

Work Session Meeting of the Sandy Springs City Council was held on Tuesday, September 18, 2012, at 7:29 p.m., Mayor Eva Galambos presiding.

Councilmember Chip Collins was not in attendance at the Work Session.

STAFF DISCUSSION ITEMS

Police Department

1. Consideration of a Vehicle Immobilization Service Ordinance

Police Chief Terry Sult stated for the past couple of weeks the Police Department has had issues with the booting of vehicles. Booting is the attachment of a metal device to the tires of a vehicle that may be parked in an improper area. The issue is that some of the fees have become exorbitant, ranging from \$500 to \$700. In one case, a truck driver was charged \$500 for pulling into a parking lot just long enough to get a beverage from a service station. By the time the truck driver returned to his truck, there was a boot on the truck and he was required to pay a \$500 fee to have the boot removed.

Councilmember Tibby DeJulio asked where this incident occurred.

Police Chief Sult stated this occurred in the Big Lots parking lot near the BP gas station. There is a Sandy Springs condominium association that has employed the same booting company resulting in many complaints to the City. The fees at this location have ranged from \$100 to several hundred dollars. The homeowners association has a contract with the booting company and the association was under the impression that the fines would range from \$75 to \$125. The sign at the front of the condominiums states a maximum boot fee of \$500. City staff has reviewed city ordinances from the cities of Marietta, Atlanta, and Roswell. This proposed ordinance is drafted similar to the City of Roswell's ordinance. The ordinance requires the driver that boots vehicles to have a business permit and an operator's permit. The ordinance restricts the boot fine to \$35 per day.

Councilmember Dianne Fries asked if the \$35 fee is stated in the ordinance and if it refers to booting of vehicles.

Assistant City Attorney Cecil McLendon stated the definitions in the ordinance specify what the fee is for.

Councilmember Fries stated she would like the ordinance to address signage, the fee, and requires the company phone number for the booting companies.

Police Chief Sult stated the ordinance requires signage, an actual person answering a company telephone number 24/7, and when the company is called a driver is required to appear on the scene within one hour of being contacted.

Councilmember Gabriel Sterling asked how the ordinance will be enforced.

Police Chief Sult stated the ordinance will be enforced by complaints from the public.

Councilmember Sterling asked about the \$35 a day boot fee.

Police Chief Sult stated that amount is what the City of Roswell is charging for the daily boot fee. Staff has seen fees that range from \$35 to \$50 between the cities of Atlanta, Marietta, and Roswell.

Councilmember John Paulson asked if the City's ordinance mirrors the City of Roswell's ordinance.

Police Chief Sult stated the Roswell ordinance was changed to fit the needs of Sandy Springs.

Councilmember DeJulio stated the proposed ordinance requires the towing companies to accept credit cards and debit cards at no additional charge. He thought traditionally those companies only accepted cash.

Police Chief Sult responded traditionally the companies do deal in cash, but the City of Roswell requires the towing companies to accept credit and debit cards as a convenience. Many people do not carry cash with them. The proposed ordinance also states if the company has not completed the booting process and the vehicle owner walks up, the booting process cannot be completed.

Councilmember Sterling suggested the ordinance allow for a \$3 processing fee when paying booting fees with a credit or debit card.

Assistant City Attorney McLendon stated the purpose of the revision is to allow people to have the boots removed from their cars in a timely manner.

Councilmember Sterling stated he understands the rationale behind this, but the City is cutting into the profits of the companies booting the vehicles. He suggested increasing the booting fee to \$50.

Mayor Galambos asked which City charges \$50 for a booting fee.

Police Chief Sult stated the City of Atlanta charges \$50.

Mayor Galambos suggested the City's fee be \$40.

Councilmember Fries asked if this ordinance requires the company to stop the process if the vehicle owner walks up before the towing process is completed.

Police Chief Sult stated the ordinance does not address towing.

Councilmember Fries stated the City has a separate towing ordinance. She suggested both ordinances be similar.

Police Chief Sult stated staff will review the towing ordinance to ensure that both are similar.

There was a consensus of Council to change the booting fee charge to \$40 and move this item forward to the next City Council meeting.

Public Works

2. Citywide Pavement Condition Update

Jon Drysdale, Lowe's Engineering, stated Lowe's Engineering worked with IMS (Infrastructure Management Services) to evaluate the City's pavement condition. The draft report has been submitted to the Public Works staff. The final report will be given to City staff along with a recommendation for the pavement plan to move forward. Guidance will be needed from Council in order to move forward to the next step on the pavement plan. In the next two to three weeks Council will receive a detailed list with the rating of the streets within the City. The pavement condition update is the largest City infrastructure

item. If pavement management is done early enough, it will cost the City less money. If it is completed later, the City will need to spend more money. There are two major components to the pavement condition index, condition, roughness, and surface distress with scores ranging from 0 to 100. A ranking of 0 to 40 is poor roads, 40 to 60 is poor to marginal, 60 to 70 is fair, 70 to 80 is good, and 90 to 100 are roads that have just been resurfaced. The City's pavement condition distribution is above the national average.

Mayor Eva Galambos asked if there will be a similar graph once the paving work begins.

Mr. Drysdale responded yes. There is a graph that compares the 2005 pavement condition to the 2009 pavement condition, but it is not included in this presentation. The City has been spending money on the roads that are in the worst condition.

Councilmember Gabriel Sterling asked about reconstruction of a street versus resurfacing.

Mr. Drysdale stated the cutoff point is a score of 40 points.

Councilmember Tibby DeJulio asked if the technology has changed to allow for repaving of a street instead of rebuilding roads.

Mr. Drysdale responded yes. The City's backlog is less than fifteen percent of the system, which is good. When the City started, the backlog the number was at twenty-three percent.

Councilmember Fries asked about resurfacing a residential road versus an arterial road, and how long the roads should last.

Mr. Drysdale stated a road should last ten or more years before it needs to be rebuilt. The time frame depends on the loading and how many vehicles are on the road. The neighborhood roads will last significantly longer. An example of an arterial road is Peachtree Dunwoody Road or Mt. Paran Road. A collector road would be Long Island Drive or Lake Forest Drive. A local road would be Hightower Trail or Morgan Falls Road.

Councilmember Karen Meinzen McEnerny stated the local roads have an average pavement rating of 69.

Councilmember DeJulio asked if the arterial roads are the most difficult to keep maintained, since they receive the most traffic.

Councilmember John Paulson stated the 40 to 50 and the 50 to 60 pavement condition scores have increased within the City since 2009. He suggested trying to improve the roads with pavement condition scores that range from 40 to 50.

Mr. Drysdale stated if all the roads are repaved that are on the City's pavement condition list, the cost would be \$70 million. On an annual basis, the cost would be \$4.8 million to maintain the system. The cost is \$54 million for local streets, \$5 million for collector streets, and \$10 million for arterial streets.

Councilmember Fries asked how much was budgeted for the paving of the streets.

City Manager John McDonough responded \$4.2 million.

Councilmember Meinzen McEnery stated the City's target pavement condition number is 70. She suggested instead of bringing the roads to a score of 100, the roads be brought to an average of 70.

Mr. Drysdale stated Council will receive a final map with the range of scores for the roads.

Director of Public Works Kevin Walter stated for the past two years the roads that were ranked between 30 and 50 have been repaved. Currently, local roads that score 48 to 50 are being repaved. The consultants recommend spending money on roads that rank from 50 to 70. Thin overlays can be placed on the roads to extend the life of the roads at a cheaper cost. If the City does nothing to the roads, in eight to ten years it will cost \$300,000 a mile to resurface the roads. Right now the roads can be resurfaced at a cost of \$100,000 per mile.

Councilmember Sterling asked if the local and arterial roads ranked between 50 and 70 are in the most need of repair.

Director of Public Works Walter stated the biggest need is for local and collector streets. The arterial streets are in pretty good condition. Staff would like to spend a large amount of the \$4.2 million for the roads ranked 50 to 70. A thin overlay would be placed on these roads. The remainder of the money would be spent on the list of very poor roads.

Councilmember DeJulio asked what percentage of the worst roads should be worked on.

Director of Public Works Walter suggested fifty percent of the roads.

Councilmember DeJulio asked how many miles of road could be completed for that amount.

Director of Public Works Walter responded probably a total of twenty miles.

Councilmember Paulson stated what concerns him is the percentage of poor roads ranging from 40 to 50 was less in 2009 and now the percentage of roads within that range is higher.

Director of Public Works Walter stated the roads that have an index under 40 will cost about \$1 million to repair. The roads ranked between 50 and 70 should cost around \$2 million to repair.

Councilmember Fries stated the City just started funding the rebuilding of roads. For the past few years, the roads have been resurfaced to extend the life of the roads. She is concerned that most of the money is being spent on the roads that are ranked 70 and not the roads that are ranked 50.

Councilmember Sterling asked if roads that are ranked 40 and below can be repaired for about \$1 million.

Director of Public Works Walter stated there are about twenty-two roads that are ranked under 40 and \$1 million should cover the cost of the road repairs.

Mayor Galambos asked that a cost estimate to fix the worst roads be included with the list of roads.

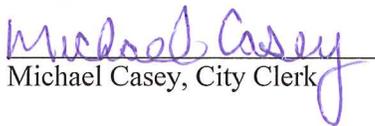
There was a consensus of Council for staff to bring the ranked list of roads, including the cost of repairs, to a future meeting.

There being no further discussion, the meeting adjourned at 7:53 p.m.

Date Approved: October 2, 2012



Eva Galambos, Mayor



Michael Casey, City Clerk