITY MANAGER

MEMORANDUM

TO: Honorable Mayor William "Bill" Edwards & City Council Members

FROM: Odie Donald II
City Manager

DATE: May 7, 2020

SUBJECT: **2019 Assistance to Firefighters Grant – Fire Prevention and Safety**

Background
The Fire Rescue department continuously searches for grant opportunities to supplement its budgetary needs. The Assistance to Firefighters Grant (AFG) affords us the opportunity to request valuable community educational props and tools that enhance the fire safety education of our citizens, 21 public schools and over 75 other private educational facilities within the City of South Fulton.

The Department has identified the AFG Grant as an opportunity to purchase a fire safety education trailer, 2 model hazard houses for use in instructional classrooms, and the Lion R.A.C.E (rescue, alert, confine extinguish) prop that helps fire prevention train for the real event in demonstrating how to make decisions in a real emergency.

Fiscal Impact:
The grant request of $141,960.50 requires a 5% match of $7,102, which will be funded by the departments FY2020 operational budget.

Recommendation
Request Council approval to apply for the 2019 Assistance to Firefighters Grant and commit the needed 5% required fund match of $7,102.

Should you need further information regarding this correspondence, please contact Sterling Jones at sterling.jones@cityofsouthfultonga.gov.

CITY OF SOUTH FULTON

COUNCIL AGENDA ITEM

COUNCIL SPECIAL MEETING

SUBJECT: Council Approval to Apply for Assistance to Firefighters Grant COVID19

DATE OF MEETING: 5/14/2020

DEPARTMENT: City Manager

ATTACHMENTS:

Description	Type	Upload Date
Memo_Assistance to Firefighters Grant COVID19	Cover Memo	5/11/2020

GOVERNMENT OF THE CITY OF SOUTH FULTON

Office of the City Manager

WILLIAM "BILL" EDWARDS
MAYOR

ODIE DONALD II
CITY MANAGER

MEMORANDUM

TO: Honorable Mayor William "Bill" Edwards & City Council Members

FROM: Odie Donald II
City Manager

DATE: May 7, 2020

SUBJECT: **Assistance to Firefighters Grant – COVID-19**

Background
The Fire and Rescue Department continuously searches for grant opportunities to supplement its budgetary needs. The Assistance to Firefighters Grant-COVID 19 (AFG) application period opened on April 28, 2020. The primary goal of the AFG is to enhance the safety of the public and firefighters by providing financial assistance to fire departments. The AFG COVID-19 Grant provides funding for critically needed Personal Protection Equipment (PPE) resources to equip Fire personnel during the pandemic.

Fiscal Impact:
The grant request of $26,142.76 requires a 10% match of $2,614, which will be funded by the departments FY2020 operational budget.

Recommendation
Request Council approval to apply for the Assistance to Firefighters Grant - COVID-19 and commit the needed 10% required fund match of $2,614.

Should you need further information regarding this correspondence, please contact Sterling Jones at sterling.jones@cityofsouthfultonga.gov.

CITY OF SOUTH FULTON

COUNCIL AGENDA ITEM

COUNCIL SPECIAL MEETING

SUBJECT:	Council Discussion and Approval FY20 Meeting Dates and Times
DATE OF MEETING:	5/14/2020
DEPARTMENT:	Attorney